

1934.  
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, 6th August, 1934.

Herewith I have the honour to submit the annual report of the Transport Department for the year ended 31st March, 1934.

I have, &c.,

J. S. HUNTER, Commissioner of Transport.

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# REPORT.

## 1. INTRODUCTORY.

THE year under review has been one of considerable activity in the Department. The main activity has been the carrying-out of the provisions of the Transport Licensing Act, the preparation of the legislative proposals contained in the Transport Law Amendment Act, 1933, the formulation of schemes of co-ordination, improvement of the control of motor traffic using the roads, and the usual routine matters of the Department.

The machinery under the Transport Licensing Act is operating smoothly, but every effort is being made to effect improvement in the direction of greater simplicity and cheapness. The accounts and traffic records of operators licensed to carry both passengers and/or goods are being carefully watched in order to ensure that the benefits of the Act are passed on to the public in the form of lower charges or better service. Tangible evidence of the efficacy of the Act in regard to passenger-services is in the form of increased efficiency and a saving of approximately £300,000 for the year in operating-costs.

The outstanding event of the year has been the setting-up of the Transport Co-ordination Board with wide powers to investigate and make recommendations regarding the improvement, co-ordination, development, better regulation and control of all means of and facilities for transport. The setting-up of this Board is an important step in the direction of solving the Dominion's transport problems. The State is no longer to leave the organization of the national transport system to the haphazard decision of unregulated competition. While competition provides the greatest force by which progress is achieved (a fact which should never be overlooked, particularly in the field of transport, where science and invention have placed wonderful means of transport within reach of man) it is now recognized that unregulated competition results in high transport costs. Consequently, the general aim is to allow sufficient free play of competition to permit of the full advantage of progress being obtained, while, at the same time, by reasonable planning and co-ordination, preventing the evil effects of competition in the form of wasteful duplication of services.

That proper regulation of the whole field of transport is of public benefit is indisputable, but there is not the same certainty as to the method and means of regulation. The regulatory system to be successful must be simple, effective, and inexpensive. There must be no suggestion of unnecessary "red-tape."

A brief study of transport in other parts of the world to-day immediately directs attention to the fact that unregulated competition has been universally discarded as the basis of national transport policy. Regulation of competition is being secured in several countries through the control of transport charges and by other means such as a system of licensing, control of expenditure on the construction of new transport facilities, more particularly large expenditure on roads, railways, and harbours. Countries adopting transport regulatory legislation in some form or another during the year are Great Britain, Canada, Victoria, Irish Free State, and others.

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

### (a) STATISTICS.

For the year ended 31st May, 1933, forty-three 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 1933-34 licensing year, amounted to £229,133, 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, 1933, amounted to £196,789, or 85·88 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, 1933. 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	202,359	86·11
1931	..	..	..	..	242,864	188,200	77·49
1932	..	..	..	..	233,731	169,341	72·45
1933	..	..	..	..	229,133	196,789	85·88
Totals .. .. .					940,735	756,689	80·44

Attention is specially directed to the fact that the statistics cover the period of four years only, and must be interpreted with the utmost caution. Experience over a longer period is the only way of ascertaining figures that will be typical of the third-party business in all its ramifications.

Comparisons between the claim ratios for the third-party-risks-insurance scheme and other branches of accident insurance show much higher figures for the former than the latter. This is largely due to the fact that the premiums are collected by the Post and Telegraph Department and handed over to the insurance companies, and also to the fact that much of the wasteful competitive struggle for business between the various companies has been eliminated, thus reducing overhead charges.

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

Class of Insurance.	Percentage of Claims paid (including Costs) during the Year					
	1927.	1928.	1929.	1930.	1931.	1932.
	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.
Employers' liability.. ..	68·88	69·69	69·84	71·99	71·63	71·52
Personal accident .. ..	55·70	60·16	52·23	54·12	54·34	49·40
Motor-vehicle comprehensive ..	52·01	55·11	52·44	64·04	67·61	56·16
Other forms .. ..	23·06	27·73	27·50	23·60	32·05	33·83

(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. In accordance with the usual practice the latest figures relating to the operation of the Act were carefully examined in April last in order to ensure that the premiums for the 1934-35 licensing year might be again fixed in the light of experience, so as to give the motoring public the cover afforded at the lowest possible figure consistent with a reasonable margin to cover overhead and profit for the companies undertaking the third-party business.

After a careful analysis had been made of the figures submitted by each company, and after consultation with the companies, it was decided to make alterations in the premiums payable in respect of almost all classes of vehicles, involving an estimated aggregate premium reduction of between £25,000 and £30,000 for the 1934-35 licensing year.

The adjustment of premiums as provided in the Motor-vehicles Insurance (Third-party Risks) Regulations, 1934, allows only a small margin for claim fluctuation, working-expenses, and profit, but this small margin is made possible by reason of the fact that the pooling of the business (over 80 per cent. of which is carried on by companies forming the Third-party Pool) results in expenses being kept down to the barest minimum.

(c) ACTIONS WHEN NEGLIGENT DRIVER SUBSEQUENTLY DIES.

It is a rule of law that the remedy of personal action for damages against any person lapses with the death of that person (the Latin maxim being *Actio personalis moritur cum persona*). This maxim has the effect of preventing a claim for damages caused by a motor-accident being pressed against the estate of the driver should the driver whose negligence caused the accident subsequently die, and this bar applies even when the latter's liability was covered by third-party insurance. The majority of the insurance companies accepting risks under the Motor-vehicles Insurance (Third-party Risks) Act are favourable to waiving this bar to action on certain conditions, and negotiations are at present under way with this object in view. Whether the alteration will be effected by introducing legislation or by voluntary arrangement is not yet decided.

3. MOTOR-VEHICLES ACT, 1924.

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

In last year's annual report it was pointed out that the registrations of motor-vehicles effected during the year were the lowest on record. The steady decline in registrations since the depression became apparent in the Dominion was arrested during the year, and since May, 1933, the registrations have shown a very steady increase each month as compared with the figures for the corresponding months in the previous licensing year. The registrations effected during the month of December, 1933, were the highest for any one month since October, 1930. The particulars of the registrations effected during each of the last nine 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

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

The following table indicates the country of manufacture and the number of motor-vehicles registered during the financial years 1926-27 to 1933-34 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
Totals ..	22,713	73,135	1,459	97,307
<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
Totals ..	4,642	22,142	3,967	30,751
<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
Totals ..	21,701	6,500	116	28,317

NOTE.—The figures under the heading “Other Countries” include a large number of trailers, most of which are manufactured in the Dominion.

The relatively high proportion (60 per cent.) of cars manufactured in Great Britain registered during the year 1932-33 as compared with those manufactured in other countries was not maintained during the past year, although 55·68 per cent. of the cars registered were manufactured in Great Britain. The position in connection with “commercial” vehicles shows an improvement in so far as those manufactured in Great Britain are concerned. The percentage of registrations of “commercial” vehicles manufactured in Great Britain was 28·18, as compared with 25·98 last year. It is interesting to note that the increase in the number of registrations of “commercial” vehicles compared with last year was 699.

The registrations of motor-cycles have shown, with one exception, a decline each year since 1928-29. During the year 1933-34, 116 less cycles were registered than during the previous year.

The registrations of all motor-vehicles that have not been licensed during two successive licensing years are cancelled automatically. On the 1st June, 1933, the registrations of 14,162 vehicles that had not been licensed during the years 1931-32 and 1932-33 were cancelled.

The following table shows the number of motor-vehicles, excluding those operated by motor-dealers, licensed as at 31st March, 1934:—

	Cars.	Light Trucks (i.e., 2 Tons and under laden weight).	Trucks. Heavy Trucks (i.e., over 2 Tons laden weight).	Total Trucks.	Omnbuses.	Taxis.	Service, Contract, and Private-hire Cars.	Local Authorities Road Vehicles.	Government Vehicles.	Motor-cycles.	Total.
	Number.	Number.	Number.	Number.	Num.	Number.	Number.	Number.	Number.	Number.	Number.
North Island ..	81,783	14,612	10,203	24,815	394	1,016	715	768	966	14,996	125,453
South Island ..	45,974	8,360	4,799	13,159	136	523	465	407	442	9,693	70,799
New Zealand totals	127,757	22,972	15,002	37,974	530	1,539	1,180	1,175	1,408	24,689	196,252

The increase in vehicles licensed as at the 31st March, 1934, as compared with the previous year was 2,408. These figures do not take cognizance of the plates issued to dealers in and manufacturers of motor-vehicles, 1,033 sets of which were issued during the financial year 1933-34, as compared with 1,175 during the previous year.

(c) MOTOR-VEHICLE REGISTRATION-PLATES.

An order was placed for the manufacture of similar classes of plates for the year 1934-35 as for the previous years, and, in addition, for a supply of plates with the initial letter "V," which will be assigned to "passenger-trucks" and vehicles (all classes) insured as "contract motor-vehicles." Plates with the initial letter "R" are issued to trailers licensed for the year 1934-35, and car plates without initial letter numbered 1 to 300, inclusive, are being reserved for issuance to "rental" and "private-hire" cars.

(d) 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, 1930, 1931, 1932, 1933, and 1934, are given hereunder:—

Type of Vehicle.	Monthly Averages.				
	1930.	1931.	1932.	1933.	1934.
	Number.	Number.	Number.	Number.	Number.
Motor-cars .. ..	125,013	134,407	130,889	127,115	123,331
Trucks .. ..	23,512	25,294	26,232	26,907	29,863
Omnibuses .. ..	1,029	1,040	1,048	1,000	1,000
Traction-engines .. ..	173	117	123	136	140
Trailers .. ..	755	923	1,160	1,545	2,400
Tractors .. ..	293	302	426	561	600
Motor-cycles .. ..	26,266	25,167	23,487	21,995	21,171
Other motor-vehicles .. ..	445	458	441	421	420
Totals .. ..	177,486	187,708	183,806	179,680	178,925

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 3,784 fewer motor-cars and 824 fewer motor-cycles on the road in 1933-34 as compared with 1932-33. However, the number of motor-cars licensed on 31st March, 1934, was 127,757, which is 679 more than those licensed as at the 31st March, 1933.

The number of trucks and trailers increased by 2,956 and 855 respectively, which is an encouraging sign of increased business activity.

(e) PETROL CONSUMPTION.

The following table shows a classification of the petrol consumed in the Dominion during the last six calendar years according to whether it was consumed in motor-vehicles or otherwise.

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

\* 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 six 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.

## (f) SPECIAL MOTOR TRANSPORT STATISTICS, 1933.

In August, 1933, the Registrar of Motor-vehicles compiled statistical data on behalf of the Transport Department relating to—

- (i) The mileage covered by motor-vehicles from the 1st June, 1932, to the 31st May, 1933 ;
- (ii) The occupation of owners of motor-vehicles ; and
- (iii) The classification of types of motor-vehicles.

Tables numbered 5 to 8 inclusive in the Appendix to this report are compiled from this statistical data which relate to vehicles relicensed during the period 1st June, 1933, to the 31st July, 1933, for the licensing year 1933–34.

(i) *Mileage of Motor-vehicles.*

Table No. 5 is useful in showing relative mileages travelled by the various types of vehicles, but, owing to the incompleteness of particulars regarding the mileages of all licensed vehicles, the average figure in column 6 thereof can be accepted as approximate only.

It will be seen that those vehicles used for the carriage of passengers for reward have the greatest mileage per vehicle—viz., omnibuses, 22,200 miles ; service cars, 19,620 miles ; taxis, 10,860 miles.

(ii) *Occupation of Owners of Motor-vehicles.*

In compiling Table No. 6 every class of occupation has been specifically named in which one thousand or more vehicles are owned, and occupations involving less than one thousand vehicles have been included in the relative miscellaneous item under the respective headings.

Table No. 6 relates only to Types 1, 2, 3, and 11 of motor-vehicles mentioned in Table No. 5. Types 4 to 10 constitute special classes of vehicles the ownership of which is obvious from the name of each type.

It is interesting to note who are the greatest users of the classes of vehicles comprising Table No. 6. Users of 5 per cent. and over of the total of each class are summarized below :—

Motor-cars.		Light Trucks.		Heavy Trucks.		Motor-cycles.	
	Per Cent.		Per Cent.		Per Cent.		Per Cent.
Dairy-farmers ..	16·3	Dairy-farmers ..	17·7	Carriers ..	26·5	Labourers ..	16·3
Domestic duties*	14·9	Butchers ..	6·7	Merchants ..	14·4	Farm labourers ..	11·7
Sheep-farmers ..	8·6	Shopkeepers ..	6·3	Dairy-farmers ..	11·1	Clerks ..	8·7
		Merchants ..	5·9	Builders ..	11·0	Dairy-farmers ..	8·3
		Bakers ..	5·8	Manufacturers ..	5·8		
		Sheep-farmers ..	5·0				
Percentage of total	39·8	Percentage of total	47·4	Percentage of total	68·8	Percentage of total	45·0

\* “ Domestic duties ” includes cars owned or used by married women.

*Motor-cars.*—Broadly speaking, the farming industry accounts for 30 per cent. of the motor-cars in New Zealand, 37 per cent. are used for private and family use, and the remaining 33 per cent. are used for business purposes. A certain proportion of the latter, however, are probably used for private purposes as well as in business, but no reliable estimate can be made of this proportion.

*Light Trucks.*—Fifty-eight per cent. of light trucks are used for business purposes, 31 per cent. are owned by farmers, and 11 per cent. by private owners.

*Heavy Trucks.*—Nineteen per cent. of heavy trucks are engaged directly in farming industry, 76 per cent. are used in business (including 28 per cent. owned by persons directly concerned in transport), and 5 per cent. are privately owned vehicles.

*Motor-cycles.*—Privately used vehicles lead with 54 per cent., followed by 33 per cent. in business use and 13 per cent. owned by farmers. As in the case of motor-cars, a certain proportion of those vehicles used in business are also probably used for private purposes.

In studying Table No. 6 the fact should not be overlooked that the occupations shown do not necessarily determine the use of the vehicle ; this refers more particularly to motor cars and cycles than to motor-trucks.

(iii) *Classification of Makes of Vehicles.*

A classification of all types of vehicles into the various makes is contained in Tables No. 7 and No. 8. The most outstanding feature of the tables is the prominence of “ Ford ” and, to a lesser degree, “ Chevrolet ” vehicles. Another interesting feature is that a small number only of the various makes of vehicles accounts for the larger percentage of the total of each class—e.g., 24 makes of motor-car account for 85·7 per cent. of the total motor-cars, while the remaining 344 makes licensed represent only 14·3 per cent.

## 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, 1934. The figures regarding the net yield for previous years are given for comparative purposes :—

(a) YIELD.						£
Gross yield .. .. .	..	..	..	..	..	2,518,633
Deductions—						
Refunds and cost of making same	..	..	..	..	..	150,486
Net yield .. .. .	..	..	..	..	..	£2,368,147

*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
Total since inception of tax .. .. .	£9,133,534

\* 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 was as follows for the year ended 31st March, 1934 :—

	£	Per Cent.
Main Highways Board .. .. .	669,868	28·29
Boroughs (population of 6,000 and over) .. .. .	101,728	4·29
Consolidated Fund .. .. .	1,579,965	66·72
Commission to Customs Department for collection .. .. .	16,586	0·70
Total .. .. .	£2,368,147	100·00

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, 1934, together with cumulative figures showing the total distribution from the inception of the petrol-tax up to the 31st March, 1934, is given in Table No. 7 in the appendix.

(c) CLASSIFICATION ACCORDING TO VEHICLES.

The following figures show the net yield from the petrol-tax for the year ended 31st March, 1934, 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 .. .. .	1,336,000	56·41
Trucks .. .. .	833,500	35·20
Omnibuses .. .. .	98,500	4·16
Motor-cycles .. .. .	78,000	3·30
Balance, covering other motor-vehicles and other uses of motor-spirits for which refunds were not claimed	22,000	0·93
Total .. .. .	2,368,000	100·00

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.

Motor-spirits in respect of which refunds of the tax were made have not been included above. The above figures are obviously inconclusive as evidence of the incidence of the petrol-tax. Like all taxes, this one may shift either backwards to the producers of the benzine, or forward to the consumers of motor-transport services, while a certain amount of the burden may be carried for a time by the operators of motor-transport services. In the long-run, the petrol-tax will tend to be shifted forward to the consumers of motor-transport services, and, in so far as the increased cost of these services causes a diminution in the demand for them, a proportion of the tax will also in the long-run be cast upon the producers of motor-vehicles and equipment, in the form of losses of business consequent on a diminished demand. For the year ended 31st March, 1934, passenger-transport effected by motor-cars, motor-buses, and motor-cycles contributed £64 out of every £100 of the total yield from the petrol-tax, against £35 out of every £100 from trucks. Thus the petrol-tax derived from the carriage of passengers is nearly twice that derived from the transportation of commodities. A further analysis of the motives lying behind the movement of persons (impossible at this stage) would shed further light on this question. Investigations by the Department indicate that approximately 50 per cent. of the total cost of operating motor-cars in New Zealand is for purposes of a non-business nature.

(d) REFUNDS OF DUTY.

Refunds of duty may be claimed by all persons using motor-spirits for any purpose 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 number of claims for refunds of duty on motor-spirits handled annually has increased year by year, and on an average over 12,300 claims were dealt with each quarter during the year 1933



The following table shows the number and the total amount of claims paid in terms of the Motor-spirits Taxation Act, 1927, since the inception of that statute :—

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

The particulars of the claims paid during each of the quarterly periods in 1933 are as follows :—

Quarter.						Number of Claims.	Amount refunded.
							£
March	..	..	..	..	..	11,699	34,872
June	..	..	..	..	..	13,485	39,759
September	..	..	..	..	..	11,968	31,693
December	..	..	..	..	..	12,113	31,870

Section 38 of the Finance Act, 1932, which authorized the Minister of Finance to approve of payment of certain "late" claims for refunds that were lodged during the period of four months after the close of the prescribed quarterly periods during which the motor-spirits were consumed, was repealed by section 7 of the Finance Act, 1933 (No. 2), and the period allowed for the lodgment of ordinary claims was extended from one month to two months after the close of each quarter. As a result, persons entitled to claim refunds now receive them automatically if their applications are lodged within two months after the close of the prescribed quarterly periods, provided, of course, that the claims are otherwise in order.

With the exceptions mentioned in the following paragraph, refunds are made at the rate of 6d. per gallon in respect of all claims lodged during the first month following the close of the quarterly periods; claims lodged during the second month are subject to a deduction of 10 per cent.

Provision is made in section 4 of the Customs Acts Amendment Act, 1932-33, whereby refunds of duty may be made at the rate of 8d. per gallon on motor-spirits consumed in aircraft or in any vessel engaged exclusively in the fishing industry for commercial purposes. As is the case with the claims mentioned in the preceding paragraph, those lodged during the second month following the close of the quarter during which the spirits are consumed are subject to a deduction of 10 per cent.

#### (e) SPECIAL MILEAGE-TAXATION.

Owners of motor-vehicles not propelled exclusively by means of motor-spirits are required in terms of section 19 of the Finance Act, 1932-33 (No. 2), to pay a special mileage-tax based upon the actual road-mileage covered by their vehicles. The rate of tax varies from 4s. 9d. to 13s. 6d. per hundred road miles run according to the classification of vehicles for heavy-traffic purposes. All vehicles subject to the tax and which are exempt from the payment of heavy-traffic fees are required to pay a tax at the rate of 4s. 9d. for every one hundred miles of road traversed.

The special tax was being paid by the owners of 269 vehicles as at the 31st March last. The amount of tax collected for the year 1933-34 was £2,015 17s. 7d.

Exemptions or part exemptions from the mileage-taxation have been approved as follows under the powers provided by section 9 of the Finance Act, 1933 (No. 2) :—

Motor-vehicles driven by compression-ignition ("Diesel") engines or by steam engines of New Zealand manufacture :—

Owner pays 60 per cent. of full tax.

Motor-vehicles driven by engines fed from "Diamond Gasogene Suction Gas Plant" or by similar approved apparatus :—

Owner pays 30 per cent. of full tax.

Agricultural tractors :—

Totally exempt.

### 5. ROAD FINANCE.

#### (a) DOMINION'S ROAD BILL, 1928-33.

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, 1933.

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, 1933 :—

	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.
	£	£	£	£	£
Maintenance—					
Main highways .. .. .	1,111,657	1,455,845	1,326,372	1,202,343	858,577
Urban roads and streets .. .. .	461,530	484,609	581,734	529,104	453,969
Other roads .. .. .	953,515	995,040	1,130,811	1,009,702	763,648
Total .. .. .	2,526,702	2,935,494	3,038,917	2,741,149	2,076,194
Construction—					
Main highways .. .. .	1,105,147	1,187,367	838,477	540,841	261,602
Urban roads and streets .. .. .	1,067,074	1,155,636	1,077,380	1,338,677	1,224,214
Other roads .. .. .	976,442	1,175,048	1,656,395	1,489,127	1,122,145
Total .. .. .	3,148,663	3,518,051	3,572,252	3,368,645	2,607,961
Interest and sinking fund charges—					
Main highways .. .. .	533,355	562,909	595,845	635,930	622,128
Urban roads and streets .. .. .	556,847	600,188	615,530	640,728	642,282
Other roads .. .. .	938,159	1,033,965	1,125,027	1,198,786	1,129,482
Total .. .. .	2,028,361	2,197,062	2,336,402	2,475,444	2,393,892
Total annual road bill—					
Main highways .. .. .	2,750,159	3,206,121	2,760,694	2,379,114	1,742,307
Urban roads and streets .. .. .	2,085,451	2,240,433	2,274,644	2,508,509	2,320,465
Other roads .. .. .	2,868,116	3,204,053	3,912,233	3,697,615	3,015,275
Total .. .. .	7,703,726	8,650,607	8,947,571	8,585,238	7,078,047

The principal points emerging from the foregoing table are :—

(1) *Maintenance.*

The expenditure on maintenance on the various classes of roads shows an increase each year for the first three years, followed by an all-round decrease for the next two years. The total expenditure on maintenance for 1932-33 was 24 per cent. less than for the previous year and 32 per cent. less than for 1930-31.

(i) *Main Highways.*—The reduction for 1932-33 was due to the effect of section 37 of the Finance Act, 1932, by which £500,000 of motor-spirits taxation was retained in the Consolidated Fund—this revenue would have normally been expended by the Main Highways Board on the maintenance of main highways.

(ii) *Other Roads.*—The decrease for 1932-33 was due to the reduction of County Council expenditure on rural roads out of ordinary revenue.

