

ELECTRIC TELEGRAPH IN CHRIST-
CHURCH.

Officer in Charge—J. A. Hutton.
Counter Clerk—L. Johnston.

Assistants—J. Durgan, L. M. Shrimpton, J. G. Ballard.

DISTRICT COURT, WESTLAND.

Judge—E. Clarke
Clerk—E. Hardcastle
Bailiff—T. Kenrick

RESIDENT MAGISTRATES' COURTS.

Resident Magistrates—Christchurch, C. C. Bowen; Lyttelton, W. Donald; Akaroa and Pigeon Bay, J. Watson; Timaru, B. Woolcombe; North Canterbury district, W. B. Pauli; Hokitika, Gerald G. FitzGerald; Greymouth, William Horton Revell; Totara, Justin Aylmer; Okarita, M. Price.

Clerks to the Bench—Christchurch, T. B. Bain; Lyttelton, J. Townsend; Kaiapoi, F. G. Hewlings; Akaroa, Cyprian Brook; Timaru, H. Simmonds; Leithfield and Rangiora, E. Simons; Hokitika, F. de C. Malet; Greymouth, Henry Kenrick; Totara, James Simpson.

Bailiffs—Christchurch, W. E. Burke; Lyttelton, H. Brooks; Hokitika, Thomas Kenrick and Thos. Christian; Timaru, E. Duff; Kaiapoi, M. Lynskey.

Interpreter to Courts—Rev. J. W. Stack.

CHRISTCHURCH BENCH.

The annual meeting to revise the Jury List is held on the 1st February in each year.

The annual meeting to grant Slaughter-house licenses is held on the 31st of August in each year.

The annual Public House Licensing Meeting begins on the first Tuesday in May.

The Quarterly Public House Licensing Meetings are held on the first Tuesdays in March, September, and December.

Meetings for transferring licenses are held on any day.

Debt cases, under £20, are heard every Tuesday and Thursday; those over £20, every Wednesday; summary proceedings, assaults, &c., every Thursday; and Police cases every day.

ELECTORAL OFFICERS.

Principal Returning Officer (for the election of Superintendent); William Donald. Deputy ditto; William Wilson

Returning Officers in Canterbury (for Members of the House of Representatives, in the districts set opposite their names), viz:—City of Christchurch, Avon, Heathcote, Kaiapoi, Town of Lyttelton, Mount Herbert, Thomas William Maude; Westland, G. S. Sale; Gladstone and

Timaru, B. Woolcombe; Cheviot, J. Birch; Ashley, W. B. Pauli; Akaroa, J. Watson; Selwyn and Coleridge, E. J. Lee.

Returning Officers (for the Election of Members of the Provincial Council of Canterbury, in the districts set opposite their names):—City of Christchurch, Papanui, Riccarton, Heathcote, Town of Lyttelton, Lincoln, Town of Kaiapoi Sefton, Oxford, Rangiora, Port Victoria, Wai-para, Mandeville, William Donald; Town of Akaroa, Wainui, and the Bays, E. C. Latter; Rakaia and Selwyn, E. J. Lee; Ashburton, C. P. Cox; Geraldine, Town of Timaru, Waitangi, Waimate, and Seadown, B. Woolcombe; Mount Cook, F. W. Teschmaker; Town of Hokitika, Town of Greymouth, and Westland, G. S. Sale.

POLLING PLACES FOR THE ELECTION
OF MEMBERS OF THE PROVINCIAL
COUNCIL OF THE PROVINCE OF
CANTERBURY.

CHRISTCHURCH—Town Hall.

LYTTELTON—Town Hall.

RICCARTON—School-house, Riccarton.

AVON—School-house, Riccarton.

School-house, Papanui.

PAPANUI—School-house, Papanui.

HEATHCOTE—Road Board Office, Ferry road.

School-house, Lincoln road.

KAIAPOI—Resident Magistrate's Office.

RANGIORA—Resident Magistrate's Office.

MANDEVILLE—School-house, Kaiapoi Island.

School-house, Woodend.

OXFORD—Survey Office, Oxford.

SEFTON—Road Board Office, Sefton.

LINCOLN—School-house, Prebbleton.

PORT VICTORIA—Residence of C. Vigers, Esq.,

Governor's Bay.

AKAROA—Resident Magistrate's Office.

WAINUI—School-house, Duvauchelle's Bay.

THE BAYS—School-house, Okain's Bay.

School-house, Pigeon Bay.

SELWYN—Road Board Office, Leeston.

G. A. E. Ross' Woolshed, Bealey Track.

RAKAIKA—Ford's Woolshed, Selwyn Forks.

Rhodes' Woolshed, Racecourse Hill.

ASHBURTON—T. Moorhouse's Woolshed.

TIMARU—Resident Magistrate's Court.

GERALDINE—Resident Magistrate's Office, Arow-

henna; and Mr. Cox's Woolshed, Orari.

WAI PARA—G. Moore's Woolshed.

