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URBAN SPATIAL STRUCTURE AND THE SUPPLY OF PUBLIC GOODS

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This study shows that in the case of open city, the "fiscal profitability principle" suggested by Margolis is applicable to determine the efficient level of public goods. Moreover, it is found that both optimum and equilibrium cities with a pure public good have the properties similar to those without public goods. And, if the utility function is log-linear, then the increase in the provision of pure public goods has no effect on the urban spatial structure in a closed city, but it has significant impact on that in an open city.

ON FACTORS AFFECTING LAND PRICE OF TAIPEI CITY IN 1976:  
A MULTIPLE REGRESSIONAL ANALYSIS

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A sample of 1,035 observations, each (one site) with data of 62 possible explanatory variables, was used in a multiple regression analysis, with the finding that market price of land of Taipei city is significantly affected by seven attributes of the site. Almost all the seven attributes are accessibility variables. They are: distance from the central business district, from a city-wide park, from the city zoo, from a local shopping centre, and from the sewage treatment plant; the width of the road facing the site, and a dummy with or without sewage pipe.

This study shows that the regression approach is a more scientific, equitable and less expensive one than the current approach in use, and that is also capable of practical operation. Thus, it is recommended to substitute the regression approach for the current method of land assessment.

URBAN GROWTH AND PUBLIC TRANSPORTATION  
(The Trucks of Tahiti)

Jacques Champaud

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In 1979 there was an average of one private car for every three persons in the island of Tahiti. 60% of the 90,000 inhabitants work in the urban area, leading to traffic congestion and parking problems. What kind of public transportation is available in Tahiti?

Firstly, public transportation is organised to serve three main sectors of the island:- the City Sector, the West Coast and the East Coast. Each sector is served by a number of companies authorised by the government. A committee of government and company representatives establishes the rules and regulations.

Secondly, trucks and not buses are used for the regular lines. A wooden superstructure is built on the chassis consisting of long wooden benches on each side. Passengers climb on and off from the open rear. This truck carries between 20 to 35 passengers and is 2.5 to 3 times cheaper than a bus of similar capacity.

Thirdly, these trucks are owned and run by very small companies. In 1980 there were 178 companies of which 130 (or 73%) owned only one truck, 30 owned two trucks and 11 owned three trucks. Profitability is small and change of ownership was 27% between 1977 and 1980.

However the author does not recommend that the present system of allowing a large number of small companies to run the public transport be replaced by one big company monopolising the business. This would deprive a number of Polynesians of the opportunity to learn to run a business. But he does recommend organizational improvement to offer better services to the suburbs and the less profitable routes. Improvements should also be made to passenger safety and comfort. Company managers should be given proper training and a proper bus terminal should be constructed in the city centre with easy links to the suburbs. Failing such reforms, private car traffic will continue to increase and eventually strangle the city.

#### REGIONAL CITIES: THEIR ROLE IN THE NATIONAL CONTEXT AND THEIR DIFFERENCES IN SOCIAL STRUCTURE

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The paper I wish to present refers to the role of "regional cities" in the national context, and the way in which differences in the economy of their hinterland make these cities have different social structures.

By "regional cities" I mean: those small cities which serve as seats of social groups that have control of regional society. Also, they are representatives of national interests in that region. So, they serve as nuclei for the integration of social relationships within their respective regions and intermediary points for the integration of each region with the national context.

The research was based on the comparative method and the fieldwork approach of anthropology. It compares the social structure and the regional and national relationships of three "regional cities" in Mexico:

- a) Valladolid, Yucatan, a colonial town located in a region of dense peasant population whose economy is based on corn production for subsistence, craft manufacturing and seasonal work in the construction industry.
- b) Alamo, Veracruz, a new town which grew out of an encampment established in 1912 for the extraction of petroleum. It was located in a region where the owners of great extensions of land used only small fractions of it for cattle

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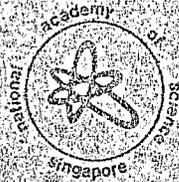
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