

121. But with the tents and the huts you had has the area been at all times sufficient? I suppose you have under the Military Regulations certain lines laid down upon which camps are to be constructed—that there must be a certain amount of space between the rows of tents, and so on?—There is no hard-and-fast rule, but it is generally recognized that for a standing camp there should be a certain amount of space between the tents themselves and the rows of tents.

122. That is what we have to deal with. What are the regulations with regard to the area per thousand men or per hundred men: do you know what the war-books say?—I can get you the information.

123. Would it be possible to get these books here in Wellington?—Yes, from the headquarters. [Witness telephones to headquarters for books.]

124. *Mr. Salmond.*] Do you consider, as a matter of fact, that the camp has been overcrowded at any time?—Well, I do not think it has been overcrowded—not for the time we have had it. It would have been if the numbers recently there (seven thousand) remained long.

125. *The Chairman.*] Then you think it is too small for a permanent camp for seven thousand men?—That is so, if we had had to keep that many men there for any length of time. But this was not our intention. You see, over two thousand men were to go out in August.

126. If you had huts it would not be too small?—Yes, even with huts I think it would become too small—that is, for a permanent camp of that size.

127. For a temporary camp it is large enough—you could do with it?—We would be able to get on with it.

128. What is the area?—I do not remember that.

129. *Mr. Ferguson.*] Are your views as to the sufficient size of the camp based upon the area for drilling purposes or that set apart for living purposes?—For living purposes.

130. You have to reserve an area for drilling purposes which leaves an area too small for living purposes?—As a temporary expedient I think it answered the purpose for the time that the men were in occupation of the tents until the huts were built.

131. *Mr. Salmond.*] Now, as to the nature of the ground: is it a suitable site for a camp, or is it too wet or otherwise unsuitable?—As to the nature of the ground, it is the finest ground we could have got for a camp.

132. *The Chairman.*] Are there any conditions laid down in the regulations with regard to a site for a camp?—Yes, there are.

133. *Mr. Salmond.*] And in respect of the nature of the ground it is a perfectly satisfactory camp?—Yes.

134. As to the climate?—The climate is excellent, barring fogs during the winter. It is a bracing climate—an excellent climate to work in.

135. *The Chairman.*] Do you keep a rain-gauge out there?—I have not done so.

136. *Mr. Salmond.*] Then your only objection is as to the fogs?—Yes.

137. Do you regard that as serious?—It is inconvenient as far as training goes.

138. *The Chairman.*] But you do not think of it from a medical or health point of view?—That is so, only from a training point of view.

139. *Mr. Salmond.*] And there is a good deal of mud about in wet weather?—Yes.

140. Has any attempt been made to pave or road the camp?—Yes, there has been. Since the occupation of the huts we have had working fatigue parties, consisting of two hundred men, roadmaking, draining, &c.

141. *The Chairman.*] Daily?—Yes, daily.

142. *Mr. Salmond.*] Is that still going on?—No, they are all away now.

143. Until the breaking-up of the camp it was going on?—Yes.

144. *The Chairman.*] Since the putting-up of the huts?—Since the occupation of the huts.

145. When was that: when were the huts occupied?—About the end of May.

146. *Mr. Salmond.*] Before then had any roads been made in the camp?—Yes, the main roads were made.

147. How many main roads?—Two main roads.

148. Were they metalled or paved in any way?—They were made with river-shingle.

149. And were they satisfactory and sufficient?—They got muddy with the terribly heavy traffic on them.

150. What new roads have been made?—The roads leading down to all the huts—the roads running along each row of huts and along the ends of them.

151. When the process of roading is completed, will there be a sufficient system of roads to enable the troops to obtain access to their huts without going through mud?—If the huts are completed as laid down, and the drainage and roading is carried out as laid down by the Engineer, I am certain there will be no mud.

152. *Mr. Ferguson.*] This is the first time we have heard the Engineer mentioned: who is the Engineer?—Captain Jickell, Borough Engineer, Palmerston North.

153. When was he first consulted?—I could not say from memory.

154. *Mr. Salmond.*] When did you first hear of this scheme for roading and drainage?—I saw that it was necessary for roads to be made. I verbally asked what could be done in the matter, and the Wellington City Engineer, Mr. Morton, was consulted.

155. That was before the huts were occupied?—Just prior to the huts being occupied.

156. Was the scheme arranged by the other Engineer whom you referred to?—No; that was prior to my consulting Captain Jickell. I had spoken to Mr. Morton and the Public Works Engineer, Mr. Louch. I consulted them on the possibility of tarring, but they advised me that it was absolutely impossible to tar in the winter, and I would have to wait till the summer; and I thought that the only thing I could do this winter was to shingle it right through.

157. How long would it have taken to finish that job if the troops had not left Trentham?—I could not say, but I think at least two months.