(2) *Construction.*

(i) *Main Highways.*—The expenditure under this heading for 1932-33 was only 21 per cent. of expenditure on similar purposes in 1929-30, from which year there has been a progressive decline in the amount spent. The following table, showing the chief items of income to the Construction Fund of the Main Highways Board, indicates the fall in money available for constructional works from 1930 to 1933 :—

Year.	(a) Receipts from Public Works Fund.	(b) Loans.	(c) Transfers from Revenue.	Total.
	£	£	£	£
1929-30 .. .. .	200,000	500,000	750,000	1,450,000
1930-31 .. .. .	..	550,000	300,000	850,000
1931-32 .. .. .	..	380,000	..	380,000
1932-33 .. .. .	..	..	100,000	100,000

(ii) *Urban Roads and Streets.*—It will be seen that, contrary to other items of expenditure in the road bill, the amount spent on the construction of urban roads and streets during 1931-32 and 1932-33 is greater than that in any of the previous three years. This is explained by the fact that a large amount of unemployment moneys was expended in this direction during the two years mentioned, the estimated amounts being £510,000 and £660,000 respectively.

(iii) *Other Roads.*—Constructional work on other roads shows a progressive increase to 1930-31, the large amount for that year being due to expenditure on roads other than main highways out of the Public Works Fund amounting to £1,475,522. Only £397,000 was made available for expenditure on construction of roads other than main highways for 1932-33, as compared with £1,082,000 expended on the same item the previous year. This is, however, offset to a large extent by an increase of £340,000 in the amount expended by County Councils out of unemployment moneys.

(3) *Interest and Loan Charges.*

These charges have shown a gradual increase over the period 1928 to 1932, the small reduction for 1932-33 being due to a decrease in the average interest charges on public debt 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.
1928-29	..	..	33	41	26
1929-30	..	..	34	41	25
1930-31	..	..	34	40	26
1931-32	..	..	32	39	29
1932-33	..	..	29	37	34

As payments on account of interest and loan charges have to be met, any decrease in expenditure on maintenance and construction will necessarily increase the percentage of the total amount for these charges. This is evident from the above table, as a decrease in expenditure for 1931-32 and 1932-33 has accordingly increased the percentage of interest and loan charges from 26 per cent. in 1930-31 to 29 per cent. and 34 per cent. for the following two years.

(b) *SOURCES OF MONEY EXPENDED ON ROAD BILL, 1928-33.*

The Department has also analysed the expenditure on roads during the five years ended 31st March, 1933, 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 :—

				1928-29.	1929-30.	1930-31.	1931-32.	1932-33.
				£	£	£	£	£
Main highways—								
Loan	..	..	..	748,735	430,441	530,574	455,296	37,472
Local rates	..	..	..	540,881	589,986	591,618	494,341	428,998
Unemployment-taxation	..	..	..	..	..	..	55,073	60,259
General taxation	..	..	..	201,794	210,218	146,274	141,823	124,176
Motor-taxation	..	..	..	1,258,749	1,975,476	1,492,228	1,232,581	1,091,402
Total	..	..	..	2,750,159	3,206,121	2,760,694	2,379,114	1,742,307
Urban roads—								
Loan	..	..	..	595,174	649,396	450,885	330,114	122,417
Local rates	..	..	..	1,309,077	1,379,797	1,497,721	1,405,383	1,291,683
Unemployment-taxation	..	..	..	..	..	75,000	510,000	660,000
General taxation	..	..	..	..	..	..	..	..
Motor-taxation	..	..	..	181,200	211,240	251,038	263,012	246,365
Total	..	..	..	2,085,451	2,240,433	2,274,644	2,508,509	2,320,465
Other roads—								
Loan	..	..	..	969,093	1,169,613	1,608,680	1,145,567	412,470
Local rates	..	..	..	1,074,876	1,123,361	1,121,923	841,313	798,805
Unemployment-taxation	..	..	..	..	..	39,102	281,242	677,227
General taxation	..	..	..	722,775	807,690	900,060	966,757	900,750
Motor-taxation	..	..	..	101,372	103,389	242,468	462,736	226,023
Total	..	..	..	2,868,116	3,204,053	3,912,233	3,697,615	3,015,275
All roads—								
Loan	..	..	..	2,313,002	2,249,450	2,590,139	1,930,977	572,359
Local rates	..	..	..	2,924,834	3,093,144	3,211,262	2,741,037	2,519,486
Unemployment-taxation	..	..	..	..	..	114,102	846,315	1,397,486
General taxation	..	..	..	924,569	1,017,908	1,046,334	1,108,580	1,024,926
Motor-taxation	..	..	..	1,541,321	2,290,105	1,985,734	1,958,329	1,563,790
Total	..	..	..	7,703,726	8,650,607	8,947,571	8,585,238	7,078,047

The principal points emerging from the above table are :—

(1) *Loan-money.*

The amount of loan-money expended shows a remarkable all-round decrease for 1932-33, for which year it represented only one-quarter of the amount available from this source in 1928-29. Loan-money comprised 8 per cent. of the total money available for 1932-33, while it comprised no less than 30 per cent. of the total during 1928-29.

As regards main highways, loan expenditure comprised 27 per cent. of the total expenditure during 1928–29, and for 1932–33 the corresponding figure was approximately 2 per cent. An examination of the table under “Construction, Main Highways,” mentioned previously, indicates the main cause of this decrease.

(2) Local Rates.

Local rates have occupied first place on the total road bill in each of the five years mentioned, but have shown a relatively smaller percentage of the total for 1931–32 and 1932–33 (32 per cent.) than for the previous three years (1928–29, 38 per cent. ; 1929–30 and 1930–31, 36 per cent.). This decrease is probably due to the fact that unemployment moneys have played a prominent part in the last two years under review, and have accordingly relieved the local taxpayer to a certain extent.

(3) Unemployment Taxation.

Some difficulty has been experienced in estimating the amount under this heading, but, in the light of an analysis of the expenditure of unemployment grants to a number of local authorities, the amount expended on roads has been estimated at 50 per cent. of the total grants to boroughs and 66⅔ per cent. of the grants to counties. It will be seen that expenditure from this source had assumed considerable proportion by 1932–33. The percentages of the total for the last three years of the period were approximately 1 per cent., 10 per cent., and 20 per cent. respectively.

(4) General Taxation.

This amount represents the annual charges for interest and sinking funds, excluding amounts paid on this behalf by the Main Highways Board out of motor-taxation money. The amount has remained fairly constant, and for 1932–33 represented 14 per cent. of the total. A reduction for this item should be shown for 1933–34 as a result of the Loan Conversion Act, 1932–33, reducing certain interest charges.

(5) Motor-taxation.

By far the greatest proportion of money from motor-taxation is expended on main highways, the Revenue Fund of the Main Highways Board being composed almost entirely from motor-taxation receipts. The amount for 1932–33 represented 63 per cent. of the total amount spent on main highways, and, but for the effect of the Finance Act, 1932, mentioned previously, authorizing the reduction of £500,000 from petrol-tax from the Consolidated Fund, this percentage would undoubtedly have been much higher.

The motor-taxation under the heading of “Urban and Other Roads” is composed of heavy-traffic fees, motor-drivers’ licenses, grants from the Main Highways Board, and a small portion of petrol-tax to boroughs with a population of six thousand and over.

The percentages of motor-taxation spent on roads to the total expenditure on all roads for the five years were 20, 26, 22, 23, and 22 respectively.

(c) ANNUAL CHARGES PER MILE ON ROADS, STREETS, ETC., 1928–33.

The following table shows the annual expenditure for the five years ended 31st March, 1933, 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 .. ..	1929	10,403	107	51	158
	1930	10,408	140	54	194
	1931	10,420	127	57	184
	1932	10,846	111	59	170
	1933	10,878	79	57	136
Urban roads and streets ..	1929	4,043	114	138	252
	1930	4,084	119	147	266
	1931	4,055	143	152	295
	1932	4,052	131	158	289
	1933	4,106	111	156	267
Other roads .. ..	1929	33,875	28	28	56
	1930	34,575	29	30	59
	1931	35,103	32	32	64
	1932	35,378	29	34	63
	1933	35,909	21	32	53
Total, all roads .. ..	1929	48,321	52	42	94
	1930	49,067	60	45	105
	1931	49,578	61	47	108
	1932	50,276	55	49	104
	1933	50,893	41	47	88

The above figures direct attention to the following points :—

(1) In the case of main highways the maintenance charges per mile for 1930 show an increase of 31 per cent. over 1929, followed by a progressive fall for the next three years, the 1933 figure being 44 per cent. less than the corresponding figure for 1930.

(2) As regards urban roads and other roads, a similarity in trend is noticeable—viz., the cost per mile shows a more or less steady increase from 1929 to 1931, a slight decrease for 1932, followed by a much more pronounced decrease for 1933.

(3) Interest and sinking-fund charges per mile show a similar trend throughout all classes of roads, and a steady increase is shown from 1929 to 1932, followed by a small decrease for 1933; it is a coincidence that this decrease for all classes of roads is £2 per mile.

(d) MOTOR-TAXATION.

Table No. 10 shows the total amount of revenue received from the different taxes and fees levied in connection with motor-vehicles to have been £3,139,562 for the year ended 31st March, 1934. It is of interest to note that this figure is £476,688 greater than the figure for the preceding year, the increase being due to the fact that more than £500,000 additional motor-spirits tax was collected during the year. The revenue for 1933-34 is exceeded only by that of 1929-30, when the revenue from Customs duties on vehicles and parts was well over the million mark.

It is also of interest to note that the total receipts from all classes of motor-vehicle taxation for the year ended 31st March, 1933 (£2,662,874), represented approximately 60 per cent. of the total expenditure on maintenance and interest and loan charges for all roads and streets during the same year.

(e) MOTOR-TAXATION AND THE CONSOLIDATED FUND.

A certain amount of interest has recently been focused upon the relationship between motor-taxation and the Consolidated Fund. Great emphasis has been laid upon the increased revenue derived by the Consolidated Fund from motor-taxation, but no consideration of the matter is complete unless the expenditure from the Consolidated Fund on account of roads, &c., and the total expenditure on roads are taken into account. The following table has been prepared for the purpose of bringing out all the more important facts associated with the problem.

Year.	Total Expenditure on Roads, Streets, and Bridges.	Revenue from Taxation on all Forms of Motor-vehicles.	Annual Cost of Roads: Maintenance, plus Interest and Sinking-fund Charges.
	£	£	£
1928-29 .. .. .	7,703,726	2,516,831	4,555,063
1929-30 .. .. .	8,650,607	3,181,661	5,132,556
1930-31 .. .. .	8,947,571	2,921,553	5,375,319
1931-32 .. .. .	8,585,238	2,644,041	5,216,593
1932-33 .. .. .	7,078,047	2,662,874	4,470,086

The first column represents the total expenditure on roads, streets, and bridges during the quinquennium ended 1932-33; the second column shows the total yield from all classes of motor-taxation (including Customs duties on vehicles and parts); while the third column represents the annual cost of maintenance plus interest and sinking-fund charges.

It is of interest to note that during the six years ended 31st March, 1934, the total revenue from motor-taxation in all its forms, less the amount expended on roads (excluding any proportion of the interest, &c., payments made from the Consolidated Fund), amounted to £6,244,681; while the total amount paid from the Consolidated Fund in roading expenditure (excluding expenditure from motor-taxation) over the same period amounted to £6,135,317.

## 6. HEAVY MOTOR-VEHICLE REGULATIONS, 1932.

### (a) ALLOCATION OF HEAVY-TRAFFIC FEES.

Of the nineteen heavy-traffic districts in New Zealand, five applications have been received during the past year for apportionments of fees by the Right Hon. the Minister on the basis of relative surface maintenance costs, the local authorities concerned having failed to agree amongst themselves regarding the allocation of the fees.

In one case an order for an apportionment was made and the fees distributed in accordance therewith, while in two other cases agreement was finally reached after negotiations between the Department and the local authorities. The figures for the remaining two districts which have applied for an apportionment have not yet been finalized, considerable delay having been experienced in obtaining details of expenditure from the local authorities.

The weakness of the present method of apportionment lies in the fact that many local authorities appear reluctant or unable to furnish the detailed costs of roadworks, thus making the investigation and preparation of the figures rather expensive, besides causing considerable delay in making the allocation. The present system, however, provides a more satisfactory basis and less costly method of apportionment than under the former regulations, which provided for an inquiry by a Magistrate, and sometimes involved costly litigation.

### (b) LIMITATION OF LOADS ON ROADS.

A further number of local authorities have effected load restrictions during the past year by means of road classification, the additional length of rural roads classified being 1,009 miles.

Since 1930 the mileage of classified rural roads has increased from 11,930 miles, or 26.6 per cent. of the total formed roads at that time, to 22,293 miles, or 47.3 per cent. of the present mileage of

formed roads. In actual fact a greater percentage than this is subject to restriction as, in many counties, while only main highways and the more important roads are classified, the loads possible on the feeder roads are naturally governed by the classification ruling on the main roads.

There are still, however, a number of local authorities which have not yet classified the roads under their control, the principal being the Counties of Hawera, Oroua, KIWITEA, Hawke's Bay, and Akitio in the North Island, and in the South Island Amuri, Tawera, and Selwyn Counties, most of the small counties in the vicinity of Christchurch, and also the Counties of Tuaepeka, Vincent, and Southland.

Of the large number of counties that have taken action in recent years, the majority have followed the policy proposed by the Department of adopting a maximum classification of Class Three, which permits of gross loads up to 6½ tons for ordinary two-axled vehicles. Throughout the central and South Auckland portion of the North Island, where road-metal is scarce, the ruling classification is Class Four, providing for a 4½ tons gross load on two axles, while in North Auckland the ruling classification is Class Five, which permits of gross loads up to 3 tons only on two-axled vehicles.

During the year a number of the smaller boroughs and town districts have classified their roads with the object of preserving the lighter-type surfaced streets from undue damage from occasional heavy loads.

The following tables show the present position regarding the classification (i) of rural roads generally, and (ii) of main highways in rural districts :—

(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	..	..	..	25,453	379	4,046	7,565	2,996	14,986
South Island	..	..	..	21,693	1,048	3,874	2,045	340	7,307
Totals	..	..	..	47,146	1,427	7,920	9,610	3,336	22,293

(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	..	..	..	5,883	249	2,194	2,463	393	5,299
South Island	..	..	..	4,713	782	2,351	172	17	3,322
Totals	..	..	..	10,596	1,031	4,545	2,635	410	8,621

7. BRIDGES ON RURAL ROADS.

New Zealand, owing to the topography of the country and the climatic conditions, is a land of rivers, streams, and waterways, and consequently in the case of practically every road built the provision of adequate bridges is a matter of prime importance. Owing to the fact that in general the larger rivers are subject to severe and heavy floods, open fords are more or less impracticable, with the result that the failure of a bridge on an important road means that that road would be closed to through traffic.

For the same reason where, due to the deterioration or type of construction, a weight restriction on a bridge is necessary, in almost every case this means that through traffic on the road is restricted, and it is quite common to travel for miles along a Class Three road which will carry gross loads of 6½ tons and find that one defective bridge on the road restricts all traffic to a maximum gross weight of 3 tons.

Some thirty years ago, when the question of access to farm lands was the first consideration, it was essential that bridges be built as cheaply as possible, and consequently native timbers were principally used and narrow bridges providing for one-way traffic only were generally constructed.

Dealing with bridges of a length of 25 ft. and over, the present position as set out in the Local Authorities Handbook is as follows :—

TABLE A.—BRIDGES OVER 25 FT. IN LENGTH ON ALL RURAL ROADS (INCLUDING MAIN HIGHWAYS).

Type of Construction.	Number.	Length, in Feet.	Percentage of Total Length.
Concrete or stone .. .. .	508	40,357	8·1
Concrete, steel, and timber combinations .. .. .	776	80,431	16·2
Timber, including New Zealand timber and Australian hardwood .. .. .	4,390	377,767	75·7
Totals .. .. .	5,674	498,555	100·0

The main point disclosed by this table is that over 75 per cent. of the bridges on the rural roads of this country are timber bridges with a probable average life of from twenty-five to thirty years.

The Main Highways Board have compiled a very valuable bridge register for all bridges on main highways, and a summary of this register gives the following results :—

TABLE B.—BRIDGES OVER 25 FT. IN LENGTH ON MAIN HIGHWAYS.

Type of Construction.	Length, in Feet.	Percentage of Total Length.
Concrete or stone .. .. .	27,700	11·8
Concrete, steel, and timber combination .. ..	61,448	26·0
Timber, including New Zealand timber and Australian hardwood .. .. .	146,553	62·2
Totals .. .. .	235,701	100·0

An investigation of the register in relation to the timber bridges gave the results set out hereunder :—

TABLE C.—AGE OF TIMBER BRIDGES ON MAIN HIGHWAYS.

Age of Bridges.	Length, in Feet.	Percentage of Total.
Under 10 years .. .. .	20,517	14
10 years to 20 years .. .. .	32,242	22
20 years to 30 years .. .. .	41,035	28
30 years to 40 years .. .. .	33,707	23
40 years to 50 years .. .. .	14,655	10
Over 50 years .. .. .	4,397	3
Totals .. .. .	146,553	100

The Main Highways Board have a definite programme for the replacement of defective and obsolete bridges, and it is therefore proposed to investigate the position of the bridges on rural roads other than main highways.

The total length of timber bridges over 25 ft. in length on all rural roads, including main highways, is 377,767 ft., while the main highways account for 146,553 ft., leaving a balance of 231,214 ft. on rural roads other than main highways.

In the absence of any reliable data concerning the age of timber bridges on rural roads other than main highways, it is assumed that the ages of these timber bridges would be comparable with those on the main highways, and on this assumption the following table shows the position :—

TABLE D.—AGE OF TIMBER BRIDGES ON RURAL ROADS OTHER THAN MAIN HIGHWAYS.

Age of Bridges.	Length, in Feet.	Percentage of Total.
Under 10 years .. .. .	32,370	14
10 years to 20 years .. .. .	50,867	22
20 years to 30 years .. .. .	64,740	28
30 years to 40 years .. .. .	53,179	23
40 years to 50 years .. .. .	23,122	10
Over 50 years .. .. .	6,936	3
Totals .. .. .	231,214	100

This table indicates that 64 per cent., or 147,977 ft., of the timber bridges on the rural roads other than main highways were built over twenty years ago, while 36 per cent., or 83,237 ft., are over the age of thirty years.

In view of the vital importance of bridges to land transport, it appears essential that a definite bridge-renewal programme similar to that being carried out by the Main Highways Board should be put in hand with the object of replacing within the next ten years 147,977 ft. of bridging on the rural roads other than main highways.

To replace these timber bridges with concrete would cost approximately £15 per foot, and the total sum to be provided would be approximately £2,250,000.

By adopting concrete for replacement, all materials, with the exception of reinforcing-steel, would be available within New Zealand.

## 8. TRANSPORT LICENSING ACT, 1931.

The administration of the Transport Licensing Act has continued to be a major function of the Department during the year. The regulation and control of the passenger-services has already passed the primary stage, and the relicensing of those services was carried out during the year. The first year's licensing of the goods-services was also undertaken, and this involved the Department in a heavy volume of work. Generally speaking, the control of the latter services was introduced with a minimum of friction, and, although there were many inquiries regarding the legislation and regulations and their application, the work is now proceeding smoothly.

## A. PASSENGER-SERVICES.

In the passenger field the past year has been one of reconstruction and consolidation rather than of marked progress or revolutionary change, and there has been a steady rehabilitation of finances and services generally after the stress of the previous uneconomic conditions.

## (a) CONTINUOUS PASSENGER-SERVICE LICENSES.

The passenger-service licenses in the North Island, with the exception of a few individual cases, are dated to expire on the 28th February each year, while those in the South Island expire on the 31st August.

Applications were received during the year for a number of new licenses and for the renewal of those South Island licenses which expired on the 31st August, 1933. Applications were also received for the renewal of those licenses in the North Island which expired on the 28th February, 1934. Altogether 739 applications for licenses were considered, and of these 644 were granted, 51 were refused, 26 were withdrawn, and 18 were deferred. These figures show an increase as compared with those of the previous year, when 548 applications were dealt with, of which 457 were granted, 47 refused, 16 withdrawn, and 28 deferred.

## (b) SEASONAL PASSENGER-SERVICE LICENSES.

Seasonal passenger-service licenses, as was the case last year, were not availed of to any great extent. During the year 32 applications for new licenses and the renewal of existing licenses were received. Of these, 24 were granted, 2 were refused, 3 withdrawn, and 3 deferred. During the previous year 31 applications were considered, 20 being granted, 1 refused, 2 withdrawn, and 8 deferred.

## (c) TEMPORARY PASSENGER-SERVICE LICENSES.

The number of applications received for temporary passenger-service licenses is still considerable. This class of license is used principally in connection with race meetings, shows, and other special occasions which involve a considerable movement of traffic beyond the capacity of the existing passenger-services, if any. During the year 1,774 applications were received, 1,746 were granted, 27 were refused, and 1 withdrawn. The corresponding figures last year were 2,025 received, of which 1,874 were granted and 151 refused.

With a view to providing greater flexibility, those operators who regularly conducted temporary services to shows, race meetings, &c., were invited to apply for continuous licenses, the fees, broadly speaking, to be based on the number of functions catered for during the previous year. By this method it is hoped to avoid the continual application for temporary licenses by those operators who regularly attend such meetings, and also to minimize the inconvenience to operators of having to submit applications for each separate event. A number of operators have already availed themselves of these facilities.

## (d) TRAFFIC AND FINANCIAL STATISTICS, 1933-34.

Operators are required by regulations made under section 37 of the Act to furnish figures regarding traffic and finance during each year ended on the 31st March in order that the effects of the administration of the Act may be closely observed and matters of general policy framed accordingly. The provisions of this section also provide the machinery for checking that the benefits of the transport regulations are passed on to the public in the form of lower fares or improved service. There are still a small number of operators whose accounts and records do not disclose the maximum amount of information relating to the state of their businesses, and up till this juncture, owing partly to the newness of the legislation and the difficult times through which many operators have been passing, a reasonable amount of latitude has been extended to operators generally. Henceforth, however, the further administration of the Act will concern the closer examination of fare rates and standards of service, and it will therefore be necessary to bring all operators into line in this respect. It has been found impossible to obtain and assemble the figures relative to the South Island passenger-services in time for inclusion in this report. The figures for the North Island have been completed, however, and these give an accurate picture of the state of the industry for the country as a whole.

In order to make the figures more informative, they have been classified according to (a) fleets comprising vehicles having a seating-capacity for more than nine passengers, (b) fleets comprising vehicles having a seating-capacity for nine or less than nine passengers, and (c) fleets comprising both classes of vehicles, and also fleets the operators of which run both passenger and goods services.

