

Traffic Manager refer to grain only, without reference to the point of disembarkation. The Waimate County rates are $\frac{7}{8}$ d. in the pound on improved value. The total capital value of whole county is £2,685,876. Rating on unimproved value is in force in the county for one year. The total revenue in force in the county from rates last year at $\frac{7}{8}$ d. is £8,318. The rating in previous year was $\frac{11}{8}$ d. in the pound on capital value the previous year. The unimproved value of Elworthy's freehold, Upper Pareora, was on 39,635 acres; leasehold, 10,062 acres; Lower Pareora freehold, 3,302 acres. The capital value was—Leasehold and freehold, Upper Pareora, £198,005; Lower Pareora, £23,120. Mr. Elworthy paid last year £809 9s. 8d. county rates, £277 7s. 3d. harbour rates. We levy harbour rates three-tenths, county rates seven-eighths.

Re-examined by Mr. Hamilton.—Mr. Elworthy has asked for expenditure on roads in Upper Pareora Riding, in his property. Cannot give particulars.

John Fleming Douglass sworn.—Is a sheep-farmer at Waihao Downs, and is Chairman of Waimate County Council. Under his direction certain areas growing grain in Waimate County have been prepared and computed. (See Exhibit 20.) Has seen this. These lists comprise such lands. Knows wool is sent from his district. Pentham Hills cart wool, and small quantity comes from Studholme. Part comes from both places. Sends none by road. Knows sheep traffic. There is considerable traffic from across Waitaki and from Southland, which is discharged at stations. Of the sheep that go to Levels most have been brought by Levels buyers. Had considerable experience in the use of roads. Has a mail-coach. As regards keeping roads in repair, if they are patched up in lengths they are very irritating to drive over, if long stretches of metal.

Cross-examined by Mr. Raymond.—Pentham Hills Station has about ten or eleven thousand sheep, and would shear eight or nine thousand, and that wool is drayed into Timaru. Knows Waikakahi. Never hear of wool from there. Up to last year Waorangu Station carted wool up to Timaru. They shear eighteen or nineteen thousand. Our Council was opposed to the severance. The opposition in Upper Pareora was a small minority in value. Most of our travelling sheep come north for the freezing-works. Some come for fattening, some for breeding. Does not say that the sheep stop in Levels. Knows that Levels has not a great extent of pastoral country. The bulk of the fat sheep from Waimate are railed. Does not know proportion. From Pareora they might be travelled north of Studholme. Rails everything. *Re* buyer: Refers to Grant, Mackenzie, and others. There are no fat buyers in his county. Roads patched up are less irritating than long stretches of metal. Knows it is harder on the horses. Does not mean a wheel-barrowful here and there. If you put on a mile at once it is irritating. What is done should be done properly. If the road is properly repaired it should last for a considerable time. Periodically a road should be repaired. It might mean every eight or ten years, but it might want a portion every year.

Re-examined by Mr. Hamilton.—Putting on a considerable quantity of metal, if road is properly repaired it ought to last ten or twelve years.

David Stowell sworn.—Resides at St. Andrew's. Has resided there thirty years. Has observed the traffic. No heavy traffic goes in from St. Andrew's, but a good bit of buggy and traps go in. Light traffic comes out from Timaru. Cannot say where it goes to. Sales are held at St. Andrew's fortnightly now. It is good for farmers to attend these sales. They come both ways, from Main Road and from Brassell's. There are settlements at Springbrook, St. Andrew's, and Pareora. They cart grain to St. Andrew's, and other produce. They might take a few potatoes to town, but it mostly goes to St. Andrew's. Traffic from the lower portion of Pareora goes to St. Andrew's. Has seen no heavy traffic from this place to Timaru except a load or two of grain. Lives about ten chains off the Main Road near St. Andrew's. A good deal of sheep travel both ways. Think one-fourth goes south and three-fourths go north. It is almost impossible to form an estimate.

Cross-examined by Mr. Raymond.—Most sheep go north. Good many go south past St. Andrew's. They might have come from Mr. Elworthy's. Keeps about six hundred sheep. The bulk go to Timaru, generally by rail. Never send by road. His fat sheep this year went by rail. Some fats go by road, but many go by rail from St. Andrew's. Those from higher up are often railed. From the whole of lower part of Pareora Riding they would go by road, but those near St. Andrew's go by rail. Supported Bill for incorporation into Levels. There was a unanimity of opinion in Levels Riding that they should join Levels.

By Commission.—Reason was because all their business interests lie in Timaru. It is the proper thing to do that Upper and Lower Pareora should be in Levels County. All his neighbours hold the same opinion.

By Mr. Raymond.—Lives on the sea side of St. Andrew's station. Has not seen grain coming to Timaru on Main Road, but grain from Upper Pareora Riding would be roaded to Timaru generally. Was Government Valuer, but is not now. Held that position eighteen months off and on. Valued Waimate County. Have resided in Pareora Riding over thirty years. Finished before Christmas. Some years ago Lower Pareora Bridge fell into disrepair, and with others endeavoured to get the Supreme Court to repair it. Considered it of importance that Pareora settlers should get to Timaru. Since then the circumstances have altered, and rates are cheaper on the railway.

Cross-examined by Mr. Kinnerney.—This was a good many years ago, and circumstances have changed since then. There is an increased tendency for goods to go by rail. A town like Timaru would increase the value of land. It encourages production. Grain can be grown to more profit, and also sheep. Thinks it proper that Lower Pareora should join Levels.

Charles Edward Bremner sworn.—Is engineer to Waimate County and A.C.E., and formerly engineer to Wairarapa North County sixteen years, and seven years engineer to Masterton Road Board. Has specially studied road-maintenance and contributed a paper to Institute of Civil Engineers in London. Has examined Mr. Black's estimates with letter from Levels County Council of 17th March, 1902. In witness's opinion the claim is for reconstruction of roads,