

1935.
NEW ZEALAND.

TRANSPORT DEPARTMENT

(ANNUAL REPORT OF).

Presented to both Houses of the General Assembly by Leave.

The Right Hon. J. G. COATES, Minister of Transport, Wellington.

SIR,—

Transport Department, 31st July, 1935.

Herewith I have the honour to submit the annual report of the Transport Department for the year ended 31st March, 1935.

In doing so I wish to state that I assumed the office of Commissioner of Transport as from 1st June, 1935.

I have, &c.,

G. C. GODFREY, Commissioner of Transport.

INDEX TO CONTENTS.

	Page
1. Introductory	3
2. Motor-vehicles Insurance (Third-party Risks) Act, 1928	3
(a) Statistics <i>re</i> Premiums and Claims	3
(b) Review of Premium Rates, &c.	4
(c) Actions when Negligent Driver subsequently dies	4
(d) " Hit and Run " Drivers	4
3. Motor-vehicles Act, 1924	4
(a) Registration of Motor-vehicles, by Types of Vehicle, 1927-35	4
(b) Registration of Motor-vehicles, by Country of Manufacture, 1927-35	5
(c) Motor-vehicles licensed at 31st March, 1935	6
(d) Motor-vehicle Registration-plates	6
(e) Motor-vehicles actually on the Road	7
(f) Petrol-consumption, by Motor-vehicles and otherwise	7
4. Motor-spirits Taxation Act, 1927	8
(a) Petrol-tax Yield, 1928-35	8
(b) Distribution of Petrol-tax	8
(c) Petrol-tax classified according to Types of Motor-vehicles	8
(d) Refunds of Petrol-tax	8
5. Special Mileage-taxation	9
6. Road Finance	10
(a) Dominion's Road Bill, 1929-34	10
(b) Sources of Money expended on Road Bill, 1929-34	11
(c) Annual Charges per Mile on Roads, Streets, &c., 1929-34	12
(d) Motor-taxation	12
7. Heavy Motor-vehicle Regulations, 1932	12
(a) Allocation of Heavy Traffic Fees	12
(b) Limitation of Loads on Roads	13

	Page
8. Traffic Census	13
9. Transport Licensing Act, 1931	14
A. Passenger-services—	
(a) Continuous Passenger-service Licenses, 1934-35	14
(b) Seasonal Passenger-service Licenses, 1934-35	14
(c) Temporary Passenger-service Licenses, 1934-35	14
(d) Traffic and Financial Statistics, 1934-35	14
(i) Traffic	15
(ii) Revenue	16
(iii) Expenditure	16
(iv) Financial Results of Year's Operations	17
(v) Financial Condition of the Industry	17
(vi) Control of Fares	17
(vii) Net Result of Operation of Act	17
(e) Inspection of Passenger-service Vehicles	17
B. Goods-services—	
(a) Continuous Goods-service Licenses, 1933-34	18
(b) Seasonal Goods-service Licenses, 1933-34	19
(c) Temporary Goods-service Licenses, 1933-34	19
(d) Finances and Statistics, 1933-34	19
C. Appeals from Decisions of Licensing Authorities	19
10. Commercial Air Transport	19
11. Motor Accidents and their Prevention	19
(a) Review of Accident Statistics	19
12. Traffic Control	20
(a) Transport Licensing Act, 1931	20
(b) Motor-vehicles Act, 1924	20
(c) Traffic Offences	21
(d) Need for Uniformity in Control of Traffic	21
(e) Drivers' Hours	21
13. The Oversea Mechanical Transport Council	22
14. Changes in Transport Laws and Regulations	22
15. Transport Legislation in other Countries	23
16. Appendix—	
Statistical Tables—	
1. Motor-vehicle Registrations by Highway Districts at 31st December, 1934	24
2. Motor-vehicles licensed as at 31st March, 1935	24
3. Distribution of the Petrol-tax to the Boroughs, for Year ended 31st March, 1935	25
4. Annual Yield from Taxation of Motor-vehicles, 1923-35	25
5. Lengths of the various Classes of Roads, Streets, and Bridges in the Dominion as at 31st March, 1922 to 1934, inclusive	26
6. Lengths of the various Types of Bridges in the Dominion at 31st March, 1923 to 1934, inclusive	26
7. Applications for Passenger-service Licenses for Year ended 31st March, 1935	27
8-11. Traffic and Financial Statistics of Licensed Passenger-services (North Island)—	
8. Fleets comprising Vehicles having Seats for more than Nine Passengers	28
9. Fleets comprising Vehicles having Seats for not more than Nine Passengers	28
10. Other Fleets	29
11. Totals for all Vehicles	29
12-15. Average Operating-expenses and Revenue of Licensed Passenger-services (North Island)—	
12. Fleets comprising Vehicles having Seats for more than Nine Passengers	30
13. Fleets comprising Vehicles having Seats for not more than Nine Passengers	30
14. Other Fleets	31
15. Totals for all Vehicles	31
16. Assets and Liabilities of Licensed Passenger-services (North Island) as at 31st March, 1935	32
17. Details of Depreciation on Licensed Passenger-service Vehicles as at 31st March, 1935 (North Island)	32
18. Applications for Goods-service Licenses for the Year ended 31st March, 1935	33
19. Goods-service Licenses classified according to Number of Vehicle Authorities	34
20. Analyses of Data relating to Fatal Motor Accidents in the Dominion during the Year ended 31st March, 1930 to 1935, inclusive	35

REPORT.

1. INTRODUCTORY.

The principal activities of the Department during the year have comprised the various actions associated with the administration of the Transport Licensing Act, 1931, which provides an annual licensing system for commercial passenger and freight services carried on by motor-vehicles; the administration of the Motor-vehicles Act, 1924; and the Heavy Motor-vehicle Regulations, which deal with the control of motor traffic generally and the use of roads by the heavier classes of motor-vehicles.

Approximately 750 passenger-service and 2,000 goods-service licenses were renewed during the year. The actual decisions regarding each license are made by the various District Licensing Authorities, but now that the licensing-system is settling down the Department is taking active steps to ensure that the licensed services have reasonable fares and charges and provide a satisfactory standard of service. Properly qualified officers call on the operators and go into their systems of accounting and records, and a full report on each case is then placed before the appropriate Licensing Authority.

The problem of the control of motor traffic in the interests of public safety assumes larger proportions each year. On the one hand the number of convictions for breaches of traffic laws now represents approximately 30 per cent. of the total convictions in the Magistrate's Courts, while on the other hand motor accidents continue to take a growing toll of human life and property. The Department has this matter under constant review, and during the year a special "check-up" was made on brakes and lights, in order to minimize the risk of accidents due to mechanical defects in these parts of the motor-vehicles. The check was made on a Dominion-wide scale, and constituted an important step in directing the attention of the motorist to the necessity for keeping his vehicle up to a satisfactory standard of fitness. Mention of this and other steps taken by the Department would be incomplete without special mention of the splendid co-operation which is always so readily forthcoming from the various local authorities and motor organizations.

Legislation providing a system of licensing, similar in many respects to that in force in connection with motor transport, was promoted during the year in respect of commercial air transport.

A considerable amount of investigational work was carried out during the year. Several statements dealing with the problems of motor-taxation, road finance and transport rates, and competition were placed before the Transport Co-ordination Board. At the request of the Dairy Industry Commission the Department also carried out an inquiry lasting over several months into the problem, of milk and cream collection by motor-trucks in the Dominion.

2. MOTOR-VEHICLES INSURANCE (THIRD-PARTY RISKS) ACT, 1928.

(a) STATISTICS.

For the year ended 31st May, 1934, forty-four insurance concerns gave the prescribed notice to undertake business under the Act, and carried on business accordingly. The net income from premiums for that year, excluding, of course, any relating to the 1934-35 licensing-year, amounted to £221,734, after taking into account adjustments on account of extra premiums due to changes in the classification of the vehicle and the cancellation of registrations, and allowance for the commission of the Post and Telegraph Department.

Claims during the year, including costs, together with the liabilities in respect of outstanding claims at 31st May, 1934, amounted to £198,614, or 89.57 per cent. of the net total of premiums received.

The following table shows the experience of the scheme during the four years ended 31st May, 1934. It should be noted that the figures for claims do not represent the amount paid during each year, but refer to accidents happening during each particular period.

Year ended 31st May,	Revenue from Premiums.	Claims paid and Estimated Liability for Claims outstanding at 31st May.	Claim Ratio.
	£	£	Per Cent.
1930	235,007	202,380	86.12
1931	242,864	186,379	76.74
1932	233,731	161,352	69.03
1933	229,133	151,095	65.94
1934	221,734	198,614	89.57
Totals	1,162,469	899,820	77.41

Comparison between the claim ratios for the third-party-risks insurance and other branches of accident insurance show in most cases higher figures for the former than the latter. This can be

attributed mainly to the fact that the premium-rates are annually reviewed and fixed so as to provide the lowest amounts consistent with a reasonable minimum margin to cover overhead and profit for the companies undertaking the third-party business. The small margin is made possible by reason of the fact that the pooling of the business (nearly 90 per cent. of the business of which is carried on by companies forming the third-party pools) results in expense being kept down to the barest minimum.

The following table shows the claim ratios for various classes of accident insurance during the last available five years:—

Class of Insurance.	Percentage of Claims paid (including Costs) during the Year				
	1929.	1930.	1931.	1932.	1933.
	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.
Employers' liability	69·84	71·99	71·63	71·52	77·75
Personal accident	52·23	54·12	54·34	49·40	47·09
Motor-vehicle comprehensive	52·44	64·04	67·61	56·16	50·03
Other forms	27·50	23·60	32·05	33·83	28·08

(b) ANNUAL REVIEW OF PREMIUM RATES.

Section 16 of the Motor-vehicles Insurance (Third-party Risks) Act, 1928, provides that the amount of the premiums to be paid in respect of third-party insurance may be fixed from time to time by Order in Council.

After all available statistical data had been carefully examined the conclusion was reached that in view of the fact that the experience had not altered materially from that on which premium-rates for 1934-35 were based, no alterations to the existing rates were warranted.

(c) ACTIONS WHEN NEGLIGENT DRIVER SUBSEQUENTLY DIES.

Action has not yet been taken to overcome the disability under which a party injured by an accident finds himself when the person responsible—*e.g.*, driver of motor-vehicle—subsequently dies.

The views of the motor unions, insurance companies, and the New Zealand Law Society have been obtained, and they have recommended that action be taken to overcome this disability. The subject is one of general law rather than motor-vehicle law particularly, and the Justice Department now has the matter under consideration.

(d) "HIT AND RUN" DRIVERS.

The table hereunder indicates the number of claims and the amounts paid out under the agreement relating to personal damages caused by "hit and run" drivers for every year since the agreement has been in force. The agreement mentioned is one which enables persons injured by an unknown motorist to claim damages on account of personal injuries if caused by negligence of the motorist.

It will be noted that the number of claims lodged has materially increased this year. The possible causes of this increase are—(a) The terms of the agreement becoming better known to injured parties (the Police have agreed to co-operate in this); (b) the greater disregard of obligations to stop when motor accidents occur; (c) increase in total of accidents.

Table of Claims.

Year ending 31st May,	Number of Accidents for which Claims made.	Amount paid out to Claimants.
		£ s. d.
1932 (five months only)	5	595 0 0
1933	11	885 8 0
1934	12	720 2 6
1935	27	566 12 6

NOTE.—The number of claims shown above includes in some instances accidents *re* which the driver was subsequently located.

3. MOTOR-VEHICLES ACT, 1924.

(a) REGISTRATION OF MOTOR-VEHICLES, BY TYPES OF VEHICLE.

In last year's report it was mentioned that the registrations of motor-vehicles effected during the year had shown a rising tendency compared with the previous year, which recorded the lowest total on record since the inception of the Motor-vehicles Act, 1924. As the table hereunder shows, the registrations during the year covered by this report were higher by 9,293 than those for the previous year, the percentage increase being 85·68. The registrations effected during the month of

December, 1934—viz., 2,964—were the highest for any month since the “ peak ” month of December, 1929, when 3,861 vehicles were registered. The particulars of the registrations effected during each of the last ten financial years are as follows :—

Year ended 31st March,	Cars.	Commercial Vehicles.	Cycles.	Total Registrations.
1926	18,811	4,409	5,130	28,350
1927	16,439	4,692	5,464	26,595
1928	12,531	3,399	4,560	20,490
1929	18,739	4,167	4,768	27,674
1930	20,802	5,745	4,300	30,847
1931	12,378	4,113	3,139	19,630
1932	6,151	2,656	2,058	10,865
1933	4,716	2,640	2,072	9,428
1934	5,551	3,339	1,956	10,846
1935	12,895	5,011	2,233	20,139

(b) REGISTRATION OF MOTOR-VEHICLES, BY COUNTRY OF MANUFACTURE.

Hereunder is shown the country of manufacture and the number of motor-vehicles registered during the years ended 31st March, 1927 to 1935, inclusive :—

Year ended 31st March,	Great Britain.	United States of America or Canada.	Other Countries.	Total Registrations.
<i>Motor-cars.</i>				
1927	2,185	13,623	631	16,439
1928	2,172	10,078	281	12,531
1929	2,886	15,667	186	18,739
1930	3,675	16,993	134	20,802
1931	3,265	9,057	56	12,378
1932	2,607	3,477	67	6,151
1933	2,832	1,834	50	4,716
1934	3,091	2,406	54	5,551
1935	6,096	6,730	69	12,895
Totals	28,809	79,865	1,528	110,202
<i>Commercial Vehicles.</i>				
1927	630	3,907	155	4,692
1928	522	2,706	171	3,399
1929	522	3,318	327	4,167
1930	502	4,792	451	5,745
1931	392	3,225	496	4,113
1932	447	1,574	635	2,656
1933	686	1,149	805	2,640
1934	941	1,471	927	3,339
1935	1,266	2,791	954	5,011
Totals	5,908	24,933	4,921	35,762
<i>Motor-cycles.</i>				
1927	3,851	1,592	21	5,464
1928	3,479	1,067	14	4,560
1929	3,794	949	25	4,768
1930	3,486	802	12	4,300
1931	2,581	548	10	3,139
1932	1,567	483	8	2,058
1933	1,515	545	12	2,072
1934	1,428	514	14	1,956
1935	1,669	542	22	2,233
Totals	23,370	7,042	138	30,550

It will be noticed that during the past year Great Britain supplied 47 per cent. of our cars, 25 per cent. of commercial vehicles, and 75 per cent. of our motor-cycles. The corresponding figures for the United States of America and Canada were 52 per cent., 56 per cent., and 24 per cent. respectively.

The registrations of motor-vehicles which have not been licensed during two successive licensing years are cancelled automatically. On the 1st June, 1934, the registrations of 12,331 vehicles which had not been licensed for the years 1932-33 and 1933-34 were cancelled.

(c) MOTOR-VEHICLES LICENSED AT 31ST MARCH, 1935.

The appended figures show the number of motor-vehicles licensed for the year 1934-35 as at the 31st March, 1935:—

	North Island.	South Island.	Dominion.
	Number.	Number.	Number.
Cars	87,594	48,415	136,009
Light trucks (2 tons and under laden)	14,679	7,427	22,106
Heavy trucks (2 tons and over laden)	10,605	5,123	15,728
Passenger trucks	472	250	722
Omnibuses	392	135	527
Taxis	1,053	544	1,597
Service cars	445	281	726
Rental and private-hire cars	170	121	291
Dealers' cars	778	347	1,125
Local-authority road vehicles	811	432	1,243
Government vehicles	1,061	452	1,513
Trailers	1,580	1,725	3,305
Dealers' motor-cycles	86	44	130
Motor-cycles	14,975	9,465	24,440
Totals	134,701	74,761	209,462

The increase in the number of licensed vehicles, excluding dealers' vehicles, as compared with the previous year was 10,922; the increase representing 5.54 per cent. The percentage increase in the number of cars and trucks licensed for the year was fairly even, being 6.46 and 6.51 respectively. There was a decrease of 1.01 per cent. in the number of motor-cycles that were licensed.