(i) *Traffic.*

There has been a considerable improvement in the traffic figures as compared with those of the previous year. A noticeable feature has been the increase in the proportion of the larger vehicles comprised in the total. Last year there were 833 passenger-service vehicles operating in the North



Island, of which 36 per cent. were the larger type classed as “(a),” 36 per cent. were of the smaller “(b)” type, and the remaining 28 per cent. were contained in mixed fleets. This year the total number of vehicles has fallen to 770, of which 45 per cent. were of the larger type and 27 per cent. of the smaller type, while the “mixed” fleets again comprised 28 per cent. This swing-over to the larger vehicles was an expected result from the elimination of unnecessary competition, and it should now be possible to convey the same number of passengers more cheaply than before.

The number of vehicle-journeys has increased from 1,452,472 to 1,556,087. This is attributed partly to the number of new services commenced exceeding the total of those abandoned, partly to the improvement of passenger tallies necessitating more extra trips to cope with overloads, and partly also to the elimination of duplication or long-distance journeys, with the result that a number of operators are now providing more frequent services over shorter sections. The latter factor also accounts for the decrease in vehicle-mileage from 16,541,668 to 15,475,980 miles and for the diminution in the average length of the vehicle-journey from 6·5 miles to 5·7 miles in the case of the larger vehicles and from 33·6 miles to 28·0 miles in the case of the smaller ones.

One effect of the swing-over to the larger vehicles has been to cause a slight drop in the average passenger loading per journey for this type of vehicle, which has fallen from 10·3 to 9·7. The smaller vehicles, however, have shown an improved loading, the average now being 4·6, as compared with 3·7 last year, while the average for all classes has fallen from 9·2 to 8·9. The reletting of mail contracts recently has resulted in a partial overhaul of that phase of the industry, and under the new conditions many mail contractors using light cars have found it expedient to obtain passenger-carrying licenses. As many of them pick up only an occasional passenger, this has caused the number of empty trips per 100 vehicle journeys to increase from 8·2 to 9·6 for the smaller vehicles; the larger vehicles again show an average of 1·8 empty trips per 100. A certain amount of empty running is unavoidable even on the best-planned time-tables, and it is not considered that these percentages of empty trips are excessive. Although it might at first sight appear that 9·6 per cent. for the smaller vehicles is rather high, it must be remembered that a certain number of passenger-service licensees carry occasional passengers merely as an adjunct to the main job of conveying mails or newspapers. At the same time, however, there are still probably a number of instances where further co-ordination would be advisable, and this fact, together with the prospect of a return towards normal conditions, should show a decrease in the percentage of empty trips next year.

#### (ii) *Revenue.*

The total revenue for the licensed passenger-services during the year ended 31st March, 1934, amounted to £589,488, as compared with £638,180 during the previous year. The proportion derived from the carriage of passengers represented £519,372, or 88 per cent., the remaining 12 per cent. being obtained from the carriage of goods, parcels, and mails. Although the number of passengers has increased from 13,311,746 to 13,901,571, the sum collected therefrom has fallen from £564,035 to £519,372, a drop of approximately 8 per cent. The average revenue per passenger was 9·0d., as compared with 10·2d. last year. The fall in passenger revenue is due chiefly to fare reductions made possible by the improved conditions, and to a lesser extent to the tendency for the travelling public to avoid the longer trips in favour of the shorter ones on such occasions as picnics, &c. The opening of the new railway-line connecting Stratford with the Main Trunk line had an immediate effect on the road services between New Plymouth and Auckland.

The average revenue per vehicle-mile was 10·65d. for vehicles with more than nine seats and 6·60d. for those with nine seats or less, while the average for all vehicles was 9·14d. this year, as compared with 9·26d. last year. Detailed figures regarding the revenue are given in Tables 14 to 21 of the Appendix.

#### (iii) *Expenditure.*

There has been a decrease in operating-costs as compared with the figures for last year. The total costs for the North Island have fallen from £634,759 to £570,423, a drop of £64,336, or 10 per cent., despite the fact that there has been an increase of 4 per cent. in the number of passengers carried. The drop in costs is similarly reflected in the average costs per vehicle-mile, which have fallen from 10·72d. to 10·41d. in the case of the larger vehicles, from 7·11d. to 6·29d. in the case of the smaller ones, and from 9·21d. to 8·85d. in the case of the average for all vehicles.

Vehicle-running costs have fallen from 4·93d. to 4·74d. per vehicle-mile. Included under this heading are petrol, lubricants, tires, repairs, maintenance, and depreciation. The amount written off for depreciation represents 10·5 per cent. of the original purchase price of the vehicles, as compared with 11·1 per cent. last year. The average mileage run by each vehicle has increased from 19,858 to 20,099 miles. It would be rather optimistic to assume that the average vehicle will be serviceable for nine years and a half after running this annual mileage, and, as a number of operators allow as much as 30 per cent. per annum for depreciation, it follows that others are not making sufficient provision for this item, and will probably have to secure replacement vehicles before the old ones have been adequately written down. Details of depreciation are set out in Table No. 23 of the Appendix.

Vehicle standing charges, which include license fees, &c., wages, insurance, and garage fees, have increased from 3·10d. to 3·19d. per mile, due mostly to the fact that wages and drawings in lieu of the wages of working-proprietors have not fallen *pro rata* with the decrease in total mileage run. This

item has fallen from £163,479 to £160,849, a drop of £2,630, but owing to the contraction of the industry the average wages plus drawings per vehicle-mile have increased from 2·37d. to 2·49d., or, based on the rate per vehicle, from £196 to £209. In the absence of details of the number of operatives plus the number of working-proprietors engaged, it is not possible to ascertain from these figures whether the industry is providing a reasonable wage-rate or not; on the one hand, there are probably considerably more employees and working-proprietors than there are vehicles, while, on the other hand, many of the vehicles do not provide full-time employment on licensed services for one man. The foregoing figures, however, indicate that there has been some improvement in the wage-rates paid out by the industry as a whole as compared with those of the previous year.

There has been a substantial reduction in general overhead charges per mile, this year's figure being 0·92d., as compared with 1·82d. last year. This saving is attributed partly to the elimination of unnecessary management expenses and competitive advertising, to a greater degree of co-ordination in booking-office facilities, and also to a lesser extent to reductions in interest charges.

#### (iv) *Financial Results of Year's Operations.*

The total revenue has fallen from £638,180 to £589,488, a drop of £48,692, or 7·6 per cent., while the expenditure has fallen from £634,759 to £570,423, a drop of £64,336, or 10 per cent. These and the foregoing figures indicate the benefits that may be expected to accrue from the operation of the Act when economic conditions return to normal. There has been an increase of 4 per cent. in the number of passengers carried, notwithstanding which there has been a drop of 10 per cent. in the cost of carrying them. A portion of this saving has been passed on to the users of the services in the form of reduced fares and rates. The net profit has increased from £3,421 to £19,069, which represents a return of 4·37 per cent. on the operator's capital and reserves employed. This is hardly a reasonable return for normal times, but it must be regarded as satisfactory in view of the abnormal conditions which have prevailed during the year. The demand for a considerable proportion of passenger travel is very elastic, and suffers heavy shrinkage in times of economic depression. It was apparent that many concerns would not be able to survive the fierce and uneconomic competition which had become intensified during the depression, and that many which did survive would be in a very parlous condition. The Transport Licensing Act removed most of the uneconomic and wasteful competition, while yet retaining sufficient healthy competition where the volume of business warranted it and where the benefits accruing to the general public therefrom outweigh the attendant disadvantages. The Act has been successful also in eliminating much unnecessary vehicle-mileage. The net result has been that, although several operators have gone into liquidation during the past year and there have been some inroads into the capital reserves of the industry, this aspect is much more satisfactory than could have been hoped for in the absence of regulation.

Although monopolies have been created in many instances, they are subject to strict regulation in the public interest, and in the long-run it will be found that the net balance is very much to the public advantage. As yet it has been found possible only to a limited extent to pass a portion of these advantages on to the users of the services in the form of reduced fares. Although a considerable number of fares have been reduced, the majority of them have remained unchanged since last year, and in a few isolated instances there have been increases. In the latter cases, however, it was invariably found that "cut-throat" competition had reduced fares to an uneconomic figure and that the existing schedule definitely could not be maintained.

#### (v) *Financial Condition of the Industry.*

The statement of assets and liabilities shown in Table No. 22 in the Appendix sets out the financial position of the industry for the North Island at 31st March, 1934. The total assets amounted to £648,782, of which vehicles, stocks, plant, and machinery represented £342,294; land and buildings, £131,638; debtors, £54,543; cash, £44,421; and other assets, £75,886. During the year there has been a considerable scaling-down of the overcapitalization that has been so pronounced a feature of the industry. The total assets for the North Island have been reduced from £925,737 to £648,782, a reduction of £276,955, or 29·9 per cent., on last year's figures. The greatest proportionate decrease has been in "other assets," which include such items as depreciation and sinking fund investments, goodwill, and capital accounts in debit. Cash has fallen by 49 per cent., and the value of the vehicles by 25 per cent. On the other side, the classification of liabilities shows £418,383 for capital and £17,648 for reserves, leaving other liabilities aggregating £212,751, including £27,431 owing on vehicles. The ratio of capital plus reserves to other liabilities is now 67 : 33 as compared with 69 : 31 last year. The book value of the assets, however, is now probably a closer approximation to their real value, and in spite of the inroads into cash and reserves the finances of the industry generally are probably in a slightly more healthy condition now than at the 31st March, 1933.

A study of the foregoing figures directs attention to the extent of the overcapitalization and congestion which obtained in the industry before the Act came into operation, and which were causing high fare rates and precarious services. Something approaching order has now been established, and, although economic conditions are still far from normal, the industry is more than holding its own. There has been a great improvement in the standard of the services available; time-tables are now rigidly adhered to, and the vehicle regulations have ensured that a reasonable degree of safety and comfort are provided for the travelling public. The gradual lifting of the depression should see the industry better able to provide cheap and efficient service than ever before in its history.

(vi) *Mileage saved.*

An investigation of the conditions existing in 1931 before the Act came into operation disclosed that the vehicle-mileage run throughout New Zealand on continuous passenger-services was approximately 32,000,000 miles per annum. The position was again examined last year, and it was found that the Act had resulted in the total being reduced to 22,750,000 miles, a reduction of 9,250,000 miles, or 29 per cent. The New Zealand total for the year ended 31st March, 1934, has not yet been assessed, but the total for the North Island is available, and shows a reduction from 16,542,000 to 15,476,000 miles, a saving of 1,066,000 miles, or 6·4 per cent., on last year's figures. If this percentage obtains throughout New Zealand, the net saving would amount to 1,456,000 miles. Assuming that this saving in vehicle-mileage would mean economy of the full running-costs and a partial saving in standing and overhead charges, the full annual monetary saving due to the operation of the Act may be set down at approximately £300,000.

These savings are real, and are represented at present by greater financial stability in the industry and the avoidance of any great increase in fares to off-set the heavy falling-off in traffic. There is every indication that these savings will contribute towards the possibility of substantial reductions in fares and/or improved services being made available as soon as the volume of passenger traffic regains its normal level.

## (e) PASSENGER-SERVICE VEHICLE INSPECTIONS.

The requirements relating to the design, construction, and condition of each type of passenger-service vehicle are comprehensively stated in the Passenger-service Vehicle (Constructional) Regulations, 1933, published in the *New Zealand Gazette* No. 87, of 21st December, 1933. These regulations were the subject of representations from and conferences with various interested parties over a considerable period of time, and were finalized to give the greatest satisfaction to all parties concerned consistent with the Department's policy of ensuring the comfort and safety of the travelling public.

Part I of these regulations sets out the requirements to be met in regard to passenger-service vehicles first used in a passenger-service (as defined by the Transport Licensing Act, 1931) before the 1st June, 1932. Passenger-service vehicles (other than passenger-trucks) first used in a passenger-service subsequently to that date, also those which had been licensed under the Motor-omnibus Traffic Act, 1926, and to which the provisions of Parts I and II of the Motor-omnibus Traffic (Constructional) Regulations, 1929, applied, are required to comply with Parts I and II of the Passenger-service Vehicle (Constructional) Regulations, 1933.

Part III deals with passenger-trucks, which are also subject to some of the clauses in Parts I and II.

Part II stipulates, *inter alia*, certain minimum measurements in regard to seating-accommodation, and the effect of compliance with these requirements in ensuring reasonably comfortable passenger accommodation has already been the subject of favourable comment by the travelling public. It has become quite evident that the standard seven-seater car, with its customary dickey seats which in most models monopolize much of the space required by the rear-seat passengers, is not a suitable vehicle for the conveyance of fare-paying passengers. Many operators have recognized this, and of their own volition have reconstructed their Part I vehicles as far as possible in line with the Part II requirements.

The position in regard to new service-cars of medium size is somewhat difficult at present, as very few manufacturers are offering in the New Zealand market a standard chassis suitable for passenger-service work in the seven- to twelve-seater classes. It is hoped, however, that vehicles of such capacities will soon be available to meet this popular requirement, also to avoid the costly and undesirable alterations to chassis of the large private-car type.

Within the period 1st July, 1933, to 30th June, 1934, 2,383 applications for certificates of fitness (or permits) have been dealt with. Of this number, 798 were applications for permits in connection with temporary passenger-service licenses, covering 425 separate vehicles; 29 vehicles were refused permits or were condemned as unfit for further service in this period; and 37 vehicles were not to be resubmitted for inspection on the expiration of their then current certificates or permits.

The total number of vehicles, their type, and location in the Dominion which carried certificates of fitness or permits in the period under review is shown below:—

District No.	Omnibuses.	Service Cars.	Service Coaches.	Passenger-trucks.	Total.
1 .. .. .	14	66	7	56	143
2 .. .. .	212	277	19	34	542
4 .. .. .	68	167	5	39	279
5 .. .. .	13	130	2	44	189
6 .. .. .	108	151	10	19	288
7 .. .. .	19	128	1	16	164
8 .. .. .	49	59	9	12	129
9 .. .. .	50	86	3	18	157
10 .. .. .	20	83	1	11	115
Totals ..	553	1,147	57	249	2,006

NOTE.—District No. 3 was absorbed by alteration of the boundaries of Districts Nos. 2 and 4 in June, 1933.

## B. GOODS-SERVICES.

## (1) SCOPE OF REGULATION.

The Order in Council invoking the modified provisions of the Transport Licensing Act, 1931, to apply to the carriage of goods as from the 1st June, 1933, was gazetted on the 23rd March, 1933. Broadly speaking, it may be stated that this Order (reissued with amendments on the 21st December, 1933) brings within the provisions of the Act all services which operate for hire or reward five miles or more over a primary or secondary main highway outside an exempted area, with certain exemptions.

The classes of services exempted from the provisions of the Order are as follow :—

- (1) Milk and cream while being carried from farms to dairy factories.
- (2) Vehicles used under passenger-service licenses.
- (3) Any goods carried in a vehicle used exclusively for funerals.
- (4) Newspapers if carried on vehicles used principally for the carriage of milk or cream from farms to dairy factories.
- (5) Goods towed or carried on vehicles used solely in connection with the repair or wreckage of vehicles which have met with mishap.

## (2) NUMBER OF LICENSES GRANTED.

A considerable amount of work was thrown on the Department and the Licensing Authorities in dealing with applications for goods-service licenses.

In order to facilitate the interpretation of the following remarks, the undermentioned definitions are given :—

- (a) "Goods-service license": Only one goods-service license is required by each licensee irrespective of the number of vehicles he may operate.
- (b) "Vehicle authorities": A vehicle authority is a document issued subsidiary to a goods-service license and forming part thereof, and which is required to be carried on any vehicle authorized to be operated by the licensee, but which is transferable from one vehicle to another. From this it follows that more than one vehicle authority can be issued under the one license, and this is the position which obtains where an operator has several vehicles in use simultaneously.

(i) *Continuous Goods-service Licenses.*

During the year 2,146 applications were received for continuous goods-service licenses. Of these applications, 1,898 were granted, 118 were refused, 43 were withdrawn, and 87 were deferred.

(ii) *Seasonal Goods-service Licenses.*

Owing to the varied and seasonal nature of the commodities transported by goods-service operators, the seasonal license has been availed of to a greater extent than in the cases of passenger-service licenses. Up to the 31st March, 1934, 99 applications were received, of which 88 were granted, 3 were refused, and 8 withdrawn.

(iii) *Vehicle Authorities.*

Although 1,986 continuous and seasonal goods-service licenses were granted, these embrace a total of 2,906 vehicles, 1,975 in the North Island and 931 in the South Island.

An analysis of the vehicle authorities granted according to the maximum weight of goods authorized to be carried (referred to in Table No. 25 of the Appendix) directs attention to the following :—

(a) The predominant class of truck used by goods-service operators is that with a carrying-capacity of 2 tons, but not exceeding  $2\frac{1}{2}$  tons, which accounted for 20.9 per cent. of the total vehicle authorities issued. This is followed by the  $2\frac{1}{2}$  ton but not exceeding the 3 ton class, which represents 18 per cent. of the vehicle authorities, and then by  $1\frac{1}{2}$  to 2 ton class with a total of 14.4 per cent. of the vehicle authorities.

(b) Vehicles with a carrying-capacity of under 1 ton and not exceeding  $1\frac{1}{2}$  tons represented only 7.9 per cent. of the vehicle authorities.

(c) Vehicles with a carrying-capacity of 2 tons and not exceeding 4 tons represent a total of 60.7 per cent.; these generally being the most popular type of vehicles. A sharp decline is shown in the number of vehicle authorities issued for the heavier class of vehicle with a carrying-capacity exceeding 4 tons.

In this connection attention is drawn to the fact that approximately 66 per cent. of the total main highways are classified in Classes Three and Four, which limits the gross weights of heavy motor-vehicles other than multi-axled heavy motor-vehicles to  $6\frac{1}{2}$  tons and  $4\frac{1}{2}$  tons respectively. This probably accounts to a large extent for the popularity of the 2- to 4-ton pay-load vehicles.

The vehicle authorities granted were further analysed according to the size of areas or route covered, the relative table being shown in the Appendix (Table No. 26). The majority of areas granted in the South Island are described by counties, roads, or definite points, and the figures shown are approximately the equivalent of ridings or counties.

The following principal points emerge from the table :—

(a) Of the total vehicle authorities issued, 1,348 (or 46.3 per cent.) were confined to areas, 1,008 (or 34.8 per cent.) were granted for combined areas and routes, and 550 (or 18.9 per cent.) were confined to routes alone.

(b) Approximately 20 per cent. of the area authorities were confined to ridings.

(c) The remaining 80 per cent. were defined by varying numbers of counties, the largest of the group being for one county, followed by two, and then six or more.

(d) Twenty-eight per cent. of the combined area and route authorities were defined by two counties, followed by 27 per cent. for three, 16 per cent. for one, 12 per cent. for four, 11 per cent. for six or more, and 4 per cent. for five counties.

(e) Where route authorities alone were granted, 31 per cent. ran through one county, 31 per cent. ran through two, followed by 12 per cent. for three, 10 per cent. for four, 9 per cent. for six or more, and 7 per cent. for five counties.

(f) Of the total authorities (whether area, combined route and area, or route alone), approximately 30 per cent. were for one county or less, 25 per cent. for two, 17 per cent. for three, 12 per cent. for six or more, 10 per cent. for four, and the remaining 6 per cent. for five counties.

#### (iv) *Temporary Goods-service Licenses.*

It was anticipated that the demand for temporary goods-service licenses would be heavy. It was also realized that special conditions operated which made the speedy issue of temporary licenses imperative, and it was therefore essential to devise some means whereby such licenses could be obtained with a minimum of delay. Arrangements were therefore made with the Licensing Authorities and Post and Telegraph Department whereby temporary licenses are issued on behalf and under direction of authorities by those Postmasters who are also Deputy Registrars of Motor-vehicles.

The extent to which temporary licenses were availed of is disclosed by Table No. 27 in the Appendix.

An examination of this table reveals the following main points :—

(a) Of the total number of temporary licenses issued, 928 (or 24·5 per cent.) were in the Number Two District, followed by 676 (or 17·8 per cent.) in the Number Eight District, and then by 501 (or 13·2 per cent.) in the Number Six District.

(b) The majority of the temporary licenses, 2,160 (or 57 per cent.), were issued in the North Island.

(c) The fact that the table discloses many operators having received as many as over ten licenses does not in itself indicate that they are abusing the system, as an examination of such cases indicates generally that the respective licenses are obtained for different purposes. In this connection it is interesting to note that an analysis of the licenses discloses that—

- (1) Thirty-five per cent. of the licenses were issued for the removal of mixed and unspecified loads :
- (2) Approximately 21 per cent. of the total licenses issued were for the purpose of removing furniture and household effects :
- (3) The removal of live-stock accounted for approximately 14 per cent. of the licenses, while those issued for the removal of timber and wool amounted to approximately 5 per cent. each :
- (4) The removal of farm-produce accounted for approximately 22 per cent., and farm supplies—i.e., manure, machinery, &c.—amounted to 11 per cent.

(d) Generally, it may be stated that the table indicates that the system for issuing temporary licenses is operating satisfactorily in view of the difficulties encountered.

#### (3) *TRAFFIC AND FINANCIAL STATISTICS.*

Goods-service operators were required by law to submit figures regarding traffic and finance during the year ended the 31st March, 1934. These returns will become integral parts of the whole licensing system, as, without the information contained in them, it would not be possible to ensure that the administration of the Act was being directed to the public welfare.

It was found that a number of operators were unable to submit figures of value for this purpose from one or other of the following causes :—

- (a) Insufficient records and accounts.
- (b) Impracticability in some cases of separating transport figures from those relating to other businesses run in conjunction with carrying-work.

Nevertheless, a relatively large number of operators supplied reasonably reliable information, which has been tabulated. Care has been taken during the year to acquaint the operators with the requirements in this respect, and every reasonable assistance has been freely extended to them by the Department.

It is of interest to note that approximately 2,900 trucks are licensed under the Transport Licensing Act. The total number of trucks in the Dominion is approximately 29,000, so that somewhere in the vicinity of 26,000 trucks do not require to be licensed under the Act.

In the Appendix will be found the following tables relating to goods-service financial and statistical data :—

- (a) Table No. 29, showing the amount of assets and liabilities of goods-services, by transport districts, as at 31st March, 1934.
- (b) Table No. 28, showing principal revenue and expenditure statistics of licensed goods-services, by transport districts, as at 31st March, 1934.
- (c) Table No. 30, showing depreciation on goods-service vehicles, by transport districts, as at 31st March, 1934.
- (d) Table No. 31, showing principal traffic statistics of goods-services, by transport districts, for the year ending 31st March, 1934.

Attention is directed to the fact that the financial and traffic data covers approximately 75 per cent. of the motor-truck business subject to the licensing provisions. This fact should be carefully borne in mind where the figures are being used. The number of operators and the number and capacity of vehicle authorities are, of course, actual figures.

