

and tributary creeks, to and along the north-western side of Meola Road, to and along the line of mean high water down the right bank of the Meola Creek and up the left bank of an arm of that creek, to and again along the north-western side of Meola Road, to and along the line of mean high water up another part of the left bank of the aforesaid arm, to and again along the north-western side of Meola Road, to and along the line of mean high water down the right bank of the Meola Creek aforesaid and up the left bank of Motions Creek, to and again along the north-western side of Meola Road, to and northerly, easterly, and then southerly along the line of mean high water along the shores of an area of Crown land which was formerly an island in Motions Creek aforesaid, to and again along the north-western side of Meola Road aforesaid, to and along the line of mean high water along the north-western boundary of the reclamation adjoining the south-western boundary of Lot 1, D.P. 29103, being part Allotments 10 and 11 of Section 9, Suburbs of Auckland, the aforesaid boundary along and adjoining the north-western side of Meola Road aforesaid, being more particularly shown on S.O. Plan 37979, and down the right bank of Motions Creek aforesaid and the shores of the Waitemata Harbour aforesaid, to and along the north-western side of West End Road, across Gox's Creek, and again along the line of mean high water aforesaid to the easternmost corner of Lot 3 on plan 19465 deposited in the office of the District Land Registrar at Auckland; thence along right lines bearing  $32^{\circ} 50' 50''$ , distance 85.0 links; bearing  $122^{\circ} 50' 50''$ , distance 66.5 links; bearing  $214^{\circ} 40'$ , distance 79.7 links; thence again along the line of mean high water aforesaid to the south-western corner of Freeman's Bay reclamation; thence along right lines bearing  $18^{\circ} 18'$ , distance 2655 links; bearing  $108^{\circ} 08' 25''$ , distance 50 links; bearing  $18^{\circ} 18'$ , distance 225 links; bearing  $108^{\circ} 08' 25''$ , distance 63 links; bearing  $42^{\circ} 08'$ , distance 54.7 links; bearing  $10^{\circ} 08'$ , distance 64.8 links; bearing  $42^{\circ} 08'$ , distance 2179.0 links; bearing  $132^{\circ} 08'$ , distance 34.8 links; bearing  $81^{\circ} 05' 58''$ , distance 872.8 links; bearing  $132^{\circ} 24'$ , distance 363.0 links; bearing  $222^{\circ} 08'$ , distance 2280 links; bearing  $198^{\circ} 08'$ , distance 51.5 links; bearing  $132^{\circ} 08'$ , distance 69.0 links; bearing  $222^{\circ} 08'$ , distance 135 links; bearing  $198^{\circ} 08' 25''$ , distance 50 links; bearing  $108^{\circ} 08' 25''$ , distance 1036 links; bearing  $198^{\circ} 08' 25''$ , distance 150 links; bearing  $108^{\circ} 08' 25''$ , distance 50 links; bearing  $198^{\circ} 08'$ , distance 2425 links; bearing  $108^{\circ} 08'$ , distance 440 links; to a point bearing  $32^{\circ} 30'$  and distant 650 links from a Standard Survey Block numbered 900, shown in Standard Survey Plan numbered 17, deposited as aforesaid; thence along a right line in the direction of a point bearing  $306^{\circ} 30'$  and distant 534 links from Standard Survey Block numbered 264, shown in Standard Survey Plan numbered 10, deposited as aforesaid, to its intersection with the southern side of Pakenham Street Extension; thence along a right line bearing  $288^{\circ} 08'$ , distance 9.20 links; thence along a right line bearing  $18^{\circ} 08'$ , distance 257.41 links; thence along a right line bearing  $108^{\circ} 08'$  to its intersection with the right line between a point bearing  $32^{\circ} 30'$  and distant 650 links from Standard Survey Block numbered 900 aforesaid and a point bearing  $306^{\circ} 30'$  and distant 534 links from Standard Survey Block numbered 264 aforesaid; thence along a right line to the last-mentioned point; thence again along right lines bearing  $18^{\circ} 08'$ , distance 60 links; bearing  $348^{\circ} 08'$ , distance 303 links; bearing  $18^{\circ} 08'$ , distance 485 links; bearing  $108^{\circ} 08'$ , distance 710 links; thence along a right line bearing  $19^{\circ} 45'$  to a point in line with the northern side of Quay Street; thence along a right line to a point being the intersection of the northern side of Quay Street with the production of the western side of Hobson Street; thence along right lines bearing  $108^{\circ} 08' 37''$ , distance 553.3 links; bearing  $152^{\circ} 54' 30''$ , distance 23.82 links; bearing  $117^{\circ} 32'$ , distance 73.67 links; bearing  $108^{\circ} 08' 37''$ , distance 351.57 links; bearing  $64^{\circ} 38' 30''$ , distance 41.82 links; bearing  $108^{\circ} 08'$ , distance 174.65 links; bearing  $18^{\circ} 08'$ , distance 76 links; bearing  $108^{\circ} 08'$ , distance 316 links; bearing  $198^{\circ} 08'$ , distance 76 links; to the northern side of Quay Street; thence along the northern side of Quay Street to a point bearing  $35^{\circ} 01' 04''$  and distant 153.96 links from Standard Survey Block numbered 1370, shown on Standard Survey Plan numbered 234 aforesaid, the point of commencement; excepting thereout the Borough of Newmarket.

