

cart, coach, carriage, or other vehicle as aforesaid to go out of a walk.

15. The driver or person in charge of a traction-engine or motor-lorry shall give as much space as possible for the passage of ordinary traffic.

16. The driver or person in charge of any traction-engine shall not propel or cause the same to be propelled along or over the said road or any bridge thereon unless the engine shall be accompanied by two men at least, part of whose duty it shall be to keep careful lookout both in front of and behind the engine for horses and vehicles which may be approaching to warn the riders and drivers of such horses and vehicles of the proximity of the engine, and to assist them in passing the engine in safety.

17. The driver or person in charge of any traction-engine or motor-lorry shall upon being signalled by any person driving stock or by the rider or driver of any horse or horses immediately stop such engine or motor-lorry so as to allow such traffic to pass in safety.

18. The whistle of a traction-engine shall not be sounded nor shall the cylinder-taps be opened within sight of any person riding, driving, leading, or in charge of a horse or horses upon the road; nor at such time shall steam be allowed to attain a pressure which would cause the safety-valve to blow off steam.

19. No ashes or refuse from a traction-engine shall be stacked on the said road or on or near any bridge or culvert thereon.

20. No traction-engine or vehicle attached thereto, or motor-lorry, shall pass or attempt to pass any vehicle, horse, cattle, or other stock on any dangerous part of the said road; and no traction-engine or vehicle attached thereto, or motor-lorry, shall be propelled or drawn along or upon any bridge at any time while any stock or any person with a horse or vehicle is on the bridge; nor shall any traction-engine or vehicle attached thereto, or motor-lorry, be permitted to stop on any bridge or culvert for any purpose whatever, except in the case of a breakdown of machinery or other unavoidable accident. Any such traction-engine or motor-lorry shall be repaired and removed from such bridge or culvert without unreasonable delay.

21. The driver or person in charge of any traction-engine or any wagon or other vehicle other than a motor-lorry engaged in heavy traffic shall give immediate notice to the Public Works Engineer, or overseer or surfaceman in charge of the said road, of any damage done to the said road or bridges, culverts, or fencing thereon by such vehicles. Any damage done or injury caused to the said road, or any bridge or culvert thereon, by any engine, wagon, carriage, or vehicle attached thereto or connected therewith as aforesaid shall forthwith thereafter be repaired and made good by or at the expense of the owner of any such engine or other vehicle.

22. Nothing herein contained shall be held to relieve owners or employers of traction-engines or motor-lorries engaged in heavy traffic from liability in respect of injury done or damage sustained by the traction of weight in excess of that prescribed by clause 27 hereof over or along the said road or any bridge thereon.

23. Any person authorized by the Minister of Public Works, or any officer or constable of police, may stop and detain any vehicle, traction-engine, motor-lorry, or machine which in his opinion infringes this by-law, until the width of tires or the weight of such vehicle, traction-engine, motor-lorry, or machine, and the load thereon, or the weight or measurement of the contents thereof, can be ascertained.

24. The driver of any such vehicle, traction-engine, motor-lorry, or machine shall give full and true information as to the load 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.

25. 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.

26. Traction-engines and motor-lorries 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.

27. The gross weight of any one vehicle which shall be permitted to use the said road or to cross any bridge thereon shall not exceed five (5) tons, and not more than one such vehicle shall be permitted to be on any bridge at one time.

28. "Traction-engine" in this by-law means any locomotive-engine propelled by steam or other motive power and designed for use on ordinary roads. "Motor-lorry" in this by-law means any vehicle propelled by power derived from internal-combustion engine or storage battery. "Heavy traffic" in this by-law means the 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, motor-lorry, machine, or other vehicle together with any passengers or any thing or things being transported thereon.

29. 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 traction-engines and motor-lorries for a distance of two chains on each side of such crossing or intersection.

30. If at any time the Minister is satisfied that the use of a traction-engine, motor-lorry, machine, or other vehicle on any bridge on or on any part of the said road would be attended with risk of damage to such bridge or part of road, or danger to the public, he may, by notice erected at each end of such bridge or on such part of road, prohibit traction, motor-lorry, or other traffic along such bridge or any part of the said road.

31. No person or persons shall stretch ropes across any part of the said road, whether for log-hauling or any other purpose, to the danger of the travelling public.

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