

*Order in Council authorizing the Picton Borough Council to occupy Part of the Foreshore and Tidal Land at Picton as a Site for a Footbridge, Boat-shed, and Boat-slip.*

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 9th day of April, 1934.

Present :

THE RIGHT HON. G. W. FORBES PRESIDING IN COUNCIL.

WHEREAS by Order in Council dated the ninth day of March, one thousand nine hundred and twenty-three, and published in the *Gazette* of the twenty-second day of the same month, at page 790, the Picton Borough Council (hereinafter called "the Council," in which term is to be construed, unless the context requires a different construction, its successors or assigns) was, under the provisions of the Harbours Act, 1908, authorized to construct a footbridge over the head of Picton Harbour from Perano's site to the Domain, and to construct a boat-shed and slip in front of Section 199, Picton, for the use and benefit of the public, in accordance with plans marked M.D. 2927 and M.D. 3023, deposited in the office of the Marine Department at Wellington, and to use and occupy that part of the foreshore, tidal land, and tidal water necessary therefor until the fifth day of April, one thousand nine hundred and thirty-four :

And whereas such period having expired, the Council has made application to have the authority extended for a further period of fourteen years, and it is desirable so to do :

Now, therefore, His Excellency the Governor-General of the Dominion of New Zealand, in pursuance and exercise of the power and authority vested in him by the Harbours Act, 1923, and of all the powers and authorities enabling him in this behalf, and acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby authorize the Council to use and occupy such part of the foreshore, tidal land, and tidal water necessary for the maintenance of the hereinbefore-mentioned structures, subject to the following terms and conditions, that is to say :—

1. The footbridge shall be for the use and benefit of the public.

2. The Council may make such charge for the use of the bridge as may be approved by the Minister of Marine.

3. The rights, powers, and privileges conferred by this Order in Council shall continue in force for fourteen years, computed from the sixth day of April, one thousand nine hundred and thirty-four.

4. The Council shall be liable for any injury which any person may sustain through the construction of the footbridge.

F. D. THOMSON,  
Clerk of the Executive Council.

*Regulations under the Motor-vehicles Insurance (Third-party Risks) Act, 1928.*

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government House at Wellington, this 14th day of April, 1934.

Present :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

IN pursuance and exercise of the powers conferred on him by the Motor-vehicles Insurance (Third-party Risks) Act, 1928 (hereinafter referred to as "the said Act"), His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby revoke the regulations under the said Act made on the first day of May, one thousand nine hundred and thirty-three, and in lieu thereof doth hereby make the following regulations, and doth hereby declare that this Order in Council shall come into force on the date of its publication in the *Gazette*.

REGULATIONS.

1. (1) THESE regulations may be cited as the Motor-vehicles Insurance (Third-party Risks) Regulations, 1934.

(2) In these regulations, unless the context otherwise requires,—

"Private motor-car" means any motor-car (as defined in the Motor-vehicles Act, 1924) not being a public motor-vehicle or a contract motor-vehicle or a rental car (as hereinafter defined):

"Passenger-service vehicle" has the same meaning as in the Transport Licensing Act, 1931 :

"Motor-vehicle," "motor-car," "motor-cycle," "owner," "public motor-car," "trade motor," and "trailer" have the same meanings as in the Motor-vehicles Act, 1924, as amended by the Motor-vehicles Amendment Act, 1927 :

"Omnibus," "service-car," "service-coach," and "passenger truck" have the same meanings as in the Passenger-service Vehicle (Constructional) Regulations, 1933 :

"Public motor-vehicle" means a motor-vehicle plying for hire for the carriage of persons or which is used in the course of the business of carrying passengers for hire, but does not include a motor-cycle or a contract motor-vehicle as hereinafter defined :

"Contract motor-vehicle" means a motor-vehicle used in the course of business for the carriage for hire of school-children going to or returning from school either with or without teachers or other escorts, or of particular individuals (including clubs or parties of individuals), but never used or available for the carriage for hire of the general public :

"Rental car" means a motor-car let on hire to any person who himself drives or provides a driver, but does not include a passenger-service vehicle as defined in the Transport Licensing Act, 1931, and does not include a vehicle let under a hire-purchase agreement but not let on any further contract of hire :

"Private-hire car" means a public motor-vehicle being a motor-car which is not a passenger-service vehicle as defined in the Transport Licensing Act, 1931, and is not a public motor-car as defined in the Motor-vehicles Amendment Act, 1927 :

"Tractor" means a vehicle or locomotive of the class of locomotive propelled by mechanical power and known as the tractor if exclusively used otherwise than as a vehicle for the carriage of passengers (other than the driver) or goods.

2. (1) Except as provided in subclause (2) hereof, every insurance company willing to undertake insurance business in terms of the said Act shall give to the Registrar of Motor-vehicles at Wellington, in the manner prescribed by section 4 of that Act, a notice in the form numbered 1 in the First Schedule hereto.

(2) Every notice heretofore given by an insurance company under the regulations hereby revoked, and subsisting at the commencement of these regulations, shall continue in force until revoked in the manner prescribed by section 4 of the said Act.

3. The nomination, pursuant to section 5 of the said Act, of the insurance company with which the contract of insurance in respect of any motor-vehicle is to be made shall be in the form numbered 2 in the First Schedule hereto.

4. (1) The notice of the sale or other disposal of a motor-vehicle, required to be given pursuant to section 7 of the said Act, shall be given to the insurance company concerned by the former owner in the form numbered 3 in the First Schedule hereto.

(2) Every person who, being required by section 7 of the said Act to give any such notice as aforesaid, fails to give such notice in accordance with the said section shall be liable to a fine of £5.

5. (1) The annual premiums payable in respect of contracts of insurance under the said Act for the year commencing on the 1st day of June, 1934, or for the year commencing on the same day in any subsequent year, shall be as set out in the Second Schedule hereto, and the classes of motor-vehicles for purpose of insurance premium shall be those set out and described in the said Second Schedule.

(2) When a contract of insurance in respect of any motor-vehicle is entered into for a period of less than a year the amount of the premium as prescribed in the Second Schedule hereto shall be reduced by one-twelfth part thereof for every complete month by which the term of the contract is less than one year.

(3) Any premiums hereafter becoming payable for any period expiring before the 1st day of June, 1934, shall be fixed in accordance with the Motor-vehicles Insurance (Third-party Risks) Regulations, 1933, and the Second Schedule thereto, as if those regulations had not been revoked.

6. If any motor-vehicle (other than a motor-cycle, or a motor-vehicle used exclusively as an ambulance) belongs to more than one of the classes specified in the Second Schedule to these regulations, the vehicle shall be classified as belonging to that class of the respective classes to which it belongs, for which the highest premium is prescribed under these regulations.