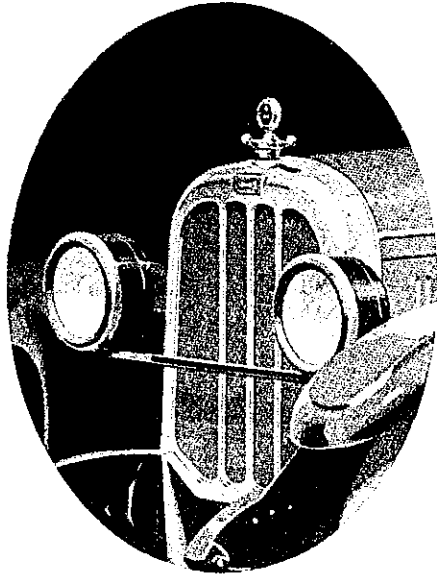


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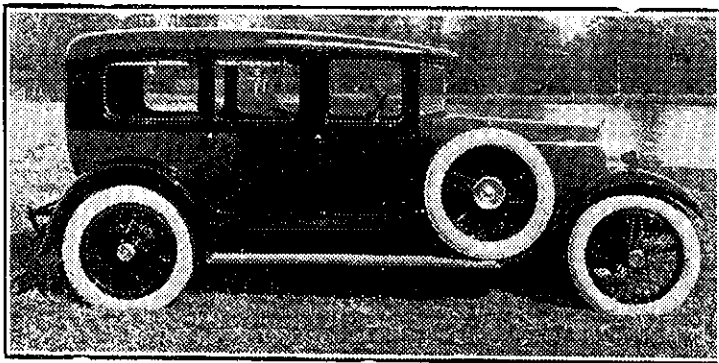
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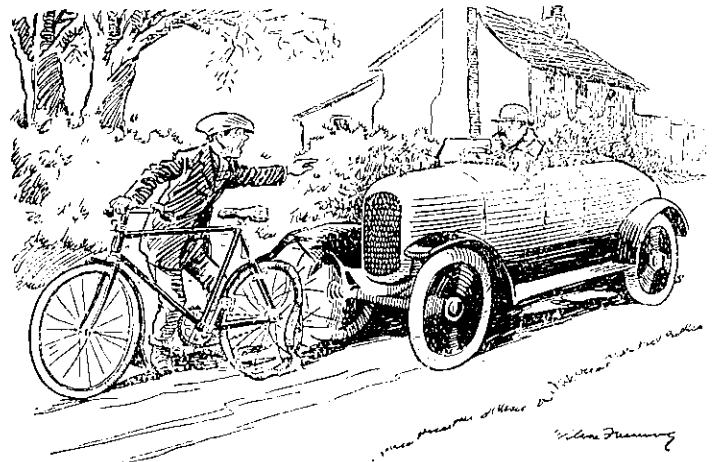
The King's Highway

Continued from page 49

Island motorists for the benefit of the North. During the recent tour of the Highways Board there were very few complaints on this score indeed, and the old demand for a separate board for the South seems to be as dead as a door-nail. The South Island, however, is still far behind the North Island in taking advantage of the subsidies under the Highways Act to improve its roads, but on the other hand its roads as a general thing are much better than in the sister island, and can be kept in order on a considerably smaller expenditure.

A POINT to which attention has lately been directed in the press, and which is worth the attention of motorists is that the main roads boards in most of the Australian States have power to initiate improvement works, whereas in the case of our Main Highways Board the initiation rests with the County Councils. Our system makes a uniform standard of work impossible, and means that the rate of progress is determined by the county councils, among the one hundred and twenty-nine of which there are still

This tax was imposed in 1917, but not enforced until 1924, and in the interim its dormant existence on the Statute Book was completely forgotten when the national motor taxation scheme was formed. The local tax was intended to defray the cost of a concrete surface four and a-quarter miles long on the Hutt Road from Wellington to Petone. It produced much more money than was needed for the bitumen surface ultimately laid, and the surplus is being used to finance the bituminous paving of an additional thirty-five miles of road, the work being controlled by a board representing the local bodies who are contributing about a quarter of the cost, the other three-quarters coming out of the motorists' pockets. Paving has been laid at break-neck speed, but faults have developed in all sections laid last season, and a portion of main road paved this season has been condemned by the Main Highways Board as not complying with the specifications submitted. As the motorist foots the bill the local bodies do not appear to be worrying much, and so long as local motor tax funds last will no



INDIGNANT YOUTH (to motorist who has run into his bicycle):
"I'll tell my big brother of you; 'e drives a motor lorry!"

a number of unlightened and unprogressive bodies. As the Highways Board now has power and funds to defray half the cost of improvement works, it would seem to fair thing that the initiative should be with it. Under the Australian system the main roads board for the State decides what wants doing, has the work put in hand, and bills the local bodies for their share. Objections by the local bodies have not been numerous, and where there is objection a right of appeal lies to an impartial tribunal. Something on these lines would hasten the good work here.

WELLINGTON motorists who are in the unique position of paying a double motor tax are finding that they are not getting all they might for the thirty shillings a year they pay in Hutt Road tax.

doubt go on digging up the pavements as cheerfully as they put them down. Taxation without proper representation is seldom satisfactory.

RALPH de Palma, the famous American racing motorist, had a railway crossing smash recently, and after it took some rides in the cab of an engine to see what the crossing hazard looked like from the engine-driver's point of view. Mr. de Palma was bowling along one night to Detroit and hadn't noticed a crossing when an express shot across it, and collision with the train was avoided by turning into the gutter and hitting a telegraph pole. As a result the hero of the racing track has had seven perfectly good teeth replaced by seven synthetic molars, and has had his

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