

Board regards as too high. Appeals have not reached the Board against these fares, but it is clear that where fares approach (or exceed) 6d. a mile—as they do in some cases—it is cheaper for prospective passengers to use their own cars, if any, and the service is not performing its proper function of providing economical transport. The matter has been in the hands of the Licensing Authorities, and except on appeal the Board could not deal with it. The decision given in the case mentioned was designed to draw attention to the duty of authorities in that respect.

15. Goods-services have been subject to the licensing system for less than three years, and consequently, and on account also of the greater difficulty they present, are not in such a settled condition as the passenger-services. Steady progress has, however, been made with their regulation.

16. The number of goods transport appeals, including those pending at 1st February, 1936, has diminished, and no appeals of vital importance have been heard during the year. The important decision given on 4th April, 1935, in the cases of Hilder and Sons and some twenty-five others, was set out at length in our last report, though actually it belongs in date to the year now under review. We think we need not refer to it further.

17. The following table shows the number of appeals requiring determination during the year, and the nature of the decisions given:—

PASSENGER-SERVICES.

Authority No.					Autho- rity's Decision upheld.	Autho- rity's Decision modified.	Autho- rity's Decision reversed.	Ad- jour- ned.	With- drawn.	Not dealt with.	Total.
1	..	..	..	..	..	..	..	..	1	..	1
2	..	..	..	..	1	..	1	..	..	..	2
4	..	..	..	..	2	..	..	..	..	..	2
5	..	..	..	..	3	..	..	..	..	..	3
6	..	..	..	..	2	2	..	..	..	..	4
7	..	..	..	..	..	..	..	..	..	..	..
8	..	..	..	..	..	1	..	..	1	..	2
9	..	..	..	..	1	..	1	..	..	..	2
10	..	..	..	..	..	..	..	..	..	..	..
Central	..	..	..	..	..	..	..	..	..	4	4
Christchurch Metropolitan	..	..	..	..	..	..	..	..	..	1	1
Total ..					9	3	2	..	2	5	21

GOODS-SERVICES.

Authority No.					Autho- rity's Decision upheld.	Autho- rity's Decision modified.	Autho- rity's Decision reversed.	Ad- jour- ned.	With- drawn.	Not dealt with.	Total.
1	..	..	..	..	2	..	..	1	2	..	5
2	..	..	..	..	1	4	2	..	3	10*	20
4	..	..	..	..	1	..	..	..	..	4*	5
5	..	..	..	..	3	2	1	..	..	..	6
6	..	..	..	..	4	..	..	1	..	1	6
7	..	..	..	..	1	2	1	..	5	..	9
8	..	..	..	..	3	1	..	..	..	2	6
9	..	..	..	..	1	1	2	..	..	..	4
10	..	..	..	..	2	1	..	..	..	..	3
Total ..					18	11	6	2	10	17	64

* Includes three heard by Board but decision not issued.

18. In nearly all the cases that came before us on appeal, the New Zealand Government Railways Board was either a party or was represented. The interests of the railways and of road transport clash to a great extent, and there is need to determine the respective spheres in which they should operate. Over short distances, on good roads, it is inevitable