

Gisborne-Opotiki via Wairoeka Main Highway.—By-laws.

WHEREAS by section 9 of the Main Highways Act, 1922 (hereinafter called "the said Act"), the powers, rights, duties, and liabilities vested in or imposed on the Governor-General or Minister of Public Works (in the case of Government roads), or vested in or imposed on any local authority (in the case of highways other than Government roads), are, in the case of main highways, transferred to and vested in or imposed on the Main Highways Board:

And whereas the roads hereinafter referred to are main highways, and it is desirable that by-laws should be made in respect thereof:

Now, therefore, the Main Highways Board, acting by authority of the said Act, and of the Public Works Act, 1928, and of all other powers in anywise enabling it in this behalf, doth hereby make the following by-laws.

BY-LAWS.

I. INTERPRETATION.

(1) These by-laws may be cited as "The Wairoeka Highway Stock By-laws, 1933."

(2) These by-laws shall come into force on the date of their publication in the *Gazette*.

(3) These by-laws shall apply to the following main highways, namely:—

All that road or portion of road in the Opotiki and Waikohu Counties known as the Wairoeka Road and the Gisborne-Opotiki via Wairoeka Main Highway, commencing at the southern boundary of the Borough of Opotiki, in Otai Road, and proceeding generally in a southerly and south-easterly direction via Wairoeka Pah and Waiata, and terminating at its junction with the Matawai-Koranga Main Highway at the northern boundary of Section 3, Block IX, Motu Survey District.

(4) In these by-laws, unless inconsistent with the context,—

"The said Act" means the Main Highways Act, 1922:

"Board" means the Main Highways Board:

"Engineer" means and includes any Engineer of the Public Works Department for the time being a member of the District Highways Council of the No. 3 Highways District, or the No. 4 Highways District, respectively:

"Authorized person" means and includes Engineer as hereinbefore defined, and any Traffic Inspector as hereinbefore defined, and any other person who may be appointed to be an authorized person in accordance with the provisions of clause 2 of these by-laws:

"Traffic Inspector" means and includes any person duly appointed to be a Traffic Inspector by either the Board, or the Opotiki County Council, or the Waikohu County Council:

"Cattle" means cattle as defined in the Impounding Act, 1908:

"The said highway" means the main highways described in subclause (3) of this clause.

2. AUTHORIZED PERSONS.

(1) The Board, and the Opotiki County Council, and the Waikohu County Council may appoint by resolution any person to be an authorized person within the meaning of these by-laws: Provided that any Traffic Inspector appointed by either the Board, or the Opotiki County Council, or the Waikohu County Council shall be deemed to be an authorized person for the purposes of these by-laws.

(2) Any Engineer as hereinbefore defined shall be deemed to be an authorized person for all the purposes of these by-laws.

(3) The production of an instrument of appointment as an authorized person in terms of subclause (1) of this clause, or as an Engineer as defined in subclause (1) of clause 1, or as a Traffic Inspector as defined in subclause (1) of clause 1, shall be conclusive evidence of an appointment as an authorized person for the purposes of these by-laws, and *prima facie* evidence that such appointment was continuously in force until the time of such production.

(4) No person shall obstruct, hinder, or interfere with any authorized person in the exercise of his powers.

3. PROHIBITION OF STOCK TRAFFIC.

(1) No person shall drive any cattle, or cause or permit any cattle to be driven, or allow any cattle to be along or upon the said highway, except as provided by the next succeeding subclause hereof.

(2) If any person is charged with an offence under the last preceding subclause it shall be a sufficient defence to the charge if such person proves that the cattle in question were being driven to or from some property having a frontage on or entrance from the said highway, and to which no other reasonable route was available.

4. ASCERTAINMENT OF OFFENDERS.

(1) Any authorized person or police officer may require any person driving any cattle, or causing or permitting any cattle to be driven, or allowing any cattle to be along or upon the said highway, to supply on demand information as to his name and address, and the name and address of the owner of the cattle, together with particulars relating to the place from which the cattle were driven, their intended destination, the routes by which they have travelled and by which it is intended that they shall travel, and any other information which may be required by such authorized person or police officer in the exercise of his duties.

(2) If any person driving any cattle, or causing or permitting any cattle to be driven, or allowing any cattle to be along or upon the said highway, shall refuse to give any of the information required to be given by him in pursuance of these by-laws, or shall give false information, or shall withhold information so as to create a false impression, he shall be guilty of an offence.

(3) Any other person who, on the request of any authorized person or police officer, shall fail to give information which is in the power of such person to give, and which relates to any breach or alleged breach of these by-laws, shall be guilty of an offence.

5. OFFENCES AND PENALTY.

(1) Every person who does, or causes or procures to be done, anything contrary to or otherwise than is provided by these by-laws, or who shall omit to do anything therein required to be done by him, shall be guilty of an offence.

(2) Every person guilty of an offence against these by-laws shall be liable for each such offence to a fine not exceeding £5 (five pounds).

The foregoing by-laws were made by a resolution duly passed at a meeting of the Main Highways Board, held at Wellington on the 19th day of April, 1933.

In witness whereof the common seal of the Main Highways Board is hereunto affixed, this 29th day of April, 1933, in the presence of—

[L.S.]
(M.H. 62/33/3/1.)

C. J. McKENZIE, Chairman.
J. WOOD, Member.

Public Trust Office: Middlemarch Agency.

IT is notified for public information that the agency of the Public Trust Office at Middlemarch will be closed as from the 30th instant, after which date communications in respect of Public Trust Office business in the Middlemarch District should be addressed to the District Public Trustee, Dunedin.

Dated at Wellington, this 27th day of April, 1933.

J. W. MACDONALD, Public Trustee.

Notice to Mariners No. 18 of 1933.

Marine Department,
Wellington, N.Z., 1st May, 1933.

NEW ZEALAND WIRELESS TELEGRAPHY STATIONS.—SPECIAL SERVICE.

ON request from ships fitted with a direction-finding installation, D/F signals will be transmitted from Auckland, Awarua, Chatham Islands, and Wellington stations.

A ship should call the station in the ordinary manner, and send the abbreviation "Q T G," meaning "Will you send your signal for one minute on a wave length of metres (or kilocycles) in order that I may take your bearing?" The charge for replies to the "Q T G" signals is at the rate of 2s. 6d. per minute.

No information is available as to the degree of reliance to be placed on any bearings obtainable. If Masters have not had previous experience with them in the locality, it is advisable to consult the chart before making use of them, and note if high land intervenes between the estimated position of the ship and the station. If high land does intervene, or if the line of bearing cuts the coast-line at an acute angle, errors up to as much as 5° are likely to be found.

The Secretary, Marine Department, invites Masters making use of the signals to inform him of the errors found in the bearings.

B. W. MILLIER, Acting-Secretary.

(M. 7/6/229.)