The number of "dormant" registrations—i.e., vehicles which although registered had not been licensed for the current year—as at the 31st March, 1935, were—

	1932-33 Register.	1933-34 Register.	Total.
Cars	3,970	4,712	8,682
Light trucks	1,962	2,296	4,258
Heavy trucks	831	1,004	1,835
Service cars	50	62	112
Taxis	17	33	50
Rental and private-hire cars	11	2	13
Contract cars	6	2	8
Omnibuses	22	18	40
Traction engines	25	54	79
Trailers—			
Two wheels	329	631	960
More than two wheels	36	47	83
Tractors	72	134	206
Other motor-vehicles	19	36	55
Motor-cycles	2,867	3,690	6,557
Totals	10,217	12,721	22,938

(d) MOTOR-VEHICLE REGISTRATION PLATES.

The following classes of plates were assigned during the licensing year 1934-35:—

- (1) For private cars, plates *without initial letter* 301-99999 inclusive, and *with initial letter* from XI onwards.
- (2) For "private-hire" and "rental" cars, plates *without letter* 1-300, inclusive, and X99900-X99999.
- (3) Cycle plates for issuance to cycles.
- (4) Plates with initial letter "D" (both car and cycle) for dealers' vehicles.

- (5) Plates with initial letter "E" for vehicles exempt from payment of annual license fees.
 (6) Plates with the prefix "GOVT." for vehicles owned by Government Departments.
 (7) Plates with initial letter "H" for heavy trucks.
 (8) Plates with initial letter "L" for light trucks.
 (9) Plates with initial letter "P" for omnibuses.
 (10) Plates with initial letter "R" for trailers.
 (11) Plates with initial letter "S" for service cars.
 (12) Plates with initial letter "T" for taxis.
 (13) Plates with initial letter "V" for passenger trucks and "Contract" motor-vehicles.

(e) VEHICLES ACTUALLY ON THE ROAD.

The number of "live" registrations on the register kept in accordance with the provisions of the Motor-vehicles Act, 1924, may be taken as a reasonable indication of the number of vehicles actually on the road. The numbers of these "live" registrations have been estimated for each month, and the monthly averages for the twelve-monthly periods ended on 31st March, 1931, to 31st March, 1935, are given hereunder:—

Type of Vehicle.	Monthly Averages.				
	1931.	1932.	1933.	1934.	1935.
	Number.	Number.	Number.	Number.	Number.
Motor-cars	134,407	130,889	127,115	123,331	129,277
Trucks	25,294	26,232	26,907	29,863	33,314
Omnibuses	1,040	1,048	1,000	1,000	877
Traction-engines	117	123	136	140	140
Trailers	923	1,160	1,545	2,400	2,407
Tractors	302	426	561	600	600
Motor-cycles	25,167	23,487	21,995	21,171	21,110
Other motor-vehicles	458	441	421	420	400
Totals	187,708	183,806	179,680	178,925	188,125

N.B.—Service-cars designed to carry not more than nine persons are included with motor-cars, while those designed to carry more than nine persons are included with omnibuses.

The above table shows 5,946 more motor-cars on the road in 1934–35 as compared with 1933–34.

The number of trucks also increased by 3,451, this representing an increase of over 10 per cent. as compared with the previous year.

(f) PETROL CONSUMPTION.

The following table shows a classification of the manner in which petrol was consumed in the Dominion during the last seven calendar years:—

Calendar Year.	Consumption of Petrol.		
	By Motor-vehicles (i.e., Petrol on which all Duty was paid).	Other—i.e., Engines, Aeroplanes, &c. (Petrol on which Refunds of Duty were made).	Total.
	Gallons.	Gallons.	Gallons.
1928	41,457,150*	2,057,940*	43,515,090*
1929	56,575,840	3,650,040	60,225,880
1930	62,821,479	3,907,900	66,729,379
1931	55,203,252	5,286,000	60,489,252
1932	49,861,449	5,495,479	55,356,928
1933	51,262,371	5,400,000†	56,662,371
1934	55,914,450	6,100,000†	62,014,450

* Excludes an unknown amount of petrol on which duty was not paid.

† Estimated.

The figures in the first column afford a reasonably reliable index of the usage of motor-vehicles during the last seven years, subject to allowance being made for the growing use of smaller cars with a lower consumption of petrol, and also subject to the fact that in latter years a greater proportion of applications have been made for refunds on petrol not used in motor-vehicles.

4. MOTOR-SPIRITS TAXATION ACT, 1927.

The following data show the yield from and distribution of the petrol-tax for the year ended 31st March, 1935. The figures regarding the net yield for previous years are given for comparative purposes :—

(a) YIELD.						£
Gross yield	..	..	..	..	..	2,774,523
Deductions—						
Refunds and cost of making same	..	..	..	..	..	163,916
Net yield	..	..	..	..	..	<u>£2,610,607</u>

Net Yield (i.e., Gross Yield less Refunds), Year ended 31st March.						£
1928	..	..	..	..	..	143,516*
1929	..	..	..	..	..	802,232
1930	..	..	..	..	..	961,907
1931	..	..	..	..	..	1,314,450†
1932	..	..	..	..	..	1,677,520‡
1933	..	..	..	..	..	1,865,762§
1934	..	..	..	..	..	2,368,147
1935	..	..	..	..	..	<u>2,610,607</u>
Total since inception of tax						<u>£11,744,141</u>

* Part year only. † Increase from 4d. to 6d. per gallon as from 22nd July, 1930. ‡ Increase from 6d. to 8d. per gallon as from 7th October, 1931. § Increase from 8d. to 10d. per gallon as from 9th February, 1933.

(b) DISTRIBUTION.

The distribution of the net yield of the petrol-tax for the last five years ended 31st March, was as follows :—

	1931.	1932.	1933.	1934.	1935.
	£	£	£	£	£
Main Highways Board	1,219,209	1,231,202	644,126	669,868	970,506
Boroughs (population of 6,000 and over) ..	80,841	107,061	99,489	101,728	112,370
Consolidated Fund .. .. .	..	321,685	1,105,182	1,579,965	1,511,499
Commission on collection	14,400	17,572	16,965	16,586	16,232
Totals	<u>1,314,450</u>	<u>1,677,520</u>	<u>1,865,762</u>	<u>2,368,147</u>	<u>2,610,607</u>

N.B.—The distribution of petrol-tax amongst boroughs in accordance with section 9 (1) (b) of the Motor-spirits Taxation Act, 1927, for the year ended 31st March, 1935, together with cumulative figures showing the total distribution from the inception of the petrol-tax up to the 31st March, 1935, is given in Table No. 3 in the Appendix.

(c) CLASSIFICATION ACCORDING TO VEHICLES.

The following figures show the new yield from the petrol-tax for the year ended 31st March, 1935, split up according to the nature of the vehicle in which the motor-spirits was consumed* :—

Kind of Vehicle.						Estimated Amount.	Percentage of Total
						£	Per Cent.
Motor-cars	..	..	..	..	..	1,462,800	56·07
Trucks	..	..	..	..	..	956,800	36·65
Omnibuses	..	..	..	..	..	88,000	3·37
Motor-cycles	..	..	..	..	..	78,800	3·02
Balance, covering other motor-vehicles and other uses of motor-spirits for which refunds were not claimed	..	..	..	..	..	24,200	0·89
Total	..	..	..	..	..	<u>2,610,600</u>	100·00

* The figures are, of course, to be taken as only an estimate to arrive at the true position, but they have been carefully taken out from the best available data.

(d) REFUNDS OF DUTY.

Refunds of duty may be claimed by all persons using motor-spirits for any purposes other than as fuel for motor-vehicles in respect of which annual license fees are payable in terms of the Motor-vehicles Act, 1924. The refunds are made by the Registrar of Motor-vehicles (the Director-General of the Post and Telegraph Department).

The claims made for refunds of duty on motor-spirits again showed an increase compared with the previous year. The average number of applications dealt with each quarter during the year 1934 being 13,179, as compared with 12,316 for the preceding year. The number of claims made and the total amount refunded in terms of the Motor-spirits Taxation Act, 1927, were as follows:—

Year.						Number of Claims.	Amount refunded.
							£
1928	..	..	..	..	..	11,101	34,299
1929	..	..	..	..	..	19,814	60,834
1930	..	..	..	..	..	25,797	83,741
1931	..	..	..	..	..	37,116	132,150
1932	..	..	..	..	..	45,986	137,387
1933	..	..	..	..	..	49,265	138,194
1934	..	..	..	..	..	52,718	155,714

The particulars of the claims paid during each of the quarterly periods in 1934 are as follows:—

Quarter.						Number of Claims.	Amount refunded.
							£ s. d.
March	..	..	..	..	..	14,295	43,660 16 7
June	..	..	..	..	..	13,983	43,001 4 8
September	..	..	..	..	..	12,012	33,923 17 4
December	..	..	..	..	..	12,428	35,127 14 10

During the calendar year 1934, 1,451 claims were lodged during the second month following the close of the respective quarterly periods, and these were reduced by 10 per cent. in accordance with the provisions of section 7 of the Finance Act, 1933 (No. 2).

With the exceptions mentioned in the following paragraph, refunds are payable at the rate of 6d. per gallon on all motor-spirits consumed for purposes other than as fuel for licensed motor-vehicles in respect of claims lodged during the month following the close of the respective quarterly periods.

Refunds at the rate of 8d. per gallon are made in terms of section 4 of the Customs Acts Amendment Act, 1932-33, on motor-spirits consumed in aircraft and in vessels used exclusively in the fishing industry for commercial purposes. A deduction of 10 per cent. is also made on spirits consumed for the purposes outlined herein if application is made during the second month following the close of the quarter.

5. SPECIAL MILEAGE TAXATION.

MOTOR-VEHICLES AMENDMENT ACT, 1934-35, SECTION 4.

Owners of all road vehicles not propelled exclusively by means of motor-spirits, with the exception, *inter alia*, of tractors used solely for agricultural purposes and traction engines, are required to pay a mileage-tax graduated according to the classification of their vehicles under the Heavy Motor-vehicle Regulations. The tax is payable monthly.

The following figures show the number of vehicles in respect of which mileage-tax was payable as at 31st March, 1934 and 1935, and the revenue derived from mileage-tax during the years ended 31st March, 1934 and 1935:—

Year ended 31st March,				Number of Vehicles.	Revenue.
					£
1934	..	..	..	269	2,016
1935	..	..	..	96	1,594

The heavy decline in 1934-35 is mainly due to the exemption from the payment of the tax of tractors used solely for agricultural purposes.

The rate of the special mileage-taxation varies according to the petrol-tax, and the revenue is distributed on the same proportionate basis as the revenue from that tax.

Provision exists for granting variations in or exemption from this tax by Order in Council. The following total and partial exemptions are at present in force:—

(a) Total Exemption.

- (1) Traction engines.
- (2) Farm tractors.
- (3) Vehicles fitted with "E" plates.

(b) Partial Exemption.

- (1) Electrically-driven vehicles (75 per cent.).
- (2) Heavy-oil compression-ignition engines (40 per cent.).
- (3) Vehicles driven by certain producer gas plants (70 per cent.).

6. ROAD FINANCE.

(a) DOMINION'S ROAD BILL, 1929-34.

The Department has investigated the numerous statistical data available from official sources and has analysed and classified them in order to show approximately what the roads, streets, and bridges are costing under the headings of construction, maintenance, and loan charges. The figures which have been analysed relate to the five years ended 31st March, 1934.

The classification of the roads into main highways, urban roads and streets, and other roads has been carried out, as each class of road or street has differing problems attached to it. This classification has involved a certain amount of estimation, as also have certain aspects of the figures for the whole road bill. Any estimations have been made on a conservative basis, and the figures are sufficiently close to actual fact to form a basis for reliable broad conclusions.

The following table shows the expenditure under the various headings for the five years ended 31st March, 1934 :—

—	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.
Maintenance—	£	£	£	£	£
Main highways	1,455,845	1,326,372	1,202,343	858,577	919,194
Urban roads and streets.. ..	484,609	581,734	529,104	453,969	397,371
Other roads	995,040	1,130,811	1,009,702	763,648	708,424
Total	2,935,494	3,038,917	2,741,149	2,076,194	2,024,989
Construction—					
Main highways	1,187,367	838,477	540,841	261,602	275,676
Urban roads and streets.. ..	1,155,636	1,077,380	1,338,677	1,224,214	1,104,047
Other roads	1,175,048	1,656,395	1,489,127	1,122,145	1,085,672
Total	3,518,051	3,572,252	3,368,645	2,607,961	2,465,395
Interest and sinking fund charges—					
Main highways	562,909	595,845	635,930	622,128	632,846
Urban roads and streets.. ..	600,188	615,530	640,728	642,282	585,900
Other roads	1,033,965	1,125,027	1,198,786	1,129,482	1,136,070
Total	2,197,062	2,336,402	2,475,444	2,393,892	2,354,816
Total annual road bill—					
Main highways	3,206,121	2,760,694	2,379,114	1,742,307	1,827,716
Urban roads and streets.. ..	2,240,433	2,274,644	2,508,509	2,320,465	2,087,318
Other roads	3,204,053	3,912,233	3,697,615	3,015,275	2,930,166
Total	8,650,607	8,947,571	8,585,238	7,078,047	6,845,200

The principal points emerging from the table for the five years ended 31st March, 1933, were commented on in last year's annual report. The figures for 1933-34 as compared with the previous year are commented on below :—

(1) *Maintenance.*

(i) *Main Highways.*—The increase of approximately £60,000 is due to a corresponding increase in the expenditure of the Main Highways Board in this direction.

(ii) *Urban Roads.*—The chief cause of the decrease of expenditure is the reduced expenditure by boroughs under this heading.

(iii) *Other Roads.*—The decrease shown for this item is chiefly attributable to reduced payments out of ordinary revenue by counties on roads other than main highways.

(2) *Construction.*

Except for a slight increase in expenditure on main highways, the subheadings show further decreases for 1933-34, the total decrease being £142,566, or about 5 per cent. less than for 1932-33.

(3) *Loan Charges.*

The figures show slight increases in loan charges against “main highways” and “other roads.” The decrease on account of urban roads and streets is principally due to a fall in the rate of loan charges against boroughs for that year.

(4) *Total Road Bill.*

The following table, showing the percentages of the total expenditure spent on (a) maintenance, (b) construction, and (c) interest and loan charges, is of interest :—

—			Maintenance.	Construction.	Interest and Loan Charges.
			Per Cent.	Per Cent.	Per Cent.
1929-30	..	..	34	41	25
1930-31	..	..	34	40	26
1931-32	..	..	32	39	29
1932-33	..	..	29	37	34
1933-34	..	..	30	36	34

As interest and loan charges are relatively fixed, they show an increasing proportion of the total, concomitant with the decline in maintenance and construction expenditure.

(b) SOURCES OF MONEY EXPENDED ON ROAD BILL, 1930-34.

The Department has also analysed the expenditure on roads during the five years ended 31st March, 1934, in order to ascertain the sources from which the money expended has been derived.

