

23. 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.

24. 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, $4\frac{1}{2}$ cubic feet.

25. 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.

26. 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.

27. "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.

28. 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.

29. 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.

30. 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 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, or on a bridge thereon at a greater speed than four 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 stand-still 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 road; and when overtaking any vehicle or cattle shall pass when practicable on the right or off side of the said road, and shall give as much space as possible for the passage of such traffic.

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 motor-car on the said road between one half-hour after sunset and one hour before sunrise shall have at least two efficient lamps affixed conspicuously one at each side of the front thereof, so as to exhibit a white light in the direction in which such motor-car is proceeding, such light to be sufficiently clear and strong to afford adequate means of signalling the approach or position of such motor-car; and shall also have an efficient lamp attached to such motor-car, which lamp shall be so constructed and placed as to exhibit a bright 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 the gullies round bends when the