(i) *Traffic (Table No. 31).*

The number of licensees actually operating during the year was 1,904, holding amongst them 2,906 vehicle authorities, or an average of 1.5 vehicle authorities per operator. This average points to the fact that the owner-driver is a predominant figure in the industry.

The average load authorized to be carried per vehicle authority was 2 tons 14 cwt.—a fact which confirms the conclusion drawn in a previous paragraph that the truck of approximately 2 to 4 tons capacity is the type most in favour in the phase of the goods-transport industry which is covered by the legislation.

According to the traffic returns rendered by operators, a total vehicle-mileage of 32,000,000 miles was recorded during the year, the average vehicle-mileage per truck for the Dominion being 14,400 miles.

Unfortunately, very few operators were in a position to supply particulars as to the tonnage of freight carried during the year. A most informative avenue of investigation of transport costs is thus temporarily closed, but every endeavour will be made to secure this information in respect of the current year.

(ii) *Liabilities and Assets (Table No. 29).*

The data under this heading are sufficiently complete to enable the conclusion to be drawn that the goods transport industry is, as a whole, in a relatively satisfactory financial position. Total assets amount to £1,700,000, as against liabilities other than capital and reserves of £600,000, the remaining £1,100,000 representing capital and reserves invested by the operators themselves.

(iii) *Revenue (Table No. 28).*

The total revenue for the industry amounted to £1,342,000, of which £1,256,000 (or 93½ per cent.) was derived from the carriage of goods, £20,000 (1½ per cent.) from mail contracts, and £66,000 (5 per cent.) from other sources.

(iv) *Expenditure (Table No. 28).*

The principal items of expenditure were those coming under the heading of "vehicle-running costs," which includes petrol, lubricants, tires, repairs, maintenance, and depreciation, the expenditure under this heading being £650,000, or 55 per cent. of the total. Vehicle standing charges (licenses, plates, heavy-traffic fees, wages, &c.) absorbed £423,000 (36 per cent.), while overhead charges (mainly management and office expenses, interest, advertising, &c.) accounted for the remaining £124,000 (10 per cent.). The total expenditure was £1,198,000.

A feature of the operating-costs of the industry is the relatively low percentage (10 per cent.) of overhead charges to total costs. This figure shows considerable fluctuations over the various districts in its proportion to total costs.

(v) *Profit.*

Revenue exceeded expenditure by the substantial margin of £144,000, this representing the net profit earned by the industry. In addition to this net profit, operators drew the sum of £160,000 in lieu of wages. The profit of £144,000 represents a return of 12 per cent. on capital invested by operators and 11 per cent. on the total revenue. The magnitude of the profit is mainly due to the fact that inadequate provision has in general been made for depreciation of trucks. A detailed analysis of this profit revealed the following interesting facts: Of all the operators who submitted returns, 70 per cent. showed a profit, 17 per cent. showed neither profit nor loss, 13 per cent. sustained losses.

Those showing a profit were divided into various classes according to amount of profit received, and it was found that 33 per cent. of the whole number of operators under review were in the class receiving profits of less than £100; a further 17 per cent. received £100 and under £200; and 10 per cent. received £200 and under £300; making a total of 60 per cent. of the total number under the £300 mark. Thus only 10 per cent. were in receipt of profits of £300 and over.

The 17 per cent. who showed neither profit nor loss arrived at this position by drawing all surpluses of revenue over expenditure, and they participated, of course, in the £160,000 drawn in lieu of wages as shown above.

Those operators who sustained losses are in relatively small numbers, representing 13 per cent. of the total. The majority of them have, of course, drawn wages from their respective businesses. Approximately one-third of them sustained losses of under £25, while one-half lost less than £50.

It is apparent that the majority of operators were able to show a profit and that the total profit for the industry was fairly substantial. Nevertheless, individual undertakings have, on the whole, received a moderate rate of profit owing to the fact that the total net profit was widely distributed amongst a large class of small operators.

(vi) *General.*

The truck industry has been subject to regulatory control for one year only. The problems associated with its control are considerably more complex than was the case in respect of passenger-services, owing to fundamental differences between the two phases of transport.

The one runs on well-defined routes carrying principally only passengers at fixed and advertised charges, and maintaining regular time-tables. Goods-services have none of these easily controlled features, their cargoes being as varied as their freight rates and their time-tables. The majority of them operate anywhere within their respective boundaries at demand, but only when freight is available.

In the circumstances, it is to be expected that more than one year will elapse before proper control can be fully applied and the resultant benefits become apparent.

#### (4) FIXATION OF CHARGES.

The question of fixing charges for the carriage of goods has engaged the attention of the Department during the past year. Generally speaking, it may be said that the discretionary power of Licensing Authorities to fix charges has been availed of to only a very limited extent, it being considered that at present it is desirable as a general principle to maintain a fair scale by means of competition rather than by price-fixation. In cases where competition has ceased to be effective, or where it is too severe, resulting in too high or uneconomic rates, it is considered that the power vested in Licensing Authorities to fix charges should be exercised.

#### C. APPEALS.

By the Transport Law Amendment Act, 1933, the Transport Appeal Board was abolished, and the functions of that Board were vested in the Transport Co-ordination Board. All appeals which were duly lodged but not determined before the passing of the Transport Law Amendment Act, 1933, will therefore now be considered by the Transport Co-ordination Board. Owing to the transfer of the activities of the Transport Appeal Board to the Transport Co-ordination Board, it was not possible to deal with the appeals on hand immediately. The determination of the appeals is, however, now proceeding apace, and it is anticipated that they will all be finalized at an early date.

Up to the 31st March, 1934, 310 appeals (both goods and passengers) were lodged against the decisions of the Transport Licensing Authorities.

The following table shows the position in respect of these appeals:—

	Number of Appeals.		
	Goods-service.	Passenger-service.	Total.
Appeals allowed .. .. .	..	69	69
Appeals disallowed .. .. .	..	51	51
Appeals withdrawn .. .. .	17	44	61
Appeals struck out .. .. .	12	3	15
Appeals referred back to Licensing Authority ..	..	3	3
Appeals awaiting hearing .. .. .	78	33	111
	107	203	310

By July the outstanding appeals had practically all been disposed of.

#### D. CONFERENCE OF CHAIRMEN OF LICENSING AUTHORITIES.

On the 24th and 25th May, 1934, a conference of Chairmen of Licensing Authorities was held at Wellington for the purpose of considering the many problems which had arisen in the administration of the Transport Licensing Act, and also for the purpose of ensuring uniformity of policy in dealing with the major subjects which require the consideration of Licensing Authorities from time to time.

This conference was attended by each of the nine chairmen, and by two officers of the Transport Department. A wide range of subjects relative to transport matters was dealt with.

### 9. MOTOR ACCIDENTS AND THEIR PREVENTION.

#### (a) ACCIDENT STATISTICS (TABLE NO. 32).

During the year covered by this report there was again a decrease in the number of motor fatalities, the totals being 125 accidents and 135 deaths, as against 140 accidents and 143 deaths during the previous year. This is particularly gratifying, as it is estimated that during last summer there was more traffic on the roads than during the previous summer.

The following remarks on the comparative detailed figures for the two years may be of interest:—

- (1) A reduction of 19 in the number of pedestrian fatalities.
- (2) A reduction of 18 in the number of collisions motor with motor.
- (3) An increase of 6 in the number of railway level-crossing accidents.
- (4) An increase of 9 in the number of accidents due to motor-vehicles going over banks.
- (5) A 50 per cent. drop in the number of fatal accidents occurring between 6 p.m. and 7 p.m.
- (6) A reduction of fatal accidents in and near Auckland and Christchurch from 33 to 19 and 16 to 10 respectively, and an increase for Wellington and Dunedin environs from 8 to 13 and 2 to 6 respectively.

(7) A distressing feature was that the fatalities to children up to 4 years of age increased from 5 fatalities for 1932-33 to 9 for 1933-34.

(8) As compared with last year, there was a striking drop in pedestrian fatalities—26, as against 45. The reduction in motor-cycle fatalities also continues, 27 this year compared with 39 last year. Deaths of persons on other motor-vehicles increased from 38 for 1932-33 to 64 for 1933-34.

(9) In regard to the causes of motor fatalities the following points are worthy of comment :—

(a) The fatal accidents due to absence or inefficiency of lights still remain high—viz., 15, or over 10 per cent. of the total fatal accidents. This is an accident factor which is definitely controllable by the operators of the vehicles and which will soon receive special attention on the part of traffic authorities.

(b) The fatalities occurring while motor-vehicles were being reversed have totalled 11 in the past two years, 5 during the 1932-33 period, and 6 during the 1933-34 period. It is clear that motorists should exercise extreme care during reversing operations.

#### (b) GENERAL.

One of the most amazing features of post-war civilization has been the lack of public concern in the heavy toll taken of human life by the development in use of the motor-vehicle during recent years. It appears that the public recognizes the manifold advantages that the use of the motor-vehicle has bestowed on man, and is content to accept fatalities and injuries as an inevitable accompaniment to those advantages. This attitude may be defensible, but it is impossible for any person to view the motor-accident position without deep concern if the facts are fully examined.

We find in Great Britain that legislation passed in 1931 to ameliorate motor accidents has proved unsuccessful, and that last year 7,202 people were killed and approximately 213,328 injured in road accidents. In the United States of America there occurred in the same year 30,500 road fatalities and approximately 1,067,500 injuries.

In this country, with its comparatively small population, there were for the twelve months covered by this report 135 motor fatalities and approximately 4,725 injuries.

It is impossible for the human mind to appreciate the anguish and suffering which these cold figures represent. Nor can the financial loss, direct and indirect, be calculated, although attempts have been made based on an arbitrary estimate of the money value of a human life.

The measures possible to reduce the toll of the road to a minimum may be divided into five sections, namely :—

- (1) *The Enactment of Prevention Laws.*—It is generally accepted that in this country the laws now in force cover the ground fairly completely.
- (2) *The Enforcement of Laws.*—The enforcement position, while not wholly satisfactory, has been improved and will, it is hoped, continue to do so. This aspect is more fully dealt with in another section of the report.
- (3) *Engineering Measures (Removal of Bends, Erection of Bridges over Railway-crossings, &c.).*—New Zealand has special difficulties from the engineering point of view, but it may be accepted that the road authorities are doing their best to the extent that resources permit.
- (4) *Local Traffic Measures (Pedestrian Crossings, &c.).*—In many of the boroughs modern measures for control of motor traffic are adequately carried out, but viewed generally there is room for improvement in some districts.

The above four sections were surveyed at greater length in this Department's annual report for 1932.

- (5) *Safety Propaganda.*—It is to the subject of safety propaganda that we in this country may well give attention with a view to reduction in the annual toll of motor accidents.

Motor unions and other organizations are doing excellent propaganda work, but New Zealand, unlike many other countries, has no central body which exists solely to aid in the reduction of accidents on the road, at home, and in factories.

As a measure of what may be accomplished by accident propaganda, the activities of the National Safety Council of the United States of America, the National "Safety First" Association of Great Britain, and the National Safety Council of Australia will be briefly reviewed.

*National Safety Council, United States of America.*—This body has kindly supplied an account of its growth and the scope of its activities.

The National Safety Council was organized in 1912 on a purely voluntary basis and by small groups of industrial men who wished to establish a clearing-house for information and ideas relative to safety.

No attempt was made to obtain private or public subsidies, and the National Safety Council has always had to pay its own way by demonstrating the value of its work. As the resources of the Council increased, the service was expanded, until to-day it provides for its industrial membership a monthly publication called the *National Safety News*; a choice of forty-one coloured accident-prevention posters every month; a consultation service with a staff of safety engineers; a library bureau of information; a small publication called the *The Safe Worker*, for the employees; pay-roll enclosures; research reports and compilations of experience in pamphlet form; and many other services too numerous to mention.

The National Safety Council has no official connection with the Federal Government, nor has it at any time received financial assistance from this source. The Council estimates that its activities have saved 175,250 lives since its inception in 1912.



*National "Safety First" Association of Great Britain.*—The genesis and activities of this association, which receives no financial assistance from the Government, were traversed by Mr. Wallace B. Phillips, Vice-President of the Association, during a recent address to the annual Safety Congress held in the United States of America last year, and parts of this address are summarized below:—

In Great Britain the National "Safety First" Association is the fountain-head from which pours a steady stream of safety propaganda throughout the nation.

The association is supported very earnestly by the Government, and those Departments principally concerned with safety, including the Home Office and the Ministries of Transport, Education, Health, and Labour, all give their very strong co-operation. They are actively represented either on the Council or on the various Committees. Through the friendly co-operation of the press of the entire country, the principles of safety have been widely broadcast.

All nations are at last beginning to regard the accident problem with anxiety, and it is time that safety is recognized as a world-wide problem, and all nations must be appealed to to co-operate in advancing this great movement.

Mr. Phillips emphasized that in order to present facts in a manner that would educate a public composed of all races and grades of people to stop, look, and think it would be necessary to commence with the child. The things firmly entrenched in the mind during childhood are never forgotten.

It is a striking fact that in spite of the enormous increase in the number of motor-vehicles and in the dangers of the road the number of children killed in 1932 in the London metropolitan area was practically the same as in 1918, whereas the number of adults who fell victims to fatal accidents in this same area has trebled during that period. A similar though not so marked difference with regard to children injured in street accidents is noticeable; the number of child victims in 1932 being about twice as many as in 1918, while the number of adults injured has quadrupled.

These statistics, stated Mr. Phillips, show very definitely the value of safety propaganda among children of school age. The British association felt that it could claim some of the credit for this very satisfactory state of affairs.

Another form of educational work producing excellent results is a Safe-driving Drivers' Freedom from Accident Competition, which is open to paid drivers of all member firms. The vehicles involved include omnibuses, long-distance road coaches, trucks, delivery-vans, &c.

Mr. Phillips concluded by saying that laws and regulations might help, but they could never cure the evil. The conscience of the people must be awakened to the stupid waste of life, due more often than not to the repetition of a dangerous practice which a person trained to think safe would never have committed. Motor accidents are due rather to man's slow adaption to changed environment than to any inherent evil in the actual means of progress.

*National Safety Council of Australia.*—This association also has been good enough to supply a review of its genesis and activities.

In the middle of 1927 the Royal Automobile Club of Victoria, having run a Safety Week for road safety, saw the necessity for a permanent movement which would embrace all forms of safety work. To start such a movement it called a public meeting comprising some forty-four bodies, which now form the Council of this organization.

The objects of the Council are briefly to use every endeavour to enhance the safety of the people.

Perhaps the most obvious work, and certainly the easiest to start, was safety on the road, and the propaganda in this branch has been continuous.

One of the most important works undertaken by the Council is work among the schools, this having a dual purpose—viz., to keep the children safer to-day, and to develop in them a "safety" conscience which they will carry through their adult life.

Among numerous other activities the Council has a journal, the *Safety News*, which is issued monthly, the whole of its subject-matter being relevant to safety.

It is very significant that, despite the voluntary nature of these safety organizations, and although the value of their activities has been subjected to the severe test provided by the financial depression, they are still flourishing, and there has never been any question of ceasing their operations.

*New Zealand.*—As the result of a conference held in 1930 for the purpose of considering ways and means of reducing traffic accidents, a movement was initiated to set up a Safety League in this country, but, unfortunately, the financial depression intervened and the scheme lapsed. Proposals are now under way for the revival of this scheme, and it deserves the fullest sympathy and assistance from all.

When motorists obtained their annual license-plates for the present licensing year opportunity was taken to hand to them an appeal from the Minister of Transport on the subject of reduction in motor accidents; while during the Accident Prevention Week recently held by the Wellington City Council a suitable radio address was delivered from 2YA by the Commissioner of Transport.

## 10. TRAFFIC CONTROL.

### (a) GENERAL.

During the year a Traffic Officers' Guild was formed, representing a large majority of the traffic officers throughout the Dominion. The new organization should prove of considerable value to the Government in providing an official channel of communication between the Department and the officers controlling road traffic.

## (b) TRANSPORT LICENSING ACT, 1931.

The administration of a statute with such a universal application as the Transport Licensing Act requires special machinery to ensure that its provisions are reasonably observed. The Department avoided the creation of special officers for this work by arranging for local-body Traffic Officers and the Department's Vehicle Inspectors to carry out this work.

Both passenger-service and goods-service licensees have in general made themselves acquainted with the objects of the Act and their requirements thereunder, and complaints regarding failure to comply with the terms and conditions of licenses are becoming comparatively rare.

Having regard to the fact that approximately 90 per cent. of the Traffic Officers are local-body officers having numerous other duties, the provisions of the Transport Licensing Act are being carried out reasonably smoothly and effectively throughout the Dominion. Prosecutions are resorted to only as a last resource; and the co-operation evinced by local Magistrates is an indication that this fact is recognized and appreciated by the Courts. At present one appeal from a Magistrate's decision is pending.

## (c) MEETING OF TRAFFIC OFFICERS.

By invitation of the Transport Department, representative Traffic Officers from the various local authorities throughout New Zealand met in Wellington on the 19th and 20th June, 1934, for the purpose of considering traffic problems of general interest. A number of proposed amendments to motor regulations were placed before the Conference by the Commissioner of Transport, and the views of the delegates were forwarded to the Government. Opportunity was taken to demonstrate to those present a number of devices for brake and light testing, and also the electro-matic system for control of traffic at intersections. As a result of the Conference it was recommended that periodical campaigns be undertaken by Traffic Inspectors in unison to ensure that brakes and lights are efficient and in accordance with the regulations, and that efficient silencing devices are fitted to all motor-vehicles, with a recommendation that particular attention be paid to motor-cycles. The Transport Department was requested to circularize local authorities on this proposal, so that uniform action might be taken throughout the Dominion. It is proposed that the scheme be given full publicity, so that motorists generally may be stimulated to ensure that these items of equipment are maintained in proper order, and so that they may be cognizant of the strong possibility of their equipment being examined on the road by Traffic Officers.

Statistics indicate that inefficient brakes and lights, particularly the latter, cause a high proportion of the number of motor accidents, and the proposed action should therefore be of material assistance in helping to reduce motor accidents.

## 11. CHANGES IN NEW ZEALAND TRANSPORT LAW, AND LEGISLATION AND INVESTIGATION IN OTHER COUNTRIES.

## (a) NEW ZEALAND.

*Transport Law Amendment Act, 1933.*

The main alteration in transport laws for this country was effected during the period under review by the Transport Law Amendment Act, 1933. This Act is in two sections, the first one setting up the Transport Co-ordination Board, activities of which are elsewhere dealt with in this report, and the second section amending the Transport Licensing Act, 1931, in several directions. The main amendments to the latter Act are as follow:—

Under sections 14 and 15 provision is made for the Central Licensing Authority to consist of one member to deal with what may be described as the through services. Section 20 gives power for passenger-service licenses and goods-service licenses to be transferred. Section 27 enables certain passenger-service vehicles or types of vehicles to be exempted from the requirements as to certificates of fitness. An Order in Council has been passed under this power giving such exemption to school-children vehicles, and the inspection responsibility for this has been accepted by the Education Department. There have also been exempted passenger-service vehicles which are used only under contract or under temporary license and which are already licensed to ply for hire under local by-laws. Section 28 enables Licensing Authorities to authorize services which are mainly goods-services to carry passengers for hire or reward in the course of the goods-service trips. This obviates the necessity of passenger licenses being issued in the case of goods-services which carry a few odd passengers for hire.

*Transport Co-ordination Board.*—The Transport Law Amendment Act, 1933, provided for the setting-up of the Transport Co-ordination Board. The functions of the Board are defined as follows:—

- (a) From time to time, of its own initiative, or as and when directed by the Minister, to hold such inquiries, make such investigations as it or the Minister deems necessary or expedient, and to report to the Governor-General through the Minister the result of such inquiries and investigations with such recommendations as it thinks fit for the purpose of securing the improvement, co-ordination and development, and better regulation and control of all means of and facilities for transport and all matters incidental thereto:
- (b) To make in respect of each year ending on the thirty-first day of March a report to Parliament which shall include all reports and recommendations made pursuant to the last preceding paragraph, and shall be laid before Parliament not later than the thirtieth day of June next following, if Parliament is then sitting, and if not, then within fourteen days after the commencement of the next ensuing session:
- (c) To hear and determine appeals under section forty-three of the Transport Licensing Act, 1931.

Up to the present the Board has been principally engaged in disposing of appeals against decisions of the Transport Licensing Authorities. It has, however, devoted considerable time to making a comprehensive study of the whole field of transport in the Dominion, and, in addition, has heard representations from various transport interests.

The personnel of the Board is as follows:—

Colonel Sir Stephen S. Allen, K.B.E., C.M.G., D.S.O., M.A., LL.B. (Camb.), Chairman.

H. B. S. Johnstone, Esq.

Lisle Alderton, Esq.

The Commissioner of Transport is Chief Executive Officer of the Board, and the staff of the Department is utilized as circumstances warrant.

#### *Transport (Goods) Order, 1933-34.*

The Order in Council which, under the powers given by the principal Act, brought goods-services within the scope of that Act was reissued on the 21st December, 1933, with amendments consequential on the passing of the Transport Law Amendment Act, 1933.

Opportunity was at the same time taken to eliminate from the Order in Council the exemption formerly given to those goods-vehicles operating for hire under contract between the owner of the vehicle and the owner of the goods proposed to be transported for exclusive use of the vehicle by the latter for seven days or more. This exemption proved unsatisfactory in practice, as it was providing too easy a means for evasion of the licensing requirements.

#### *Passenger-service Vehicle (Constructional) Regulations, 1933.*

An Order in Council relating to the design, construction, and condition of all types of passenger-service vehicles other than "trolley-omnibuses" was gazetted on 21st December, 1933. In the main the Order conforms to the practises previously in force concerning vehicle-inspection, and before its issue the proposals were exhaustively discussed with interested parties. This subject is dealt with more in detail under the heading of "Passenger-service Vehicle Inspections."

#### *Heavy Motor-vehicle Regulations Amendment No. 2.*

The main provisions of these regulations, gazetted on the 12th October, 1933, relate to the exemption of fire-brigade vehicles from heavy-motor-vehicle speed-limits, and the abolition of the passenger-scale computation of heavy-traffic fees payable in the case of trade-motors (*i.e.*, motor-lorries) which carry passengers.

#### (b) OTHER COUNTRIES.

##### (i) *Great Britain.*

Two measures of great interest and importance in the transport field were passed in Great Britain during last year, as follows:—

(1) *The Road and Rail Traffic Act, 1933.*—The provisions of this Act were summarized in last year's report, and it has the twofold purpose of licensing commercial road transport by goods-vehicles and also enabling the railways companies to make agreed charges with individual operators. The Act has been fully operative since the 1st January, 1934, save that postponement powers have been effected temporarily in regard to the penal sections for breaches of the Act.

