

14. A motor-lorry shall not be driven or propelled on the said road at a greater speed than twelve miles per hour, or on a bridge thereon at a greater speed than six miles per hour, except where such speeds are varied by notices erected under the authority of the Public Works Engineer on any portion of the said road or any bridge thereon.

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. 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.

22. 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 vehicle. Any damage done or injury caused to the said road, or any bridge or culvert thereon, by any engine, wagon, or other vehicle, or by any vehicle attached thereto, shall forthwith thereafter be repaired and made good by or at the expense of the owner of any such engine, wagon, or other vehicle.

23. 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 over or along the said road or any bridge or culvert thereon.

24. Any person authorized by the Minister of Public Works may stop and detain any vehicle, traction-engine, motor-lorry, or machine which in his opinion infringes these by-laws, 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.

25. 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.

26. 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 ratios:—

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.

27. The gross weight of any one vehicle which shall be permitted to cross any bridge or culvert situated on the said road 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. 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.

RELATING TO SLEDGING.

29. 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.

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

PENALTIES.

31. 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 who shall omit to do anything therein required to be done by him, shall be guilty of an offence.

32. Every person guilty of an offence against these by-laws shall be liable for each such offence to a fine not exceeding £5.

Dated at Wellington this 5th day of May, 1924.

J. G. COATES, Minister of Public Works.

School Colours, &c.

Education Department,
Wellington, 24th April, 1924.

THE following claim for registration of school colours is gazetted in accordance with regulations published in the *New Zealand Gazette* of the 12th August, 1915.

Any objection to the claim set forth must be addressed to "The Registration Officer for School Colours, &c., Education Department, Wellington," and must be delivered at that address within forty days of the publication hereof.

JNO. CAUGHLEY, Registration Officer.

PUBLIC SCHOOL, PAPATOETOE.

Colours.—Purple with gold band.
Monogram.—In form of shield with letters "P.S." inscribed thereon.

Sitting of the Native Land Court at Wanganui on 20th May 1924.

Registrar's Office,
Wanganui, 28th April, 1924.

NOTICE is hereby given that the matters mentioned in the Schedule hereunder written will be heard by the Native Land Court sitting at Wanganui on Tuesday the 20th day of May, 1924, at 10 o'clock a.m., or as soon thereafter as the business of the Court will allow.

[Wanganui, 1924-9.] W. H. BOWLER, Registrar.

SCHEDULE.

* APPLICATIONS FOR COMPENSATION.

No. 65. Applicant: Watt and Blennerhassett. Name of land: Parapara 2B and Ohotu 6A 2. Nature of application: To ascertain amount of compensation payable to the Native owners under section 91 of the Public Works Act, 1908.

No. 66. Applicant: Chief Engineer, Government Railways. Name of land: Section VA, Lots 58 and 59, Township of Greatford, Block VII, Survey District of Rangitoto. Nature of application: To assess the amount of compensation to be paid for land taken for railway purposes at Greatford.

No. 67. Applicant: Public Works Department. Name of land: Raketapauma 1D 2, being Block VII, Maungakaretu Survey District. Nature of application: To ascertain amount of compensation payable to Native owners under section 91 of the Public Works Act, 1908.