

19. And to the extent to which those leases would increase the population and the general trade of Rotorua they would increase the value of those leases?—That is so.

20. If the line from Rotorua to Taupo increased the State leases it would increase the value of the privately owned leases?—Yes.

21. And your knowledge of human nature will dictate to you that if the private owners can get this increased value they will?—Certainly.

22. You represent the Rotorua Chamber of Commerce, the representatives of which are elected on no franchise whatever?—That is so.

23. Is there any one member of that Chamber of Commerce who does not own land in Rotorua, or who is not interested in land in or adjoining Rotorua?—That is a pretty big question. I could not answer it.

24. How many members are there in the Chamber of Commerce?—Seventy.

25. I ask you if there is one in that seventy who does not own land in Rotorua?—Mr. King does not own any land in Rotorua.

26. Do you say he is not interested in any way in land in Rotorua?—Yes.

27. What is his business?—He is a farmer at Horowiwi.

28. Where is that?—Past Mamaku, towards Auckland.

29. How many miles is this farm from Rotorua?—Approximately, twenty miles.

30. You know of no others?—I cannot say.

31. The great majority of the persons you represent to-day are interested in land either in or near Rotorua?—I do not say that.

32. Can you give me any other name than Mr. King's out of the seventy members of the Chamber of Commerce? However, if you have any great difficulty about it I am content to leave it there. You tell me you represent the Rotorua Chamber of Commerce, and that they have voiced through you their objections to this Putaruru-Taupo extension?—Yes.

33. Do you know whether there is one single settler on this area [map referred to] who opposes the extension of the line from Mokai to Taupo?—I know a great many who would prefer to see it go *via* Rotorua.

34. Can you tell me whether the petitioners, having their own interests in favour of the company's line, know their own interests as well as the Rotorua people know them?—I should say so, approximately.

35. Do you think they would know their own interests as well as the members of the Chamber of Commerce?—I suppose so.

36. Would they not know them better?—I might say they would prefer any railway to no railway at all.

37. You have spoken very largely and cogently about the tourist traffic: in your opinion is it more important to the whole of this district that the tourist traffic should be promoted or that settlement should be promoted—how would you put them in point of importance?—Judging by the capabilities of the land I should say the tourist traffic is the more valuable.

38. Which is more valuable to Rotorua?—The tourist traffic and the State railway.

39. You place the tourist traffic as being of more importance, then?—That is the way I demonstrate it under present conditions.

40. You consider it more important than to settle the present large areas of land?—I do.

41. I will take you down from Rotorua to Taupo [map referred to]. Do you suggest that westward of the proposed Rotorua line you could serve all this land?—No.

42. Then, I take it that you will agree with the evidence already given that the configuration of the land would prevent service to the westward by the Rotorua line?—There would only be the same difficulties that you experience in serving it.

43. Do you know the country?—Yes, I have been over both routes.

44. Several witnesses have shown that there is very high country to the west: you have to come down by way of Wairakei?—I think if your engineers could get over your difficulties other engineers could get over these.

45. I am speaking of ordinary access from the railway to the lands to the westward?—I think one line would be just as easy as the other to serve that country.

46. You assume that from your knowledge?—I have no data except personal observation.

47. In arriving at a conclusion you have assumed that the country to the westward could be served by the Rotorua line?—Yes.

48. Do you know what class of country it is to the eastward of the Rotorua line from Rotorua to Waiotapu? Do you pretend that it is land that could be settled at all?—I certainly pretend that it could be settled, because if the conditions apply to the country round to the southward they also apply to that land there.

49. You know the land around Rotomahana: is that as good land as the land round Rotorua?—Judging by the stuff that comes off, I should say so.

50. You know the Tarawera land: do you think that is as good?—I do.

51. What products do you suggest will form the traffic on this proposed Rotorua-Taupo line?—Ordinary farming products of the nature of chaff, oats, dairy-produce, and cattle. There is a certain amount of timber away to the southward on the right-hand side of the route.

52. Are you referring to the plantations?—No.

53. Can you give me an idea of the area?—I do not know what area it is.

54. The suggestion is that the only timber traffic this line could expect is timber from the Government plantations when the trees have matured?—There may be something in that.

55. Do you think that these traffics and the tourist traffic would make the line a payable concern?—Yes, practically from the start.

56. What are you assuming the cost would be of this line from Rotorua to Taupo? Have you arrived at any conclusion as to what the line will earn or what the cost will be?—Yes. The