(2) *London Passenger Transport Act, 1933.*—This Act is one of the most interesting transport measures of recent times. It provides for vesting the ownership of all the vast network of London's public passenger transport—*e.g.*, trams, omnibuses, underground railways—in one controlling public body, the London Passenger Transport Board, and also the same body has control of those London road passenger-services not owned by the Board. The Act has now been fully operative for a little over a year, and is stated to have proved highly successful in its effects.

The immensity of the Board's task is apparent by consideration of a few figures. It caters for the transport needs of 9,400,000 people in a densely populated area of 2,000 square miles, and in doing so during 1933 conveyed 3,500,000,000 people. It has a staff of 72,000 people and capital of about £109,000,000.

##### (ii) *Irish Free State.*

*Road Transport Act, 1933.*—This Act is supplementary to the Road Transport Act, 1932, and provides for the control and licensing of commercial-goods transport by road on similar lines to the legislation in force in New Zealand. The licensing power is vested in the Minister of Industry and Commerce, and there is no right of appeal against the Minister's decisions. It is obligatory on a goods licensee to carry any goods tendered at reasonable reward and of the type and for the area specified in his license. Powers are inserted for the fixing of maximum charges by the Railway Rates Tribunal in the case of carrying companies and for the review of those charges by the Tribunal on the application of any authorized party. There are also provisions to facilitate the rationalization of goods and passenger road transport by compulsory transfer (with compensation) of licenses under certain conditions.

##### (iii) *Victoria, Australia.*

Reference was made in last year's report to the Transport Regulation Act, 1932 (Victoria), and there has now been passed the Transport Regulation Act, 1933. This provides, *inter alia*, for the licensing and control of commercial passenger and goods transport on the roads, the licensing being carried out by the Transport Regulation Board, and there being a right of appeal (but on points of law or fact only) to the Supreme Court. The Act also gives additional power to the Board to make recommendations to the Governor in Council concerning the closing or reopening of railway-lines.

## 12. ROAD TRAFFIC LEGISLATION.

During the past two decades, as the outcome of the rapid growth of motor traffic, a very great change has taken place in road traffic, necessitating frequent alterations in the laws and regulations.

Before the advent of the motor relatively few difficulties existed in the regulation of road traffic, and the powers vested in local bodies were apparently adequate to meet all reasonable requirements. The Municipal Corporations Act and Counties Act gave local authorities almost unlimited power to make by-laws with regard to road traffic, and, in so far as these by-laws applied to traffic which seldom proceed beyond the confines of the local authority, the question of uniformity of application throughout the Dominion did not arise.

The rapid development of motor traffic with the consequential improvement in highways brought about new conditions which called for laws of general application, and resulted in the passing of the Motor-vehicles Act, 1924, an Act to provide for the registration, licensing, and regulation of the use of motor-vehicles.

A perusal of this Act will indicate that its intention was clearly to provide a law of universal application in respect of the use of motor-vehicles, whilst at the same time being sufficiently flexible to provide for any special conditions that may exist in any part of the Dominion.

It had become apparent at that time that local-body boundaries had no significance in the scope of operation of motor-vehicles, and what applied in 1924 applies with infinitely greater force to-day, when the enormous increase in motor-vehicles and the standard of roads are taken into account. Motor traffic is now Dominion-wide in its extent, and has developed to such a degree that steps should be taken to review both the national and local-body laws that are in existence applying to road traffic.

Although very full powers are vested in the Government under the Motor-vehicles Act, 1924, local authorities still have independent powers under the Public Works Act, the Municipal Corporations Act, and the Counties Act to make by-laws. These latter powers have been availed of, and most local authorities have enacted by-laws dealing with motor traffic, with the result that considerable confusion exists in the mind of the road user as to what the legal position may be.

The time has therefore arrived when the regulation of road traffic should be covered by a universal set of enactments with provisions to enable local authorities to have special circumstances provided for where justified.

Suitable proposals are now in draft form, and are being circulated to local authorities and other interested sections of the community in order that all may have the opportunity to express their views and offer suggestions before the legislation is finally prepared for submission to Parliament.

A wide variety of subjects are being dealt with, some of the most interesting being those of speed, trailers, the onus of proof in Court cases, pedestrian and other traffic in relation to motor traffic, drivers' licenses, procedure in connection with prosecutions, amendments to definitions, license fees, and tractors.

## 13. OVERSEA MECHANICAL TRANSPORT COUNCIL.

The Overseas Mechanical Transport Council, London, was established in 1929 to undertake the design, development, and tests of a special motor-vehicle which would be suitable for the transport of relatively heavy loads upon the unmetalled roads of the overseas dominions.

As half of the funds available came from the Empire Marketing Board as a pound-for-pound subsidy on contributions from the respective Governments of the Empire, the disbanding of this Board in 1933 was a matter for grave concern, and consequently the past year has been a difficult one for the Council. However, notwithstanding the world-wide financial depression, sufficient money was contributed to enable the Council, through its Directing Committee, to complete two 15 ton tractor-trailer units, but it has not been possible to simultaneously finance the development of the proposed 30 ton pay-load unit.

In each of the earlier annual reports of this Department reference has been made to the steady progress of the former unit, which carries a pay-load of up to 20 tons on 24 pneumatic tires at a speed of between twenty and twenty-eight miles per hour.

One of the two units has a petrol engine and the other is equipped with a heavy-oil engine. The former unit, the first to be completed, was shipped to the Gold Coast, Africa, and commenced its official trials in March, 1933 in competition with that State's ordinary 2 ton and 5 ton pay-load motor-trucks drawing trailers. These trials proved so satisfactory throughout the dry and the rainy seasons (two and a half months of the former and five months of the latter) over a distance of between eight and nine thousand miles with shade temperatures up to 104° F. that the Gold Coast Government purchased the complete unit.

The second experimental unit, incorporating certain improvements suggested after experience with the No. 1 unit, was shipped to South Australia in March last after undergoing severe tests in England. In this connection special mention should perhaps be made of the practically perfect "tracking" of the trailers in relation to the tractor—a feature of considerable interest and importance to both the operator and the road authority, and achieved through special steering qualities in the bogies of the trailers. Even at comparatively high speed "weaving" was not encountered, and the driver was able to steer the tractor closely round an obstacle and confident that the trailers in turn would do likewise. The circling and figure 8 tests in sand clearly showed that the wheels of the trailers did not at any time run outside of the marks made by the tires of the tractor, the track of which was only 5 in. wider than that of the trailers.

Information regarding the official trials in Australia will no doubt be available within a few months; and the figures showing actual costs per ton-mile for back country transport in South Australia are likely to be of special interest to those who are concerned in the transport of timber, coal, wool, or grain in this Dominion.

The Oversea Mechanical Transport Council recently offered for exhibition purposes and the Transport Department has accepted a moving-picture film of the test performances and manœuvres of this special tractor-trailer unit, but it is not yet possible to state when the film will be received.

Many readers of this report will be disappointed to learn that advice has just been received from the Council that, owing to a general lack of financial support, it will not be possible to continue publishing the *Oversea Mechanical Transport Bulletin*, and the issue of April, 1934, is therefore the last of the series.

This Department, like many more throughout the Empire, deeply regrets that such action has been necessary.

The *Bulletin* was of inestimable value, particularly to the technical officers, hence, as there is nothing of a similar nature available to take its place, the future cost to Government Departments attempting to keep abreast of the times in road construction and maintenance, in plant and vehicle design, also in the sphere of land transport in general cannot be reliably estimated.

#### 14. TIRE LOADING.

It is generally known by those directly connected with road transport vehicles that pneumatic and other types of rubber tires give safer, better, and cheaper service when they are used within the limits of load and at the appropriate air pressure recommended by the Society of Motor Manufacturers and Traders, England, or by the corresponding standard tables of the Tire and Rim Association, United States of America.

The majority of the agents in this Dominion representing overseas manufacturers of tires or chassis readily pass this information on, or, after ascertaining the weight of the actual loads carried on a given vehicle, they refer to such tables and give a specific recommendation therefrom to the operator who is seeking advice on tire equipment. Again, many vehicle operators and other motorists have learned by experience that it is not in their best interest to operate a vehicle regularly with "overloaded" tires.

With such unbiased, helpful, widely recognized, and authoritative recommendations available as a guide to all concerned, the Transport Department, whose duty it is, by the Transport Licensing Act, 1931, to direct both passenger and licensed goods transport in the interest of public safety and toward economy, thought it reasonable to adopt, more or less, these recommended schedules for purposes of checking the load-limit figures as given by the manufacturer or by his local agent to chassis intended for passenger service.

However, before making any decision thereon, it was deemed prudent to first fully state the position and proposal for simultaneous consideration by the English Society and the American Association, and also to allow passenger-vehicle owners a liberal overload margin on the respective schedules (which, in general, are in close agreement) until such time as a definite understanding and agreement was reached.

Correspondence with this end in view has been conducted throughout the past three years, and in view of information recently to hand it can now be stated for the guidance of all concerned, including road-controlling authorities, that for public passenger vehicles at least the above tire load and inflation tables without overload are definitely recommended.

The Department in general intends to give effect to this positive recommendation at an early date in all cases where the tires of the passenger-service vehicles are of that type and construction which is covered by such schedules. Special consideration, however, and as provided in the Passenger-service Vehicle (Constructional) Regulations, 1933, may be given by the Commissioner of Transport to any individual case where special or exceptional circumstances justify some differential treatment in the nature of an overload allowance.

#### 15. THE COMPRESSION-IGNITION ENGINE.

The heavy-oil or compression-ignition—so called "Diesel"—engine had become well established in the field of road transport in England and elsewhere by the end of the year 1932. Throughout the past year its growth has been continuous and far-reaching and is now universally recognized in all countries.

Statements regarding the capabilities and performances of motor-vehicles equipped with compression-ignition engines and information concerning new records achieved in both speed and low-operating cost by specially designed railway units fitted with such engines are now a common feature of technical publications, and to-day appear also in some one or another attractive form in the popular non-technical magazines and journals for the enlightenment of children or adults.

To gauge the development of the heavy-oil engine in Great Britain one naturally turns to the schedules as published from time to time by the Society of Motor Manufacturers and Traders, England. A comparison of the position as disclosed in the autumn issues of 1932 and 1933 respectively (the latter is dated November, 1933, and is the latest available) shows that—

- (a) Of the fifty-two separate makes of goods-vehicles, of 1 ton capacity or more, listed in 1932 only eighteen were offered with compression-ignition engines, being approximately 35 per cent. of the total.
- (b) Whereas the number of separate makes listed in the 1933 issue was twenty-one only, no less than thirteen of these were offered with compression-ignition engines—that is approximately 62 per cent. of the manufacturers of goods-vehicles recorded therein were equipping their chassis with heavy-oil engines.

No explanation is tendered as to why the 1933 total of makers of goods vehicles of 1 ton or more rated pay-load is less than 50 per cent. of those listed in 1932. However, notwithstanding this factor, the thirteen manufacturers (makes) in the 1933 schedule collectively offered ninety models with compression-ignition engines against the sixty-eight models listed by the eighteen in 1932, or, in other words, the compression-ignition engined goods models in 1933 show a percentage increase of 33 per cent. on the corresponding figures for 1932.

In the passenger-vehicle group the growth of the compression-ignition-engined unit is even better, in that twenty-five manufacturers offered vehicles of eight-passenger capacity or more in 1932, and, of these twenty-five makers, five offered sixteen models with compression-ignition engines; while the 1933 schedule shows nineteen manufacturers competing in the over eight passenger group, of which number ten makers offered thirty-seven models with compression-ignition engines.

The respective percentages (approximately) are, therefore,—

- (a) Twenty per cent. of the makers listed in 1932 offered compression-ignition-engined vehicles for passenger-service, whereas over 50 per cent. of the 1933 makers did so;
- (b) The number of makers listing compression-ignition-engined passenger vehicles in 1933 was 100 per cent. on the 1932 figures; and
- (c) The number of models offered in 1933 was 231 per cent. of the number for 1932.

A further indication of the trend and growth of the compression-ignition engine in the sphere of road transport is obtained from a comparison of the exhibits in the heavy-vehicle section of the last two Olympic Commercial Motor Shows, held in London in 1931 and in November last.

It has been reported that in the over 3 ton pay-load group the respective approximate percentages of compression-ignition engines to total exhibits in this group were 10 per cent. in 1931 and 70 per cent. in 1933.

The omnibus fleet of the London Passenger Transport Board, including those at present on order, comprises 5,253 vehicles, and of these 596 have compression-ignition engines.

The *Oversea Mechanical Transport Bulletin* of April, 1934 (Abstract 1326), refers to an article published in *Oil Engine*, November, 1933 (Temple Press, Ltd., 5 Rosebery Avenue, London, E.C. 1), concerning exhibits shown at the Public Works Roads and Transport Exhibition in London, and states that the advance in popular favour which has been achieved by the oil-engine is clearly shown in the road-roller section, in that thirteen of the total of eighteen exhibits were of the oil-engined type, while three only were petrol-engined, and the remaining two were fitted with steam-engines.

It is significant that some chassis manufacturers now schedule the compression-ignition-engined chassis as standard production and the petrol-engine is offered as an alternative at a reduction in list price, whereas formerly the heavy-oil engine was shown as an alternative to the standard petrol-engine at an increased cost.

It is now admitted on all sides that the compression-ignition engine is establishing itself on performance in fair and open competition with all other types of power units, and for heavy-duty service in particular merits every consideration.

16. APPENDIX.

TABLE No. 1.—MOTOR-VEHICLE REGISTRATIONS, 1925-1933.

TABLE SHOWING THE TOTAL NUMBER OF VEHICLES REGISTERED UNDER THE MOTOR-VEHICLES ACT, 1924, AT 31ST DECEMBER IN THE YEARS 1925 TO 1933.

(N.B.—Dormant, but not cancelled, Registrations are included in this Table.)

31st December,	Cars.	Trucks (classified according to Pay-load Capacity).								Omnibuses.	Traction Engines.	Trailers.		Tractors.	Others.	Motor-cycles.	Grand Total.	
		Not more than 1-ton.	Over 1-ton and not more than 2-ton.	Over 2-ton and not more than 3-ton.	Over 3-ton and not more than 4-ton.	Over 4-ton and not more than 5-ton.	Over 5-ton and not more than 6-ton.	Over 6-ton.	Total.			Three or More Wheels.	Two Wheels.					
1925	..	81,662	9,671	2,077	879	713	268	48	17	13,673	1,285	386	198	291	193	369	25,339	123,396
1926	..	101,462	13,056	2,827	1,155	824	314	48	27	18,251	1,590	465	241	432	328	455	32,101	155,325
1927	..	111,641	15,601	3,643	1,322	850	340	41	18	21,815	1,143	477	314	535	345	422	34,593	171,285
1928	..	125,656	17,057	4,302	1,465	866	347	48	21	24,106	1,190	421	269	689	422	460	36,116	189,329
1929	..	143,814	18,792	6,453	1,668	852	349	51	24	28,189	1,271	372	262	945	449	501	37,349	213,152
1930	..	154,634	19,839	8,034	1,798	872	350	51	23	30,967	1,308	305	259	1,279	464	503	37,404	227,123
1931	..	153,265	23,283	8,542	1,757	829	321	44	21	34,797	1,234	282	271	1,886	657	468	35,413	228,273
1932	..	151,356	22,495	8,661	1,737	757	298	41	20	34,009	1,204	268	253	2,457	707	474	33,182	223,910
1933*	..	129,173	†	†	†	†	†	†	†	35,766‡	1,025	†	†	†	†	†	23,020	188,984

\* Licensed vehicles only, dormant registrations not included. † Separate figures not available. ‡ Includes trailers, traction-engines, and tractors.

TABLE No. 2.—MOTOR-VEHICLE REGISTRATIONS, BY HIGHWAY DISTRICTS.

TABLE SHOWING, ACCORDING TO HIGHWAY DISTRICTS, THE NUMBER OF MOTOR-CARS, OMNIBUSES, AND MOTOR-TRUCKS (INCLUDING DORMANT, BUT NOT CANCELLED, REGISTRATIONS) REGISTERED AT 31ST DECEMBER IN THE YEARS 1928, 1929, 1930, 1931, 1932, AND 1933.

Highway District.	District No.	Motor-cars.				Omnibuses.				Motor-trucks.						
		1929.	1930.	1931.	1932.	1933.*	1929.	1930.	1931.	1932.	1933.	1929.	1930.	1931.	1932.	1933.†
Auckland North	1	6,310	6,863	7,122	5,870	4,387	37	43	154	106	..	1,893	2,104	2,268	1,273	1,428
Auckland South	2	28,015	30,586	30,417	31,619	28,655	343	341	249	271	..	6,663	7,173	7,736	8,109	8,554
Tauranga ..	3	3,222	3,562	3,921	3,861	3,386	23	26	34	35	..	835	951	1,127	1,110	1,116
Gisborne ..	4	3,648	3,863	3,635	3,559	2,800	36	38	37	36	..	546	609	643	629	573
Hawke's Bay	5	9,834	10,382	10,092	9,789	8,096	72	75	66	65	..	1,896	2,072	2,542	2,472	2,469
King-country	6	1,826	1,989	2,254	2,146	1,762	28	30	18	17	Separate figures not available.	721	787	846	791	659
Taranaki ..	7	8,184	8,789	8,726	8,686	7,413	42	43	36	37		1,491	1,648	1,838	1,819	1,994
Wanganui	8	6,652	6,962	6,583	6,416	5,357	41	39	45	44		1,263	1,326	1,418	1,350	1,358
Wellington West	9	18,503	20,328	19,545	19,564	16,465	192	198	149	152	3,800	4,119	4,476	4,360	4,225	4,225
Wellington East	10	5,223	5,564	5,582	5,439	4,502	39	39	30	30	881	947	1,130	1,074	1,178	1,178
Nelson ..	11	4,513	4,892	4,948	4,924	4,271	49	49	48	49	778	902	1,051	1,054	1,239	1,239
West Coast	12	1,891	2,183	2,340	2,308	2,044	58	61	52	53	567	670	797	756	724	724
Canterbury North ..	13	1,416	1,499	1,619	1,585	1,146	10	11	10	10	226	268	379	361	309	309
Canterbury Central	14	15,475	16,528	16,490	16,360	14,549	72	72	62	63	..	2,339	2,605	2,974	2,919	3,395
Canterbury South ..	15	10,684	11,208	11,041	8,677	6,883	97	100	87	60	..	1,235	1,422	1,819	1,343	1,797
Otago Central	16	1,869	1,977	1,982	4,035	3,900	18	19	22	41	..	291	329	389	793	958
Otago South	17	8,485	9,028	8,779	8,606	7,114	67	73	67	67	..	1,707	1,832	1,931	1,897	1,999
Southland	18	8,064	8,431	8,189	8,002	6,443	47	51	68	68	..	1,057	1,203	1,433	1,449	1,791
Totals	..	143,814	154,634	153,265	151,446	129,173	1,271	1,308	1,234	1,204	..	28,189	30,967	34,797	33,559	35,766

\* Licensed vehicles only, dormant registrations not included.

† Includes tractors, traction-engines and trailers.

TABLE No. 3.—MOTOR-CYCLE REGISTRATIONS, BY HIGHWAY DISTRICTS.

TABLE SHOWING THE NUMBER OF MOTOR-CYCLES REGISTERED IN THE DOMINION, ACCORDING TO HIGHWAY DISTRICTS, AT 31ST DECEMBER, 1928, 1929, 1930, 1931, 1932, AND 1933.

Highway District.	District No.	1928.	1929.	1930.	1931.	1932.	1933.*
Auckland North ..	1	1,890	2,107	2,266	2,036	1,623	851
Auckland South ..	2	5,718	6,236	6,594	6,821	6,962	5,419
Tauranga ..	3	688	736	753	708	675	452
Gisborne ..	4	480	518	531	562	554	383
Hawke's Bay ..	5	2,108	2,036	1,871	1,860	1,724	1,081
King-country ..	6	375	404	416	443	428	334
Taranaki ..	7	2,650	2,759	2,782	2,423	2,248	1,417
Wanganui ..	8	1,706	1,696	1,598	1,341	1,230	846
Wellington West ..	9	4,617	4,614	4,526	4,347	4,008	2,773
Wellington East ..	10	939	946	934	749	661	487
Nelson ..	11	1,434	1,486	1,487	1,493	1,377	899
West Coast ..	12	632	657	641	733	686	443
Canterbury North ..	13	335	352	358	228	213	207
Canterbury Central ..	14	5,495	5,686	5,717	5,540	5,135	3,669
Canterbury South ..	15	2,583	2,622	2,555	2,278	1,616	1,172
Otago Central ..	16	373	371	379	315	698	638
Otago South ..	17	2,317	2,346	2,303	2,054	1,955	1,273
Southland ..	18	1,776	1,777	1,692	1,482	1,389	976
Totals ..	..	36,116	37,349	37,404	35,413	33,182	23,020

\* Licensed vehicles only, dormant registrations not included.



TABLE No. 4.—MOTOR-VEHICLES LICENSED AS AT 31ST MARCH, 1934.

TABLE SHOWING BY POSTAL DISTRICTS THE NUMBER OF MOTOR-VEHICLES LICENSED UNDER THE MOTOR-VEHICLES ACT, 1924, AS AT THE 31ST MARCH, 1934.