The following table shows, under five main headings, the sources of revenue expended on (a) main highways, (b) urban roads, (c) other roads, and (d) all types of roads :—

—			1929-30.	1930-31.	1931-32.	1932-33.	1933-34.
			£	£	£	£	£
Main highways—							
Loan	..	..	430,441	530,574	455,296	37,472	237,469
Local rates	..	..	589,986	591,618	494,341	428,998	431,262
Unemployment-taxation	..	..	..	..	55,073	60,259	53,032
General taxation	..	..	210,218	146,274	141,823	124,176	147,342
Motor-taxation	..	..	1,975,476	1,492,228	1,232,581	1,091,402	958,611
Total	..	..	3,206,121	2,760,694	2,379,114	1,742,307	1,827,716
Urban roads—							
Loan	..	..	649,396	450,885	330,114	122,417	70,291
Local rates	..	..	1,379,797	1,497,721	1,405,383	1,291,683	1,153,032
Unemployment-taxation	..	..	..	75,000	510,000	660,000	616,278
General taxation	..	..	..	..	..	..	..
Motor-taxation	..	..	211,240	251,038	263,012	246,365	247,717
Total	..	..	2,240,433	2,274,644	2,508,509	2,320,465	2,087,318
Other roads—							
Loan	..	..	1,169,613	1,608,680	1,145,567	412,470	381,090
Local rates	..	..	1,123,361	1,121,923	841,313	798,805	734,844
Unemployment-taxation	..	..	..	39,102	281,242	677,227	675,524
General taxation	..	..	807,690	900,060	966,757	900,750	927,750
Motor-taxation	..	..	103,389	242,468	462,736	226,023	210,958
Total	..	..	3,204,053	3,912,233	3,697,615	3,015,275	2,930,166
All roads—							
Loan	..	..	2,249,450	2,590,139	1,930,977	572,359	688,850
Local rates	..	..	3,093,144	3,211,262	2,741,037	2,519,486	2,319,138
Unemployment-taxation	..	..	..	114,102	846,315	1,397,486	1,344,834
General taxation	..	..	1,017,908	1,046,334	1,108,580	1,024,926	1,075,092
Motor-taxation	..	..	2,290,105	1,985,734	1,958,329	1,563,790	1,417,286
Total	..	..	8,650,607	8,947,571	8,585,238	7,078,047	6,845,200

The principal points emerging from the 1933-34 figures above as compared with the previous years are as follows :—

(1) *Loan-money.*

This item shows an increase over the previous year of more than £100,000. Loan-money comprised approximately 10 per cent. of the total money available for 1933-34.

(2) *Local Rates.*

Local rates show a falling-off of £200,000 but were still the chief source of money for expenditure on roads. The amount expended from this source is approximately one-third of the total road bill for 1933-34.

(3) *Unemployment Taxation.*

The amount shows a small decrease for 1933-34, but the expenditure from this source still represents 20 per cent. of the total expenditure.

(4) *General Taxation.*

The increase of £50,000 in this item is attributable to an increase in the road liability upon which loan charges are based at 31st March, 1934, as compared with the corresponding figure at 31st March, 1933. The amount shown for 1933-34 is approximately 16 per cent. of the total.

(5) *Motor-taxation.*

It will be observed that there is a decrease in expenditure of money from this source amounting to £146,504 as compared with 1932-33. This is accounted for by the fact that the expenditure on the construction of main highways out of the Main Highways Account for 1933-34 was met entirely out of loan-money, while for the year 1932-33 this expenditure was met by a transfer from the Revenue Fund—*i.e.*, out of motor-taxation.

(c) ANNUAL CHARGES PER MILE ON ROADS, STREETS, ETC., 1929-34.

The following table shows the annual expenditure for the five years ended 31st March, 1934, on the various classes of roads, &c., computed per mile of road and/or street:—

Class of Road.	Year ended 31st March,	Length of Formed Roads.	Annual Charges per Mile of Road.		
			Maintenance.	Interest and Loan Charges.	Total.
		Miles.	£	£	£
Main highways	1930	10,408	140	54	194
	1931	10,420	127	57	184
	1932	10,846	111	59	170
	1933	10,878	79	57	136
	1934	10,975	84	58	142
Urban roads and streets ..	1930	4,084	119	147	266
	1931	4,055	143	152	295
	1932	4,052	131	158	289
	1933	4,106	111	156	267
	1934	4,086	97	143	240
Other roads	1930	34,575	29	30	59
	1931	35,103	32	32	64
	1932	35,378	29	34	63
	1933	35,909	21	32	53
	1934	36,010	20	32	52
Total, all roads	1930	49,067	60	45	105
	1931	49,578	61	47	108
	1932	50,276	55	49	104
	1933	50,893	41	47	88
	1934	51,071	40	46	86

(d) MOTOR-TAXATION.

Table No. 4 shows an analysis of the revenue received from the various taxes and fees levied in connection with motor-vehicles, together with comparative figures for the previous twelve years.

The total amount for 1934-35 amounts to £3,868,400, the greatest figure yet recorded. The increase of £731,558 over the previous year is mainly a result of an increase of approximately £250,000 in motor-spirits tax and £400,000 in Customs duties on motor-vehicles and parts.

7. HEAVY MOTOR-VEHICLE REGULATIONS, 1932.

(a) ALLOCATION OF HEAVY-TRAFFIC FEES.

Applications have been received by the Right Hon. the Minister for apportionment of fees in three heavy-traffic districts during the past year, the local authorities in the districts concerned being unable to agree upon the disposal of the fees. In each case that arises every endeavour is made by the Department to assist the local authorities to come to some mutually satisfactory compromise without having recourse to a hard-and-fast order of apportionment on the basis of road expenditure. In one of the cases referred to such an agreement was finally reached and the fees distributed accordingly, while in another instance negotiations are still in hand. In one district the local authorities failed to reach any agreement, and an order of the Minister was effected.

The difficulty of obtaining relevant data from the local authorities concerned was stressed in last year's annual report, and investigations are now in hand with a view to amending if possible the regulations in order that the preparation of the expenditure figures may be simplified, thus effecting a considerable saving in expense to both the Government and the local authorities, and reducing the present unavoidable delay in finalizing an apportionment.

(b) LIMITATION OF LOADS ON ROADS.

With the exception of the few local authorities which have not yet classified their roads at all, generally speaking rural roads are now classified in accordance with the policy proposed by the Department, whereby the maximum classification on any rural road is Class III, except in the case of areas adjacent to the larger centres and where the road is of a high type of construction.

Alterations in classification have been effected during the year by various rural-road controlling authorities, and also in a number of instances by certain of the smaller boroughs and town districts where the streets are of light construction.

The following tables show the existing position with regard to the classification of rural roads in general, and also of main highways in rural areas :—

(i) *Classification of Rural Roads.*

—	Formed Roads.	Class II.	Class III.	Class IV.	Class V.	Total Classification.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
North Island	25,736	349	4,394	8,113	3,111	15,967
South Island	21,735	821	4,059	2,292	312	7,484
Totals	47,471	1,170	8,453	10,405	3,423	23,451

(ii) *Classification of Main Highways.*

—	Main Highways.	Class II.	Class III.	Class IV.	Class V.	Total Classification.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
North Island	6,175	220	2,438	2,697	375	5,730
South Island	4,962	572	2,629	216	23	3,440
Totals	11,137	792	5,067	2,913	398	9,170

Maps of each Island showing in colours the present classification of main highways are available to the public on application to the Transport Department. In order that the latest classification may be shown, the map is prepared when a request is received, the charge being 5s.

8. TRAFFIC CENSUS.

During the period under review the first traffic census of more than purely local interest ever taken in New Zealand was carried out, and, although this census did not include urban areas or rural roads other than main highways, yet the information obtained will prove invaluable in the study of roading and traffic problems.

In the first annual report of the Department for the year ended 31st March, 1930, the need for a road census was stressed, and in Great Britain such a census has been taken at regular intervals since the year 1922. The following extract from the report on the traffic census of 1925 by the Ministry of Transport, Great Britain, summarizes the position :—

“ It will be recognized that the modern expansion of motor traction on the one hand and the instant demand for strict economy in public expenditure on the other impel road engineers and highway administrators to seek reliable information regarding the character, volume, and density of the traffic using the highways, as well as of the obstruction caused by such traffic.

“ For traffic-regulation data seem increasingly necessary both for public safety and the economical utilization of existing highways. Data on the movement of highway traffic are of increasing necessity to determine the relationship of highway transport to other transportation, and thus to make possible the most economical use of all available traffic agencies.”

Arrangements were made during the year under review whereby the Main Highways Board and the Unemployment Board, with the co-operation of the various road-controlling authorities, should finance and carry out a traffic census on the more important main highways in the country. It was also arranged that this Department should carry out the analysis of the data thus acquired.

A census was taken of all traffic passing some 370 selected points, representing the greater part of the main-highway system of New Zealand. The traffic was tallied over a period of a week in August and a further week last January, it being considered that the two sets of results would provide a good indication of the average volume of traffic throughout the year.

The results of all the summer series have not yet come to hand from the various districts, and there remains a considerable amount of work before the data may be brought to a useful form. It is intended first to prepare maps showing the relative traffic density on the rural highways, and also to compile a series of tables setting out the character as well as volume of traffic, and to group the highways according to their relative use by motor-vehicle traffic.

In passing it may be mentioned that the average number of motor-vehicles per day ranged from over 2,600 on the No. 1 Main Highway south of Auckland to only eight on the Lake Pukaki-Hermitage Main Highway.

9. TRANSPORT LICENSING ACT, 1931.

A. PASSENGER-SERVICES.

During the year under review the various Licensing Authorities considered applications for the renewal of licenses which had expired, as well as a number relating to new services, and a large number relating to temporary licenses for services running to race meetings, shows, and other similar events. In order to spread the peak of work which is involved in hearing applications, the continuous and seasonal applications in the North Island have been made to expire on 28th February, while those in the South Island expire on 31st August.

(a) CONTINUOUS PASSENGER-SERVICE LICENSES.

Altogether 771 applications were received during the year for the renewal of this class of license and for a small number of new licenses. Of these applications 720 were granted, 16 refused, 30 withdrawn by the applicants, and 5 were deferred. In the previous year 759 applications were considered, and of these, 664 were granted, 51 were refused, 26 were withdrawn, and 18 were deferred.

(b) SEASONAL PASSENGER-SERVICE LICENSES.

Applications in respect of renewals of existing licenses and new licenses numbered 33 for the year, as compared with 33 for the previous year: 27 were granted, 2 were withdrawn, and 4 were deferred for further consideration. These figures compare with 25 granted, 2 refused, 3 withdrawn, and 3 deferred for the previous year.

(c) TEMPORARY PASSENGER-SERVICE LICENSES.

Notwithstanding that arrangements were made for a number of operators who operated special services on a more or less regular basis to race meetings, &c., to procure continuous or seasonal licenses, thus obviating the necessity for them to procure large numbers of temporary licenses, the number of applications for temporary passenger-service licenses considered during the year under review numbered 2,548, against 1,783 for the previous year. Only 32 applications were refused, as compared with 27 for the previous year.

The increase in the number of applications for temporary licenses was spread over the various districts as follows: Auckland Metropolitan District, 262; No. 1 District, 139; No. 2 District, 182; No. 4 District, 57; No. 5 District, 70; No. 6 District, 50; No. 7 District, 34; No. 8 District, 45. The Nos. 9 and 10 Districts showed decreases of 2 and 65 respectively.

(d) FINANCES AND TRAFFIC STATISTICS.

General.

Operators applying for licenses were required to forward with their applications for licenses schedules setting out traffic statistics, revenue accounts, and capital investment. A considerable proportion of the applicants were unable to furnish reliable figures, but there were sufficient reasonably correct returns received to enable a fairly accurate estimate of the state of the industry to be made. These original returns examined in conjunction with later and more accurate returns and data from other sources indicate that the chief figures immediately prior to the Act coming into operation were approximately as under:—

Number of services	..	..	..	..	900
Vehicle mileage	..	..	..	..	32,000,000
Passengers carried	..	..	..	..	17,000,000
Revenue	..	..	..	..	£1,200,000
Expenditure	..	..	..	..	£1,240,000
Loss	..	..	..	..	£40,000
Capital employed	..	..	..	..	£1,500,000

The standard of service rendered by the industry as a whole was relatively low. The greater proportion of the operators were centred around routes paralleling the railway, and competition was unregulated between the rail and the road operators and between the latter themselves.

There was little incentive for an operator to improve the standard of his service. If he maintained a good time-table or endeavoured to keep his vehicles in first-class condition, he was invariably subjected to fresh competition; it was quite a common occurrence for a new entrant into the field to obtain a vehicle under a "hire-purchase" arrangement, to cut the existing fares, and then "cream" the more heavily patronized trips. If he failed, he merely lost the vehicle, which in any case had usually had its serviceability impaired in the meantime, while the regular operator was usually either forced off the road or was financially embarrassed.

When the Act came into force in 1932 the stream of fresh and usually unfinancial and unstable entrants was checked, and the positions of those already in the business were examined. With the elimination of some services at the hands of the Licensing Authorities, concurrently with the abandonment of other services as a result of unprofitable operation accentuated by the economic depression, the industry was reduced to something approaching reasonable proportions. Co-ordination of time-tables by the surviving operators, sometimes of their own volition, but usually at the instance of the Licensing Authorities, became effective. The net result was that at 31st March, 1933, after the Act had had its effect on the passenger industry, the number of services had been reduced by 310, and the annual vehicle mileage had been decreased by about 10,000,000 miles. Financially, the industry was in a relatively low state, as is evidenced by the fact that the total profits exceeded the total losses by only £5,159.

During the following year a number of overlapping services were eliminated, while at the same time a number of pioneer services were commenced in the rural areas. These factors were reflected in the figures for the year ended 31st March, 1934. During that year there was an increase in the number of vehicle journeys and passengers carried, but a decrease in the vehicle mileage. The total revenue fell considerably, but this was more than offset by the mileage saved and by the drop in unit-operating costs: largely as a result of some degree of unification of management, together with improvement of road conditions, elimination of competitive expenses and adherence to reasonable speed limits, operating-costs per mile fell from 9·22d. to 8·87d. This drop in unit costs was not effected at the expense of wages or drawings in lieu thereof, which had increased from 2·31d. to 2·38d. per mile—an equivalent of £186 per vehicle—nor was it due to any reduction in the size of the vehicles as a whole: the average seating-capacity per vehicle had increased from 13·4 to 13·5.

The year's operations resulted in a net profit of £38,246. Concurrently, there had been a considerable scaling-down of the over-capitalization of the industry. Before the Act came into force the total capital employed was estimated at £1,500,000. By March, 1933, this had been reduced to approximately £1,350,000, and by March, 1934, to £980,000. The profit for that year represented a return of 3·9 per cent. on the total capital employed. Of the £980,000, approximately £680,000 was represented by the proprietors' capital and reserves, and £300,000 by other liabilities. As interest on the outside liabilities was already provided for, a more appropriate figure would have been the return on the proprietors' capital and reserves, which was 5·6 per cent.

During that year there were a number of fare reductions, but in most cases the Licensing Authorities did not consider it expedient to reduce very materially the fares which they had fixed at the previous hearings. The aggregate return on capital was hardly adequate, and it was considered that the public interests would be better served by ensuring financially healthy services.

Year ended 31st March, 1935.—It has been found impossible to obtain and assemble the figures for the South Island during the year ended on 31st March, 1935, in time for inclusion in this report. The figures for the North Island are available, however, and these give a reasonably accurate picture of the state of the industry for the country as a whole. These figures are set out in detail in Tables Nos. 8 to 17 of the Appendix. In order to make the figures more informative they have been classified according to—(a) Fleets comprising vehicles having seats for more than nine passengers; (b) fleets comprising vehicles having seats for nine or less than nine passengers; and (c) fleets containing both classes of vehicles, and also fleets the operators of which run both passenger and goods services.

During the year, practically all the accounts and records of passenger-service operators in the North Island were inspected by departmental officers. One of the purposes of this inspection was to ensure that the accounts and records kept were adequate in each case, and to assist in drawing up better systems where those in use were not considered satisfactory.

The discrepancies disclosed by the inspection were not of sufficient magnitude to vitiate comparison between the figures for 1934–35 and previous years.

(i) *Traffic.*

There has been a slight all-round shrinkage of the traffic as compared with the previous year, the following figures showing the general tendency:—

Traffic Figures for North Island.

	1933.	1934.	1935.
Vehicle journeys Number	1,452,472	1,556,087	1,382,839
Vehicle-miles Miles	16,541,668	15,475,980	14,905,708
Empty trips Number	42,810	46,175	38,316
Percentage of empty to total journeys ..	2·95	2·97	2·77
Passengers carried Number	13,311,746	13,901,571	13,053,489
Passengers per journey Number	9·2	8·9	9·4
Passengers per 100 vehicle-miles .. . Number	80·5	89·8	87·6
Average length of vehicle journey .. . Miles	..	9·94	10·77

The year 1934 saw the entry of a number of licensees in rural areas following on the reletting of many of the mail contracts in the North Island. These operators carry relatively few passengers. The swing-over to larger vehicles is still noticeable, as the following figures show :—

Percentages of Vehicles comprised in North Island Total.

