

Question 8—continued.

have the power to levy a rate in outlying districts, but not within Road Board districts.
Clutha—The rating powers of counties should be 1s. in the pound.
Pomahaka—County Councils should have power to levy a rate in outlying districts, without being required to levy a rate within road districts; also power to levy a spe-

cial rate in any riding for special work up to 1s. in the pound.
Molyneux South—One shilling in the pound in road districts, and 2s. in the pound in outlying districts.
Tuapeka—Same as at present.
Clydevale—Present.
Southland—That the rating powers remain as at present, with power to impose an additional rate, not exceeding 1s.,

within one or more ridings, by the order of two-thirds of the whole Council, without poll of the ratepayers.
Knapdale—Shilling rate.
Toitotois—The same as at present.
Tuturau—Should have power to levy an additional rate up to 1s. in the pound, without reference to ratepayers, and leviable in any separate portion of county.

9. What rating powers should Road Boards have?

Mangonui—As at present under the Auckland Highways Act.
Kaeo—As at present in the Province of Auckland.
Oruru—As at present in this province.
Totara—As at present under the Auckland Highways Act.
Hokianga—No answer.
Whangarei—No answer.
Maunu—As now; to be increased by consent of Council.
Parua—Present powers ample.
Waikiekie—No answer.
Waipu Middle—The powers now enjoyed by Council.
Waipu South—Boards have sufficient rating power under the present Act.
Hobson—No answer.
Okahu—As now, with borrowing powers, if needed, to be decided by a poll of the ratepayers.
Paparua—As at present.
Wairoa—The whole rating power; but all rates struck must be sanctioned by the majority of the ratepayers.
Wairau (by ex-Chairman)—This is undoubtedly the most difficult point in the whole question of local government equitably and satisfactorily to adjust, and should have been more maturely considered and clearly defined when the Counties Act was framed. At present both bodies have the power to rate; but this double rating is in these districts felt to be too heavy a burden, and therefore strongly objected to, and resisted. If the Council collects a rate (always 1s.) the Road Board usually declines to do so, and is consequently disabled from the due performance of its duties, and all but the proclaimed "county roads" suffer accordingly. Sometimes the Road Board levies a small rate of 6d. or 9d., but collectors do not think it worth attention, and the result is very unsatisfactory. The general opinion and feeling is that where the Board collects a rate, the Council should not do so; but, as all the lands at this end of Hobson County are comprised within highway districts, the Council will not consent to this arrangement. The remedy would appear to be to give the ratepayers, in annual meeting assembled, the option of declaring which should be the rating body; if the Council, then a *pro rata* portion of the rate, subsidy, and other moneys should be handed to the Board for expenditure on the local works. If the Board should be the rating body, then the Council should have power to withdraw their proclamation of "county roads," and the Board assume the onus of the care of all works within their district as heretofore. This would be by far the most satisfactory arrangement for these parts, where, for a series of eighteen years, the settlers have annually taxed

themselves for public works, more especially for main roads, which now really require very small outlay by the Council to keep repaired.
Whakahara School Committee—As at present.
Rodney—No answer.
Albertland South—I think they should not be limited to any fixed sum of rate, as they would take care that an excessive rate was not laid (being ratepayers). Rates at present levied will not be sufficient for future demands.
Arai—Present powers seem reasonable.
Upper Mahurangi—No more than they have.
Mangawai—Road Boards should have power to strike rates not exceeding £1 per £100 of the value of the fee-simple, ascertained by the property-tax valuation.
Omaha—As much as they like up to 2s. in the pound.
Matakana West—An easier method to enforce the payment of absentee rates.
Puhoi—Rating the district on the petition of a majority of ratepayers.
Tauhoa—Same as at present, which is quite satisfactory.
Wharehine—Where there are Road Boards established they only should have the power of rating.
Wainui—No answer.
Waitemata—No answer.
Kaukapakapa—The same as the counties; giving the ratepayers the power of fixing the amount.
Lake—Present power sufficient.
North Shore—If rates are levied on the property-tax valuation no rate more than 1d. nor less than 3d. should be levied.
Waitakerei West—Same as at present.
Waitakerei West (J. Cottle)—Not less than 6d.; not more than 1s.
Waitakerei West (H. Hunter)—Minimum 3d., maximum 2s.
Whangaparua—Limited as they are at present.
Eden—No answer.
Epsom—See answer to No. 16.
Mount Roskill—The rating powers as at present in use are working well.
Mount Wellington—The same as at present.
Newton—As at present, with added powers to make a special rate.
Panmure—All rating and construction of roads and public works.
Ponsonby—The limit might be enlarged to 2s. in the pound, but the striking of the rate ought to be the prerogative of the ratepayers exercised at annual meetings.
Waikomiti—The limit of rating powers by Road Boards be 2s. in the pound, the striking of the rate be left to the ratepayers.
Manukau—No answer.
Mercer—The amount set forth by Rating Act is sufficient, but power should be given to rate those squat-

ting on Government land.
Hunua—To 1s. in the pound value to let.
Karaka—A limited one.
Maraetai—Highways Act of 1871 and 1874, and those suggested in Rating Bill.
Opakeke—Two shillings in the pound for all purposes.
Otahuhu—None others than given by the Rating Act, 1876.
Papakura—Whatever is required.
Pollock—Ordinary rate not to exceed 1s. in the pound, special rate not to exceed 2s. 6d. in the pound.
Pukekohe East—As at present, 1s. in the pound on value to let.
Pukekohe West—As high as 2s. in the pound.
Waipipi—Rates should be made on the real value to sell, and not to lease.
Wairoa—"The Rating Act, 1876."
Thames—A general vote up to 2s. 6d. in the pound, and special rates for such purposes as gas, water, tramways, fire, subsidizing steam shipping, sewerage, &c.
Parawai—For all necessary rates, and not to exceed 2s. 6d. in the pound on the annual value.
Waitoa—The same as at present.
Piako—As at present.
Waikato—As the Boards think fit.
Kirikiri—The Government may safely intrust Road Boards with the power to levy any rate they please.
Waipa—No answer.
Hamilton—As at present.
Kihikihiki—All that is requisite to carry on necessary works.
Rangiaohia—Increased rating powers, the control of licenses, and all other necessary functions of local self-government.
Tuhikaramea—Let ratepayers in each district decide amount of rates, also whether on basis of valuation or acreage (classified).
Raglan—Same as at present, provided County Councils and Road Boards both continue to exist.
Pirongia—Any rates not exceeding 1d. in the pound on the value to sell in one financial year, exclusive of special rates.
Raglan Town—As at present.
Whakatane—The same as at present.
Cook—No answer.
Ormond—Five per cent. only.
Patutahi—Five per cent.
Te Arai—Up to 5 per cent.
Poverty Bay—Same as at present.
Tauranga—No answer.
Kaikati—Up to 1s. in the pound, unless the majority of the ratepayers agree to a special rate.
Te Puna—None.
Wairoa—No road districts in county. Council have no suggestions to offer.
Hawke's Bay—No direct powers. Every Road Board to estimate what funds would be needed for the year, and to inform the Council. The Council to levy and collect a rate sufficient to cover