Dated at Wellington this 6th day of August 1956.

A. G. HARPER, Secretary for Internal Affairs.

(I.A. 103/5/210)

*Declaring Public Highway to be Main Highway*

PURSUANT to section 11 of the National Roads Act 1953, the National Roads Board, acting with the written approval of the Minister of Works, hereby gives notice as follows:

1. The public highway described in the Schedule hereto is hereby declared to be a main highway within the meaning and for the purposes of the National Roads Act 1953.

2. This notice shall come into force on the date of its publication in the *Gazette*.

SCHEDULE

ROADS COUNCIL DISTRICT No. 11

*Riwaka-Kaiteriteri*

ALL that public highway in the County of Waimea, commencing at its junction with the Richmond-Collingwood State Highway at the north-west corner of Lot 3, D.P. 3489, Block X, Kaiteriteri Survey District, and proceeding thence generally in a north-easterly direction, and terminating near the sea coast at the eastern corner of Lot 53, D.P. 2884, Block XIII, Kaiteriteri Survey District, being a distance of 4 miles 8 chains, more or less; as the same is more particularly delineated on plan P.W.D. 150971 deposited in the office of the National Roads Board at Wellington, and thereon coloured green.

Dated at Wellington this 9th day of August 1956.

Signed on behalf of and by direction of the National Roads Board—

D. M. GROVER, Member.  
W. F. YOUNG, Member.

*Declaring Public Highway to be Main Highway*

PURSUANT to section 11 of the National Roads Act 1953, the National Roads Board, acting with the written approval of the Minister of Works, hereby gives notice as follows:

1. The public highway described in the Schedule hereto is hereby declared to be a main highway within the meaning and for the purposes of the National Roads Act 1953.

2. This notice shall come into force on the date of its publication in the *Gazette*.

SCHEDULE

ROADS COUNCIL DISTRICT No. 16

*Ranfurly-Naseby*—All that public highway in the County of Maniototo, commencing at its junction with the Palmerston-Alexandra State Highway at the south-western corner of Section 8, Block 2, Maniototo Survey District, and proceeding thence generally in a north-easterly direction and terminating at the western boundary of the Borough of Naseby, being two chains west of Section 1, Block 5, Town of Naseby, being a distance of 5 miles 40 chains, more or less; as the same is more particularly delineated on plan P.W.D. 150943 deposited in the office of the National Roads Board at Wellington, and thereon coloured red.

Also all that public highway in the Borough of Naseby, commencing at the western boundary of the said borough, being two chains west of Section 1, Block 5, Town of Naseby, and proceeding thence generally in an easterly direction via Ramor Street and thence generally in a northerly direction via Derwent Street, Earne Street, and Leven Street, and terminating at the junction of Leven Street and Foyle Street at the northernmost corner of Section 128, Block 1, Town of Naseby, being a distance of 54 chains, more or less; as the same is more particularly delineated on plan P.W.D. 150943 deposited in the office of the National Roads Board at Wellington, and thereon coloured green.

Dated at Wellington this 9th day of August 1956.

Signed on behalf of and by direction of the National Roads Board—

D. M. GROVER, Member.  
W. F. YOUNG, Member.

*Revoking Declaration of Portions of Main Highway and Declaring Portions of Public Highway to be Main Highway*

PURSUANT to section 11 of the National Roads Act 1953, the National Roads Board, acting with the written approval of the Minister of Works, hereby gives notice as follows:

1. (1) The portions of public highway described in the First Schedule hereto shall cease to be main highway.

(2) The Order in Council made on the 10th day of November 1937\* declaring (*inter alia*) the public highway firstly described in the First Schedule hereto to be a main highway, is hereby consequentially amended by revoking so much of the Second Schedule thereto as relates to the said highway.

(3) The Order in Council made on the 16th day of December 1935† declaring (*inter alia*) the public highway secondly described in the First Schedule hereto to be a main highway, is hereby consequentially amended by revoking so much of the Second Schedule thereto as relates to the said highway.

2. The portions of public highway described in the Second Schedule hereto are hereby declared to be main highways within the meaning and for the purposes of the National Roads Act 1953.

3. This notice shall come into force on the date of its publication in the *Gazette*.