

(3) *Unemployment Taxation.*

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

(4) *General Taxation.*

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

(5) *Motor-taxation.*

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

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

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

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

(d) *MOTOR-TAXATION.*

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

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

7. HEAVY MOTOR-VEHICLE REGULATIONS, 1932.

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

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