

makes necessary the provision of expensive freight stations on property well located in the hearts of the cities; it must be trucked twice across the station platforms, weighed and billed in small lots, stevedored in the cars at one terminal and unloaded in the other; while the loss and damage have been relatively very high. Whether or not it is a source of profit is debated, but the activity of the movement is likely to be confined within a distance represented by the ability of the truck to make delivery and return in one working day.

76. "There are in service 3,486,303 automotive trucks; of these 190,644 or 5.4 per cent only, are used in common carrier service, either interstate or intrastate and this number is so insignificant as to make any effort toward their control scarcely worth while. Along with the increase in numbers has grown an increase in carrying capacity.

77. "Control of automotive traffic must be looked for through the police power of the State to ensure safety upon the highways. The blood-letting in the business as now conducted is appalling. In 1931 there were brought to their death by this agency 34,400 persons and nearly a million received injuries. Of these more than 41 per cent were of a serious character, ranging from slight contusions to maiming and crippling for life. It is an instrument more dangerous than was the Great War. During 18 months of the Great War 50,510 members of the American Expeditionary Force were killed in action or died of wounds. During the 18 months ending December 31, 1931, 53,650 were killed in automobile accidents in the United States.

78. "During the 18 months of the Great War 182,674 members of the American Expeditionary Force were wounded, not mortally. During the 18 months ending December 31, 1931, 1,576,840 were wounded, not fatally, in the United States.

79. "We must then expect restriction of length, height and width, limitation of load, including the truck and trailer combination, mechanical restriction of speed, limitations in the hours of labour of chauffeurs, a higher standard in their character and skill and other controls to markedly lessen the appalling danger now attending this traffic".

This would seem to be a logical conclusion to the report. The Commission has found that the present system of regulation is inadequate and that a more comprehensive system is needed. The Commission has recommended that the Government should take steps to restrict the length, height and width of trucks, to limit the load, to restrict the hours of labour of chauffeurs, and to raise the standard of character and skill of drivers. These measures are necessary to reduce the appalling danger now attending this traffic.

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APPENDIX III

LIST OF RAILWAY OFFICIALS, GOVERNMENT REPRESENTATIVES, PUBLIC BODIES, AND INDIVIDUALS APPEARING BEFORE THE COMMISSION IN THE COURSE OF ITS INQUIRY (with reference to the relevant volume and page of the recorded proceedings)

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