Postal District.	Cars.	Light Trucks (i.e., 2-tons and under Laden Weight).	Heavy Trucks (i.e., over 2-tons Laden Weight).	Total Trucks.	Omnibuses.	Taxis.	Service Cars.	Rental and Private-hire Cars.	Dealers' Cars.	Local Authority Road Vehicles.	Government Vehicles.	Dealers' Motor-cycles.	Motor-cycles.	Total.
North Island.														
Auckland ..	23,003	3,989	3,037	7,026	177	353	155	40	155	139	234	33	4,930	36,245
Thames ..	4,423	941	532	1,473	10	52	48	..	26	66	22	5	727	6,852
Hamilton ..	9,790	2,170	1,506	3,676	43	117	110	2	54	107	201	8	1,830	15,938
Gisborne ..	3,311	390	387	777	17	37	49	..	20	39	37	2	481	4,770
Napier ..	6,799	1,450	831	2,281	35	69	73	1	49	67	67	3	983	10,427
New Plymouth ..	7,385	1,192	893	2,085	7	43	57	4	75	77	55	13	1,498	11,299
Wanganui ..	5,119	863	545	1,408	4	55	50	4	37	60	41	7	854	7,639
Palmerston North	8,154	1,306	758	2,064	16	62	46	5	54	85	86	11	1,205	11,788
Wellington ..	13,799	2,311	1,714	4,025	85	228	52	19	137	128	223	10	2,488	21,194
Total ..	81,783	14,612	10,203	24,815	394	1,016	640	75	607	768	966	92	14,996	126,152
South Island.														
Nelson ..	2,771	533	361	894	8	46	75	2	17	20	41	5	673	4,552
Blenheim ..	1,584	352	146	498	..	20	15	..	13	25	10	..	362	2,527
Greymouth ..	1,460	275	243	518	9	32	26	2	9	33	51	1	375	2,516
Westport ..	488	136	105	241	..	12	12	2	3	16	2	..	106	882
Christchurch ..	17,696	3,035	1,603	4,638	33	163	72	35	114	130	182	18	4,146	27,227
Timaru ..	4,650	908	358	1,266	20	34	24	2	23	46	17	3	886	6,971
Oamaru ..	2,088	336	198	534	10	18	18	..	8	13	16	1	360	3,066
Dunedin ..	8,670	1,570	1,008	2,578	35	125	81	13	59	70	78	5	1,654	13,368
Invercargill ..	6,567	1,215	777	1,992	21	73	73	13	46	54	45	9	1,131	10,024
Total ..	45,974	8,360	4,799	13,159	136	523	396	69	292	407	442	42	9,693	71,133
Grand total	127,757	23,972	15,002	37,974	530	1,539	1,036	144	899	1,175	1,408	134	24,689	197,285

TABLE No. 5.—MOTOR TRANSPORT STATISTICS, 1933.

TABLE SHOWING THE MILEAGE COVERED BY THE VARIOUS TYPES OF MOTOR-VEHICLES FOR THE YEAR ENDED 31ST MAY, 1933, AND RELATING ONLY TO THOSE VEHICLES RE-LICENSED DURING THE PERIOD 1ST JUNE, 1933, TO 31ST JULY, 1933, FOR THE 1933-34 LICENSING YEAR.

Type No.	Vehicle.	Number of Vehicles in respect of which Figure re Mileage supplied.	Number of Vehicles in respect of which Information not available.	Total Number of Vehicles Licensed 1/6/33 to 31/7/33.	Total Vehicle-mileage in respect of Vehicles in Column (2).	Average Mileage per Vehicle. Column (5) divided by Column (2).
	(1.)	(2.)	(3.)	(4.)	(5.)	(6.)
1	Motor-cars .. ..	95,916	8,121	104,037	352,616,000	3,680
2	Light trucks .. ..	13,181	1,736	14,917	52,261,000	3,960
3	Heavy trucks .. ..	10,429	939	11,368	70,776,000	6,790
4	Omnibuses .. ..	435	34	469	9,657,000	22,200
5	Taxis .. ..	1,158	138	1,296	12,574,000	10,860
6	Service cars .. ..	582	47	629	11,421,000	19,620
7	Contract cars .. ..	130	9	139	791,000	6,080
8	Rental and private-hire cars	75	4	79	561,000	7,490
9	Local authority road vehicles	860	185	1,045	6,243,000	7,260
10	Government vehicles ..	1,135	58	1,193	8,537,000	7,520
11	Motor-cycles .. ..	13,246	1,694	14,940	34,753,000	2,620
	Totals ..	137,147	12,965	150,112	560,190,000	4,080

TABLE No. 6.—MOTOR TRANSPORT STATISTICS, 1933.

TABLE SHOWING THE VARIOUS OCCUPATIONS OF THE OWNERS OF MOTOR CARS, TRUCKS, AND CYCLES WHICH WERE LICENSED DURING THE PERIOD 1ST JUNE, 1933, TO 31ST JULY, 1933, FOR THE 1933-34 LICENSING YEAR.

—	Motor-cars.		Light Trucks.		Heavy Trucks.		Motor-cycles.		Total.	
		Per Cent.		Per Cent.		Per Cent.		Per Cent.		Per Cent.
Clerical occupations—										
Clerks .. .. .	4,353	4.2	54	0.4	13	0.1	1,300	8.7	5,720	3.9
Clergymen, ministers, and priests..	984	0.9	19	0.1	12	0.1	71	0.5	1,086	0.8
School-teachers .. .. .	2,048	2.0	12	0.1	1	0.0	207	1.4	2,268	1.6
Total clerical .. .. .	7,385	7.1	85	0.6	26	0.2	1,578	10.6	9,074	6.3
Professional occupations—										
Accountants .. .. .	1,009	1.0	9	0.1	1	0.0	37	0.2	1,056	0.7
Doctors .. .. .	1,057	1.0	11	0.1	7	0.1	12	0.1	1,087	0.8
Miscellaneous (five classes) ..	1,657	1.6	30	0.2	4	0.0	91	0.6	1,782	1.2
Total professional .. .. .	3,723	3.6	50	0.4	12	0.1	140	0.9	3,925	2.7
Wage-earners—										
Labourers .. .. .	3,417	3.3	640	4.3	137	1.2	2,430	16.3	6,624	4.5
Farm labourers .. .. .	1,457	1.4	126	0.8	28	0.3	1,754	11.7	3,365	2.3
Miscellaneous (eleven classes) ..	2,739	2.6	190	1.3	103	0.9	1,123	7.5	4,155	2.9
Total wage-earners .. .. .	7,613	7.3	956	6.4	268	2.4	5,307	35.5	14,144	9.7
Commerce, trade, or business—										
Agents .. .. .	2,187	2.1	89	0.6	67	0.6	111	0.7	2,454	1.7
Bakers .. .. .	702	0.7	860	5.8	60	0.5	121	0.8	1,743	1.2
Builders and contractors .. ..	2,106	2.0	630	4.2	1,251	11.0	246	1.6	4,233	2.9
Business-managers .. .. .	3,154	3.0	128	0.9	51	0.5	71	0.5	3,404	2.3
Butchers .. .. .	1,069	1.0	1,000	6.7	114	1.0	295	2.0	2,478	1.8
Carpenters .. .. .	897	0.9	178	1.2	27	0.2	505	3.4	1,607	1.1
Dealers .. .. .	626	0.6	247	1.7	150	1.3	63	0.4	1,086	0.8
Engineers .. .. .	2,175	2.1	225	1.5	130	1.1	421	2.8	2,951	2.0
Grocers .. .. .	675	0.6	448	3.0	106	1.0	135	0.9	1,364	0.9
Manufacturers .. .. .	1,344	1.3	328	2.2	663	5.8	112	0.8	2,447	1.7
Mechanics .. .. .	1,095	1.1	97	0.7	13	0.1	637	4.3	1,842	1.3
Merchants .. .. .	3,893	3.7	880	5.9	1,631	14.4	162	1.1	6,566	4.5
Salesmen .. .. .	1,334	1.3	166	1.1	22	0.2	216	1.4	1,738	1.2
Shopkeepers .. .. .	1,916	1.8	947	6.3	356	3.1	115	0.8	3,334	2.3
Miscellaneous (twenty-two classes)	4,940	4.8	882	5.9	150	1.3	1,099	7.4	7,071	4.9
Total commerce, &c. .. .. .	28,113	27.0	7,105	47.6	4,791	42.1	4,309	28.9	44,318	30.6
Farming—										
Farmers—Dairy .. .. .	16,975	16.3	2,637	17.7	1,265	11.1	1,242	8.3	22,119	15.2
Sheep .. .. .	8,952	8.6	752	5.0	388	3.4	340	2.3	10,432	7.2
Agriculture .. .. .	3,030	2.9	405	2.7	190	1.7	157	1.0	3,782	2.6
Others .. .. .	1,566	1.6	487	3.3	255	2.2	150	1.0	2,458	1.7
Orchardists .. .. .	641	0.6	290	1.9	97	0.9	55	0.4	1,083	0.7
Total farming .. .. .	31,164	30.0	4,571	30.6	2,195	19.3	1,944	13.0	39,874	27.4
Transport—										
Carriers .. .. .	795	0.7	485	3.3	3,010	26.5	105	0.7	4,395	3.0
Miscellaneous (three classes) ..	1,222	1.2	125	0.8	145	1.3	416	2.8	1,908	1.3
Total transport .. .. .	2,017	1.9	610	4.1	3,155	27.8	521	3.5	6,303	4.3
Others—										
Retired .. .. .	3,097	3.0	51	0.3	8	0.1	29	0.2	3,185	2.2
Local authorities and employees ..	886	0.8	498	3.3	419	3.7	134	0.9	1,937	1.3
Domestic duties .. .. .	15,478	14.9	563	3.8	221	1.9	107	0.7	16,369	11.3
Miscellaneous (seven classes) ..	1,012	1.0	54	0.4	20	0.2	70	0.5	1,156	0.8
Unspecified .. .. .	3,549	3.4	374	2.5	253	2.2	801	5.3	4,977	3.4
Total others .. .. .	24,022	23.1	1,540	10.3	921	8.1	1,141	7.6	27,624	19.0
Grand total .. .. .	104,037	100.0	14,917	100.0	11,368	100.0	14,940	100.0	145,262	100.0

TABLE No. 7.—MOTOR TRANSPORT STATISTICS, 1933.

TABLE SHOWING THE CLASSIFICATION OF THE VARIOUS MAKES OF MOTOR-VEHICLES WHICH WERE LICENSED DURING THE PERIOD 1ST JUNE, 1933, TO 31ST JULY, 1933, FOR THE 1933-34 LICENSING YEAR ((a) TYPE NUMBERS 1 TO 6).

Make.	Number.	Per Cent.	Make.	Number.	Per Cent.
<i>Type 1: Motor-cars.</i>			<i>Type 3: Heavy Trucks—continued.</i>		
1. Ford .. .. .	19,328	18·6	9. Leyland .. .. .	280	2·5
2. Chevrolet .. .. .	12,288	11·8	10. Dennis .. .. .	274	2·4
3. Austin .. .. .	7,417	7·1	11. Bedford .. .. .	263	2·3
4. Essex .. .. .	7,056	6·8	12. Republic .. .. .	262	2·3
5. Dodge .. .. .	6,693	6·4	13. Thornycroft .. .. .	198	1·7
6. Buick .. .. .	5,550	5·3	14. G.M.C. .. .. .	161	1·4
7. Chrysler .. .. .	3,527	3·4	15. Rugby .. .. .	125	1·1
8. Studebaker .. .. .	2,722	2·6	16. White .. .. .	107	0·9
9. Rugby .. .. .	2,305	2·2	17. Willys Knight .. .. .	105	0·9
10. Whippet .. .. .	2,275	2·2	18. Other makes (170) .. .. .	1,922	16·9
11. Overland .. .. .	2,188	2·1	19. Trailers .. .. .	99	0·9
12. Morris Cowley .. .. .	1,911	1·9	Total .. .. .	11,368	100·0
13. Plymouth .. .. .	1,676	1·6			
14. Nash .. .. .	1,522	1·5			
15. Morris Minor .. .. .	1,449	1·4	<i>Type 4: Omnibuses.</i>		
16. Singer .. .. .	1,394	1·4	1. Reo .. .. .	68	14·5
17. Hupmobile .. .. .	1,380	1·3	2. Stewart .. .. .	59	12·6
18. Hudson .. .. .	1,368	1·3	3. Leyland .. .. .	34	7·2
19. Pontiac .. .. .	1,352	1·3	4. Thornycroft .. .. .	31	6·6
20. Willys Knight .. .. .	1,280	1·2	5. Republic .. .. .	29	6·2
21. De Soto .. .. .	1,226	1·2	6. International .. .. .	23	4·9
22. Oldsmobile .. .. .	1,128	1·1	7. Dodge .. .. .	22	4·7
23. Standard .. .. .	1,081	1·0	8. White .. .. .	20	4·3
24. Oakland .. .. .	1,057	1·0	Other makes (38) .. .. .	183	39·0
Other makes (344) .. .. .	14,864	14·3			
Total .. .. .	104,037	100·0		469	100·0
<i>Type 2: Light Trucks.</i>					
1. Ford .. .. .	7,321	49·0	<i>Type 5: Taxis.</i>		
2. Chevrolet .. .. .	2,285	15·3	1. Chevrolet .. .. .	138	10·6
3. Dodge .. .. .	933	6·3	2. Dodge .. .. .	122	9·4
4. Rugby .. .. .	343	2·3	3. Hudson .. .. .	110	8·5
5. Buick .. .. .	257	1·7	4. Essex .. .. .	103	8·0
6. Morris .. .. .	255	1·7	5. Buick .. .. .	89	6·9
7. Whippet .. .. .	238	1·6	6. Whippet .. .. .	66	5·1
8. Austin .. .. .	215	1·4	7. Plymouth .. .. .	62	4·8
9. Studebaker .. .. .	137	0·9	8. Nash .. .. .	51	3·9
10. Overland .. .. .	130	0·9	9. Studebaker .. .. .	51	3·9
11. Morris Minor .. .. .	111	0·8	10. De Soto .. .. .	50	3·9
12. Hudson .. .. .	103	0·7	Other makes (65) .. .. .	454	35·0
13. Other makes (179) .. .. .	1,834	12·3			
14. Trailers .. .. .	755	5·1		1,296	100·0
Total .. .. .	14,917	100·0			
<i>Type 3: Heavy Trucks.</i>			<i>Type 6: Service Cars.</i>		
1. Chevrolet .. .. .	2,590	22·8	1. Hudson .. .. .	174	27·7
2. Ford .. .. .	2,181	19·2	2. Cadillac .. .. .	69	11·0
3. International .. .. .	958	8·4	3. Studebaker .. .. .	61	9·7
4. Reo .. .. .	466	4·1	4. Ford .. .. .	33	5·2
5. Graham .. .. .	428	3·8	5. Reo .. .. .	27	4·3
6. Morris .. .. .	348	3·1	6. Buick .. .. .	26	4·1
7. Stewart .. .. .	308	2·7	7. Chevrolet .. .. .	24	3·8
8. Dodge .. .. .	293	2·6	8. Willys Knight .. .. .	20	3·2
			Other makes (45) .. .. .	195	31·0
				629	100·0

TABLE No. 8.—MOTOR TRANSPORT STATISTICS, 1933.

TABLE SHOWING THE CLASSIFICATION OF THE VARIOUS MAKES OF MOTOR-VEHICLES WHICH WERE LICENSED DURING THE PERIOD 1ST JUNE, 1933, TO 31ST JULY, 1933, FOR THE 1933-34 LICENSING YEAR ((b) TYPE NUMBERS 7 TO 11 AND ALL TYPES).

Make.	Number.	Per Cent.	Make.	Number.	Per Cent.
<i>Type 7 : Contract Cars.</i>			<i>Type 10 : Government Vehicles—continued.</i>		
1. Ford .. .. .	33	23·8	3. Morris .. .. .	69	5·8
2. Chevrolet .. .. .	31	22·3	4. Albion .. .. .	57	4·8
3. Hudson .. .. .	7	5·0	Other (59 makes) .. .. .	333	27·9
4. Buick .. .. .	7	5·0			
5. Dodge .. .. .	5	3·6		1,193	100·0
Other (35 makes) .. .. .	56	40·3			
	139	100·0	<i>Type 11 : Motor-cycles.</i>		
<i>Type 8 : Rental and Private-hire Cars.</i>			1. B.S.A. .. .. .	2,429	16·3
1. Morris Minor .. .. .	12	15·2	2. Harley-Davidson .. .. .	1,979	13·2
2. Essex .. .. .	9	11·4	3. Indian .. .. .	1,761	11·8
3. Packard .. .. .	7	8·8	4. A.J.S. .. .. .	1,612	10·8
4. Buick .. .. .	6	7·6	5. Triumph .. .. .	1,383	9·3
5. Dodge .. .. .	5	6·3	6. Douglas .. .. .	1,134	7·6
6. Morris Cowley .. .. .	4	5·1	7. Ariel .. .. .	896	6·0
7. Ford .. .. .	4	5·1	8. Norton .. .. .	413	2·8
8. Studebaker .. .. .	4	5·1	9. Royal Enfield .. .. .	266	1·8
9. Austin .. .. .	4	5·1	10. Raleigh .. .. .	247	1·6
Other (16 makes) .. .. .	22	30·3	11. Rudge (four types) .. .. .	244	1·6
	79	100·0	12. Excelsior .. .. .	243	1·6
<i>Type 9 : Local Authority Road Vehicles.</i>			13. Francis Barnett .. .. .	238	1·6
1. Ford .. .. .	228	21·8	14. Matchless .. .. .	233	1·6
2. Fordson .. .. .	97	9·3	15. New Hudson .. .. .	209	1·4
3. McCormick-Deenning .. .. .	89	8·5	Other (91 makes) .. .. .	1,653	11·0
4. Chevrolet .. .. .	69	6·6		14,940	100·0
5. Leyland .. .. .	57	5·5	<i>All Types of Vehicles.</i>		
6. Thornycroft .. .. .	42	4·0	1. Ford .. .. .	29,714	19·8
7. Dennis .. .. .	38	3·6	2. Chevrolet .. .. .	17,447	11·6
8. International .. .. .	33	3·2	3. Dodge .. .. .	8,124	5·4
9. Case .. .. .	29	2·8	4. Austin .. .. .	7,883	5·3
10. White .. .. .	26	2·5	5. Essex .. .. .	7,278	4·8
11. Morris .. .. .	25	2·4	6. Morris (all types) .. .. .	5,997	4·0
Other (76 makes) .. .. .	248	23·7	7. Buick .. .. .	5,968	4·0
Trailers .. .. .	64	6·1	8. Chrysler .. .. .	3,659	2·4
	1,045	100·0	9. Studebaker .. .. .	3,023	2·0
<i>Type 10 : Government Vehicles.</i>			10. Rugby .. .. .	2,786	1·9
1. Ford .. .. .	550	46·1	11. Whippet .. .. .	2,714	1·8
2. Austin .. .. .	184	15·4	12. B.S.A. .. .. .	2,441	1·6
			13. Overland .. .. .	2,336	1·6
			Other (500 to 600 makes) .. .. .	50,752	33·8
				150,112	100·0

TABLE No. 9.—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, 1934.										Total since Inception of Petrol-tax up to 31st March, 1934.	
	Amount of Tax, Quarter ended											
	June.		September.		December.		March.		Total.			
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Wellington City ..	3,803	7 7	3,535	15 2	4,678	13 10	4,609	7 4	16,627	3 11	87,965	2 1
Auckland City ..	3,582	4 3	3,330	3 2	4,406	12 6	4,341	6 8	15,660	6 7	83,904	8 2
Christchurch City..	3,066	3 3	2,850	8 3	3,771	16 2	3,715	18 5	13,404	6 1	71,702	11 4
Dunedin City ..	2,325	11 10	2,161	19 0	2,860	16 1	2,818	8 3	10,166	15 2	54,594	14 0
Wanganui City ..	832	14 5	774	2 7	1,024	7 4	1,009	3 9	3,640	8 1	20,021	3 7
Palmerston Nth. City	725	9 10	674	8 10	892	9 1	879	4 7	3,171	12 4	16,535	15 10
Mount Albert ..	703	14 2	654	3 10	865	13 3	852	16 8	3,076	7 11	16,324	13 10
Invercargill City ..	700	7 2	651	1 5	861	10 9	848	15 5	3,061	14 9	16,263	14 5
Mount Eden ..	675	4 6	627	14 3	830	12 5	818	6 3	2,951	17 5	15,940	10 5
Timaru ..	579	14 5	538	18 7	713	2 10	702	11 5	2,534	7 3	13,414	5 4
New Plymouth ..	547	17 9	509	6 9	673	19 7	663	19 10	2,395	3 11	12,599	11 0
Napier ..	546	4 3	507	15 7	671	18 4	661	19 3	2,387	17 5	12,966	1 10
Hamilton ..	521	1 7	484	8 3	641	0 3	631	10 1	2,278	0 2	12,214	8 8
Lower Hutt ..	485	17 11	451	14 2	597	14 4	588	17 3	2,124	3 8	10,552	0 9
Gisborne ..	484	4 5	450	2 11	595	13 2	586	16 7	2,116	17 1	11,278	2 3
Hastings ..	410	9 11	381	12 3	504	19 5	497	9 9	1,794	11 4	9,190	2 3
Onehunga ..	376	19 9	350	9 3	463	14 11	456	17 6	1,648	1 5	8,941	8 1
Petone ..	374	6 1	347	19 4	460	9 0	453	12 6	1,636	6 11	8,707	9 10
Nelson City ..	370	5 8	344	4 7	455	10 1	448	15 1	1,618	15 5	8,636	16 7
Devonport ..	349	16 11	325	4 7	430	7 2	423	19 7	1,529	8 3	8,297	13 9
Masterton ..	293	4 3	272	11 7	360	13 10	355	6 11	1,281	16 7	6,890	17 10
St. Kilda ..	279	16 2	260	2 5	344	4 1	339	2 1	1,223	4 9	6,595	17 6
One Tree Hill ..	271	8 7	252	6 7	333	17 11	328	19 0	1,186	12 1	4,560	0 4
Whangarei ..	259	14 1	241	8 7	319	9 5	314	14 9	1,135	6 10	5,963	7 11
Oamaru ..	256	7 0	238	6 3	315	7 0	310	13 6	1,120	13 9	6,057	18 9
Takapuna ..	235	18 2	219	6 3	290	4 0	285	18 1	1,031	6 6	5,568	5 6
Greymouth ..	211	9 0	196	11 5	260	2 2	256	5 2	924	7 9	4,236	12 6
Totals ..	23,269	12 11	21,632	5 10	28,624	18 11	28,200	15 8	101,727	13 4	539,922	14 4

TABLE No. 10.—TAXATION OF MOTOR-VEHICLES, 1923-1934.

TABLE SHOWING THE ANNUAL YIELD FOR THE YEARS ENDED 31ST MARCH, 1923 TO 1934, 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	178,000‡	57,000‡	1,597	3,139,562
Totals up to 31st March, 1934	8,434,867	1,739,359	9,133,534	3,184,188	1,596,396	462,169	1,597	24,552,110

\* 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. 11.—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 1933.

