excluded because of the delicacy of its machinery. Dirty or silt laden water can destroy or choke the boiler of the engine. The choice considered in the paper is, therefore, restricted to motor lorry only.

Good level roads, no interruptions, no competition from other modes of transport, steady and regular traffic in both directions, and lead of such a length that the lorry can do a single trip in a day, are the ideal conditions for the commercial success of mechanical transport. A combination of all such favourable factors is never found in actual practice. Running cost curves showing unit costs against capacities of lorry and against annual mileages are useful in the determination of the commercial possibilities. It is deduced from thee curves that the optimal benefits can be obtained by running a 4-ton lorry, for 33 miles per day, for a 300 day year. These deductions may be termed as unduly optimistic as these ignore useless journeys and partial loads. However additional benefits, such as fixation of a trailer with the lorry etc., are also ignored. Thus these conclusions can be considered more or less realistic.

A specific case of Lyallpur and Jaranwala 25 miles apart, is considered in detail for the comparison of different available options of communications. This distance can be currently covered by railway via Chichoki Mallian (one train a day, fare Rs. 1-13-6, distance of 118 miles and time of 7 hours), or rather uncomfortably in two stages by tum-tum (direct distance of 25 miles, fare Rs. 1 and time of about 5 hours). These options were compared with a 4-ton motor lorry service which can carry 18 to 50 passengers charging about Rs. 1 per passenger. With one as stand-by, a daily service in each direction of three trips or 75 miles per lorry could be kept up. The total cost of running a lorry at about 2.5 annas per ton-mile would be Rs. 32,000 a year inclusive of stand-by lorry charges. The total earnings will be Rs. 40,500 a year at 75 percent of full load earning, which shows good profit. This example manifests the clear advantage and superiority of mechanical road transport over other alternatives.

For the comparison of different means of goods transportation, Lahore Amritsar route was considered. The results showed very little advantage of lorry service over results showed very little advantage of lorry service over railway. However, if there is a demand of rapid transit, the lorry rates could be increased to get handsome profit.