	1933.	1934.	1935.
More than nine seats	36	45	46
Not more than nine seats	36	27	27
“ Mixed ” fleets	28	28	27
	100	100	100
Mean seating-capacity	13·4	13·5	14·3

The 1934 mean figure is probably influenced largely by the entry of a number of rural-mail-contract cars into the passenger field ; if these had also been included with the 1933 figures the mean for that year would probably have been less than thirteen.

(ii) *Revenue.*

The following table summarizes briefly the revenue figures during the last three years :—

North Island : Year ended 31st March.

	1933.	1934.	1935.
	£	£	£
Passenger revenue	564,035	519,372	521,588
Other revenue	74,145	70,116	73,130
Total revenue	638,180	589,488	594,718
	d.	d.	d.
Passenger revenue per passenger	10·17	8·97	9·59
Passenger revenue per mile	8·18	8·05	8·40
Other revenue per mile	1·08	1·09	1·18
Total revenue per mile	9·26	9·14	9·58

This improvement of 1935 over 1934 has not been due to fare-increases. The majority of the fare schedules remained unchanged, except for a number of reductions.

(iii) *Expenditure.*

The following are the chief expenditure figures covering the last three years :—

North Island : Year ended 31st March.

		1933.	1934.	1935.
Vehicle-running costs (petrol, lubricants, tires, repairs, maintenance, depreciation)	Aggregate : £	339,625	305,385	298,475
	Per mile : d.	4·93	4·74	4·81
Vehicle standing charges (license fees, wages, drawings in lieu of wages, insurance, garage fees)	Aggregate : £	213,682	205,419	198,958
	Per mile : d.	3·10	3·19	3·20
General overhead charges (management and office expenses, interest, advertising, &c.)	Aggregate : £	81,452	59,619	60,923
	Per mile : d.	1·82	0·92	0·98
Total operating-costs	Aggregate : £	634,759	570,423	558,356
	Per mile : d.	9·21	8·85	8·99

The increase in running-costs per mile for 1935 as compared with 1934 is due partly to the amount written off as depreciation of the vehicles, which represented 10·9 per cent. of the purchase price, as compared with 10·5 per cent. during the previous year. The average mileage per vehicle remained at just over 20,000 miles.

Vehicle standing charges per mile are practically the same as last year. Although the total amount of wages (including drawings in lieu thereof) have fallen, the amounts per mile and per vehicle have increased, showing a greater proportional return.

The figures for the North Island for the year ended 31st March, 1935, are as follows :—

	1933.	1934.	1935.
Wages, plus drawings by working proprietors in lieu of wages—			
Aggregate £	163,479	160,849	156,825
Per vehicle-mile d.	2·37	2·49	2·53
Per vehicle £	196	209	211

(iv) *Financial Results of Operations, 1934–35.*

The total revenue has increased by £5,230, or 0·9 per cent., while the total expenditure has fallen by £12,067, or 2·1 per cent. The net profit for the North Island has increased from £19,069 to £36,262. The latter figure represents a return of 9·46 per cent. on the operators' capital and reserves employed, as compared with 4·37 per cent. for the previous year.

In view of the fact that operators licensed under the Act may now be regarded as "sheltered," the proportion of the percentage return on capital which should be reserved as compensation for risk undertaken must be regarded as very small. When that factor is considered in conjunction with the present ruling rates of interest the average return of 9·46 per cent. represents a reasonable return on the operators' capital. There are still a number of cases where a reduction of fares is being considered, and it is proposed to make a further examination of existing fare schedules during the current year.

(v) *Financial Condition of the Industry, 1934–35.*

The total assets of the industry in the North Island as at 31st March, 1935, was £566,596, as compared with £648,782 during the previous year. These figures are not completely comparative, however, because, when examining the schedules, in a number of cases a more strict apportionment was made of the assets concerned in the licensed service and those which, while necessary in order to set out the operator's true position, were not thus concerned. Nevertheless the figures are a reasonably reliable guide to the finances of the industry at present, and they also indicate the extent of the improvement during the year.

(vi) *Control of Fares.*

During the year the Department commenced an inspection of the accounts and records of all operators holding licenses. This was done as an adjunct to an examination of fare schedules to ensure that the monopoly powers conferred by the legislation were not being abused. It is considered that the operators have now been allowed sufficient time to rehabilitate and reconstruct their finances and to bring their services to an efficient stage, and that the time has now arrived for the Department to keep in close touch with the fares charged and the standard of service provided. A number of properly qualified officers make periodic inspections of the accounts, records, &c., of the licensed services, and the reports made are submitted for the consideration of the various Licensing Authorities.

The inspections to date have afforded the Department much information which will be invaluable in planning a more systematic and effective control, and several schemes are now under consideration which will assist considerably in this direction and place matters on a sounder basis.

(vii) *Net Result of Operation of the Act.*

The public benefits accruing from the operation of the Transport Licensing Act, 1931, as applied to passenger-services seem to present themselves in a more striking manner each year the annual review is made. These benefits may be summarized briefly as follows :—

- (a) A saving of approximately 10,000,000 vehicle-miles per annum as compared with the figures for the year before the licensing-system came into operation.
- (b) A saving of approximately just over £300,000 per annum in vehicle-operating expenses.
- (c) A substantial saving in wear-and-tear on the roads.
- (d) The freeing of approximately £500,000 capital invested in the industry for use in other avenues of investment.
- (e) Improvement in regularity of services.
- (f) Improvement in standard of vehicles in use, with greater comfort and safety to the travelling public.
- (g) Reduced fares in numerous instances.
- (h) More healthy financial position of passenger-service operators.

(e) *PASSENGER-SERVICE-VEHICLE INSPECTION.*

During the period 1st March, 1934, to 28th February, 1935, 1,969 applications for certificates of fitness or permits were received and dealt with. Of this number 22 vehicles were condemned as unfit for service, and 66 vehicles were withdrawn voluntarily.

In March, 1934, provisions were made whereby passenger-service vehicles, which are licensed for the carriage of passengers for hire under the authority of a local-body by-law, were exempt from requirements as to a certificate of fitness when used as passenger-service vehicles under the authority of a temporary passenger-service license.

The removal of these vehicles from the control of this Department in so far as inspection is concerned is reflected in the reduced number of applications for certificates of fitness submitted, and the reduced number of service cars when compared with last year's figures.

The total number of vehicles in the Dominion which were covered by certificates of fitness or permits during the period now under review is shown below :—

District No.				Omnibuses.	Service Cars.	Service Coaches.	Passenger-trucks.	Total.
1	..	..	..	10	59	7	63	139
2	..	..	..	204	157	20	21	402
4	..	..	..	64	142	8	32	246
5	..	..	..	17	89	2	26	134
6	..	..	..	115	136	7	19	277
7	..	..	..	22	109	..	36	167
8	..	..	..	51*	44	9	12	116
9	..	..	..	48	89	4	13	154
10	..	..	..	22	74	3	8	107
Totals				553	899	60	230	1,742

* Includes eleven trackless trams.

The inspection of passenger-service vehicles has been smoothly and efficiently carried out, and good maintenance of vehicles is reported.

A general steady improvement is shown in the standard and comfort of vehicles now provided for the travelling public, and, in particular, service cars show a marked improvement. In such vehicles the dicky or folding seat is rapidly disappearing, and reconstructed or new service cars built in accordance with the Department's requirements are of pleasing design and give ample room and comfort for long journeys.

Commercial chassis which may be adapted to suit the eight-to-twelve passenger-service car requirements are now available, and it is possible that a greater selection of models in this range will be on the market in the near future, therefore the need for alterations of large private-car chassis to meet the demand for medium-sized service cars is now practically non-existent.

In the omnibus class also the trend is towards modern stream-lined bodies, and greater comfort combined with more pleasing interior decoration and fittings. Omnibus-body building in New Zealand has been brisk during the last twelve months, and the completed vehicles reveal a high standard of workmanship and design.

A complete omnibus with an English steel frame body was imported in December last, and this afforded an excellent practical comparison with New-Zealand-made omnibus bodies. Furthermore, English-manufactured steel fabrication for three omnibus bodies has arrived in the Dominion, and when the completed vehicles are on the road the manner in which the steel bodies withstand New Zealand service conditions will be closely watched.

Interest in the progressive design of the compression-ignition engine in other countries and its application to road-transport vehicles has been manifest in New Zealand for some considerable time, and the importation this year of a standard British compression-ignition-engine bus chassis was an important event for passenger-service operators.

The vehicle has proved a complete success to date in actual service, and it is confidently anticipated that many more compression-ignition-engined passenger-vehicles will be operating in New Zealand in the near future.

It is worthy of mention that eleven British firms now market an aggregate of thirty-five models of compression-ignition-engine passenger-chassis, the range of seating-capacities available being from twenty to seventy-two. In the goods chassis the range is larger, with twenty-three manufacturers offering models from 2-ton pay-load upwards.

B. GOODS SERVICES.

The continuous and seasonal goods-service licenses expire on 31st May of each year, midway between February and August, when the passenger-service licenses also expire.

(a) CONTINUOUS GOODS-SERVICE LICENSES.

No less than 2,146 applications for the renewal of existing licenses and a small number of new licenses were considered by the various Licensing Authorities during the year. Of these, 2,016 were granted, 91 were refused, 25 were withdrawn, and 14 were deferred. Corresponding figures for the preceding year were 2,146 applications, of which 1,898 were granted, 118 refused, 43 withdrawn, and 87 deferred.

(b) SEASONAL GOODS-SERVICE LICENSES.

Applications for the renewal of existing licenses and a few new licenses numbered 108, compared with 99 for the preceding year. Eighty-nine of these applications were granted, 9 were refused, 7 were withdrawn, and 3 were deferred. For the previous year 88 were granted, 3 were refused, and 8 were withdrawn.

(c) TEMPORARY GOODS-SERVICE LICENSES.

During the year under review 773 applications for temporary licenses were dealt with directly by Licensing Authorities, while 6,626 licenses were issued by postmasters, making a total of 7,399. This is almost double that recorded for the year ended 31st March, 1934—viz., 3,793. Each postmaster operates under the jurisdiction of the Licensing Authority in whose district the post-office is situated. The substantial increase shown is probably due to an improvement in business conditions, and also to the fact that operators are now becoming more conversant with the requirements.

Nevertheless the temporary goods-service license has a special limited purpose, and it is undesirable that it should bulk too largely in the scheme of licensing for goods transport. The Department is investigating the position with a view to reducing to a minimum the number of such licenses which are warranted by the conditions of transport and trade.

(d) FINANCES AND STATISTICS.

The financial and statistical returns relating to the licensed goods-services are required to be submitted with the applications for the renewal of licenses. As these applications are not received until the month of May it has not been possible to include a review of the finances and traffic statistics for the past year in this report. Last year's report was prepared later in the year and included figures for the year ended 31st March, 1934.

C. APPEALS FROM DECISIONS OF LICENSING AUTHORITIES.

Full details of the appeals dealt with during the year ended 31st March, 1935, are contained in the annual report of the Transport Co-ordination Board, which acts as the Appeal Board under the Transport Licensing Act, 1931.

10. COMMERCIAL AIR TRANSPORT.

The year 1934 witnessed the extension of the principle of the licensing of transport in the public interest to the latest entrant into the field of transport—viz., air transport. The Transport Licensing (Commercial Aircraft Services) Act, 1934, became law on 31st October, 1934, and provides a system of licensing for all aircraft services, the term aircraft service meaning "any service by aircraft for the carriage of passengers or goods for hire or reward in respect of any journey beginning and ending in New Zealand other than a service in which the aircraft used leaves from and returns to the same aerodrome without any intermediate stop."

Two classes of license are provided—viz., continuous licenses, which have a maximum tenure of five years, and temporary licenses, which cover services to be carried on for a specified period of not more than seven days or any specified special occasions.

The power to deal with applications for licenses is vested in the Transport Co-ordination Board, which is required to take into account considerations which are similar in principle to those existing in connection with applications for motor-transport licenses.

The Transport Licensing (Commercial Aircraft Services) Regulations, 1934, which contain the necessary machinery requirements to give effect to the provisions of the Act, were gazetted on 20th November, 1934.

Details of the applications considered during the year under review are contained in the annual report of the Transport Co-ordination Board.

11. MOTOR ACCIDENTS.

(a) REVIEW OF STATISTICS.

During the year ended 31st March, 1935, motor accidents caused the death of 26 children under the age of fourteen years, 42 young persons between the ages of fourteen and twenty-four years, and 114 persons over twenty-four years, making a total of 182 human lives. This figure shows an increase of 47 over that for the previous year, which was the lowest figure recorded since the present system of statistics was instituted in 1930.

Expressed in terms of potential earning-power of the persons who have lost their lives, and of the estimated costs involved in physical disability in non-fatal accidents, as well as the estimated value of property damaged as a result of all accidents, it is estimated that the annual loss due to these accidents is not less than £1,000,000. This figure gives some idea of the magnitude of the motor-accident question from the purely monetary point of view, but it is generally recognized that there is also a staggering and unrecorded burden of human misery and distress. This aspect of the matter is mentioned in order to lay emphasis on the whole question and to ensure that the magnitude of the problem is realized.

The deaths referred to in the preceding paragraph resulted from 174 accidents; this figure is 49 greater than that for the previous year. It is true that there was a considerable increase in the volume of motor traffic on the roads last year, the benzine-consumption showing an increase of approximately 10 per cent., but there seems to be grounds for believing that the increase in fatal motor accidents has been considerably greater than that recorded for the volume of traffic. The data cover too short a period to enable definite conclusions to be arrived at, but they are sufficiently definite to make it impossible to shelter behind the increased volume of traffic as the sole cause of the increase in fatal accidents. Moreover, experience from overseas shows that in many other countries, particularly Great Britain, the numbers of motor accidents have increased at an alarming rate over recent years.

An examination of Table No. 20 in the Appendix to this report, which shows comparative statistics relating to fatal motor accidents over a period of six years, directs attention to the following principal points:—

- (i) The number of accidents due to motor-vehicles colliding with pedestrians increased from 26 in 1933-34 to 46 in 1934-35.
- (ii) Collisions between motor-vehicles caused 36 fatal accidents in 1934-35, as against 21 in 1933-34.
- (iii) Collisions between motor-vehicles and bicycles increased from 15 to 23.
- (iv) The accidents showed a more even distribution over the different days of the week as compared with last year.
- (v) An increase in the number of young children killed as a result of motor accidents.
- (vi) Pedestrian fatalities show a sharp increase from 26 to 45, due mainly to an increase in the number of cases where the pedestrian was at fault.
- (vii) Motor-cycles figure in an increased number of accidents.
- (viii) Excessive speed under the heading "Exceeding thirty-five miles per hour" as a cause of accident increased by $2\frac{1}{2}$ times—from 8 to 20.
- (ix) Glaring headlights was the prime cause of accident in 10 instances this year, as compared with 2 last year.
- (x) Intoxication (mild or severe) figured in 18 fatal motor accidents this year, as compared with 4 last year.

The above points emphasize the diversity of causes in motor accidents, which in turn points to the fact that there is no single simple remedy to eliminate them. Such causes as excessive speed, glaring headlights, and intoxication suggest more strict enforcement of the existing laws and salutary punishment for breaches; the number of small children and pedestrians involved in accidents where the motorist was not at fault can only be reduced by proper education of both young and old regarding their conduct on roads used by motor-traffic; the number of collisions between motor-vehicle and motor-vehicle and other vehicles calls for the exercise of judgment and care on behalf of those in control of the vehicles.

In brief, the rising tide of motor accidents may be countered by—

- (a) Improvement of the machinery dealing with the enforcement of the traffic laws; and
- (b) Provision of facilities for educating the pedestrians, the motorists, and the whole public in the practice of "safety first."

The Ministry of Transport in Britain is now pursuing an active policy under both those headings, and it would appear that the time has arrived when further efforts along those lines should be made in the Dominion.

The Department is investigating the position with this object in view.

