

I shall now deal in detail with the subdivisions of each separate run; but before doing so I should like to say that I have invariably made the subdivisions in such a manner as to insure that each division shall have an equal, or nearly equal, proportion of winter or safe country, and that there shall be no danger of any waste country being left in the hands of the State. In every case, with the subdivisions suggested, the safety of the runs during a bad snowstorm will be increased many fold, as compared with their present state.

*Run No. 75: Sawdon Station.*

This run comprises 27,100 acres of grass land, and its easy carrying-capacity is about 9,000 sheep. The nearest part of it is ten miles from a railway terminus; the main Fairlie—Mount Cook motor-road goes through the centre of it for eleven miles. From the configuration of this run, and from the nicely proportioned areas of winter country on each block, it lends itself to easy subdivision in three blocks. As it is already nearly all subdivided by fences on the lines indicated, the first outlay for necessary expenses would be very slight. The three homesteads would be practically on the base of operations, if it were necessary to shift any sheep during an exceptionally heavy snowstorm; and, as the main road is kept clear of snow by the County Council's snow-plough, if the worst came, every sheep could be easily taken down country in a few days without any loss. In the two blocks most distant from the railway terminus there is plenty of fair land suitable for growing sufficient hay and turnips to keep all the stock during the two dangerous months. The carrying-capacity of the different divisions would be as follows: Block nearest Fairlie, 1,500 sheep; the other two blocks, about 3,700 sheep each. Each of these blocks will keep a family comfortably. I suggest that a fair rent would be £250 per annum. The rentals of the different blocks could be adjusted on this basis when the different areas were correctly known. I can guarantee a keen demand for these small runs from practical men. I have drawn a pencil-line as near as possible on the places of the divisions I have suggested. This run surrounds the Township of Burke's Pass. I may also add that part of the Ashwick Station, Sawdon Gully, and Mount Edwards, adjacent to the Sawdon Run, can only be properly worked by being added to these runs when Ashwick lease falls in. I would recommend this being done.

*Run No. 76: Tekapo Station.*

This run comprises 27,900 acres, and carries easily 9,000 sheep. Its nearest part to the railway terminus is twenty miles on a good road. This run could be very easily divided in two—in fact, it is fenced in the proper place already, each division having an equal proportion of winter country. There will be plenty of land on both runs suitable for growing hay and turnips, to insure the safety of all the stock in a bad winter. There is also a good block of Ashwick Station lying very convenient to these runs, and I would suggest this being added to them when the Ashwick lease falls in. Although this run, divided in two, gives ample land and to spare to keep any two moderate families, without the addition of the Ashwick Block, yet, to make the best use of the Ashwick country, this is the only way to deal with it. I would also suggest that a road-line, for stock-driving purposes only, be given from the main road on the east side of Edwards Creek to fence boundary. This would make it very convenient to take stock down country.

*Run No. 77: Richmond Station.*

This run comprises an area of 87,000 acres, and is one of the best summer-grazing runs in the Mackenzie Basin, and probably the worst and most dangerous in the whole basin for losing sheep in the winter snowstorms. The greater part of this country consists of long slopes and table country and broken downs; but, unfortunately, the greater portion of it has a partial southerly aspect. This, and its general flatness, make it bad country for snow clearing quickly. There is, however, any quantity of good land most suitable for growing hay and turnips; and it is only a question of moderate expense to grow sufficient feed to insure, in all probability, the safety of the stock in the worst winters. It could easily be subdivided in two runs, and if worked as described would be fairly safe. On the other hand, as this country, from its general flatness and good grazing qualities, is specially adapted for leasing under the fourteen-years tenure, it could for this purpose be cut in three or four blocks, and, I am sure, be readily leased to down-country graziers. A fair rent for this run would be £350 per annum. The sheep-carrying capacity is about 17,000.

*Run No. 78: Lilybank Station.*

This run comprises 70,000 acres, and has a sheep-carrying capacity of 6,000. It consists chiefly of high, rough, mountainous country, and only a very small proportion of it is reasonably safe in a bad winter. There is a small portion of excellent land that could grow hay and turnips sufficient to tide over the worst winters. It is impossible to subdivide this run, for want of suitable fence-lines. It can only be leased in one block, and a fair rent would be £130 per annum.

*Run No. 80: Mistake Station.*

This run comprises 62,000 acres of very high mountainous country. About ten miles of Lake Tekapo and Godley River facings lie well to the sun, and are fairly safe country in the worst winters, although part of this is, in heavy snowstorms, subject to avalanches, and these may cause a heavy mortality in the sheep depasturing on the facings. The other parts of this run, comprising more than three-fifths of the whole, are only summer country. This run could be well subdivided in two, and a fair proportion of winter country could be given to each run; but it is absolutely impossible to get a fence-line that would stand even one winter. I would therefore recommend that it be leased again in one run. A fair rent would be £300 per annum. The sheep-carrying capacity is 14,000.