

# THE MOTOR BILL

By BOBT. WHITSON, Engineer

## Is the Proposed Taxation Basis Wrong?

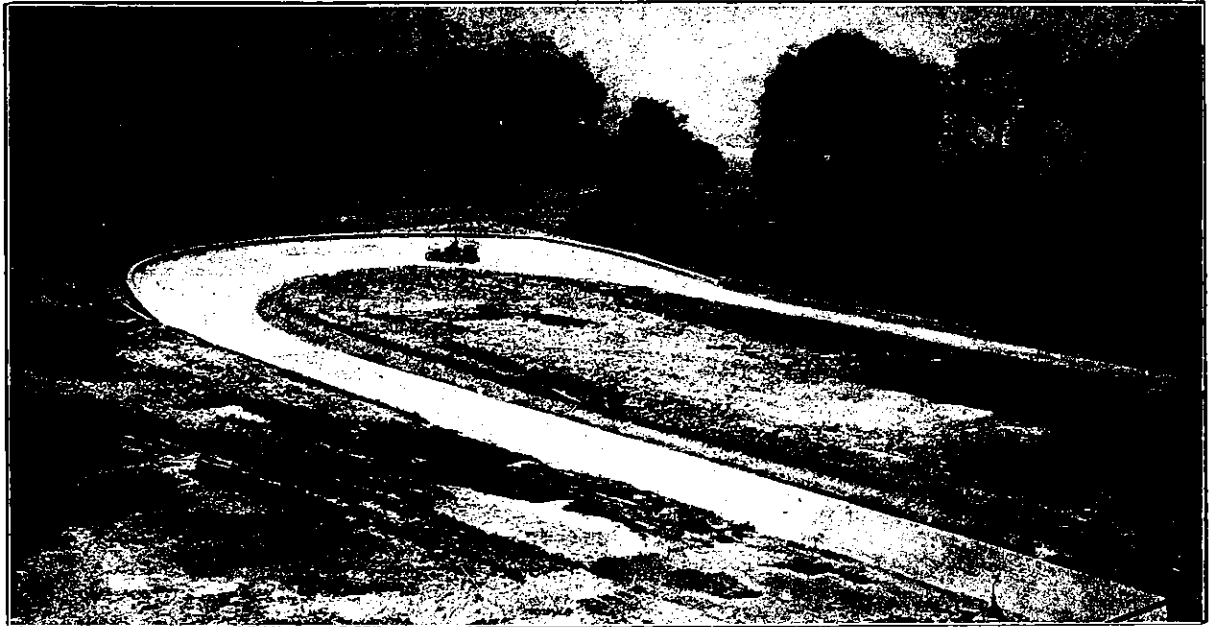
The Motor Bill is at last with us in its preliminary stages, and motorists throughout the whole Dominion have expressed decided approval of the introduction of a measure that is at least an honest endeavour to procure funds for the all-important purpose of road repair, from those who are partly responsible for the wear and tear.

Of course on broad lines it may be said that a universal wheel tax is the only fair method by which revenue for road work should be obtained, and there is no gainsaying this view of the question, but on the other hand the enormous amount of work invol-

the motor owners of the Dominion are now so well organised and so numerous that their eventual cry for equality of taxation would have to be heard.

Many have expressed surprise that the motor owners, (who are in the minority of road users) should be the first section to be forced to contribute to the necessary revenue, but the reason of this move is of course evident.

First, all motor vehicles are already registered, therefore the various authorities are more or less in touch with the individuals; secondly, disintegration of the country roads has undoubtedly been far more rapid since the advent of the motor, and thirdly, the motorists themselves have been mostly responsible for the present legislation by their insistent demands



Testing Track for Messrs Rolls-Royce's Motor Cars

ved in preparing a schedule of taxes that would cover any road vehicle from a farmers' milk cart to a touring pleasure car, would be so great if tackled in the shape of a single "Bill," that the only possible method of giving satisfaction to all road users, must be by dividing the traffic up into classes and units that can be handled economically and efficiently.

There would seem to be not the slightest doubt that the "Motor Bill" is only the forerunner of other legislation controlling road upkeep, for it is not to be imagined for a moment that the intention of the government is to penalise one class of vehicle, and let others pass scot free, while all will share alike in the improved state of things.

Even if such a state of things were contemplated,

for better roads, and their bitter complaints about existing ones.

As motorists, we are not of course very immediately concerned as to what shape the general tax shall take, when we arrive at the time when all users of roads shall pay their fair proportion of upkeep, but what we are concerned about, is, seeing that one class of traffic has been selected for taxation, that the division of the tax among the individuals of that class, shall bear as fair a proportion to the amount of damage done by each unit as possible.

The "Motor Bill" as at present framed does not take care of the individual. It makes a graded tax on the basis of horse power of cars, and disregards in a wholesale manner factors that are considerably more important in relation to road upkeep.