

THE NEW ZEALAND OILFIELDS DEVELOPMENT COMPANY, LIMITED.

IN LIQUIDATION.

NOTICE is hereby given that at an extraordinary general meeting of the above-named company duly convened and held on the 28th day of May, 1936, the following special resolution was duly passed:—

“That the company be wound up voluntarily.”

HENRY WELLS ROWDEN, Public Accountant, Wellington, was appointed liquidator for the purposes of such winding up. Dated this 1st day of June, 1936.

C. E. RICHARDSON,
Chairman.

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Christchurch, 27th May, 1936.

The Chairman and Members of the Christchurch Tramway Board, Christchurch.

DEAR SIRS,—

We, the Commission appointed by you in pursuance of the provisions of section 3 of the Christchurch Tramway District Act, 1920, and its amendment, as provided in section 2 of the Christchurch Tramway District Amendment Act, 1921, for the purpose of (*vide* section 4 of the principal Act and its amendments)—

- (a) Altering the boundaries of all or any of the subdistricts;
- (b) Naming or renaming any subdistrict;
- (c) Altering the number of members for any subdistrict;

but so that the total number of members of the Board shall not exceed nine (*vide* section 3 of the principal Act), do hereby furnish the following report.

By public advertisement due notice was given of the business of the Commission, and on the 25th instant an opportunity was offered for the submission of any evidence, information, or suggestions likely to be of value to the Commissioners.

Mr. Thomas Newburgh, Mayor of Sumner, appeared and advised that he had been deputed by a meeting of local bodies in and around Christchurch to attend before the Commission and convey the decisions and views of such meeting. He stated that it had been resolved unanimously that the meeting was fully in agreement with the principle of a Central Subdistrict having boundaries coterminous with those of the City of Christchurch, and represented by six members. He also reported the meeting's unanimous wish that two of the outer subdistricts should commence at South New Brighton and Sumner respectively, and that on no account should Sumner and any part of New Brighton be grouped in the same subdistrict.

These views were emphatically supported by other interested parties appearing before the Commission.

Messrs. W. S. MacGibbon and Seton F. Marshall, Chairman and Secretary of the Christchurch Citizens' Association respectively, appeared in support of a suggestion that certain portions of the more densely populated area of Riccarton and Fendalton should be incorporated in the Central Subdistrict, and the representation therefor increased to seven members.

After careful consideration of this proposal we were unable to act on the suggestion for the following reasons:—

- (1) The sound principle enunciated (with which interested parties had expressed their agreement), of making the boundaries of the city and the proposed Tramway Central Subdistrict coterminous would be destroyed.
- (2) The association's suggestion would exclude the outer areas of Riccarton and Fendalton districts and aggravate the difficulty of satisfactorily subdividing the remainder of the tramway district into two subdistricts.
- (3) Written advice received from the Riccarton Citizens' Association did not convey to the Commission any suggestion that Riccarton or any part of it should be incorporated in the proposed new Central Subdistrict.
- (4) The members of the Commission were of the opinion that until such time as Riccarton becomes part of Greater Christchurch it is not expedient to bring it within the limits of the Tramway Central Subdistrict.

Having decided upon the Central Subdistrict with boundaries coterminous with the Christchurch City boundaries, we directed our attention to the subdivision, into three parts, of the outer area of the Tramway District. The widespread nature of this outer area into at least four distinct units made it impossible to take into account any suggestion of community of interest. We considered the problem of dividing the outer area into three subdistricts having a more or less equal numerical representation. Owing to the relatively densely populated parts of Riccarton and Fendalton this could not be done without unreasonably extending the boundaries of two of the subdistricts. Having arrived at convenient and practicable boundaries for the Avon and Heathcote subdistricts, we considered it inadvisable to entrench any further upon the compact Riccarton-Fendalton area just to obtain a levelling-out of the representation, any discrepancy in which being more apparent than real. We considered it more important to see than the users of the trams had within their subdistrict those lines in which they were directly interested.

