

Applications for toll-gates have also been received from other local bodies throughout the Dominion as scheduled hereunder; but, in view of the fact that the general principle is practically the same as in the cases already investigated by your Committee, it appears that the additional expenses necessary for such further inquiries were scarcely justified. If, however, it is considered desirable that these claims should also be investigated, your Committee will be pleased to receive further instructions.

			Date of Application.		
Manurewa Town Board	..	..	..	18/11/20	On Great South Road.
Taieri County Council	..	..	..	13/8/17	At Green Island.
Heathcote County Council	..	..	..	10/11/15	At Summit Road.
Rotorua County Council	..	..	..	24/9/20	At three roads around town.
Pelorus Road Board	..	..	..	30/1/17	Nelson-Blenheim Road.
Hawke's Bay County Council	..	..	..	15/5/20	Te Aute and Tepohue.
Waimarino County Council	..	..	..	21/11/17	Karioi Rangiwaia.
Hutt County Council	..	..	..	15/12/20	Day's Bay.

The localities, proceeds, and costs of the gates already in operation, together with names of counties in which situated, are as under:—

County.	Locality.	Estab-lished.	Gross Takings, 1920.	Cost of Collec-tion.	Per-centage.	Distance main-tained.
Taranaki ..	Puniho. Twenty miles south of New Plymouth, on Main South Road	1908	£ 1,912	£ 208	10.88	Miles. 18
Clifton ..	Waihi. Three miles north of Waitara, on Main North Road	1906	1,500	150	10.00	29
Stratford ..	Waipuku. Six miles and a half north of Stratford, on Mountain Road	1915	2,612	244	9.34	9
Eltham ..	Mangatoki. Three miles west of Eltham, on Opunake Road	1908	2,247	254	11.30	} 14
Eltham ..	Riverlea. Fifteen miles west of Eltham, on Opunake Road	1908	685	176	25.69	
Hawera ..	Riversdale. Six miles and a half west of Hawera, on Hawera-Opunake Road*	1909	2,029	203	10.00	6½
Hawera ..	Okaiawa. On Normanby-Hawera Road	1909	300	60	20.00	..
		..	11,285	1,295	11.47	76½

\* Seven miles west of Normanby.

These toll-gates are usually placed at the furthest boundaries of the county, in order to partially relieve the ratepayers of that particular county from payment and at the same time to catch foreign traffic.

From the above schedule it will be noticed that the proceeds of some of the gates are large and collected at comparatively small percentage-cost, and in most instances the net proceeds are more than sufficient to cover the maintenance-costs of the road on which they are situated. If, however, toll-gates became general it is possible that traffic would diminish, and consequently that the net proceeds per gate would be reduced.

The Taranaki, Egmont, Inglewood, Wanganui, and Waitotara County Councils base their applications for toll-gates on the statements that these areas are already as fully rated as the country will stand; that, with the funds available, it is impossible to maintain these roads; that the advent of motor traffic has rendered better roads essential; that much of this traffic is foreign; that efforts to obtain further financial assistance have proved futile; and that, therefore, much as they dislike the system, the only apparent practicable method for raising funds and making outside traffic pay towards the upkeep of the roads used is to establish further toll-gates. The boroughs, on the other hand, unanimately oppose the system, on the ground that these gates would be detrimental to the various towns as well as to the provincial districts.

It is apparent that the general condition of the principal roads in the district visited by your Committee is distinctly superior to what it was in the days prior to the advent of such traffic, in spite of the fact that modern traffic is more severe on the road-surfaces. This is largely due to the enterprise of several counties who have adopted improved methods of construction and maintenance, with such success that other counties have followed their example.

It was stated that the expense of maintaining suitable surfaces on macadam roads has resulted in those counties still having such roads being compelled to make applications for toll-gates in order to minimize their financial difficulties.

The evidence appeared to indicate that when the traffic was very heavy, and in consequence the deterioration of ordinary macadam very marked (the maintenance-cost approaching £300 per mile per annum), the reconstruction of a macadam road, with tar-sealed surface, effected sufficient saving