

Lights.—The driver of a motor-cycle on a public highway, charged with failing to keep a lamp burning thereon illuminating every letter or number on the motor-cycle, is entitled to avail himself of the defence that he had taken all steps reasonably practicable to prevent the mark being obscured, or rendered not easily distinguishable: *Prints v. Sewell*, [1912] 2 K.B. 511.

Speed.—Where regulations provide that if a heavy motor car has all its wheels fitted with pneumatic tires, the speed at which it may be driven on the highway shall not exceed 12 miles an hour, where the registered weight of any axle does not exceed 6 tons, and 8 miles an hour, where the registered weight of any axle exceeds 6 tons, the speed limit for a car of such class, of which the registered weight of the front axle is 2 tons 2 cwt. and that of the back axle over 6 tons, is 8 and not 12 miles an hour: *Auld v. Pearson* (1914), S.C. (J' 4).

Horse Power.—A statute making the license duty payable in respect of motor cars, depending upon the "horse power" of their engines, to be calculated in accordance with regulations made by the Treasury for the purpose, does not refer to true horse power as the basis of the scale of duties, but to a horse power calculated according to the Treasury regulations: *London County Council v. Turner*, 105 L.T. 380, 22 Cox C.C. 593.

Weight.—A regulation limiting the weight of a registered heavy motor car has reference only to the weight of the motor vehicle, and has no application to the weight of the trailer attached to it: *Pilgrim v. Simmonds*, 105 L.T. 241, 22 Cox C.C. 579.

A steam road roller is a locomotive for the purpose of having its weight conspicuously and legibly affixed thereon: *Waters v. Eddison Rolling Car Co.*, [1914] 3 K.B. 818.

Brakes.—Where it is shewn that the only means by which the wheels on the back axle could be prevented from revolving were either by reversing the engine or by applying a fly-wheel brake, if the engine were out of the gear the fly-wheel brake could not act nor could the engine be reversed so as to operate as a brake, it will sustain a conviction for operating a motor car without having a brake, independent of the engine: *Cannon v. Jefford*, [1915] 3 K.B. 477.

Condition of Highway.—Both drivers of automobiles and drivers of horses have a perfect right to use the highway, but the right of each is subject to the qualification that he must use it in conformity with any statutory requirements, and not so as to make its use dangerous to others: *Stewart v. Steele*, 6 D.L.R. 1, 5 S.L.R. 358.

A highway must be in a state of repair as to be reasonably safe and fit for the requirements of the locality, as to be free from jolts and jars interfering with the physical control of cars lawfully operated thereon: *Connor v. Township of Brant*, 5 O.W.N. 438.

A municipal corporation is not obliged to take extraordinary precautions as to the safety of its highways for automobile traffic; it is sufficient if the streets are maintained with reasonable care for ordinary traffic: *Farad v. Quebec*, 35 D.L.R. 661, 26 Que. K.B. 139.

A municipal corporation operating a street railway is liable for a collision