

nature, but are easily drained. Situated at the present rail-head of the Stratford-Ohura Railway.

As witness the hand of His Excellency the Governor-General, this 28th day of April, 1924.

D. H. GUTHRIE, Minister of Lands.

*Canceling the Reservation over Portions of the Hamilton Domain.*

JELlicoe, Governor-General.

IN pursuance and exercise of the powers and authorities conferred upon me by subsection 2 (a) of section 102 of the Reserves and other Lands Disposal and Public Bodies Empowering Act, 1922, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, do hereby cancel the reservation for the purposes of a domain over the lands described in the Schedule hereto, and also the vesting of the control of the said lands in the Hamilton Domain Board, and from and after the day of the date hereof the said lands shall be available for disposal under the Land Act, 1908, as provided by the said subsection 2 (a) hereinbefore referred to.

SCHEDULE.

PARTS OF HAMILTON DOMAIN.

ALL that area in the Auckland Land District, containing 1 acre 1 rood 36 perches, more or less, and being Section 28 of the Town of Hamilton West: also all that area in the Auckland Land District, containing 1 acre 1 rood 31 perches, more or less, being part of Section 16 of the Hamilton West Town Belt. Bounded (commencing at the north-westernmost corner of the said Section 16) on the north by Section 17 of the Hamilton West Town Belt, 250 links; on the east by other part of the said Section 16, 577 links; on the south by Allotment 24, Parish of Waipa, 250 links; and on the west by the Ohaupo Road, 577 links, to the point of commencement; be all the aforesaid linkages a little more or less.

As witness the hand of His Excellency the Governor-General, this 5th day of May, 1924.

D. H. GUTHRIE, Minister of Lands.

*By-laws regulating and controlling Traffic on Portion of the Mangamuka - Victoria Valley Road, between Mangamuka Bridge and Victoria Valley Road Junction, Hokianga and Mongonui Counties.*

JELlicoe, Governor-General.

WHEREAS it is provided in subsection two of section one hundred and six of the Public Works Act, 1908, that all the rights and powers vested in any local authority by any Act in respect to the care, management, or control of roads, the management, restriction, or prohibition of any traffic thereon, and the power to make and enforce by-laws for any or all of such purposes may in the case of a Government road be exercised by the Governor-General:

And whereas by Order in Council dated the seventh day of January, one thousand nine hundred and twenty-four, and gazetted on the seventeenth day of the same month, portion of the Mangamuka - Victoria Valley Road, between Mangamuka Bridge and Victoria Valley Road Junction, Hokianga and Mongonui Counties, was declared to be a Government road:

And whereas it is expedient to make by-laws regulating and controlling certain traffic on the said portion of road (hereinafter referred to as "the said road"):

Now, therefore, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, in pursuance and exercise of the powers conferred by the Public Works Act, 1908, and of all other powers in anywise enabling me in this behalf, do hereby make the following by-laws in respect of certain traffic on the said road, and do hereby declare that the said by-laws shall come into force on the twenty-sixth day of May, one thousand nine hundred and twenty-four.

BY-LAWS.

MOTOR-CAR TRAFFIC.

1. In these by-laws "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 twelve miles an hour; and around sharp bends, when actually meeting any person riding or driving, shall reduce speed to six 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 twenty-five miles an hour, or on a bridge thereon at a greater speed than ten 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 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 discon-