12. TRAFFIC CONTROL.

(a) TRANSPORT LICENSING ACT, 1931.

No alteration was made during the year in the machinery provided to ensure reasonable observance of the Transport Licensing Act, 1931, and the Department still has the co-operation and assistance of local-body traffic officers in this respect.

These officers, however, carry out numerous and varied duties on behalf of their respective controlling authorities, and this Department can only rely on their assistance where it does not interfere with their other duties.

However, in view of the fact that this legislation is comparatively recent, particularly as regards goods-services, the policy has been largely educational, and special care has been exercised to prevent anything in the nature of unnecessary prosecutions.

Both passenger- and goods-service licensees have in general shown their appreciation of this policy by co-operating with the Department, and confirmation of this is found in the fact that only 53 prosecutions were taken throughout the Dominion, resulting in 49 convictions, with fines totalling £232 5s.

(b) MOTOR-VEHICLES ACT, 1924, AND AMENDMENTS.

Arising out of the meeting of traffic officers, mentioned in last year's report, a Dominion-wide check-up was made on all motor-vehicles for defective brakes and glaring headlights.

Every facility was given drivers to have these two items of equipment adjusted to comply with the regulations before any attempt was made to stop vehicles on the road. The response from local authorities, the automobile associations, and the motorists themselves was remarkable, and the press provided wide-spread publicity to the proposed check. In fact, as soon as they were aware of their responsibilities many thousands of motorists (wholly on their own initiative) had the brakes and lights on their vehicles overhauled and adjusted at garages.

The final figures, however, revealed that 70 per cent. of the vehicles on the road could not comply with the very reasonable standard of efficiency required by the regulations, indicating clearly the necessity for the action taken; the roads should now be definitely safer as a result from the check-up, which incidentally afforded an invaluable means of impressing upon each motorist his individual responsibility in respect of his own vehicle.

Similar checks are to be made at regular intervals, and, by utilizing the experience already gained, these checks will be carried out with a minimum of inconvenience to drivers.

(c) TRAFFIC OFFENCES.

It is not generally realized that convictions for traffic offences now represent approximately 30 per cent. of the total convictions in the Magistrates' Courts. For the calendar year 1930 the number of convictions for traffic offences numbered 18,145, but this number steadily declined for various reasons to 14,136 in 1933. The following summary shows the comparisons of the principal offences for which convictions were recorded during the last five years for which figures are available.

Class of Offence.	Calendar Year.				
	1929.	1930.	1931.	1932.	1933.
Registration, &c., of vehicles	3,232	3,678	4,184	4,521	4,337
Lighting of vehicles	4,164	3,965	2,557	3,406	3,661
Negligent or dangerous driving	3,291	3,923	3,109	2,693	2,314
Excessive speed	1,609	2,120	2,084	2,052	1,428
Parking regulations	1,734	1,836	1,049	949	694
Other	2,737	2,623	2,152	1,983	1,702
Totals	16,767	18,145	15,135	15,604	14,136

These figures give some idea of the magnitude of the problem of traffic enforcement in the Dominion. They also indicate that the number of registration, &c., offences shows an increasing tendency, while most of the other main classes shown separately show decreases over the period covered.

(d) NEED FOR UNIFORMITY IN TRAFFIC CONTROL.

The development of motor traffic during recent years in the Dominion, and in every other country where the motor-vehicle has developed, has directed attention to the fact that local-body boundaries have lost their significance in so far as this traffic is concerned. The general improvements in both roads and vehicles have widened the scope of motor traffic so much that it may now be described as being national rather than local in its main characteristics. This change in character from local to national has brought with it several changes in the relationship between the General Government and local government and motor traffic. For example, the old system of registration and licensing by local authorities has been replaced by a central system operated by the General Government, and the old system whereby taxing-powers were vested in local authorities has been replaced by a uniform national system.

In the direction of by-laws dealing with the control of motor traffic and the control exercised over motor traffic, however, the Dominion still has what may be described as an essentially local system. That is to say, local authorities have independent powers to make by-laws dealing with traffic and have their own traffic officials. The chief disadvantages which this system causes are disturbances to the free flow of traffic, the confusion which arises when each motorist is required to become acquainted with hundreds of different rules and regulations, and the varying degrees of efficiency and severity or otherwise with which the laws are enforced.

All these disadvantages point to the one central fact that motor traffic has long since outgrown a local system of traffic control.

At the Seventh Congress of the Permanent International Association of Road Congresses held in 1934, at which countries throughout the world were represented, the question of traffic control occupied an important part. After full consideration the Conference adopted the following resolution:—

“The most important condition precedent for the safety of traffic is the codification, on as definite lines as possible, of the traffic regulations, which must be clear and simple. These regulations must be uniform throughout the whole country, and local deviations should only be allowed on a very restricted scale and only with the permission of the central authorities; even then attention must be drawn to them by means of special signs.”

This resolution not only shows that the local system of traffic control is inadequate for modern motor traffic, but also suggests that adequate standards of safety can only be secured through a unified national system of all traffic regulations and traffic control.

(e) DRIVERS' HOURS.

This has been the subject of much comment from time to time, and there has been agitation on the part of various bodies for regulation and control of drivers' hours. There is no doubt that in many cases road accidents have been caused by truck-drivers falling asleep or becoming less alert as a result of excessive periods of hours at the wheel. Some form of control is desirable from the point of view of—

- (a) The establishment of some form of competitive parity which will make it impossible for “owner-driven” motor transport subject to long hours and low wages to undermine the higher standards of employment enjoyed by employees in other forms of transport; and
- (b) The prevention of accidents.

This is fully recognized in England and other countries, where very vigorous control is exercised over drivers' hours.

In New Zealand the position as regards control is fraught with much difficulty owing to the very large preponderance of owner-drivers. The position is quite satisfactory as regards passenger-services and large trucking concerns, but these unfortunately are but a very small portion of the total. Although the number of owner-drivers in the truck industry cannot be stated with absolute accuracy, the attached table, No. 19, gives a very fair idea of the situation. This shows that of the total number of truck-owners holding licenses under the Act 67 per cent. hold licenses for one truck only, and 21 per cent. hold licenses for two. From these figures it is safe to assume that of the total number of trucks licensed—viz., 3,355—about 2,000 are operated by owner-drivers.

The Department is fully alive to its responsibilities in this direction, but, owing to the complex nature of the problem, realizes that great care must be taken and thorough investigations made before embarking upon control of this nature.

13. OVERSEA MECHANICAL TRANSPORT COUNCIL.

A report has now been issued by the Oversea Mechanical Transport Directing Committee regarding the tests carried out in Australia with the second experimental motor-transport unit designed for the transport of heavy loads over unmetalled roads.

This tractor-trailer unit carries a pay-load of 15 tons under average conditions, has a maximum speed of 28 miles per hour, and can climb a gradient of 1 in 8 on a dry earth road. The tractor alone, with 3 tons pay-load, can negotiate a 1 in 2½ grade. The tractor, with 130 brake horse-power compression-ignition engine driving on all four axles, draws two 8-wheeled trailers each of 6 tons pay-load capacity. The whole outfit is equipped with low-pressure tires, and the maximum axle weight is less than 3 tons.

The test comprised almost 10,000 miles over surfaces varying from deep sand and plains covered with loose stone to heavy sandy creek crossings, black soil, and deep mud. The fuel-consumption averaged 3.15 miles per gallon (Diesel oil) and the speed 12.87 miles per hour. The operating-cost per net ton-mile, including depreciation, interest, wages, repairs and maintenance, fuel, lubricants, tires, insurances, garage fees, license, and supervision amounted to 3.70d.; whereas the ruling-rate for carriage of goods in the Northern Territory where the tests were carried out ranges from 9d. to 1s. 6d. per ton-mile. It is considered that with back-loading freights and better provisions for loading, a lower unit figure than 3.70d. would be reached.

The Directing Committee of the Oversea Mechanical Transport Council suggests that a pay-load of more than 15 tons should be aimed at in order to attain the greatest economy of transport under the conditions for which this type of unit is designed. With this end in view a design has been prepared for a similar tractor-trailer unit with a maximum pay-load of 30 tons, motive-power being provided by two 130 brake horse-power Diesel engines. It is considered that with an axle load of 4½ tons, and with the low-pressure tires used, and slower and more even running, the unit will cause no more damage to the road surfaces than does the ordinary 3-ton lorry, and at the same time there would be a substantial reduction in the cost per ton-mile attained by the 15-ton unit.

It is unfortunate that further experiments on the lines outlined above are rendered impossible at the present juncture owing to lack of funds.

14. CHANGES IN TRANSPORT LAWS AND REGULATIONS.

A. LEGISLATION.

Two acts under the jurisdiction of the Department were passed in the period under review:—

(a) TRANSPORT LICENSING (COMMERCIAL AIRCRAFT SERVICES) ACT, 1934.

This provides for commercial air services being brought under the licensing system, the Transport Co-ordination Board being the licensing authority.

(b) MOTOR-VEHICLES AMENDMENT ACT, 1934-35.

This amends the Motor-vehicles Act, 1924, and has two main purposes:—

- (1) It amends the definition of "public motor-car" by altering words "plying for hire" to "plying or is available for hire." This alteration was urgently required owing to the increasing number of private-hire vehicles which under the previous wording were exempt from liability for local-body plying-for-hire fees, and not under the same measure of control as ordinary taxis.
- (2) It provides relief and clarifies the legal position in the matter of taxation for a miscellaneous class of vehicles such as well-borers, agricultural apparatus, roadmaking machinery, saw-benches, log-haulers, &c. Prior to this alteration the position of this class of vehicle under the law was legally uncertain, but now they are, in appropriate cases, either totally exempted from taxation or subjected to the mileage-tax and exempted from license fees and 6d. per gallon of the motor-spirits tax.

B. REGULATIONS.

Various regulations or amendments to existing regulations were gazetted during the year ended 31st March, 1935. The number of these is an indication of the necessity for frequent amendment of the laws relating to motor-vehicle control, and the difficulty of meeting the constant changes in condition of the motor industry. When the licensing system for motor transport has been stabilized it is intended that a consolidation of the regulations will be arranged.

15. TRANSPORT LEGISLATION IN OTHER COUNTRIES.

Transport legislation in other countries is full of interest, mainly as offering information upon the results of their experience in transport control and their steps to perfect their systems and secure the main objective of co-ordination of road, rail, and other forms of transport.

Of recent legislation the most interesting, in so far as the Dominion is concerned, is that of Northern Ireland. In Northern Ireland a most exhaustive examination and inquiry was made by leading transport authorities, and their recommendations have been largely adopted by the Northern Ireland Government. The following are the main points of the new policy :—

- (a) The formation of a Road Board to acquire any road motor services and operate them as a co-ordinated whole.
- (b) The Board will be self-supporting, and a distinct commercial enterprise.
- (c) The whole of the road services acquired will be carried out under conditions of large-scale operation and centralized control.
- (d) After actual operating-expenses (excluding overhead) have been paid the net revenue of both road and rail will be paid into a common fund and distributed on the basis of the mean railway net revenue for the years 1924–32 and the road net revenue for 1932.
- (e) A committee formed of representatives of the Road Board and railway companies will regulate the pooling of receipts and the effective co-ordination and division of activities.
- (f) Any interested body has the right of appeal to an independent tribunal against any action by the Board or railway companies.
- (g) The important principle is laid down that both road and rail will be under separate management and control, neither being subservient to the other. Finances and management are entirely separate, although every provision is made for permanent co-ordination and co-operation between the two bodies.
- (h) Provision is made for exemption of certain services—*e.g.*, local carriers in Belfast and Londonderry, goods carried by a farmer for his neighbours—but save in those cases no person will be permitted to operate a road motor service for hire save with the consent of the Board.
- (i) An appeal tribunal is to be set up with wide powers for safeguarding the interests of the public, particularly in respect of withdrawal of public services or the needs for new or improved services.

The scheme was the culmination of experience gained in other countries and from previous Acts. The basis now appears to be laid for practical and successful measures towards the solution of the road-rail problem.

16. APPENDIX.

TABLE No. 1.—MOTOR-VEHICLE REGISTRATIONS, BY HIGHWAY DISTRICTS.
TABLE SHOWING THE NUMBER OF EACH TYPE OF MOTOR-VEHICLE REGISTERED IN EACH HIGHWAY DISTRICT, AT 31ST DECEMBER, 1934.

Highway District.	District No.	Motor-cars.	Dealers' Cars.	Rental and Private-hire Cars.	Taxis.	Service Cars.	Omnibuses.	Passenger-trucks.	Light Trucks.	Heavy Trucks.	Trailers.	Local-body Vehicles.	Government Vehicles.	Motor-cycles.	Dealers' Motor-cycles.	Total.
<i>North Island.</i>																
Auckland North	1	4,510	21	4	59	54	9	82	713	681	85	51	60	917	5	7,251
Auckland South	2	29,643	240	81	413	104	198	103	4,991	3,587	411	231	300	5,414	31	45,747
Tauranga	3	3,464	34	4	52	48	10	26	741	466	61	43	90	496	1	5,536
Gisborne	4	2,774	19	1	46	25	16	22	291	308	41	30	42	419	2	4,036
Hawke's Bay	5	8,123	63	1	67	67	38	46	1,577	924	124	70	72	1,034	5	12,211
King-country	6	1,836	12	..	19	10	4	23	350	341	30	29	59	376	3	3,092
Taranaki	7	7,426	80	14	38	33	7	39	1,174	894	69	78	46	1,342	14	11,254
Wanganui	8	5,485	49	8	51	33	3	31	887	592	77	61	36	844	5	8,162
Wellington West	9	16,723	186	31	268	26	94	30	2,287	1,932	311	123	330	2,763	15	25,119
Wellington East	10	4,463	39	2	20	39	7	21	767	445	123	84	8	496	2	6,516
Totals, North Island		84,447	743	146	1,033	439	386	423	13,778	10,170	1,332	800	1,043	14,101	83	128,924
<i>South Island.</i>																
Nelson	11	4,257	34	8	58	67	8	21	778	493	87	43	49	874	5	6,782
West Coast	12	1,982	11	14	39	27	10	25	375	358	67	52	55	461	..	3,476
Canterbury North	13	1,110	2	6	2	22	..	10	191	118	23	24	5	194	..	1,707
Canterbury Central	14	14,848	124	34	160	26	35	38	1,813	1,261	535	99	167	3,258	16	22,414
Canterbury South	15	7,069	32	11	46	20	19	38	1,129	541	376	74	23	1,131	5	10,514
Otago Central	16	3,726	18	10	42	31	10	19	595	366	88	34	24	603	2	5,568
Otago South	17	7,259	68	10	123	48	33	45	1,033	844	235	55	66	1,320	5	11,144
Southland	18	6,658	52	22	70	30	21	37	1,112	792	168	52	53	971	10	1,048
Totals, South Island		46,909	341	115	540	271	136	233	7,026	4,773	1,579	433	442	8,812	43	71,653
Grand totals		131,356	1,084	261	1,573	710	522	656	20,804	14,943	2,911	1,233	1,485	22,913	126	200,577

TABLE No. 2.—MOTOR-VEHICLES LICENSED AS AT 31st MARCH, 1935.

TABLE SHOWING BY POSTAL DISTRICTS THE NUMBER OF MOTOR-VEHICLES LICENSED UNDER THE MOTOR-VEHICLES ACT, 1924, AS AT THE 31st MARCH, 1935.

