

13. The use of chains on the driving-wheels of motor-lorries carrying passengers or engaged in heavy traffic on the said road is hereby prohibited: Provided that in cases of unforeseen emergency arising from the incompleted maintenance of any portion of the said road, the overseer, surfaceman, or other person in charge of such portion of road may, by notice in writing, authorize the use of chains on such portion of road for such periods as he may deem necessary.

14. No person shall while crossing any bridge on horseback cause such horse to go out of a walk; and no person when driving any wagon, cart, coach, carriage, or other vehicle of any description, whether loaded or unloaded, across any bridge shall cause the horse or horses drawing such wagon, 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 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.

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

23. 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.

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 (dry), 500 superficial feet.
New Zealand timber (green), 450 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. 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.

27. 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.

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 27th day of May, 1924.

J. G. COATES, Minister of Public Works.

The Industrial Conciliation and Arbitration Act, 1908.— Notice of Proposed Cancellation of Registration.

Department of Labour,

Wellington, 22nd May, 1924.

NOTICE is hereby given that, pursuant to an application in that behalf made to me by the Wellington Gardeners' Employees Industrial Union of Workers, registered number 1149, situated at Wellington, and in exercise of the powers in this behalf conferred upon me by section 21 of the Industrial Conciliation and Arbitration Act, 1908, it is my intention to cancel the registration of that industrial union after the expiration of six weeks from the date of the publication of this notice in the *Gazette*, unless in the meantime cause is shown to the contrary.

F. W. ROWLEY,
Registrar of Industrial Unions.

Surveyors licensed.

Surveyors' Board of New Zealand,
Wellington, 26th May, 1924.

IT is hereby notified, for general information, that a license under the Surveyors' Institute and Board of Examiners Act, 1908, has been issued by the Surveyors' Board to the following surveyor:—

Loudon, Bertram John, of Patetonga.

M. CROMPTON-SMITH,
Secretary, Surveyors' Board.

[ERRATUM.—In the *Gazette* for 22nd May, No. 35, surveyors licensed, for "Gardner, James Edward, of Gisborne," substitute "Gardner, James Edmund, of Gisborne."]

Branch of Friendly Society registered.

Friendly Societies Department,
Wellington, 23rd May, 1924.

THE Rose of Wellington Rebekah Lodge, No. 38, situated at Wellington, is registered as a branch of the Independent Order of Oddfellows of New Zealand Friendly Society, under the Friendly Societies Act, 1909, this 23rd day of May, 1924.

WILLIAM M. WRIGHT,
Registrar of Friendly Societies.