the enforcement in their own areas, and the police take a measure of responsibility in the more serious cases. It was generally considered that the present system was both inefficient, particularly in the country districts, and more expensive than should be the case for the results provided, and that, further, there was a complete absence of uniformity of enforcement.

After a full discussion a resolution was passed by a large majority in favour of a national and uniform system of traffic-law enforcement being instituted. This recommendation requires and is receiving very full investigation from the financial and other aspects before anything is done to give effect to it.

The conference also unanimously recommended that a system of chance mechanical inspection (more particularly of brakes) be instituted by Government patrol officers, as there was no doubt that a large percentage of vehicles were being run in an unsafe condition.

This proposal, although not so far-reaching as the previous one, also requires full investigation and consideration by the Government, more particularly as to cost, and steps are being taken as indicated under the previous recommendation.

The penalties at present inflicted for traffic offences were also considered, and, while a recommendation was made by the conference that the Justice Department consider methods of making the penalties for similar minor traffic offences more uniform, the conference was against any idea for dispensing with Court procedure in minor cases, even when guilt is admitted. It was also recommended that a system of addresses on traffic dangers be added to the curriculum of each school, and that various other methods be adopted for the reduction of danger to school-children, and the education of the public in traffic dangers through the radio and the press. In this connection conference expressed, by resolution, its appreciation of the assistance being rendered by the North and South Island Motor Unions in providing funds for "safety first" propaganda.

A method of establishing a scheme to obtain fuller traffic-accident statistics than are at present available was considered by the conference to be an important aspect of its deliberations. A sub-committee was set up to consider the possibility of obtaining the essential primary data from the insurance companies. This scheme promises well, but, owing to the financial stringency, it has not yet been put into operation.

Analysis of Fatal Accidents from 1st April, 1930, to 31st March, 1931, and Comparison with those of Last Year.

The fatal motor accidents occurring on public roads between the 1st April, 1930, and the 31st March, 1931, numbered, according to this Department's information, 221, giving rise to 247 deaths. The table below analyses these figures in the same way as in last year's annual report, and the figures in the latter are shown in brackets for purposes of comparison. It must be borne in mind that the fatalities cover a very small portion of the whole field of motor-accidents, and the value of any comparisons is accordingly limited to this extent.

The striking aspect in comparing the figures for the two periods is, unfortunately, the increase of accidents by 53 (over 30 per cent.) and the increase of deaths by 62 (over 33 per cent.). If lessons can be drawn from the figures, they may perhaps be that the increased safety provided by four-wheel brakes does not appear to equalize the danger provided by the speed possible from modern cars, and that laws are ineffectual unless properly obeyed and enforced.

Table.

(1) *Nature of Accident.*—Collisions: Motor-vehicle with—Pedestrian, (52) 55; motor-vehicle, (40) 75; train, (7) 11; tram, (1) 1; bicycle, (12) 7; horse-vehicle or horse under control, (4) 1; fixed object, (6) 8; straying stock, (1) 1. No collisions: Went over bank, (27) 29; otherwise, (22) 33. Total accidents, (172) 221.

The increase in motor collisions is noteworthy.

(2) *Persons killed classified in Ages.*—0–4 years, (10) 7; 5–9 years, (8) 9; 10–14 years, (2) 5; 15–19 years, (17) 24; 20–24 years, (30) 45; 25–54 years, (83) 101; 55 years and over, (36) 57: total deaths, (186) 247.

The adult ages show the greatest increase.

(3) *Types of Vehicle involved.*—Motor-cycle, (59) 64; private motor-car (105) 132; taxi-cab, (2) 4; service-car, (5) 5; motor-omnibus (3) 5; motor lorry or van, (39) 46; bicycle, (12) 7; tram, (2) 1; horse-drawn, (4) 0; train, (7) 9; other vehicle, (1) 0.

The private motor is apparently the class affected by the majority of the increased accidents.

(4) *Hour of Accident.*—Midnight–1 a.m., (0) 4; 1–6 a.m., (7) 8; 6–7 a.m., (1) 1; 7–8 a.m., (1) 7; 8–9 a.m., (6) 5; 9–10 a.m., (4) 4; 10–11 a.m., (5) 10; 11–12 a.m., (11) 15; 12–1 p.m., (4) 5; 1–2 p.m., (10) 4; 2–3 p.m., (8) 13; 3–4 p.m., (2) 16; 4–5 p.m., (24) 18; 5–6 p.m., (23) 20; 6–7 p.m., (23) 24; 7–8 p.m., (11) 16; 8–9 p.m., (12) 20; 9–10 p.m., (5) 7; 10–11 p.m., (8) 14; 11–12 p.m., (7) 10.

Generally the figures show, as last year, that between 4 p.m. and 7 p.m. is the peak period.

(5) *Day of Week of Accident.*—Sunday, (26) 33; Monday, (23) 28; Tuesday, (17) 24; Wednesday, (28) 25; Thursday, (21) 23; Friday, (22) 33; Saturday, (35) 55.

The increase in week-end accidents is noteworthy.

(6) *Persons killed classified by Location.*—Pedestrians, (53) 55; on motor-cycles, (51) 58; on other motor-vehicles, (68) 119; on other vehicles or horses, (14) 16.

Here again the increase is principally in the four-wheel motor-vehicle.

(7) *Conditions of Light.*—Daylight, (86) 89; dusk, (19) 34; artificial lighting, (22) 20; darkness or moonlight, (45) 78.

The increase is principally in the hours of darkness.