Postal District.	Cars.	Rental and Private-hire Cars.	Light Trucks (i.e., 2-ton and under laden).	Heavy Trucks (i.e., over 2-ton laden).	Passenger-trucks.	Omnibuses.	Taxis.	Service Cars.	Trailers.	Dealers' Cars.	Local-body Road Vehicles.	Government Vehicles.	Dealers' Motor-cycles.	Motor-cycles.	Total.
<i>North Island.</i>															
Auckland	24,781	98	4,013	3,166	141	171	379	108	378	204	164	232	31	4,883	38,749
Thames	4,740	1	1,002	579	30	9	51	33	75	44	71	35	5	753	7,428
Hamilton	10,741	9	2,157	1,485	77	42	115	75	235	71	114	226	7	1,895	17,249
Gisborne	3,492	1	405	391	31	17	50	28	58	24	35	42	2	497	5,073
Napier	7,105	3	1,425	829	49	37	63	60	135	56	56	64	4	915	10,801
New Plymouth	7,705	15	1,250	919	43	7	40	33	90	80	83	49	14	1,452	11,780
Wanganui	5,436	8	911	594	29	5	52	32	99	52	62	33	5	866	8,184
Palmerston North	8,725	7	1,323	828	21	19	62	28	173	63	86	83	12	1,176	12,606
Wellington	14,869	28	2,193	1,814	51	85	241	48	337	184	140	297	6	2,538	22,831
Totals, North Island	87,594	170	14,679	10,605	472	392	1,053	445	1,580	778	811	1,061	86	14,975	134,701
<i>South Island.</i>															
Nelson	2,962	13	566	391	14	9	40	54	48	23	23	38	5	651	4,837
Blenheim	1,624	..	332	163	8	..	22	13	56	12	25	9	..	346	2,610
Westport	492	1	122	105	9	..	8	8	22	4	17	3	..	108	899
Greymouth	1,540	12	271	273	19	9	30	21	53	9	36	52	1	391	2,717
Christchurch	18,499	45	2,441	1,676	75	37	164	51	775	134	132	178	18	3,958	28,183
Timaru	4,898	5	812	398	21	18	37	20	231	25	53	20	3	893	7,434
Oamaru	2,010	3	289	197	4	8	14	16	69	12	14	15	1	319	2,971
Dunedin	9,269	19	1,395	1,063	58	35	156	59	280	75	74	81	6	1,683	14,253
Invercargill	7,121	23	1,199	857	42	19	73	39	191	53	58	56	10	1,116	10,857
Totals, South Island	48,415	121	7,427	5,123	250	135	544	281	1,725	347	432	452	44	9,465	74,761
Grand totals	136,009	291	22,106	15,728	722	527	1,597	726	3,305	1,125	1,243	1,513	130	24,440	209,462

TABLE No. 3.—PETROL-TAX ALLOCATION TO BOROUGHES WITH 6,000 OR MORE POPULATION.

TABLE SHOWING THE DISTRIBUTION OF THE PETROL-TAX TO BOROUGHES WITH A POPULATION OF 6,000 AND OVER.

Boroughs.	Year ended 31st March, 1935.										Total since Inception of Petrol-tax up to 31st March, 1935.	
	Amount of Tax, Quarter ended											
	June.		September.		December.		March.		Total.			
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Wellington City ..	4,177	0 6	4,052	12 10	5,202	13 1	4,869	7 9	18,301	14 2	106,266	16 3
Auckland City ..	3,940	18 0	3,823	11 0	4,907	1 0	4,592	14 5	17,264	4 5	101,168	12 7
Christchurch City ..	3,373	9 5	3,273	0 4	4,197	11 11	3,928	14 3	14,772	15 11	86,475	7 3
Dunedin City ..	2,558	18 8	2,482	14 8	3,183	8 9	2,979	10 6	11,204	12 7	65,799	6 7
Wanganui City ..	909	14 5	882	12 7	1,132	7 11	1,059	17 2	3,984	12 1	24,005	15 8
PalmerstonNth. City	803	11 1	779	12 7	1,002	15 8	938	11 0	3,524	10 4	20,060	6 2
Mount Albert ..	776	2 0	752	19 9	966	8 0	904	9 11	3,399	19 8	19,724	13 6
Invercargill City ..	776	2 0	752	19 9	966	8 0	904	9 11	3,399	19 8	19,663	14 1
Mount Eden ..	746	16 3	724	11 6	930	0 5	870	8 11	3,271	17 1	19,212	7 6
Timaru ..	638	16 4	619	15 11	798	2 8	747	0 2	2,803	15 1	16,218	0 5
New Plymouth ..	605	17 5	587	16 7	754	18 7	706	11 5	2,655	4 0	15,254	15 0
Napier ..	600	7 7	582	10 0	750	7 7	702	6 4	2,635	11 6	15,601	13 4
Hamilton ..	576	11 8	559	8 3	718	10 11	672	10 5	2,527	1 3	14,741	9 11
Lower Hutt ..	536	6 3	520	6 11	670	15 11	627	16 7	2,355	5 8	12,907	6 5
Gisborne ..	532	13 1	516	15 10	663	19 6	621	8 10	2,334	17 3	13,612	19 6
Hastings ..	453	18 11	440	8 6	568	9 5	532	1 2	1,994	18 0	11,185	0 3
Onehunga ..	412	11 6	400	5 10	513	18 0	480	19 7	1,807	14 11	10,749	3 0
Nelson City ..	410	0 4	397	16 1	511	12 6	478	17 0	1,798	5 11	10,435	2 6
Petone ..	409	13 0	397	9 0	509	7 0	476	14 6	1,793	3 6	10,500	13 4
Devonport ..	383	5 10	371	17 7	477	10 4	446	18 7	1,679	12 4	9,977	6 1
Masterton ..	323	5 1	313	12 7	402	9 7	376	13 11	1,416	1 2	8,306	19 0
St. Kilda ..	306	8 3	297	5 9	382	0 3	357	10 10	1,343	5 1	7,939	2 7
One Tree Hill ..	299	9 2	290	10 10	375	3 10	351	3 2	1,316	7 0	5,876	7 4
Whangarei ..	288	9 6	279	17 8	361	10 11	338	7 9	1,268	5 10	7,231	13 9
Greymouth ..	234	5 11	227	6 4	352	9 1	329	17 6	1,143	18 10	5,380	11 4
Oamaru ..	281	3 1	272	15 7	350	3 7	327	14 11	1,231	17 2	7,289	15 11
Takapuna ..	259	11 1	251	16 6	325	3 4	304	6 9	1,140	17 8	6,709	3 2
Totals ..	25,615	6 4	24,852	10 9	31,975	7 9	29,927	3 3	112,370	8 1	652,294	2 5

TABLE No. 4.—TAXATION OF MOTOR-VEHICLES, 1923-1935.

TABLE SHOWING THE ANNUAL YIELD FOR THE YEARS ENDED 31ST MARCH, 1923 TO 1935, IN RESPECT OF (a) CUSTOMS DUTIES ON MOTOR-VEHICLES AND PARTS; (b) TIRE-TAX; (c) MOTOR-SPIRITS TAX; (d) FEES, ETC., UNDER THE MOTOR-VEHICLES ACT, 1924; (e) HEAVY-TRAFFIC FEES; (f) DRIVERS' LICENSES; AND (g) MILEAGE TAX, ETC., UNDER FINANCE ACT, 1932-33, No. 2, SECTION 19.

Year ended 31st March,	Customs Duties in respect of Motor-vehicles and Parts.*	Tire-tax.	Motor-spirits Tax.	Fees, &c., under Motor-vehicles Act, 1924.	Heavy-traffic Fees.	Drivers' Licenses.	Mileage Tax, Finance Act, 1932-33.	Total.
1923 ..	221,679	121,092	..	..	..	..	..	342,771
1924 ..	621,470	123,568	..	..	..	..	..	745,038
1925 ..	802,903	152,303	..	257,500	..	..	..	1,212,706
1926 ..	1,007,641	228,711	..	86,681†	114,009	33,162	..	1,470,204
1927 ..	1,074,052	190,575	..	395,797	220,616	50,650	..	1,931,690
1928 ..	856,556	227,451	143,516	345,510	157,651	52,495	..	1,783,179
1929 ..	1,045,635	196,747	802,232	244,598	190,789	36,830	..	2,516,831
1930 ..	1,432,412	155,910	961,907	391,368	183,486	56,578	..	3,181,661
1931 ..	828,878	130,408	1,314,450	393,798	194,557	59,462	..	2,921,553
1932 ..	272,992	85,438	1,677,520	370,126	179,105	58,860	..	2,644,041
1933 ..	145,059	64,177	1,865,762	352,561	178,183	57,132	..	2,662,874
1934 ..	125,590	62,979	2,368,147	346,249	171,503	60,358	2,016	3,136,842
1935 ..	539,951	92,587	2,610,607	391,661	172,000‡	60,000‡	1,594	3,868,400
Totals up to 31st March, 1935	8,974,818	1,831,946	11,744,141	3,575,849	1,761,899	525,527	3,610	28,417,790

* Calendar year ending on previous 31st December. Includes primage and surtax on vehicles and parts; also on all tires and tire-tax on tires attached to vehicles or parts. † Alteration in licensing period. ‡ Estimated.

TABLE No. 5.—LENGTH OF ROADS, STREETS, AND BRIDGES.

TABLE SHOWING THE LENGTHS OF THE VARIOUS CLASSES OF ROADS, STREETS, AND BRIDGES IN THE DOMINION AT 31ST MARCH IN THE YEARS 1922 TO 1934.

Year.	Roads and Streets formed to not less than Dray-width, and paved or surfaced with—				Roads and Streets formed to not less than Dray-width, but not paved or surfaced.	Total Formed Roads.	Bridle-tracks.	Unformed Legal Roads.	Total of all Roads.
	Bituminous or Cement Concrete.	Bitumen or Tar.	Metal or Gravel.	Other and Unspecified Material.					
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
1922 ..	26,787 ³ / ₄ *				17,456 ¹ / ₄	44,244	5,095 ¹ / ₂	13,631 ¹ / ₂	62,971
1923 ..	27,815 ¹ / ₂ *				17,791 ¹ / ₄	45,607	5,377 ¹ / ₂	13,613	64,597 ¹ / ₂
1924 ..	28,553 ¹ / ₄ *				17,222 ³ / ₄	45,776	5,218 ¹ / ₄	13,630 ¹ / ₂	64,624 ³ / ₄
1925 ..	58 ³ / ₄	639	28,243 ³ / ₄	458 ¹ / ₄	16,748	46,147 ³ / ₄	5,181 ¹ / ₂	15,676 ³ / ₄	67,006
1926 ..	97 ³ / ₄	836	28,981 ¹ / ₂	340 ¹ / ₄	16,521 ³ / ₄	46,777 ¹ / ₄	5,009 ³ / ₄	15,792 ¹ / ₂	67,579 ¹ / ₂
1927 ..	133	1,012	29,726 ¹ / ₂	373 ¹ / ₂	16,107 ¹ / ₄	47,352 ¹ / ₄	5,093	15,795	68,240 ¹ / ₄
1928 ..	217	1,262 ¹ / ₂	30,669 ³ / ₄	129 ¹ / ₂	15,381 ¹ / ₄	47,659 ³ / ₄	5,040 ¹ / ₂	15,669 ¹ / ₄	68,369 ¹ / ₂
1929 ..	254	1,472	31,334	125 ³ / ₄	15,135 ¹ / ₄	48,321	5,399 ³ / ₄	15,197 ¹ / ₂	68,918 ¹ / ₄
1930 ..	306	1,724 ³ / ₄	32,352 ¹ / ₂	83	14,600 ¹ / ₄	49,066 ¹ / ₂	5,375	16,506 ¹ / ₄	70,947 ³ / ₄
1931 ..	339 ¹ / ₂	1,892 ³ / ₄	32,855 ¹ / ₂	116	14,374 ¹ / ₂	49,578 ¹ / ₄	5,642 ¹ / ₄	16,923 ¹ / ₂	72,144
1932 ..	336 ³ / ₄	2,118 ¹ / ₂	33,536 ¹ / ₂	88 ¹ / ₂	14,195 ³ / ₄	50,276	5,808	16,418	72,502
1933 ..	344	2,320	34,848	80 ¹ / ₂	13,300 ¹ / ₂	50,893	5,876 ¹ / ₄	17,474	74,243 ¹ / ₄
1934 ..	368	2,544 ¹ / ₂	35,952 ¹ / ₄	79 ¹ / ₂	12,698 ¹ / ₂	51,642 ³ / ₄	5,878 ³ / ₄	17,708 ³ / ₄	75,230 ¹ / ₄

NOTE.—Figures for earlier years, particularly in regard to unformed legal roads, are not claimed to be entirely accurate.

TABLE No. 6.—LENGTH OF BRIDGES.

TABLE SHOWING THE LENGTHS OF THE VARIOUS KINDS OF BRIDGES IN THE DOMINION AT 31ST MARCH IN THE YEARS 1923 TO 1934.

Year.	Bridges, 25 ft. and over in Length, constructed with—										Totals.	
	Iron and Steel.		Stone and Concrete.		Australian or other Hardwood.		Native Timbers.		Other and Unspecified Material.		No.	Total Length.
	No.	Total Length.	No.	Total Length.	No.	Total Length.	No.	Total Length.	No.	Total Length.		
1923 ..	*	Ft. *	*	Ft. *	*	Ft. *	*	Ft. *	*	Ft. *	2,955†	328,766†
1924 ..	*	*	*	*	*	*	*	*	*	*	3,297†	362,034†
1925 ..	131	20,315	408	36,840	1,466	180,529	2,035	167,557	74	8,601	4,114	413,842
1926 ..	175	26,227	431	39,127	1,665	197,735	2,029	161,084	83	8,656	4,383	432,829
1927 ..	193	26,144	489	42,804	1,850	217,600	1,959	148,427	156	14,041	4,647	449,016
1928 ..	171	24,779	545	47,833	2,013	229,208	1,994	153,078	111	12,844	4,834	467,742
1929 ..	206	29,089	608	52,761	2,137	242,474	2,181	165,525	118	9,590	5,250	499,439
1930 ..	232	32,330	671	57,739	2,285	245,867	2,164	168,120	38	5,447	5,390	509,503
1931 ..	272	34,819	751	66,292	2,396	253,057	2,164	164,940	23	4,176	5,606	523,284
1932† ..	..	..	552	43,878	2,277	240,622	2,277	163,543	698	79,657	5,804	527,700
1933 ..	..	..	574	46,774	2,233	230,380	2,316	164,999	865	92,380	5,988	534,533
1934 ..	..	..	590	48,957	2,191	227,035	2,365	167,129	969	99,883	6,115	543,004

* Detailed figures not available.

† 30 ft. and over in length.

‡ Classification altered 1932.

TABLE No. 7.—TRANSPORT LICENSING ACT, 1931.
TABLE SHOWING DETAILS REGARDING APPLICATIONS FOR PASSENGER-SERVICE LICENSES DURING YEAR ENDED 31ST MARCH, 1935.

Licensing Authority.	Number of Applications to be dealt with.			Number of Decisions given.						Number of Applications withdrawn.			Number of Decisions deferred.				Number of Licenses issued.									
	Continuous.	Seasonal.	Total.	Granted.			Refused.			Continuous.	Seasonal.	Total.	Continuous.	Seasonal.	Total.	Continuous.	Seasonal.	Total.								
				Continuous.	Seasonal.	Temporary.	Continuous.	Seasonal.	Temporary.										Continuous.	Seasonal.	Temporary.					
				Continuous.	Seasonal.	Temporary.	Continuous.	Seasonal.	Temporary.	Continuous.	Seasonal.	Temporary.	Continuous.	Seasonal.	Temporary.	Continuous.	Seasonal.	Temporary.	Total.							
Auckland Metropolitan District	38	..	420	36	..	456	1	456	1	1	35	420	455
Wellington Metropolitan District	12	..	2	12	..	13	13	12	1	13
Christchurch Metropolitan District	9	1	1	9	1	11	..	..	..	..	11	..	..	..	..	..	..	..	..	..	9	1	1	1	11
Dunedin Metropolitan District	20	1	6	20	1	27	..	..	..	..	27	..	..	..	..	..	..	..	..	..	20	1	6	6	27
Central Licensing Authority	40	1	..	37	1	38	3	..	..	..	38	3	..	..	..	..	..	..	..	..	37	1	..	..	38
No. 1 Licensing Authority	51	1	189	46	1	234	1	..	..	..	234	1	..	..	..	..	..	..	..	..	44	..	..	..	187
No. 2 Licensing Authority	118	1	408	111	1	516	1	..	..	..	516	1	..	..	..	..	..	..	..	..	44	..	..	..	404
No. 4 Licensing Authority	117	5	228	111	1	340	1	..	..	..	340	1	..	..	..	..	..	..	..	..	110	1	..	..	228
No. 5 Licensing Authority	53	4	193	45	3	236	..	..	..	..	236	..	..	..	..	..	..	..	..	..	46	3	3	5	188
No. 6 Licensing Authority	91	5	289	89	5	369	1	..	..	..	369	1	..	..	..	..	..	..	..	..	89	5	5	275	369
No. 7 Licensing Authority	66	3	214	58	3	273	4	..	..	..	273	4	..	..	..	..	..	..	..	..	56	3	3	212	271
No. 8 Licensing Authority	48	..	151	46	..	192	1	..	..	..	192	1	..	..	..	..	..	..	..	..	46	..	..	..	146
No. 9 Licensing Authority	60	10	155	53	9	217	3	..	..	..	217	3	..	..	..	..	..	..	..	..	53	9	9	155	217
No. 10 Licensing Authority	48	1	292	47	1	340	..	..	..	..	340	..	..	..	..	..	..	..	..	..	47	1	1	292	340
Totals .. 1934-35	771	33	2,548	720	27	3,262	16	..	..	..	3,262	16	..	..	..	..	..	..	..	..	715	26	26	2,515	3,256
.. 1933-34	759	33	1,783	664	25	2,444	51	2	27	80	2,444	51	2	27	80	2,444	51	2	27	80	628	22	22	1,755	2,405	

TABLE No. 8.—TRANSPORT LICENSING ACT, 1931.

