

You refer to a conference at which the Bill was drafted. What conference was that?—I was referring to the representative on the Transport Board—that this Bill as drafted was approved unanimously by every representative on that Board. The municipalities had representatives, and the Automobile Association, and so on, and from information I can get the only people who approve of the Bill outside this Committee are the transport people themselves. The municipalities do not like it.

Do you mean there was a conference?—No. I am referring to the advisory Transport Board. If you appoint a representative, you have to abide by his decision.

Did the advisory Transport Board make representations on these lines?—This Bill has been drafted by them, I understand. It was drafted from their recommendations.

In regard to light cars doing as much damage as heavy cars. I do not think that is the opinion of engineers generally, is it? Mr. Galbraith would not hold that opinion?—I do not think he would; but it is taken from an experiment made by an engineer on the Heathcote Road.

*The Chairman.*] With reference to speed and weight, would you be of opinion that the damage done by weight would depend on the extent of that heavy traffic and the nature of the road? If it was a good road and there was moderately heavy traffic—say, 5-ton vehicles—would you consider that would be damaging the road?—I would say that speed comes in to it more than anything else. It is a great factor in connection with the tearing-up of any road.

It has been stated that there was a report made in Australia on the increased cost of maintenance of roads there after the speed was increased by an average of five miles an hour. Would you consider high rates of speed more damaging to roads, particularly secondary roads?—What speed?

Well, when you get thirty miles or over?—If you travel over forty miles an hour it will tear the soul-case out of any road.

What do you think is the cause of corrugations?—There are so many different opinions that I would not like to attempt to give one.

Do you consider the heavy traffic, travelling at a comparatively reasonable speed, would be likely to produce corrugations?—Light traffic would produce corrugations before heavy traffic. My opinion is that, while speed is the cause, one corrugation will cause more.

HAROLD CLEMENT JONES examined. (No. 22.)

*Mr. Jones:* I am speaking on behalf of the New Zealand Motor Conference, a combination of the North and South Island Motor Unions. In connection with our associations right throughout New Zealand, our membership is open to owners of all motor-vehicles. A great proportion of our members are owners of private cars, and we have business firms as well. The views we are expressing this morning are the unanimous views of the motor associations throughout New Zealand—in both Islands. I would like to say that the clauses in the Bill concerning the motorists, with few modifications, we are strongly in favour of. A very great deal of this legislation we have been advocating for a long time, and, owing to the large increase in the number of motor-vehicles on the road, we consider it most necessary. In 1925, when the first motor vehicle registrations were made, they totalled 115,843. In September of this year the registrations amounted to 201,111, showing an increase in four years of 85,268; and with so many vehicles on the road we feel that it is essential that motor legislation should be brought up to date. With regard to clause 16, this is a clause which relates to issuing drivers' licenses by the Registrar of motor-vehicles. We think this is a great step forward, because when a motorist registers his vehicle he can get his drivers' license at the same time, and we are strongly in favour of that clause being retained. With regard to clause 19, dealing with prosecutions for reckless driving and exceeding speed-limits, we think that, if possible, provision should be made for the taking of evidence on behalf of accused persons in places other than where the alleged offence took place. We have had instances where a man may have committed a breach in Napier or Auckland, while he himself lived in Wellington. The summons would be issued at either Auckland or Napier, as the case might be, and it would be putting an undue hardship on the owner to have to travel such a distance to deal with the case. Clause 20 amends section 31 of the principal Act by omitting the words "is liable to a fine of twenty pounds," and substituting the words "in the case of failure to comply with any of the provisions of subsection two hereof, shall be liable on conviction to imprisonment for twelve months, and for any other offence under this section shall be liable to a fine of twenty pounds." We think the word "knowingly" should be inserted after the word "failure." It is possible on a dark night to meet with an accident without knowing, and under the present provisions it leaves no discretion to the Magistrate, who would have no option but to inflict imprisonment. We certainly think provision should be made to cover that.

*The Chairman:* You would have to be careful; otherwise you would give the owner a continuous defence.

*Witness:* Yes, it would have to be carefully worded. Clause 24 (1) states "Every person driving a motor-vehicle on any road or street shall when approaching a railway-crossing reduce speed when within one hundred yards of the crossing to a rate not exceeding fifteen miles an hour, and shall not increase speed until after he has crossed the railway-line." We consider that 100 feet instead of 100 yards would be much better. At a distance of 100 yards from a crossing, particularly at some crossings, it is too far away to reduce speed down to fifteen miles an hour, and we think that, after the words "shall not increase speed," the following words should be substituted—"until he is about to cross the railway-line"—for the words "until after he has crossed the railway-line." As soon as a motorist starts to cross the railway-line we consider that the sooner he gets over the better, and I think, as a matter of fact, most motorists do get over as soon as possible. Clause 51 deals with the constitution of the Highways Board. We consider that we are representing those who pay the taxation to the Highways Fund, and as such we should have a greater voice than we have on the Highways