From figures supplied by the Government Statistician the total population of the Tramway District was arrived at as follows:—

Old Central Subdistrict	65,541
Areas transferred to new Central Subdistrict	26,166
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Population for new Central Subdistrict	91,707
Outer district	32,283

Total population for Tramway District .. 123,990

The following schedule sets out the names of the new subdistricts, the number of members, and the population in each.

	Members.	Population.	Representation per Member.
Central Subdistrict—coloured red on plan	6	91,707	15,284
Avon Subdistrict—coloured yellow on plan	1	9,504	9,504
Heathcote Subdistrict—coloured green on plan	1	9,686	9,686
Riccarton Subdistrict—coloured blue on plan	1	12,093	12,093

NOTE.—The population in the mental hospitals is shown as 1,220. For comparative purposes we have reduced this by 1,000.

We were fortunate in having placed at our disposal the latest population figures as ascertained from the Census taken just a few weeks ago. We wish to place on record our appreciation of the assistance given by your General Manager, the Government Statistician, and other interested parties.

We submit that the subdivision conforms to the appropriate legislation and we do hereby declare that the Christchurch Tramway District, as defined in section 2 of the Act, has been divided by us into four subdistricts to be those set forth in the schedule and plan hereto. We also determine that the number of members of the Christchurch Tramway Board to represent each subdistrict respectively shall be as already set forth in this report.

Yours faithfully,

ALBERT FREEMAN
J. A. McCULLOUGH } Commissioners.
A. A. BRUCE }

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Christchurch, 27th May, 1936.

The Chairman and Members of the Christchurch Tramway Board, Christchurch.

DEAR SIRS,—

We, the undersigned Commissioners, do hereby declare that the following is the schedule of boundaries of the four Christchurch Tramway Subdistricts referred to in our report of even date.

Central Subdistrict; coloured red on plan.—All that area contained within the present boundaries of the City of Christchurch.

Avon Subdistrict; coloured yellow on plan.—All that area bounded by a line commencing at the junction of Bishops Road and Sawyers Arms Road, being the north-west corner of the Christchurch Tramway District, and extending in an easterly direction following the northern boundary of the Christchurch Tramway District to the Pacific Ocean; thence in a southerly direction along the Pacific coast-line to the southernmost point of the Spit or Naval Reserve; thence in a northerly direction following the eastern boundary of the estuary of the Heathcote and Avon Rivers; thence in a southerly direction along the western boundary of the said estuary to the Trig. Station at or near to the south-east corner of Rural Section 438; thence in a general north-westerly direction following the boundary of the City of Christchurch to the north-west corner of Section 203; thence in a general southerly direction following the north-west boundary of the City of Christchurch to the south-east corner of Rural Section 1253 at a point where the said section abuts on to Webbs Road (now known as Ilam Road); thence in a westerly direction along the centre of Webbs Road (Ilam Road) to Burnside Road; thence in a north-westerly direction along the centre of Burnside Road to the northern boundary of the Christchurch Tramway District; thence in a north-easterly direction along the north boundary of the said Tramway District to the starting-point at the junction of Bishops Road and Sawyers Arms Road.

Heathcote Subdistrict; coloured green on plan.—All that area bounded by a line commencing at the junction of Middle Lincoln Road and Eaglesomes Road (Halswell); thence in a general easterly direction following the southern boundary of the Christchurch Tramway District to Godley Head; thence in a general westerly direction following the Pacific coast-line and southern boundary of the estuary of the Heathcote and Avon Rivers to the south-east corner of the boundary of the City of Christchurch; thence in general westerly, north-westerly, and north-easterly directions following the boundary of the City of Christchurch to the Main South Railway; thence westerly along the south side of the said railway to the centre of the Lincoln and Riccarton Junction Road; thence south-easterly along the centre of the Lincoln and Riccarton Junction Road