TRAFFIC AND FINANCIAL STATISTICS OF LICENSED PASSENGER-SERVICES (NORTH ISLAND), BY TRANSPORT DISTRICTS, FOR YEAR ENDED 31ST MARCH, 1935.—(a) FLEETS COMPRISING VEHICLES HAVING SEATS FOR MORE THAN NINE PASSENGERS.

Item.	North Island Central.	No. 1.	No. 2.	No. 4.	No. 5.	No. 6.	North Island Total, for Year ended 31st March,		
							1935.	1934.	1933.
Traffic statistics—									
Vehicle journeys .. Number	..	57,529	611,367	230,056	66,594	234,663	1,200,209	1,304,778	1,192,509
Vehicle-miles .. Miles	..	327,464	3,356,551	1,173,824	318,166	1,898,713	7,074,718	7,402,489	7,741,764
Empty trips .. Number	..	2,593	7,341	9,431	1,016	3,349	23,730	23,346	21,697
Passengers .. Number	..	434,921	5,933,429	2,006,439	527,407	3,404,865	12,307,061	12,692,108	12,328,645
Operating-expenses—									
Vehicle - running costs (petrol, lubricants, tires, repairs, maintenance, depreciation)	..	£ 6,946	£ 74,528	£ 25,686	£ 6,506	£ 51,418	£ 165,084	£ 169,449	£ 184,605
Vehicle standing charges (license fees, wages and drawings in lieu of wages, insurance, garage fees)	..	5,793	59,866	16,870	5,409	31,422	119,360	123,453	125,363
General overhead charges (management and office expenses, interest, advertising, &c.)	..	1,487	10,846	5,523	749	10,742	29,347	28,234	35,668
Totals, Operating-expenses	..	14,226	145,240	48,079	12,664	93,582	313,791	321,136	345,636
Revenue—									
Passenger revenue	£ 12,995	£ 145,761	£ 48,185	£ 11,478	£ 98,232	£ 316,651	£ 311,827	£ 329,997
Mail-contract revenue	1,121	1,015	275	763	861	4,035	4,431	3,471
Newspaper revenue	273	635	202	168	198	1,476	1,161	1,215
Goods and parcels revenue	931	1,549	1,328	676	1,811	6,295	5,383	6,392
Other revenue	52	2,628	343	1,012	2,330	6,365	5,772	6,983
Totals, Revenue	..	15,372	151,588	50,333	14,097	103,432	334,822	328,574	348,058
Profits	£ 1,464	£ 6,606	£ 2,903	£ 1,528	£ 10,427	£ 22,928	£ 13,829	£ ..
Losses	318	258	649	95	577	1,897	6,386	..
Net profits	1,146	6,348	2,254	1,433	9,850	21,031	7,443	2,422

TABLE No. 9.—TRANSPORT LICENSING ACT, 1931.

TRAFFIC AND FINANCIAL STATISTICS OF LICENSED PASSENGER-SERVICES (NORTH ISLAND), BY TRANSPORT DISTRICTS, FOR YEAR ENDED 31ST MARCH, 1935.—(b) FLEETS COMPRISING VEHICLES HAVING SEATS FOR NOT MORE THAN NINE PASSENGERS.

Item.	North Island Central.	No. 1.	No. 2.	No. 4.	No. 5.	No. 6.	North Island Total, for Year ended 31st March,		
							1935.	1934.	1933.
Traffic statistics—									
Vehicle journeys .. Number	8,017	7,482	13,738	46,395	8,313	27,138	111,083	160,212	188,137
Vehicle-miles .. Miles	1,116,937	216,613	401,780	1,429,034	222,515	1,016,364	4,403,243	4,484,673	6,313,641
Empty trips .. Number	331	523	1,181	3,057	773	4,418	10,283	15,426	15,382
Passengers .. Number	39,509	19,057	46,844	127,824	81,593	94,569	409,396	731,160	666,110
Operating-expenses—									
Vehicle - running costs (petrol, lubricants, tires, repairs, maintenance, depreciation)	£ 16,774	£ 3,738	£ 6,393	£ 22,818	£ 2,973	£ 15,568	£ 68,264	£ 66,822	£ 100,248
Vehicle standing charges (license fees, wages, drawings in lieu of wages, insurance, garage fees)	6,986	2,137	3,535	11,264	1,835	9,197	34,954	37,561	57,830
General overhead charges (management and office expenses, interest, advertising, &c.)	6,508	233	402	5,272	129	2,844	15,388	13,230	29,003
Totals, Operating-expenses	30,268	6,108	10,330	39,354	4,937	27,609	118,606	117,613	187,081
Revenue—									
Passenger revenue	£ 26,034	£ 5,110	£ 7,619	£ 36,981	£ 3,603	£ 17,223	£ 96,570	£ 91,522	£ 152,521
Mail-contract revenue	241	420	1,358	2,610	1,212	2,960	8,801	11,629	12,979
Newspaper revenue	3,001	235	845	444	219	3,477	8,221	6,165	6,747
Goods and parcels revenue	2,089	936	1,168	3,350	761	6,008	14,312	12,117	13,812
Other revenue	86	3	66	189	..	203	547	1,917	2,416
Totals, Revenue	31,451	6,704	11,056	43,574	5,795	29,871	128,451	123,350	188,475
Profits	£ 1,432	£ 807	£ 782	£ 4,220	£ 858	£ 2,473	£ 10,572	£ 8,086	£ ..
Losses	249	211	56	..	..	211	727	2,350	..
Net profits	1,183	596	726	4,220	858	2,262	9,845	5,736	1,394

TABLE No. 12.—TRANSPORT LICENSING ACT, 1931.

AVERAGE OPERATING-EXPENSES AND REVENUE OF LICENSED PASSENGER-SERVICES BY TRANSPORT DISTRICTS (NORTH ISLAND) IN PENCE PER VEHICLE-MILE, FOR YEAR ENDED 31ST MARCH, 1935.—(a) FLEETS COMPRISING VEHICLES HAVING SEATS FOR MORE THAN NINE PASSENGERS.

Item.	North Island Central.	No. 1.	No. 2.	No. 4.	No. 5.	No. 6.	North Island Average for Year ended 31st March,		
							1935.	1934.	1933.
Operating-expenses—	d.	d.	d.	d.	d.	d.	d.	d.	d.
Vehicle-running costs (petrol, lubricants, tires, repairs, maintenance, depreciation)	..	5·09	5·33	5·25	4·91	6·50	5·60	5·49	5·72
Vehicle standing charges (license fees, wages, drawings in lieu of wages, insurance, garage fees)	..	4·25	4·28	3·45	4·08	3·97	4·05	4·00	3·89
General overhead charges (management and office expenses, interest, advertising, &c.)	..	1·09	0·78	1·13	0·56	1·36	1·00	0·92	1·11
Totals, Operating-expenses ..	..	10·43	10·39	9·83	9·55	11·83	10·65	10·41	10·72
Revenue—	d.	d.	d.	d.	d.	d.	d.	d.	d.
Passenger revenue .. ..	..	9·52	10·42	9·85	8·66	12·42	10·74	10·11	10·23
Mail-contract revenue .. ..	..	0·82	0·07	0·06	0·51	0·10	0·14	0·14	0·11
Newspaper revenue .. ..	..	0·20	0·05	0·04	0·13	0·03	0·04	0·04	0·04
Goods and parcels revenue .. ..	..	0·68	0·11	0·27	0·51	0·23	0·22	0·17	0·20
Other revenue .. ..	..	0·04	0·19	0·07	0·76	0·29	0·22	0·19	0·21
Totals, Revenue .. ..	..	11·26	10·84	10·29	10·63	13·07	11·36	10·65	10·79
Net profits	d.	d.	d.	d.	d.	d.	d.	d.	d.
	..	0·83	0·45	0·46	1·08	1·24	0·71	0·24	0·07

TABLE No. 13.—TRANSPORT LICENSING ACT, 1931.

AVERAGE OPERATING-EXPENSES AND REVENUE OF LICENSED PASSENGER-SERVICES, BY TRANSPORT DISTRICTS (NORTH ISLAND), IN PENCE PER VEHICLE-MILE, FOR YEAR ENDED 31ST MARCH, 1935.—(b) FLEETS COMPRISING VEHICLES HAVING SEATS FOR NOT MORE THAN NINE PASSENGERS.

Item.	North Island Central.	No. 1.	No. 2.	No. 4.	No. 5.	No. 6.	North Island Average for Year ended 31st March,		
							1935.	1934.	1933.
Operating-expenses—	d.	d.	d.	d.	d.	d.	d.	d.	d.
Vehicle-running costs (petrol, lubricants, tires, repairs, maintenance, depreciation)	3·60	4·14	3·82	3·83	3·21	3·68	3·72	3·58	3·81
Vehicle standing charges (license fees, wages, drawings in lieu of wages, insurance, garage fees)	1·50	2·37	2·11	1·89	1·98	2·17	1·91	2·01	2·20
General overhead charges (management and office expenses, interest, advertising, &c.)	1·40	0·26	0·24	0·89	0·14	0·67	0·84	0·70	1·10
Totals, Operating-expenses ..	6·50	6·77	6·17	6·61	5·33	6·52	6·47	6·29	7·11
Revenue—	d.	d.	d.	d.	d.	d.	d.	d.	d.
Passenger revenue	5·60	5·66	4·55	6·21	3·89	4·07	5·26	4·90	5·80
Mail-contract revenue	0·05	0·47	0·81	0·44	1·31	0·70	0·48	0·62	0·49
Newspaper revenue	0·64	0·26	0·50	0·07	0·23	0·82	0·46	0·33	0·26
Goods and parcels revenue	0·45	1·04	0·70	0·56	0·82	1·42	0·77	0·65	0·52
Other revenue	0·02	..	0·04	0·04	..	0·04	0·03	0·10	0·09
Totals, Revenue	6·76	7·43	6·60	7·32	6·25	7·05	6·90	6·60	7·16
Net profits	d.	d.	d.	d.	d.	d.	d.	d.	d.
	0·26	0·66	0·43	0·71	0·92	0·53	0·53	0·31	0·05

TABLE No. 14.—TRANSPORT LICENSING ACT, 1931.

AVERAGE OPERATING-EXPENSES AND REVENUE OF LICENSED PASSENGER-SERVICES, BY TRANSPORT DISTRICTS (NORTH ISLAND), IN PENCE PER VEHICLE-MILE, FOR YEAR ENDED 31ST MARCH, 1935.—(c) FLEETS COMPRISING BOTH VEHICLES HAVING SEATS FOR MORE THAN AND ALSO LESS THAN NINE PASSENGERS, AND FLEETS CONTAINING VEHICLES CARRYING BOTH PASSENGERS AND GOODS.

Item.	North Island Central.	No. 1.	No. 2.	No. 4.	No. 5.	No. 6.	North Island Average for Year ended 31st March,		
							1935.	1934.	1933.
Operating-expenses—	d.	d.	d.	d.	d.	d.	d.	d.	d.
Vehicle-running costs (petrol, lubricants, tires, repairs, maintenance, depreciation)	4·26	4·20	4·53	4·74	4·64	4·00	4·56	4·62	5·29
Vehicle standing charges (license fees, wages, drawings in lieu of wages, insurance, garage fees)	3·36	2·35	2·34	3·76	3·29	3·10	3·13	2·97	2·94
General overhead charges (management and office expenses, interest, advertising, &c.)	1·29	0·95	0·85	1·29	1·25	0·10	1·13	1·21	1·62
Totals, Operating-expenses ..	8·91	7·50	7·72	9·79	9·18	7·20	8·82	8·80	9·85
Revenue—	d.	d.	d.	d.	d.	d.	d.	d.	d.
Passenger revenue	7·99	6·35	7·09	9·29	5·62	4·33	7·59	7·76	7·87
Mail-contract revenue	0·08	0·82	0·21	0·13	1·91	1·19	0·48	0·37	0·43
Newspaper revenue	0·03	0·17	0·21	0·08	0·16	0·11	0·12	0·14	0·09
Goods and parcels revenue	0·41	0·62	0·68	0·62	1·35	2·11	0·73	0·56	0·62
Other revenue	0·10	0·90	0·16	0·26	0·52	..	0·28	0·37	0·80
Totals, Revenue	8·61	8·86	8·35	10·38	9·56	7·74	9·20	9·20	9·81
Net profits	d.	d.	d.	d.	d.	d.	d.	d.	d.
Net losses	0·30	1·36	0·63	0·59	0·38	0·54	0·38	0·40	0·04

TABLE No. 15.—TRANSPORT LICENSING ACT, 1931.

AVERAGE OPERATING-EXPENSES AND REVENUE OF LICENSED PASSENGER-SERVICES, BY TRANSPORT DISTRICTS (NORTH ISLAND), IN PENCE PER VEHICLE-MILE, FOR YEAR ENDED 31ST MARCH, 1935.—(d) TOTAL FOR ALL FLEETS.

Item.	North Island Central.	No. 1.	No. 2.	No. 4.	No. 5.	No. 6.	North Island Average for Year ended 31st March,		
							1935.	1934.	1933.
Operating-expenses—	d.	d.	d.	d.	d.	d.	d.	d.	d.
Vehicle-running costs (petrol, lubricants, tires, repairs, maintenance, depreciation)	3·92	4·54	5·04	4·53	4·42	5·47	4·81	4·74	4·93
Vehicle standing charges (license fees, wages, drawings in lieu of wages, insurance, garage fees)	2·38	3·10	3·71	2·84	3·25	3·34	3·20	3·19	3·10
General overhead charges (management and office expenses, interest, advertising, &c.)	1·34	0·82	0·74	1·05	0·80	1·09	0·98	0·92	1·82
Totals, Operating-expenses ..	7·64	8·46	9·49	8·42	8·47	9·90	8·99	8·85	9·21
Revenue—	d.	d.	d.	d.	d.	d.	d.	d.	d.
Passenger revenue	6·72	7·42	9·25	8·15	6·17	9·37	8·40	8·05	8·18
Mail-contract revenue	0·06	0·73	0·16	0·23	1·37	0·34	0·32	0·33	0·30
Newspaper revenue	0·36	0·20	0·12	0·06	0·16	0·30	0·18	0·15	0·13
Goods and parcels revenue	0·43	0·75	0·28	0·48	0·99	0·68	0·50	0·40	0·39
Other revenue	0·06	0·33	0·17	0·09	0·49	0·20	0·18	0·21	0·26
Totals, Revenue	7·63	9·43	9·98	9·01	9·18	10·89	9·58	9·14	9·26
Net profits	d.	d.	d.	d.	d.	d.	d.	d.	d.
Net losses	0·01	0·97	0·49	0·59	0·71	0·99	0·59	0·29	0·05

TABLE No. 16.—TRANSPORT LICENSING ACT, 1931.