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 <sup>3</sup> / <sub>4</sub> *				17,456 <sup>1</sup> / <sub>4</sub>	44,244	5,095 <sup>1</sup> / <sub>2</sub>	13,631 <sup>1</sup> / <sub>2</sub>	62,971
1923 ..	27,815 <sup>1</sup> / <sub>2</sub> *				17,791 <sup>1</sup> / <sub>2</sub>	45,607	5,377 <sup>1</sup> / <sub>2</sub>	13,613	64,597 <sup>1</sup> / <sub>2</sub>
1924 ..	28,553 <sup>1</sup> / <sub>4</sub> *				17,222 <sup>3</sup> / <sub>4</sub>	45,776	5,218 <sup>1</sup> / <sub>4</sub>	13,630 <sup>1</sup> / <sub>2</sub>	64,624 <sup>3</sup> / <sub>4</sub>
1925 ..	58 <sup>3</sup> / <sub>4</sub>	639	28,243 <sup>3</sup> / <sub>4</sub>	458 <sup>1</sup> / <sub>4</sub>	16,748	46,147 <sup>3</sup> / <sub>4</sub>	5,181 <sup>1</sup> / <sub>2</sub>	15,676 <sup>3</sup> / <sub>4</sub>	67,006
1926 ..	97 <sup>3</sup> / <sub>4</sub>	836	28,981 <sup>1</sup> / <sub>2</sub>	340 <sup>1</sup> / <sub>4</sub>	16,521 <sup>3</sup> / <sub>4</sub>	46,777 <sup>1</sup> / <sub>4</sub>	5,009 <sup>3</sup> / <sub>4</sub>	15,792 <sup>1</sup> / <sub>2</sub>	67,579 <sup>1</sup> / <sub>2</sub>
1927 ..	133	1,012	29,726 <sup>1</sup> / <sub>2</sub>	373 <sup>1</sup> / <sub>2</sub>	16,107 <sup>1</sup> / <sub>4</sub>	47,352 <sup>1</sup> / <sub>4</sub>	5,093	15,795	68,240 <sup>1</sup> / <sub>4</sub>
1928 ..	217	1,262 <sup>1</sup> / <sub>2</sub>	30,669 <sup>3</sup> / <sub>4</sub>	129 <sup>1</sup> / <sub>4</sub>	15,381 <sup>1</sup> / <sub>4</sub>	47,659 <sup>3</sup> / <sub>4</sub>	5,040 <sup>1</sup> / <sub>2</sub>	15,669 <sup>1</sup> / <sub>4</sub>	68,369 <sup>1</sup> / <sub>2</sub>
1929 ..	254	1,472	31,334	125 <sup>3</sup> / <sub>4</sub>	15,135 <sup>1</sup> / <sub>4</sub>	48,321	5,399 <sup>3</sup> / <sub>4</sub>	15,197 <sup>1</sup> / <sub>2</sub>	68,918 <sup>1</sup> / <sub>4</sub>
1930 ..	306	1,724 <sup>3</sup> / <sub>4</sub>	32,352 <sup>1</sup> / <sub>2</sub>	83	14,600 <sup>1</sup> / <sub>4</sub>	49,066 <sup>1</sup> / <sub>2</sub>	5,375	16,506 <sup>1</sup> / <sub>4</sub>	70,947 <sup>3</sup> / <sub>4</sub>
1931 ..	339 <sup>1</sup> / <sub>2</sub>	1,892 <sup>3</sup> / <sub>4</sub>	32,855 <sup>1</sup> / <sub>2</sub>	116	14,374 <sup>1</sup> / <sub>2</sub>	49,578 <sup>1</sup> / <sub>4</sub>	5,642 <sup>1</sup> / <sub>4</sub>	16,923 <sup>1</sup> / <sub>2</sub>	72,144
1932 ..	336 <sup>3</sup> / <sub>4</sub>	2,118 <sup>1</sup> / <sub>2</sub>	33,536 <sup>1</sup> / <sub>2</sub>	88 <sup>1</sup> / <sub>2</sub>	14,195 <sup>3</sup> / <sub>4</sub>	50,276	5,808	16,418	72,502
1933 ..	344	2,320	34,848	80 <sup>1</sup> / <sub>2</sub>	13,300 <sup>1</sup> / <sub>2</sub>	50,893	5,876 <sup>1</sup> / <sub>4</sub>	17,474	74,243 <sup>1</sup> / <sub>4</sub>

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

TABLE No. 12.—LENGTH OF BRIDGES.

TABLE SHOWING THE LENGTHS OF THE VARIOUS KINDS OF BRIDGES IN THE DOMINION AT 31ST MARCH IN THE YEARS 1923 TO 1933.

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.
		Ft.		Ft.		Ft.		Ft.		Ft.		Ft.
1923 ..	*	*	*	*	*	*	*	*	*	*	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

\* Detailed figures not available.      † 30 ft. and over in length.      ‡ Classification altered 1932.

TABLE No. 13.—TRANSPORT LICENSING ACT, 1931.  
TABLE SHOWING THE POSITION WITH RESPECT TO APPLICATIONS FOR PASSENGER-SERVICE LICENSES FOR YEAR ENDED 31ST MARCH, 1934.

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.				Number of Vehicles authorized to be used under Passenger-service License.			
	Total. Temporary. Seasonal.			Granted.				Refused.				Continous. Seasonal. Temporary. Total.				Continous. Seasonal. Temporary. Total.				Continous. Seasonal. Temporary. Total.							
				Continous. Seasonal. Temporary. Total.				Continous. Seasonal. Temporary. Total.																			
Auckland Metropolitan District	35	1	158	194	31	158	190	1	..	..	..	1	2	..	2	2	1	..	..	..	1	20	1	158	179	*	
Wellington Metropolitan District	11	1	..	12	11	..	12	..	..	..	..	..	..	..	..	..	..	..	..	..	11	11	1	..	12	*	
Christchurch Metropolitan District	9	3	7	19	9	3	19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8	3	7	18	*	
Dunedin Metropolitan District†	20	1	9	30	20	1	30	..	..	..	..	..	..	..	..	..	..	..	..	..	20	1	1	9	30	*	
Central Licensing Authority	104	1	..	105	79	..	79	15	1	..	16	..	4	6	..	6	4	6	..	..	79	79	..	..	79	*	
No. 1 Licensing Authority	55	1	50	106	46	1	50	97	3	..	3	3	3	3	3	3	3	3	46	1	50	46	1	50	97	118	
No. 2 Licensing Authority	89	6	226	421	79	5	218	302	7	..	7	14	3	3	3	3	1	1	74	4	218	74	4	218	296	512	
No. 4 Licensing Authority	83	1	171	255	73	1	166	240	10	..	5	15	3	2	3	2	..	..	72	1	166	72	1	166	239	260	
No. 5 Licensing Authority	56	4	123	183	52	4	122	178	2	..	1	3	2	..	..	..	..	..	52	4	122	52	4	122	178	172	
No. 6 Licensing Authority	92	2	239	333	84	2	233	319	6	..	6	12	1	1	1	1	1	1	71	1	233	71	1	233	305	263	
No. 7 Licensing Authority	78	6	180	264	71	3	179	253	1	1	1	3	..	6	6	2	8	71	3	179	71	3	179	253	144	144	
No. 8 Licensing Authority	27	..	106	133	26	..	100	126	1	..	6	7	..	..	..	..	..	26	..	100	26	..	..	100	126	122	
No. 9 Licensing Authority	52	5	157	214	39	2	156	197	3	..	1	4	10	3	13	13	..	34	1	156	34	1	156	191	145	145	
No. 10 Licensing Authority	48	1	357	406	44	1	357	402	2	..	..	2	1	1	1	1	1	44	1	357	44	1	1	357	402	106	106
Totals ..	759	33	1,783	2,675	664	25	1,755	2,444	51	2	27	80	26	3	1	30	18	3	628	22	1,755	628	22	1,755	2,405	1,842	1,842

\* Vehicles used by operators in the North and South Island Central and Metropolitan districts are included in the other district figures according to where the vehicles are garaged.

† Not available.

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

TRAFFIC AND FINANCIAL STATISTICS (NORTH ISLAND), BY TRANSPORT DISTRICTS, FOR YEAR ENDED 31ST MARCH, 1934.—(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, 1934.	North Island Total for Year ended 31st March, 1933.
Traffic statistics—								
Vehicle journeys .. ..	..	56,104	666,155	223,675	65,483	293,361	1,304,778	1,192,509
Vehicle-miles .. ..	..	316,047	3,925,164	1,133,725	303,018	1,724,535	7,402,489	7,741,764
Empty trips .. ..	..	2,455	8,109	8,357	1,133	3,292	23,346	21,697
Passengers .. ..	..	433,970	7,436,072	1,624,364	512,638	2,685,064	12,692,108	12,328,645
Operating-expenses—	£	£	£	£	£	£	£	£
Vehicle-running costs (petrol, lubricants, tires, repairs, maintenance, depreciation)	..	6,404	84,931	23,819	6,914	47,381	169,449	184,605
Vehicle standing charges (license fees, wages and drawings in lieu of wages, insurance, garage fees)	..	5,303	66,450	17,365	5,181	29,154	123,453	125,363
General overhead charges (management and office expenses, interest, advertising, &c.)	..	1,298	12,012	5,346	845	8,733	28,234	35,668
Totals .. ..	..	13,005	163,393	46,530	12,940	85,268	321,136	345,636
Revenue—	£	£	£	£	£	£	£	£
Passenger revenue .. ..	..	11,676	160,615	46,957	11,417	81,162	311,827	329,997
Mail-contract revenue .. ..	..	1,076	1,507	330	491	1,043	4,431	3,471
Newspaper revenue .. ..	..	255	366	125	233	182	1,161	1,215
Goods and parcels revenue .. ..	..	848	935	1,043	1,099	1,458	5,383	6,392
Other revenue .. ..	..	37	2,589	1,090	812	1,244	5,772	6,983
Totals .. ..	..	13,876	166,012	49,545	14,058	85,089	328,574	348,058
Profits .. ..	£	£	£	£	£	£	£	£
Losses .. ..	..	1,189	4,350	3,729	1,145	3,416	13,829	..
Net profits .. ..	..	871	2,619	3,015	1,117	..	7,443	2,422
Net loss .. ..	..	..	..	..	..	179	..	..

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

TRAFFIC AND FINANCIAL STATISTICS (NORTH ISLAND), BY TRANSPORT DISTRICTS, FOR YEAR ENDED 31ST MARCH, 1934.—(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, 1934.	North Island Total for Year ended 31st March, 1933.
Traffic statistics—								
Vehicle journeys .. ..	10,710	8,281	12,295	76,463	10,151	42,312	160,212	188,137
Vehicle-miles .. ..	1,014,220	244,055	466,242	1,508,572	271,406	980,178	4,484,673	6,313,641
Empty trips .. ..	703	575	671	6,858	2,178	4,441	15,426	15,382
Passengers .. ..	43,071	15,927	40,296	533,982	25,439	72,445	731,160	666,110
Operating-expenses—	£	£	£	£	£	£	£	£
Vehicle-running costs (petrol, lubricants, tires, repairs, maintenance, depreciation)	14,193	4,910	7,300	21,599	4,197	14,623	66,822	100,248
Vehicle standing charges (license fees, wages, drawings in lieu of wages, insurance, garage fees)	8,098	2,350	3,823	12,077	2,204	9,009	37,561	57,830
General overhead charges (management and office expenses, interest, advertising, &c.)	4,198	476	644	5,241	247	2,424	13,230	29,003
Totals .. ..	26,489	7,736	11,767	38,917	6,648	26,056	117,613	187,081
Revenue—	£	£	£	£	£	£	£	£
Passenger revenue .. ..	23,315	5,864	9,054	34,323	4,185	14,781	91,522	152,521
Mail-contract revenue .. ..	167	1,201	1,521	3,439	1,480	3,821	11,629	12,979
Newspaper revenue .. ..	1,274	203	808	368	103	3,409	6,165	6,747
Goods and parcels revenue .. ..	2,544	754	831	2,810	1,356	3,822	12,117	13,812
Other revenue .. ..	30	316	107	289	119	1,056	1,917	2,416
Totals .. ..	27,330	8,338	12,321	41,229	7,243	26,889	123,350	188,475
Profits .. ..	£	£	£	£	£	£	£	£
Losses .. ..	851	835	841	3,439	620	1,500	8,086	..
Net profits .. ..	10	233	287	1,127	25	668	2,350	..
Net loss .. ..	841	602	554	2,312	595	832	5,736	1,394



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

TRAFFIC AND FINANCIAL STATISTICS (NORTH ISLAND), BY TRANSPORT DISTRICTS, FOR YEAR ENDED 31ST MARCH, 1934.—(c) FLEETS CONTAINING BOTH VEHICLES HAVING SEATS FOR MORE THAN AND ALSO LESS THAN NINE PASSENGERS, AND FLEETS CONTAINING VEHICLES CARRYING BOTH GOODS AND PASSENGERS.

Item.	North Island Central.	No. 1.	No. 2.	No. 4.	No. 5.	No. 6.	North Island Total for Year ended 31st March, 1934.	North Island Total for Year ended 31st March, 1933.
Traffic statistics—								
Vehicle journeys .. ..	11,942	3,508	22,633	25,180	24,080	3,754	91,097	71,826
Vehicle-miles .. ..	1,053,250	123,212	845,517	634,580	811,380	120,879	3,588,818	2,486,263
Empty trips .. ..	249	107	2,430	2,515	1,277	825	7,403	5,731
Passengers .. ..	76,359	14,621	128,041	111,536	137,175	10,571	478,303	384,991
Operating-expenses—								
Vehicle-running costs (petrol, lubricants, tires, repairs, maintenance, and depreciation)	£ 15,945	£ 3,013	£ 17,978	£ 13,753	£ 16,040	£ 2,385	£ 69,114	£ 54,772
Vehicle standing charges (license fees, wages, drawings in lieu of wages, insurance, garage fees)	12,034	1,440	9,733	9,160	10,650	1,388	44,405	30,489
General overhead charges (management and office expenses, interest, advertising, &c.)	4,647	594	3,268	3,767	5,548	331	18,155	16,781
Totals .. ..	32,626	5,047	30,979	26,680	32,238	4,104	131,674	102,042
Revenue—								
Passenger revenue .. ..	£ 31,474	£ 4,904	£ 27,415	£ 23,230	£ 25,862	£ 3,138	£ 116,023	£ 81,517
Mail-contract revenue .. ..	..	407	569	422	3,623	500	5,521	4,401
Newspaper revenue .. ..	433	60	858	258	429	20	2,058	936
Goods and parcels revenue .. ..	874	141	3,202	1,971	1,486	724	8,398	6,454
Other revenue .. ..	284	20	1,482	1,140	2,638	..	5,564	8,339
Totals .. ..	33,065	5,532	33,526	27,021	34,038	4,382	137,564	101,647
Profits .. ..	£ 759	£ 567	£ 2,624	£ 711	£ 1,800	£ 323	£ 6,784	£ ..
Losses .. ..	320	82	77	370	..	45	894	..
Net profits .. ..	439	485	2,547	341	1,800	278	5,890	..
Net loss .. ..	..	..	..	..	..	..	..	395

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

TRAFFIC AND FINANCIAL STATISTICS (NORTH ISLAND), BY TRANSPORT DISTRICTS, FOR YEAR ENDED 31ST MARCH, 1934.—(d) TOTALS FOR ALL VEHICLES.

Item.	North Island Central.	No. 1.	No. 2.	No. 4.	No. 5.	No. 6.	North Island Total for Year ended 31st March, 1934.	North Island Total for Year ended 31st March, 1933.
Traffic statistics—								
Vehicle journeys .. ..	22,652	67,893	701,083	325,318	99,714	339,427	1,556,087	1,452,472
Vehicle-miles .. ..	2,067,470	683,314	5,236,923	3,276,877	1,385,804	2,825,592	15,475,980	16,541,668
Empty trips .. ..	952	3,137	11,210	17,730	4,588	8,558	46,175	42,810
Passengers .. ..	119,430	464,518	7,604,409	2,269,882	675,252	2,768,080	13,901,571	13,311,746
Operating-expenses—								
Vehicle-running costs (petrol, lubricants, tires, repairs, maintenance, and depreciation)	£ 30,138	£ 14,327	£ 110,209	£ 59,171	£ 27,151	£ 64,389	£ 305,385	£ 339,625
Vehicle standing charges (license fees, wages, drawings in lieu of wages, insurance, garage fees)	20,132	9,093	80,006	38,602	18,035	39,551	205,419	213,682
General overhead charges (management and office expenses, interest, advertising, &c.)	8,845	2,368	15,924	14,354	6,640	11,488	59,619	81,452
Totals .. ..	59,115	25,788	206,139	112,127	51,826	115,428	570,423	634,759
Revenue—								
Passenger revenue .. ..	£ 54,789	£ 22,444	£ 197,084	£ 104,510	£ 41,464	£ 99,081	£ 519,372	£ 564,035
Mail-contract revenue .. ..	167	2,668	3,597	4,191	5,594	5,364	21,581	20,851
Newspaper revenue .. ..	1,707	518	2,032	751	765	3,611	9,384	8,898
Goods and parcels revenue .. ..	3,418	1,743	4,968	5,824	3,941	6,004	25,898	26,658
Other revenue .. ..	314	373	4,178	2,519	3,569	2,300	13,253	17,738
Totals .. ..	60,395	27,746	211,859	117,795	55,339	116,360	589,488	638,180
Profits .. ..	£ 1,610	£ 2,591	£ 7,815	£ 7,879	£ 3,565	£ 5,239	£ 28,699	£ ..
Losses .. ..	330	633	2,095	2,211	53	4,308	9,630	..
Net profits .. ..	1,280	1,958	5,720	5,668	3,512	931	19,069	3,421

TABLE No. 18.—TRANSPORT LICENSING ACT, 1931.

AVERAGE OPERATING - EXPENSES AND REVENUE, BY TRANSPORT DISTRICTS, IN PENCE PER VEHICLE-MILE (NORTH ISLAND). — (a) FLEETS COMPRISING VEHICLES HAVING SEATS FOR MORE THAN NINE PASSENGERS, FOR YEAR ENDED 31ST MARCH, 1934.

Item.	North Island Central.	No. 1.	No. 2.	No. 4.	No. 5.	No. 6.	North Island Average for Year ended 31st March, 1934.	North Island Average for Year ended 31st March, 1933.
Operating-expenses—	d.	d.	d.	d.	d.	d.	d.	d.
Vehicle-running costs (petrol, lubricants, tires, repairs, maintenance, depreciation)	..	4.86	5.19	5.04	5.48	6.59	5.49	5.72
Vehicle standing charges (license fees, wages, drawings in lieu of wages, insurance, garage fees)	..	4.03	4.06	3.68	4.10	4.06	4.00	3.89
General overhead charges (management and office expenses, interest, advertising, &c.)	..	0.99	0.74	1.13	0.67	1.22	0.92	1.11
Totals .. ..	..	9.88	9.99	9.85	10.25	11.87	10.41	10.72
Revenue—	d.	d.	d.	d.	d.	d.	d.	d.
Passenger revenue .. ..	..	8.87	9.82	9.94	9.04	11.30	10.11	10.23
Mail-contract revenue .. ..	..	0.81	0.09	0.07	0.39	0.15	0.14	0.11
Newspaper revenue .. ..	..	0.19	0.02	0.02	0.18	0.03	0.04	0.04
Goods and parcels revenue ..	..	0.64	0.06	0.22	0.87	0.20	0.17	0.20
Other revenue .. ..	..	0.03	0.16	0.23	0.64	0.16	0.19	0.21
Totals .. ..	..	10.54	10.15	10.48	11.13	11.84	10.65	10.79

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

AVERAGE OPERATING - EXPENSES AND REVENUE, BY TRANSPORT DISTRICTS, IN PENCE PER VEHICLE - MILE (NORTH ISLAND).—(b) FLEETS COMPRISING VEHICLES HAVING SEATS FOR NOT MORE THAN NINE PASSENGERS, FOR YEAR ENDED 31ST MARCH, 1934.

Item.	North Island Central.	No. 1.	No. 2.	No. 4.	No. 5.	No. 6.	North Island Average for Year ended 31st March, 1934.	North Island Average for Year ended 31st March, 1933.
Operating-expenses—	d.	d.	d.	d.	d.	d.	d.	d.
Vehicle-running costs (petrol, lubricants, tires, repairs, maintenance, depreciation)	3.36	4.83	3.76	3.44	3.71	3.58	3.58	3.81
Vehicle standing charges (license fees, wages, drawings in lieu of wages, insurance, garage fees)	1.92	2.31	1.97	1.92	1.95	2.21	2.01	2.20
General overhead charges (management and office expenses, interest, advertising, &c.)	0.99	0.47	0.33	0.83	0.22	0.59	0.70	1.10
Totals .. ..	6.27	7.61	6.06	6.19	5.88	6.38	6.29	7.11
Revenue—	d.	d.	d.	d.	d.	d.	d.	d.
Passenger revenue .. ..	5.52	5.77	4.66	5.46	3.70	3.62	4.90	5.80
Mail-contract revenue .. ..	0.04	1.18	0.78	0.55	1.31	0.94	0.62	0.49
Newspaper revenue .. ..	0.30	0.20	0.42	0.06	0.09	0.82	0.33	0.26
Goods and parcels revenue ..	0.60	0.74	0.43	0.44	1.20	0.94	0.65	0.52
Other revenue .. ..	0.01	0.31	0.05	0.05	0.11	0.26	0.10	0.09
Totals .. ..	6.47	8.20	6.34	6.56	6.41	6.58	6.60	7.16

TABLE No. 20.—TRANSPORT LICENSING ACT, 1931.

AVERAGE OPERATING - EXPENSES AND REVENUE, BY TRANSPORT DISTRICTS, IN PENCE PER VEHICLE-MILE (NORTH ISLAND).—(c) FLEETS CONTAINING VEHICLES HAVING SEATS FOR MORE THAN NINE AND ALSO FOR LESS THAN NINE PASSENGERS, AND ALSO FLEETS CONTAINING VEHICLES CARRYING BOTH GOODS AND PASSENGERS, FOR YEAR ENDED 31ST MARCH, 1934.

Item.	North Island Central.	No. 1.	No. 2.	No. 4.	No. 5.	No. 6.	North Island Average for Year ended 31st March, 1934.	North Island Average for Year ended 31st March, 1933.
Operating-expenses—	d.	d.	d.	d.	d.	d.	d.	d.
Vehicle-running costs (petrol, lubricants, tires, repairs, maintenance, depreciation)	3.63	5.87	5.10	5.20	4.71	4.74	4.62	5.29
Vehicle standing charges (license fees, wages, drawings in lieu of wages, insurance, garage fees)	2.74	2.80	2.76	3.46	3.13	2.75	2.97	2.94
General overhead charges (management and office ex- penses, interest, advertising, &c.)	1.06	1.15	0.93	1.43	1.63	0.66	1.21	1.62
Totals .. ..	7.43	9.83	8.79	10.03	9.47	8.15	8.80	9.85
Revenue—	d.	d.	d.	d.	d.	d.	d.	d.
Passenger revenue .. ..	7.17	9.55	7.78	8.79	7.60	6.23	7.76	7.87
Mail-contract revenue .. ..	..	0.79	0.16	0.16	1.06	0.99	0.37	0.43
Newspaper revenue .. ..	0.10	0.12	0.24	0.10	0.13	0.04	0.14	0.09
Goods and parcels revenue ..	0.20	0.27	0.91	0.74	0.44	1.44	0.56	0.62
Other revenue .. ..	0.06	0.04	0.42	0.43	0.77	..	0.37	0.80
Totals .. ..	7.53	10.77	9.51	10.22	10.00	8.70	9.20	9.81

TABLE No. 21.—TRANSPORT LICENSING ACT, 1931.

