which will be sufficient to increase the amount paid to County Councils under the heading of heavy motor-vehicle fees to at least £250,000 be allocated out of motor-taxation to this purpose. This would bring their share up to approximately £7 per mile instead of the £2·43 which they get at present.

In putting forward this recommendation I do not in any way suggest any increase in the present scale of motor-taxation, but merely that such an amount of the present taxation be set aside each year for that purpose.

The following figures will serve to demonstrate how such sum should, in my opinion, be arrived at, the extra amount required for the road fund varying from year to year in sympathy with the variation in the return from the heavy motor-vehicle fees:—

Year ending 31st March, 1933—	£	Per Cent.
Boroughs and town districts received	92,288	51·8
Counties and road districts received	85,895	48·2
	£178,183	100·0

If counties' share is to be made up to £250,000 the amounts required would be—

	£
Boroughs and town districts	92,288
Counties and road districts	250,000
	£342,000 (approx.)

The amount expected from heavy-traffic fees, if the new scale is adopted, is approximately	£ 132,000
Required for Road Fund	210,105
	£342,000 (approx.)

(*Signed*) HARRY BELL S. JOHNSTONE.

APPENDIX.—HEAVY MOTOR-VEHICLE REGULATIONS: ANNUAL LICENSE FEES.

Class of Vehicle.	Gross Weight in Tons.	Two-axled Vehicle.		Multi-axled Vehicle.	
		Present.	Proposed.	Present.	Proposed.
		Pneumatic Tires on all Wheels.			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
A	2 to 2½	5 2 0	..	5 2 0	..
B	2½ to 3	7 13 0	..	7 13 0	..
C	3 to 3½	10 4 0	*7 10 0*	10 4 0	*5 0 0*
D	3½ to 4	13 12 0	*11 5 0*	13 12 0	*7 10 0*
E	4 to 4½	17 0 0	*15 0 0*	17 0 0	*10 0 0*
F	4½ to 5	20 8 0	*18 15 0*	20 8 0	*12 10 0*
G	5 to 5½	23 16 0	*22 10 0*	23 16 0	*15 0 0*
H	5½ to 6	27 4 0	*26 5 0*	27 4 0	*17 10 0*
I	6 to 6½	30 12 0	*30 0 0*	30 12 0	*20 0 0*
J	6½ to 7	34 0 0	*35 0 0*	34 0 0	*23 6 8*
K	7 to 7½	38 5 0	*40 0 0*	38 5 0	*26 13 4*
L	7½ to 8	42 10 0	*45 0 0*	42 10 0	*30 0 0*
M	8 to 8½	46 15 0	*50 0 0*	46 15 0	*33 6 8*
N	8½ to 9	51 0 0	*55 0 0*	51 0 0	*36 13 4*
O	9 to 9½	55 5 0	*60 0 0*	55 5 0	*40 0 0*
P	9½ to 10	63 15 0	*65 0 0*	63 15 0	*43 6 8*
Q	10 to 15	63 15 0	*65 0 0*	63 15 0	*43 6 8*
		Solid Tires on any Wheels.			
A	2 to 2½	6 0 0	..	6 0 0	..
B	2½ to 3	9 0 0	..	9 0 0	..
C	3 to 3½	12 0 0	*12 0 0*	12 0 0	*8 0 0*
D	3½ to 4	16 0 0	*16 0 0*	16 0 0	*10 13 4*
E	4 to 4½	20 0 0	*20 0 0*	20 0 0	*13 6 8*
F	4½ to 5	24 0 0	*24 0 0*	24 0 0	*16 0 0*
G	5 to 5½	28 0 0	*28 0 0*	28 0 0	*18 13 4*
H	5½ to 6	32 0 0	*32 0 0*	32 0 0	*21 6 8*
I	6 to 6½	36 0 0	*36 0 0*	36 0 0	*24 0 0*
J	6½ to 7	40 0 0	*40 0 0*	40 0 0	*26 13 4*
K	7 to 7½	45 0 0	*45 0 0*	45 0 0	*30 0 0*
L	7½ to 8	50 0 0	*50 0 0*	50 0 0	*33 6 8*
M	8 to 8½	55 0 0	*55 0 0*	55 0 0	*36 13 4*
N	8½ to 9	60 0 0	*60 0 0*	60 0 0	*40 0 0*
O	9 to 9½	65 0 0	*65 0 0*	65 0 0	*43 6 8*
P	9½ to 10	75 0 0	*75 0 0*	75 0 0	*50 0 0*
Q	10 to 15	75 0 0	*75 0 0*	75 0 0	*50 0 0*