STATEMENT OF ASSETS AND LIABILITIES OF LICENSED PASSENGER-SERVICES, BY TRANSPORT DISTRICTS (NORTH ISLAND) AS AT 31ST MARCH, 1935.

Item.	North Island Central.	No. 1.	No. 2.	No. 4.	No. 5.	No. 6.	North Island Total as at 31st March,		
							1935.	1934.	1933.
<i>(a) Liabilities.</i>									
Capital	£ 20,641	£ 31,240	£ 127,090	£ 72,878	£ 28,897	£ 87,739	£ 368,485	£ 418,383	£ 593,504
Reserves	122	2,490	5,573	3,353	..	3,170	14,708	17,648	40,996
Other liabilities	7,870	8,392	50,003	74,969	14,564	27,605	183,403	212,751	291,237
Total	28,633	42,122	182,666	151,200	43,461	118,514	566,596	648,782	925,737
<i>(b) Assets.</i>									
Passenger-service vehicles	£ 16,283	£ 17,481	£ 72,607	£ 63,490	£ 23,364	£ 44,939	£ 238,164	£ 267,140	£ 356,907
Other vehicles	1,356	2,275	6,589	8,107	2,339	3,086	23,752	23,779	27,907
Stocks on hand	1,496	2,453	12,201	3,482	2,203	1,655	23,490	29,098	34,736
Plant and machinery	920	1,653	6,734	4,859	1,472	2,998	18,636	22,277	33,692
Land and buildings	297	6,939	47,871	42,236	4,040	11,104	112,487	131,638	145,110
Sundry debtors	3,842	3,973	6,711	14,057	3,103	6,164	37,850	54,543	60,373
Cash on hand and at bank	662	3,199	17,640	8,497	4,422	39,973	74,393	44,421	87,011
Other assets	3,777	4,149	12,313	6,472	2,518	8,595	37,824	75,886	180,001
Total	28,633	42,122	182,666	151,200	43,461	118,514	566,596	648,782	925,737

TABLE No. 17.—TRANSPORT LICENSING ACT, 1931.

DETAILS OF DEPRECIATION ON PASSENGER-SERVICE VEHICLES, BY TRANSPORT DISTRICTS, AS AT 31ST MARCH, 1935 (NORTH ISLAND).

Item.	North Island Central.	No. 1.	No. 2.	No. 4.	No. 5.	No. 6.	North Island Total as at 31st March,		
							1935.	1934.	1933.
Number of vehicles	68	56	218	183	85	133	743	770	833
Original purchase price	£ 30,854	£ 34,670	£ 187,224	£ 135,858	£ 52,639	£ 144,203	£ 585,448	£ 589,668	£ 675,993
Book value at commencement of year	19,629	20,774	97,809	76,944	27,540	58,990	301,686	329,262	432,012
Depreciation written off during year	3,346	3,293	25,202	13,454	4,176	14,051	63,522	62,122	75,105
Present book value	16,283	17,481	72,607	63,490	23,364	44,939	238,164	267,140	356,907
Unpaid purchase-money	1,147	1,869	5,965	6,054	1,013	1,852	17,900	27,431	40,744
Percentage of depreciation written off for year—	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.
(a) Based on original purchase price	10·8	9·5	13·5	9·9	7·9	9·7	10·9	10·5	11·1
(b) Based on reducing value	17·0	15·9	25·8	17·5	15·2	23·8	21·1	18·9	17·4

TABLE No. 18.—TRANSPORT LICENSING ACT, 1931.
TABLE SHOWING THE POSITION WITH RESPECT TO APPLICATIONS FOR GOODS-SERVICE LICENSES FOR YEAR ENDED 31ST MARCH, 1935.

Licensing Authority.	Number of Applications to be dealt with.			Number of Decisions given.						Number of Applications withdrawn.			Number of Decisions deferred.			Number of Licenses issued.								
	Continous.	Seasonal.	Temporary.	Total.	Granted.			Total.	Refused.			Continous.	Seasonal.	Temporary.	Total.	Continous.	Seasonal.	Temporary.	Total.					
					Continous.	Seasonal.	Temporary.		Continous.	Seasonal.	Temporary.									Continous.	Seasonal.	Temporary.		
No. 1 Licensing Authority	265	2	..	267	250	2	..	252	10	5	..	15	5	..	5	..	..	..	..	250	2	..	252
No. 2 Licensing Authority	449	6	244	699	412	4	239	655	38	5	..	43	5	..	43	..	..	..	..	412	4	239	655
No. 4 Licensing Authority	279	28	259	566	265	23	259	547	11	..	..	11	..	..	11	..	..	..	..	265	23	259	547
No. 5 Licensing Authority	268	17	16	301	250	11	15	276	13	1	..	14	..	..	14	..	..	..	..	250	11	15	276
No. 6 Licensing Authority	234	16	..	250	223	13	..	236	10	2	..	12	..	..	12	..	..	..	..	223	13	..	236
No. 7 Licensing Authority	137	10	60	207	131	10	60	201	2	..	..	2	..	..	2	..	..	..	..	131	10	60	201
No. 8 Licensing Authority	215	16	78	309	207	13	75	295	3	3	..	6	..	..	6	..	..	..	..	207	13	75	295
No. 9 Licensing Authority	151	7	115	273	138	7	115	260	11	..	..	11	..	..	11	..	..	..	..	138	7	115	260
No. 10 Licensing Authority	148	6	1	155	140	6	1	147	3	..	..	3	..	..	3	..	..	..	..	140	6	1	147
Post-offices	..	..	6,626	6,626	..	..	6,626	6,626	..	..	..	..	..	..	..	..	..	..	..	..	..	6,626	6,626
Totals, 1934-35	2,146	108	7,399	9,653	2,016	89	7,390	9,495	91	9	9	109	25	7	..	32	14	3	..	17	2,016	89	7,390	9,495
Totals, 1933-34	2,146	99	3,800	6,045	1,898	88	3,793	5,779	118	3	7	128	43	8	..	51	87	87	1,879	88	3,793	5,760

TABLE No. 19.—TRANSPORT LICENSING ACT, 1931.

TABLE SHOWING THE NUMBERS AND PERCENTAGES OF GOODS-SERVICE OPERATORS LICENSED AT 31ST MAY, 1935, CLASSIFIED ACCORDING TO THE NUMBER OF TRUCKS OWNED.

District No.	Number of operators owning											Total.	
	One Truck.	Two Trucks.	Three Trucks.	Four Trucks.	Five Trucks.	Six Trucks.	Seven Trucks.	Eight Trucks.	Nine Trucks.	Ten Trucks.	Eleven or more Trucks.		
<i>(a) Numbers of Operators.</i>													
1	166	45	9	4	4	1	1	1	..	1	1	233	
2	284	86	20	12	4	3	3	..	1	..	3	416	
4	173	67	16	10	7	2	3	1	1	..	..	280
5	161	57	21	8	5	4	3	..	..	..	..	259
6	148	53	14	7	4	3	..	..	..	..	2	231
7	78	33	15	3	6	1	..	..	..	..	..	136
8	152	44	14	5	2	1	1	2	1	..	1	223	
9	89	35	9	7	..	..	..	1	..	..	..	141
10	123	16	3	1	1	1	..	..	..	..	..	145
Totals ..	1,374	436	121	57	33	16	11	5	3	1	7	2,064	
<i>(b) Percentages.</i>													
1	71·24	19·31	3·86	1·72	1·72	0·43	0·43	0·43	..	0·43	0·43	100	
2	68·27	20·67	4·81	2·88	0·96	0·72	0·72	..	0·25	..	0·72	100	
4	61·78	23·93	5·71	3·57	2·50	0·72	1·07	0·36	0·36	..	..	100
5	62·16	22·01	8·11	3·09	1·93	1·54	1·16	..	..	..	..	100
6	64·07	22·94	6·06	3·03	1·73	1·30	..	..	..	..	0·87	100
7	57·35	24·26	11·03	2·21	4·41	0·74	..	..	..	..	..	100
8	68·16	19·73	6·28	2·24	0·90	0·45	0·45	0·89	0·45	..	0·45	100	
9	63·12	24·82	6·39	4·96	..	..	..	0·71	..	..	..	100
10	84·83	11·03	2·07	0·69	0·69	0·69	..	..	..	..	..	100
Totals ..	66·57	21·12	5·86	2·76	1·60	0·78	0·53	0·23	0·15	0·05	0·35	100	

TABLE No. 20.—FATAL MOTOR ACCIDENTS.

TABLE SHOWING ANALYSES OF VARIOUS DATA RELATING TO FATAL MOTOR ACCIDENTS IN THE DOMINION DURING THE YEARS ENDED 31ST MARCH, 1930 TO 1935.

	Year ended 31st March,						Year ended 31st March,						
	1930.	1931.	1932.	1933.	1934.	1935.	1930.	1931.	1932.	1933.	1934.	1935.	
I. NUMBER OF ACCIDENTS.						2. NUMBER OF PERSONS KILLED IN MOTOR ACCIDENTS.							
<i>(a) Classified according to Main Causes.</i>						<i>(a) Classified according to Age of the Person killed.</i>							
Collisions—							0-4 years	10	7	4	5	9	7
Motor-vehicle with pedestrian ..	52	55	30	45	26	46	5-9 years	8	9	8	11	4	11
Motor-vehicle with motor-vehicle ..	40	75	29	39	21	36	10-14 years	2	5	5	4	4	8
Motor-vehicle with train ..	7	11	8	3	9	10	15-19 years	17	24	18	17	13	27
Motor-vehicle with tram ..	1	1	1	1	..	2	20-24 years	30	45	15	15	18	15
Motor-vehicle with bicycle ..	12	7	11	16	15	23	25-54 years	83	100	81	60	56	88
Motor-vehicle with horse-vehicle or horse under control ..	4	1	1	6	4	3	55 years and over	36	57	26	31	31	26
Motor-vehicle with fixed object ..	6	8	15	5	6	7	Total deaths	186	247	157	143	135	182
Motor-vehicle with straying stock ..	1	1	..	1	2	2							
No collisions—							<i>(b) Classified according to the Location of the Person killed.</i>						
Went over bank	27	29	22	9	18	22	Pedestrians	53	55	28	45	26	45
Otherwise	22	33	31	15	24	23	On motor-cycles	51	58	47	39	27	48
Total accidents	172	221	148	140	125	174	On other motor-vehicles	68	119	72	38	64	66
							On other vehicles or horses	14	15	10	21	18	23
							Total deaths	186	247	157	143	135	182
<i>(b) Classified according to Hour of Accident.</i>						3. TYPES OF VEHICLE INVOLVED.							
Midnight to 1 a.m. .. .. .	..	4	4	2	4	4	Motor-cycle	59	64	51	48	27	55
1 to 6 a.m.	7	8	3	5	5	8	Private motor-car	105	132	75	73	67	97
6 to 7 a.m.	1	1	..	2	..	3	Taxi-cab	2	4	11	5	5	5
7 to 8 a.m.	1	7	5	4	3	3	Service-car	5	5	1	3	2	1
8 to 9 a.m.	6	5	1	2	3	8	Motor-omnibus	3	5	4	..	1	2
9 to 10 a.m.	4	4	4	2	6	9	Motor lorry or van	39	46	29	44	38	45
10 to 11 a.m.	5	10	6	11	8	3	Bicycle	12	7	11	20	17	22
11 to noon	11	15	8	9	10	5	Tram	2	1	1	1	..	2
12 to 1 p.m.	4	5	9	7	5	11	Horse-drawn	4	..	..	5	4	2
1 to 2 p.m.	10	4	9	8	4	5	Train	7	9	7	3	9	10
2 to 3 p.m.	8	13	8	4	6	14	Other vehicles	1	..	1	..	..	1
3 to 4 p.m.	2	16	8	9	8	8	Total vehicles	239	273	191	202	170	242
4 to 5 p.m.	24	18	14	12	10	14	4. BREACHES OF LAW, AND OTHER CAUSES OF FATAL MOTOR ACCIDENTS.						
5 to 6 p.m.	23	20	17	15	17	22	Breaches of law—						
6 to 7 p.m.	23	24	18	16	8	20	Excessive speed in circumstances—						
7 to 8 p.m.	11	16	9	15	14	10	(a) But not exceeding 20 miles p-hr	33	6	5	6	1	5
8 to 9 p.m.	12	20	4	8	4	8	(b) Exceeding 20 but not exceeding 35 miles per hour	35	25	19	16	15	21
9 to 10 p.m.	5	7	9	3	2	7	(c) Exceeding 35 miles per hour	18	32	13	9	8	20
10 to 11 p.m.	8	14	6	4	4	5	On wrong side of road	24	38	19	22	13	16
11 to 12 midnight	7	10	6	2	4	7	Did not comply with "offside" rule	7	7	7	11	8	14
Total accidents	172	221	148	140	125	174	Passing standing tram	3	..	..	..	..	..
							Other passing breaches	9	4	2	1	4	4
							Failure of driver to signal—						
<i>(c) Classified according to Day of Week.</i>						<i>(d) Classified according to Condition of Light.</i>							
Sunday	26	33	24	22	17	24	Vehicle without rear reflector or with inefficient one	2	2	1	..	1	3
Monday	23	28	21	13	23	27	Faulty brakes	8	9	6	7	2	6
Tuesday	17	24	14	17	11	22	No lights or inefficient lights (including horse vehicles and bicycles)	22	17	9	14	15	11
Wednesday	28	25	10	17	10	17	Glaring headlights	4	10	2	4	2	10
Thursday	21	23	13	20	15	21	Faulty steering-gear	3	4	3	2	2	4
Friday	22	33	27	19	13	26	Faulty tires or wheels	4	8	4	1	..	2
Saturday	35	55	39	32	36	37	Driver's mild intoxication a factor in accident	12	26	7	6	2	12
Total accidents	172	221	148	140	125	174	Driver's severe intoxication a factor in accident	3	7	4	4	2	6
							Driver unlicensed or inexperienced	5	2	7	2	3	6
							Straying stock	1	1	1	1	2	2
<i>(e) Classified according to Nature of Thoroughfare.</i>						<i>(e) Classified according to Nature of Thoroughfare.</i>							
Intersection	19	18	17	20	19	28	Other breaches of law	5	2	1	12	3	8
Railway-crossing	7	9	7	3	9	10	Other causes—						
Nature or condition of road (bad surface or bend, &c., contributed to accident)	48	51	27	12	18	32	Bad weather conditions	19	4	3	1	9	11
Road conditions not a factor ..	98	143	97	105	79	104	Vehicle being reversed	3	2	..	5	6	5
Total accidents	172	221	148	140	125	174	Obstruction to view by parked motor-vehicle	4	5	..	1	..	..
							Sun-dazzle	2	..	..	..	..	..
							Driver's physical defect a direct cause	4	..	1	2	1	2
<i>(f) Classified according to Geographical Location.</i>						<i>(f) Classified according to Geographical Location.</i>							
(a) North Island—							Motorist and pedestrian—						
Auckland City and environs ..	29	25	28	33	19	27	Motorist at fault	17	9	1	13	5	7
Wellington City and environs ..	16	19	15	8	13	14	Pedestrian (not intoxicated) crossing or on road without care or becoming confused	17	30	12	19	9	17
Other towns	20	31	14	7	10	19	Pedestrian intoxicated	5	5	3	2	6	4
Country	57	88	48	40	44	48	Children on streets	2	7	7	6	2	10
(b) South Island—							Infant (under six) not under proper control	9	1	1	5	3	3
Christchurch City and environs ..	13	14	9	16	10	15	Other causes of pedestrian accidents	6	1	4	..	1	5
Dunedin City and environs ..	4	8	4	2	6	7	Causes not included under the above headings	4	22	34	17	13	16
Other towns	8	11	11	14	7	9	Total causes	302	297	185	193	146	243
Country	25	25	19	20	16	35							
Total accidents	172	221	148	140	125	174							

Approximate Cost of Paper.—Preparation, not given; printing (1,040 copies), £52 10s.

