

Works Amendment Act, 1924; also the amending regulations of the 24th September, 1925, and March, 1927.

It seemed to us that this proposed evidence fell within the scope of the present clause of the order of reference, and we agreed to receive it. It was tendered in the form that appears in pages 279 to 301 (inclusive) of the Book of Evidence. It is fairly described as being presented with the object of proving that the regulations in question, administered by a number of small local authorities acting independently, are not in the best interests of the public or the carriers, and are in many respects impracticable. Further evidence by the same witness, given orally, will be found on pages 305 to 307 of the Notes of Evidence.

Having carefully considered this evidence, we are of opinion that it is outside the scope of the order of reference reasonably interpreted. In its nature it is quite distinct from any other part of the evidence submitted to us. The witness seems to have made out a strong case, but we heard one side only. The difficulties to which the evidence relates are not peculiar to Auckland except, perhaps in degree. We do not feel justified, after hearing an *ex parte* statement, to make any finding or recommendation. The matter has been before Your Excellency's Minister of Public Works, and it may be that the complete statement of the position and views of the Carriers' Association, now recorded in our evidence, will be of value in further consideration by Your Excellency's Advisers.

3. (d) Is the said District suitable for Motor-omnibus Transport, either in Conjunction with or as an Adjunct to Tramway Transport?

Our answer to this question is, Yes.

The topography of the district presents no great difficulties; its present stage of development justifies such means of transport, and its roads are, as a general rule, suitable. The district, comprising as it does the City of Auckland and the contiguous local-body districts, carries a population that is suitable for and justifies the use of motor-omnibuses both in conjunction with and as an adjunct to the existing tramway service.

3. (e) What is the most Suitable Form of Transport for Localities within and Localities beyond the Tram Termini?

We are of opinion that for localities within the tram termini the tram itself affords the most suitable form of transport. For mass transport in city and closely settled suburban areas there is a clear preponderance of evidence in favour of the view that the tram-car is the best form of conveyance. It is, as compared with other forms of transport on similar work, reliable, safe, and cheap. Its carrying-unit is a car with a large seating-capacity. Its ability to carry great loads at peak time was expressed before us somewhat epigrammatically in the statement that "it may be overcrowded, but it cannot be overloaded." There was some evidence to the contrary; there was some evidence in favour of the petrol-driven motor-omnibus; but there is easily a great preponderance of the view we have expressed, and we find accordingly.

For services beyond the tram termini, the pneumatic-tired petrol-driven motor-omnibus is by an equally general consensus of opinion the best form of transport as a public conveyance for passengers.

Should Services for Localities beyond the Tram Termini be Feeder Services or Through Services, or a Combination of Both?

Every consideration of convenience and comfort for the passenger points unmistakably in favour of the through service. Where these services have to be used at all, through services are popular; feeder services are unpopular because the passengers are required to disembark and re-embark at the connecting-point, with the probability of having to wait for the connecting vehicle. Furthermore, difficulties arise in the incidence of fares, especially concession and commutation fares, when the journey is divided between two vehicles. If the only question were whether any given journey should be completed by a single vehicle-run that did not require its passengers to change, or of one vehicle acting as a feeder to another