

or contents thereof, and the quantity, weight, size, or measurement of the same, and shall do such acts for the purpose of enabling the same to be ascertained as such authorized person requests.

22. The manner of ascertaining the weight of loading or contents of any vehicle shall be by computing the weight or measurement from the cubical or superficial measurement of such loading or contents, and for this purpose the quantities hereunder set out shall, so far as regards the material or articles mentioned respectively, represent one ton, and so on in the same rates:—

New Zealand timber, 400 superficial feet.
 Australian timber, 350 superficial feet.
 Firewood, half a cord or 64 cubic feet.
 Sand, 21 cubic feet.
 Clay, 19 cubic feet.
 Cement, 5 barrels or bags equal to same.
 Broken stone, 21 cubic feet.
 Lime, 38 cubic feet.
 Bricks, 320.
 Coal, 45 cubic feet.
 Chaff, 25 bags.
 Oats (4 bushel bags), 10 bags.
 Wool, 5 bales.
 Iron and steel, 4½ cubic feet.

23. Traction-engines shall only cross or pass along such bridges and culverts as the Public Works Engineer certifies in writing to the Minister are safe for such traffic.

24. The weight of any load or material of any kind which shall be permitted to cross, in one vehicle, any bridge shall not exceed four tons.

25. "Traction-engine" in this by-law means any locomotive-engine propelled by steam or other motive power and designed for use on ordinary roads. "Heavy traffic" in this by-law means transportation of any vehicle, engine, or machine which shall itself or together with any thing or things being transported thereon weigh more than one and a half tons avoirdupois to each pair of wheels. "Gross weight" in this by-law means the weight of the traction-engine, machine, or other vehicle together with any thing or things being transported thereon.

BY-LAW NO. 2: RELATING TO MOTOR-CAR TRAFFIC.

1. In this by-law "motor-car" means "motor" as defined in the Motor Regulation Act, 1908, and is any vehicle propelled by mechanical power if it does not exceed three tons in weight unladen, and is not used for the purpose of drawing more than one vehicle (such vehicle with its locomotive not to exceed in weight four tons unladen). In calculating for the purposes of this by-law the weight of a vehicle unladen, the weight of any water, fuel, or accumulators used for the purpose of propulsion shall not be included.

2. No person shall drive or operate, or attempt to drive or operate, a motor-car on the said road unless he is a person competent to control its use and movement.

3. No person in charge of a motor-car while on the said road shall permit any person to drive or operate such car unless such last-mentioned person is competent to operate the same.

4. No person driving or in charge of a motor-car when on the said road—

- (a.) Shall cause such motor-car to travel backwards for a greater distance than shall be requisite for the purpose of safety;
- (b.) Shall quit such motor-car without having taken due precaution against its being started in his absence.
- (c.) Shall cause or allow or permit such motor-car to be driven or operated, or to remain or stand on the said road or any bridge thereon so as to obstruct or interfere with the traffic thereon.

5. The person in charge of a motor-car on the said road shall, when within a reasonable distance from and before meeting or overtaking any person in sight on foot, and when within a reasonable distance from and before meeting or overtaking any person in a vehicle or on horseback, give audible and sufficient warning of the approach or position of the car by sounding the warning instrument attached thereto and required by law to be provided.

6. The person driving or in charge of a motor-car on the said road shall, on the request of any person driving stock, riding, or having charge of a restive horse and coming towards the car, or on such person holding up his or her hand as a signal for that purpose, cause such car to stop, and remain stationary as long as shall be reasonable to enable such person to pass the car with the vehicle, horse, or stock which he is driving, riding, or in charge of, and if necessary shall stop the engine of such car.

7. When a motor-car is being driven or propelled along the said road, if owing to a bend, corner, crossing, or junction in the said road or for any similar cause it becomes impossible for the driver or person in charge of such motor-car to have an uninterrupted view of the traffic on the said

road for at least fifty yards ahead, such driver or person in charge shall reduce his speed to six miles an hour, and around sharp bends, when actually meeting any person riding or driving, shall reduce speed to four miles an hour, and by sounding the warning instrument give audible and sufficient warning of the approach of such motor in both cases.

8. No motor-car shall be driven or propelled on the said road at a greater speed than fifteen miles an hour.

9. The person driving or in charge of a motor-car on the said road shall, if during the period between sunset and one hour before sunrise or whenever it is dark any person driving, riding, or having charge of a vehicle or cattle signals to the motor by waving a lamp up and down, proceed with the motor cautiously; and he shall, if during the same period any such person so signals by waving a lamp from side to side, bring the motor-car to a standstill and keep it stationary, and if necessary shall stop the engine, for so long as may be necessary to enable such person, together with such vehicle or cattle, to pass the motor-car safely.

10. The driver, rider, or person in charge of a motor-car on the said road shall, when meeting any vehicle or cattle, keep to the left or near side of the said road; and when overtaking any vehicle or cattle shall pass when practicable on the right or off side of the said road.

11. No driver or person in charge of any motor-car shall pass or attempt to pass any vehicle, horse, or cattle if on a bridge or dangerous part of the said road.

12. Where the said road crosses a railway or tramway, or is crossed or intersected by another road, the said road is deemed and is hereby declared to be dangerous for the use of motor-cars for a distance of two chains on each side of such crossing or intersection.

13. If at any time the Minister is satisfied that the use of motor-cars on any bridge or part of the said road would be attended with risk of damage to the bridge or danger to the public, he may by notice prohibit motor traffic along such bridge or any part of the said road.

14. No motor-car shall be driven or operated unless such motor-car is fitted with two independent brakes in good working-order, and of such efficiency that the application of either can cause two of the wheels on the same axle to stop revolving; provided that, in the case of a motor not being a motor-car, this clause shall apply as if instead of two wheels on the same axle one wheel was therein referred to.

15. No motor-car shall be driven or operated on the said road unless such motor-car is fitted with an efficient muffler or silencer, and no such muffler or silencer shall be disconnected from the exhaust, opened or removed, in being driven or operated within fifty yards from any vehicle, horse, or cattle on the said road.

16. Every person in charge of a motor-car during the period between sunset and an hour before sunrise shall carry attached to the motor-car a lamp which shall be so constructed and placed as to exhibit a white light in the direction in which such motor-car is proceeding, such light being sufficiently clear and strong to afford adequate means of signalling the approach or position of such motor-car. Every such person during such period shall also carry attached to the motor-car a lamp which shall be so constructed and placed as to exhibit a red light in the opposite direction to which the car is proceeding, and green side lights so as to be visible from the opposite sides of gullies round bends when the motor-car is sideways on to the approaching car or vehicle.

17. A motor-car which has broken down shall be lighted at night if left on any part of the said road.

18. Head lights shall be so restricted in intensity that they will not dazzle any person approaching from the opposite direction.

BY-LAW NO. 3: RELATING TO SLEDGING.

1. No person shall draw or trail any sledge, timber, or other material in or upon the said road, whether such road is or is not or may be injured or damaged thereby.

2. Any person damaging the said road by sleighing shall make such damage good to the satisfaction of the Public Works Engineer.

PENALTIES.

1. Every person who shall do or cause or procure to be done anything contrary to or otherwise than is provided by these by-laws or any section or part of a section thereof, 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 such fine, not exceeding £5, as the Court inflicting the same shall in its discretion think fit.

3. Any person guilty of an offence against By-law No. 2, relating to motor-car traffic, shall be liable for each such offence to a fine not exceeding £10.

J. G. COATES, Minister of Public Works.