AVERAGE OPERATING - EXPENSES AND REVENUE, BY TRANSPORT DISTRICTS, IN PENCE PER VEHICLE-MILE (NORTH ISLAND).—(d) TOTAL FOR ALL VEHICLES, FOR YEAR ENDED 31ST MARCH, 1934.

Item.	North Island Central.	No. 1.	No. 2.	No. 4.	No. 5.	No. 6.	North Island Average for Year ended 31st March, 1934.	North Island Average for Year ended 31st March, 1933.
Operating-expenses—	d.	d.	d.	d.	d.	d.	d.	d.
Vehicle-running costs (petrol, lubricants, tires, repairs, maintenance, depreciation)	3.50	5.03	5.05	4.33	4.70	5.47	4.74	4.93
Vehicle standing charges (license fees, wages, drawings in lieu of wages, insurance, garage fees)	2.34	3.19	3.66	2.83	3.12	3.36	3.19	3.10
General overhead charges (management and office ex- penses, interest, advertising, &c.)	1.02	0.83	0.73	1.05	1.15	0.97	0.92	1.82
Totals .. ..	6.86	9.05	9.44	8.21	8.97	9.80	8.85	9.21
Revenue—	d.	d.	d.	d.	d.	d.	d.	d.
Passenger revenue .. ..	6.36	7.88	9.03	7.65	7.18	8.42	8.05	8.18
Mail-contract revenue .. ..	0.02	0.94	0.16	0.31	0.97	0.46	0.33	0.30
Newspaper revenue .. ..	0.20	0.18	0.09	0.06	0.13	0.30	0.15	0.13
Goods and parcels revenue ..	0.40	0.61	0.23	0.43	0.68	0.51	0.40	0.39
Other revenue .. ..	0.03	0.13	0.19	0.18	0.62	0.19	0.21	0.26
Totals .. ..	7.01	9.74	9.70	8.63	9.58	9.88	9.14	9.26

TABLE No. 22.—TRANSPORT LICENSING ACT, 1931.

STATEMENT OF ASSETS AND LIABILITIES OF LICENSED PASSENGER SERVICES, BY TRANSPORT DISTRICTS, AS AT 31ST MARCH, 1934 (NORTH ISLAND).

Item.	North Island Central.	No. 1.	No. 2.	No. 4.	No. 5.	No. 6.	North Island Total as at 31st March, 1934.	North Island Total as at 31st March, 1933.
<i>(a) Liabilities.</i>	£	£	£	£	£	£	£	£
Capital .. ..	16,768	36,672	157,376	99,970	36,261	71,336	418,383	593,504
Reserves .. ..	..	2,760	5,949	2,301	1,617	5,021	17,648	40,996
Other liabilities .. ..	13,135	11,616	59,325	75,482	25,251	27,942	212,751	291,237
Total .. ..	29,903	51,048	222,650	177,753	63,129	104,299	648,782	925,737
<i>(b) Assets.</i>	£	£	£	£	£	£	£	£
Passenger-service vehicles ..	13,172	14,401	86,476	63,896	32,101	57,094	267,140	356,907
Other vehicles .. ..	1,043	2,236	5,186	8,396	2,928	3,990	23,779	27,907
Stocks on hand .. ..	1,310	4,118	13,286	5,170	2,452	2,762	29,098	34,736
Plant and machinery .. ..	905	3,989	6,681	6,165	1,401	3,136	22,277	33,692
Land and buildings .. ..	1,126	9,254	55,324	46,532	4,196	15,206	131,638	145,110
Sundry debtors .. ..	3,806	8,639	13,270	18,332	6,564	3,932	54,543	60,373
Cash in hand and at bank ..	911	3,639	15,593	7,689	5,382	11,207	44,421	87,011
Other assets .. ..	7,630	4,772	26,834	21,573	8,105	6,972	75,886	180,001
Total .. ..	29,903	51,048	222,650	177,753	63,129	104,299	648,782	925,737

TABLE No. 23.—TRANSPORT LICENSING ACT, 1931.

DETAILS OF DEPRECIATION ON PASSENGER-SERVICE VEHICLES, BY TRANSPORT DISTRICTS, AS AT 31ST MARCH, 1934 (NORTH ISLAND).

Item.	North Island Central.	No. 1.	No. 2.	No. 4.	No. 5.	No. 6.	North Island Total as at 31st March, 1934.	North Island Total as at 31st March, 1933.
Number of vehicles .. ..	59	51	241	170	104	145	770	833
	£	£	£	£	£	£	£	£
Original purchase price ..	26,032	27,679	201,092	125,356	63,394	146,115	589,668	675,993
Book value at commencement of year	16,694	17,355	112,168	74,004	36,934	72,107	329,262	432,012
Depreciation written off for year	3,522	2,954	25,692	10,108	4,833	15,013	62,122	75,105
Present book value .. ..	13,172	14,401	86,476	63,896	32,101	57,094	267,140	356,907
Unpaid purchase-money ..	497	1,016	9,722	8,336	4,809	3,051	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.
(a) Based on original purchase price	13·5	10·7	12·8	8·1	7·6	10·3	10·5	11·1
(b) Based on reducing value	21·1	17·0	22·9	13·7	13·1	20·8	18·9	17·4

TABLE No. 24.—TRANSPORT LICENSING ACT, 1931.  
TABLE SHOWING THE POSITION WITH RESPECT TO APPLICATIONS FOR GOODS-SERVICE LICENSES FOR YEAR ENDED 31ST MARCH, 1934.

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.			Total.	Continous.	Seasonal.	Temporary.
					Continous.	Seasonal.	Temporary.		Continous.	Seasonal.	Temporary.				
Central Licensing Authority	277	7	..	284	200	6	..	206	16	..	..	16	7	1	8
No. 1 Licensing Authority	188	6	25	219	180	2	25	207	4	..	..	4	2	4	6
No. 2 Licensing Authority	383	17	195	595	358	17	190	565	14	..	5	19	11	..	11
No. 4 Licensing Authority	262	12	2	276	231	11	2	244	25	1	..	26	4	..	4
No. 5 Licensing Authority	215	13	22	250	206	10	21	237	3	..	..	9	6	..	9
No. 6 Licensing Authority	194	7	2	203	171	7	2	180	18	..	..	18	5	..	5
No. 7 Licensing Authority	147	10	25	182	132	9	24	165	5	1	1	7	2	..	2
No. 8 Licensing Authority	199	10	77	286	173	9	77	259	26	1	..	27	..	..	..
No. 9 Licensing Authority	154	4	..	158	125	4	..	129	6	..	..	6	5	..	5
No. 10 Licensing Authority	127	13	1	141	122	13	1	136	1	..	..	1	1	..	1
Post-offices	..	..	3,451	3,451	..	..	3,451	3,451	..	..	..	..	..	..	..
Totals ..	2,146	99	3,800	6,045	1,898	88	3,793	5,779	118	3	7	128	43	8	51
													87	1,879	88
														3,793	5,760

TABLE No. 25.—TRANSPORT LICENSING ACT, 1931.  
CLASSIFICATION OF VEHICLE AUTHORITIES ACCORDING TO MAXIMUM WEIGHTS AUTHORIZED TO BE CARRIED (NORTH AND SOUTH ISLANDS).

—	Under 1 Ton.	1 to 1½ Tons.	1½ to 2 Tons.	2 to 2½ Tons.	2½ to 3 Tons.	3 to 3½ Tons.	3½ to 4 Tons.	4 to 4½ Tons.	4½ to 5 Tons.	5 to 5½ Tons.	5½ to 6 Tons.	6 Tons and over.	Weight not spec- ified.	Total.
North Island ..	45	58	241	504	343	277	178	125	55	27	18	10	94	1,975
South Island ..	36	92	178	101	180	96	166	39	59	24	11	9	..	931
Totals ..	81	150	419	605	523	373	284	164	114	51	29	19	94	2,906
Percentage ..	2.8	5.1	14.4	20.9	18.0	12.9	9.9	5.6	3.9	1.7	1.0	0.6	3.2	100

TABLE No. 26.—TRANSPORT LICENSING ACT, 1931.  
CLASSIFICATION OF VEHICLE AUTHORITIES ACCORDING TO SIZE OF AREA OR ROUTE (NORTH AND SOUTH ISLANDS).

	Area Authorities.										Combined Routes and Area Authorities.										Route Authorities.						Grand Total.	
	Numbers where Areas defined by Ridings.					Numbers where Areas defined by Counties.															Number of Counties.							
	Number of Ridings.					Number of Counties.					Number of Counties.										Number of Counties.							
	1.	2.	3.	4.	5.	6 and over.	Total.	1.	2.	3.	4.	5.	6 and over.	Total.	1.	2.	3.	4.	5.	6 and over.	Total.	1.	2.	3.	4.	5.		6 and over.
North Island...	11	17	19	22	9	12	90	226	196	141	118	67	155	903	75	145	219	86	37	74	636	100	107	53	29	26	31	346
South Island..	27	50	50	29	14	5	175	59	68	8	7	3	35	180	86	141	60	35	10	40	372	70	63	12	25	14	20	204
Totals	38	67	69	51	23	17	265	285	264	149	125	70	190	1,083	161	286	279	121	47	114	1,008	170	170	65	54	40	51	550
Percentage ..	1.3	2.3	2.4	1.7	0.8	0.6	9.1	9.8	9.1	5.1	4.3	2.4	6.5	37.2	5.5	9.9	9.6	4.3	1.6	3.9	34.8	5.8	5.8	2.3	1.8	1.4	1.8	18.9

TABLE No. 27.—TRANSPORT LICENSING ACT, 1931.  
TABLE SHOWING TEMPORARY GOODS-SERVICE LICENSES GRANTED UP TO 31st MARCH, 1934, ACCORDING TO DISTRICTS AND NUMBER OF LICENSES ISSUED TO INDIVIDUAL OPERATORS.

District.	Number of Temporary Licenses issued to Individual Operators.											Per-centage of Total.	
											Total Temporary Licenses issued.		
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.			
1 ..	29	23	8	6	2	4	1	1	..	1	3	244	6.4
2 ..	150	71	37	22	16	11	5	4	6	1	11	928	24.5
4 ..	61	27	15	4	2	1	1	..	..	..	1	208	5.5
5 ..	75	25	16	7	4	2	1	2	..	..	2	279	7.4
6 ..	68	31	26	11	6	5	5	2	..	1	9	501	13.2
7 ..	35	15	9	10	3	4	3	2	2	1	5	324	8.5
8 ..	49	25	13	23	8	7	6	1	6	5	14	676	17.8
9 ..	55	20	12	5	5	2	1	2	2	1	3	284	7.5
10 ..	43	14	15	9	4	3	5	1	1	1	7	349	9.2
Totals ..	565	251	151	97	50	39	28	15	17	11	55	3,793	100.0

TABLE No. 28.—TRANSPORT LICENSING ACT, 1931.  
REVENUE AND EXPENDITURE STATISTICS OF LICENSED GOODS-SERVICES, BY TRANSPORT DISTRICTS, FOR YEAR ENDED 31ST MARCH, 1934.

Item.	North Island District Number.					North Island Totals.	South Island District Number.				South Island Totals.	New Zealand Totals.
	1.	2.	4.	5.	6.		7.	8.	9.	10.		
Percentage of operators in district who supplied returns	59%	78%	62%	79%	78%	..	64%	73%	71%	67%	..	..
Operating-expenses.												
Vehicle-running costs (petrol, lubricants, tires, repairs, maintenance, and depreciation)	£ 48,894	£ 152,143	£ 106,292	£ 88,214	£ 83,770	£ 479,313	£ 40,550	£ 62,425	£ 40,316	£ 28,088	£ 171,379	£ 650,692
Vehicle standing charges (license fees, wages, drawings in lieu of wages, insurance, garage fees)	26,784	93,074	73,214	62,168	53,866	309,106	26,196	49,154	22,631	16,076	114,057	423,163
General overhead charges (management and office expenses, interest, advertising, &c.)	5,831	27,726	30,853	16,821	17,907	99,138	4,674	10,491	7,303	2,277	24,745	123,883
Totals .. .. .	81,509	272,943	210,359	617,203	155,543	887,557	71,420	122,070	70,250	46,441	310,181	1,197,738
Revenue.												
Carriage of goods .. .. .	£ 75,938	£ 288,457	£ 207,776	£ 179,769	£ 174,293	£ 926,233	£ 77,907	£ 124,357	£ 78,816	£ 48,409	£ 329,489	£ 1,255,722
Mail contracts .. .. .	514	2,854	8,777	2,581	1,810	16,536	938	811	1,146	939	3,834	20,370
Passengers and other sources .. .. .	16,813	14,838	15,830	8,084	3,832	59,397	1,117	2,144	2,467	560	6,288	65,685
Totals .. .. .	93,265	306,149	232,383	190,434	179,935	1,002,166	79,962	127,312	82,429	49,908	339,611	1,341,777
Net profit .. .. .	£ 11,756	£ 33,206	£ 22,024	£ 23,231	£ 24,392	£ 114,609	£ 8,542	£ 5,242	£ 12,179	£ 3,467	£ 29,430	£ 144,039

TABLE No. 29.—TRANSPORT LICENSING ACT, 1931.  
STATEMENT OF LIABILITIES AND ASSETS OF LICENSED GOODS-SERVICES, BY TRANSPORT DISTRICTS, AS AT  
31ST MARCH, 1934.

Item.	North Island District Number.				South Island District Number.				New Zealand Total.
	1.	2.	4.	5.	6.	7.	8.	9.	10.
Percentage of operators in districts who supplied returns	59%	78%	62%	79%	78%	64%	73%	71%	67%
(a) Liabilities.									
Capital ..	£ 83,130	£ 234,335	£ 223,968	£ 146,342	£ 143,562	£ 831,337	£ 67,421	£ 94,458	£ 26,781
Reserves ..	..	..	..	..	..	..	..	..	..
Other liabilities ..	43,317	119,494	11,456	182	6,085	23,165	2,396	282	3,178
			125,000	95,368	65,496	449,275	21,757	37,689	16,168
Totals ..	126,447	359,271	361,024	241,892	215,143	1,303,777	92,074	132,147	42,949
(b) Assets.									
Goods-service vehicles	£ 44,590	£ 125,344	£ 88,575	£ 77,122	£ 79,807	£ 415,438	£ 44,697	£ 56,758	£ 22,069
Other vehicles ..	2,813	13,242	8,624	11,178	8,751	44,608	5,345	4,799	1,793
Stock on hand ..	1,749	7,737	10,658	4,247	3,939	27,790	2,182	3,336	588
Plant and machinery	5,225	9,426	13,971	5,468	5,941	40,031	2,977	3,426	1,116
Land and buildings	26,632	87,881	91,240	54,613	33,301	293,667	9,471	14,119	30,930
Sundry debtors ..	16,285	47,472	57,499	44,200	40,744	206,200	19,292	29,075	21,383
Cash on hand and at bank	6,165	31,597	31,070	13,553	17,834	100,219	6,636	18,495	7,784
Other assets ..	22,988	36,572	59,387	31,511	25,366	175,824	1,474	2,139	942
Totals ..	126,447	359,271	361,024	241,892	215,143	1,303,777	92,074	132,147	42,949





TABLE No. 32.—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 1934.

	Year ended 31st March,						Year ended 31st March,				
	1930.	1931.	1932.	1933.	1934.		1930.	1931.	1932.	1933.	1934.
<b>1. NUMBER OF ACCIDENTS.</b>						<b>2. NUMBER OF PERSONS KILLED IN MOTOR ACCIDENTS.</b>					
<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
Motor-vehicle with pedestrian ..	52	55	30	45	26	5-9 years ..	8	9	8	11	4
Motor-vehicle with motor-vehicle ..	40	75	29	39	21	10-14 years ..	2	5	5	4	4
Motor-vehicle with train ..	7	11	8	3	9	15-19 years ..	17	24	18	17	13
Motor-vehicle with tram ..	1	1	1	1	..	20-24 years ..	30	45	15	15	18
Motor-vehicle with bicycle ..	12	7	11	16	15	25-54 years ..	83	100	81	60	56
Motor-vehicle with horse-vehicle or horse under control ..	4	1	1	6	4	55 years and over ..	36	57	26	31	31
Motor-vehicle with fixed object ..	6	8	15	5	6	Total deaths ..	186	247	157	143	135
Motor-vehicle with straying stock ..	1	1	..	1	2						
No collisions—						<i>(b) Classified according to the Location of the Person killed.</i>					
Went over bank ..	27	29	22	9	18	Pedestrians ..	53	55	28	45	26
Otherwise ..	22	33	31	15	24	On motor-cycles ..	51	58	47	39	27
Total accidents ..	172	221	148	140	125	On other motor-vehicles ..	68	119	72	38	64
<i>(b) Classified according to Hour of Accident.</i>						On other vehicles or horses ..	14	15	10	21	18
Midnight to 1 a.m. ..	..	4	4	2	4	Total deaths ..	186	247	157	143	135
1 to 6 a.m. ..	7	8	3	5	5						
6 to 7 a.m. ..	1	1	..	2	..	<b>3. TYPES OF VEHICLE INVOLVED.</b>					
7 to 8 a.m. ..	1	7	5	4	3	Motor-cycle ..	59	64	51	48	27
8 to 9 a.m. ..	6	5	1	2	3	Private motor-car ..	105	132	75	73	67
9 to 10 a.m. ..	4	4	4	2	6	Taxi-cab ..	2	4	11	5	5
10 to 11 a.m. ..	5	10	6	11	8	Service-car ..	5	5	1	3	2
11 to noon ..	11	15	8	9	10	Motor-omnibus ..	3	5	4	..	1
12 to 1 p.m. ..	4	5	9	7	5	Motor lorry or van ..	39	46	29	44	38
1 to 2 p.m. ..	10	4	9	8	4	Bicycle ..	12	7	11	20	17
2 to 3 p.m. ..	8	13	8	4	6	Tram ..	2	1	1	1	..
3 to 4 p.m. ..	2	16	8	9	8	Horse-drawn ..	4	..	..	5	4
4 to 5 p.m. ..	24	18	14	12	10	Train ..	7	9	7	3	9
5 to 6 p.m. ..	23	20	17	15	17	Other vehicles ..	1	..	1	..	..
6 to 7 p.m. ..	23	24	18	16	8	Total vehicles ..	239	273	191	202	170
7 to 8 p.m. ..	11	16	9	15	14						
8 to 9 p.m. ..	12	20	4	8	4	<b>4. BREACHES OF LAW, AND OTHER CAUSES OF FATAL MOTOR ACCIDENTS.</b>					
9 to 10 p.m. ..	5	7	9	3	2	Breaches of law—					
10 to 11 p.m. ..	8	14	6	4	4	Excessive speed in circumstances—					
11 to 12 midnight ..	7	10	6	2	4	(a) But not exceeding 20 miles per hour ..	33	6	5	6	1
Total accidents ..	172	221	148	140	125	(b) Exceeding 20 but not exceeding 35 miles per hour ..	35	25	19	16	15
<i>(c) Classified according to Day of Week.</i>						(c) Exceeding 35 miles per hour ..	18	32	13	9	8
Sunday ..	26	33	24	22	17	On wrong side of road ..	24	38	19	22	13
Monday ..	23	28	21	13	23	Did not comply with "offside" rule ..	7	7	7	11	8
Tuesday ..	17	24	14	17	11	Passing standing tram ..	3	..	..	..	..
Wednesday ..	28	25	10	17	10	Other passing breaches ..	9	4	2	1	4
Thursday ..	21	23	13	20	15	Failure of driver to signal—					
Friday ..	22	33	27	19	13	Motor-vehicles ..	3	..	2	..	..
Saturday ..	35	55	39	32	36	Other vehicles ..	2	..	..	1	..
Total accidents ..	172	221	148	140	125	Breaches of law relating to railway-intersections ..	7	11	7	3	8
<i>(d) Classified according to Condition of Light.</i>						Vehicle without rear reflector or with inefficient one ..	2	2	1	..	1
Daylight ..	86	89	93	80	72	Faulty brakes ..	8	9	6	7	2
Dusk ..	19	34	13	4	12	No lights or inefficient lights (including horse vehicles and bicycles) ..	22	17	9	14	15
Artificial lighting ..	22	20	12	3	12	Glaring headlights ..	4	10	2	4	2
Darkness or moonlight ..	45	78	30	53	29	Faulty steering-gear ..	3	4	3	2	2
Total accidents ..	172	221	148	140	125	Faulty tires or wheels ..	4	8	4	1	..
<i>(e) Classified according to Nature of Thoroughfare.</i>						Driver's mild intoxication a factor in accident ..	12	26	7	6	2
Intersection ..	19	18	17	20	19	Driver's severe intoxication a factor in accident ..	3	7	4	4	2
Railway-crossing ..	7	9	7	3	9	Driver unlicensed or inexperienced ..	5	2	7	2	3
Nature or condition of road (bad surface or bend, &c., contributed to accident) ..	48	51	27	12	18	Straying stock ..	1	1	1	1	2
Road conditions not a factor ..	98	143	97	105	79	Other breaches of law ..	5	2	1	12	3
Total accidents ..	172	221	148	140	125	Other causes—					
<i>(f) Classified according to Geographical Location.</i>						Bad weather conditions ..	19	4	3	1	9
(a) North Island—						Vehicle being reversed ..	3	2	..	5	6
Auckland City and environs ..	29	25	28	33	19	Obstruction to view by parked motor-vehicle ..	4	5	..	1	..
Wellington City and environs ..	16	19	15	8	13	Sun-dazzle ..	2	..	..	..	..
Other towns ..	20	31	14	7	10	Driver's physical defect a direct cause ..	4	..	1	2	1
Country ..	57	88	48	40	44	Motorist and pedestrian—					
(b) South Island—						Motorist at fault ..	17	9	1	13	5
Christchurch City and environs ..	13	14	9	16	10	Pedestrian (not intoxicated) crossing or on road without care or becoming confused ..	17	30	12	19	9
Dunedin City and environs ..	4	8	4	2	6	Pedestrian intoxicated ..	5	5	3	2	6
Other towns ..	8	11	11	14	7	Children on streets ..	2	7	7	6	2
Country ..	25	25	19	20	16	Infant (under six) not under proper control ..	9	1	1	5	3
Total accidents ..	172	221	148	140	125	Other causes of pedestrian accidents ..	6	1	4	..	1
						Causes not included under the above headings ..	4	22	34	17	13
						Total causes ..	302	297	185	193	146

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