WAITANGI—Sheath's Woolshed, Te Ngawai.

H. Meyer's Woolshed.

F. Jollie's Woolshed.

MOUNT COOK—Teschmaker's Woolshed.

WAIMATE—Studholme's Woolshed.

SEADOWN—Level's Woolshed.

HOKITIKA—Warden's Court.

GREYMOUTH—Warden's Court.

WESTLAND—Warden's Court, Hokitika.

Warden's Court, Greymouth.

Warden's Court, Waimea.

WESTLAND—Warden's Court, Kanieri.

Warden's Court, Ross.

Warden's Court, Okarita.

THE MOORHOUSE TUNNEL.

At 6.30 a.m. on Friday, the 24th May, 1867, communication was established between the two drives in the tunnel, by the miners on the Port side breaking into a drill hole sunk some days previously in the face of the Heathcote drive. After a few minutes spent in enlarging the opening, an iron rod was passed through from drive to drive, the distance between the two faces being fourteen feet. The alignment and the levels were thus proved to have been perfectly correct, and the tunnel was practically completed.

To write an intelligible account of the Moorhouse Tunnel, it is necessary to go back to the earliest records in the history of Canterbury. For, out of the geographical difficulty of communication between the Port and the Plains which met the first settlers on their landing, and which has ever since seriously impeded the progress of the province, arose the conception of the great work which may now be said to be virtually completed. There are many still among us who can recall the feelings of dismay and disappointment with which the lofty hills surrounding Lyttelton were first regarded. Beyond, lay an almost interminable plain, which, even to the unpractised eye of the new comer, gave promise of full return for the labour that might be expended upon it. But before this could be reached a barrier of formidable dimensions interposed in the shape of lofty abrupt hills, and no available means existed of overcoming the difficulty. It must have required all the courage and resolution with which the early settlers were so amply endowed, to have faced this serious and unexpected difficulty. The records of that date prove that it was universally felt to be the one drawback to the progress of the settlement, and that it caused great anxiety and disappointment to all the settlers. Many of the earliest pilgrims had been led to believe that they would find a practicable road leading to the plains; and their chagrin was proportionately great on finding their anticipations incorrect. From the first, then, we find one of the chief subjects of public interest to have been, the discussion of the best means of communication between the Port and the Plains.

When the first ships arrived with settlers there were but two ways of reaching the plains. One by scrambling over the hill, either by the line of the present bridle path or by Cass' Bay to Riverlaw, the other by taking boat and going round by Sumner and up the Avon to the Bricks Wharf, nearly opposite the Cemetery. At that time the Heathcote was considered not to be navigable. A line of road *via* Sumner had indeed been surveyed by Capt Thomas, but it was found impossible to proceed with it for want of funds. The incomers, as a rule, footed the hill while their goods went round by Sumner, and not unfrequently came to grief, for at that time the bar was imperfectly known, and decked river crafts were hardly to be obtained. In a short time a tolerable bridle path over the hill was finished, which has been widened and improved from time to time, and is still the principal medium of communication for foot and horse passengers. The completion of a cart road from the foot of the hill on the Heathcote side to the river, the establishment of a ferry there, and the construction of a road to Christchurch, followed within the first year, and greatly promoted the convenience of travellers. About the same time the Heathcote was found to be navigable, and Christchurch quay on the new road was opened. But the grand desideratum of a cart road to the plains was not yet to be accomplished. In December, 1851, a meeting of the Society of land purchasers was held to consider the report of a select committee of their body upon the best means of communication. The report recommended that a sum of £30,000 should be borrowed to carry out the Sumner road. Public meetings were held both in Lyttelton and Christchurch, endorsing the views of the Society. It is curious to observe that so far back as this the subject of a railway tunnel was discussed, and only put aside as being considered premature. Apparently it was easier in those days to pass a resolution in favour of borrowing than to obtain the money, for nothing appears to have been done towards pushing on the Sumner road till the first Provincial Government took up the subject, and appointed a Commission, consisting of Messrs. Bray, Cridland, Dobson, Harman, and Jollie, to report on the several modes of communication between the Port and the Plains. These gentlemen issued a report in April, 1854, in which they recommended the Government to make a railway *via* Sumner, with a tunnel below Evans' Pass to Gollan's Bay, or, if that scheme proved beyond the resources of the province, to construct a cart road *via* Sumner with a tunnel through the top of Evans' Pass. This work was to be accompanied with certain improvements to the bar at Sumner. The present line of tunnel and railway was considered in the report, and though the cost was estimated only at £155,000, the scheme was considered by the Commissioners to be beyond the resources of the province. Another line was pointed out as worthy of consideration, in which the road was made to wind up the spurs at the back of Lyttelton to a tunnel 600 yards in length at the head of the gully, descending into Dampier's Bay at an elevation of 520 feet above the sea.

The Government decided upon the road, and about a year after the date of the report referred to, the work of making the Sumner road commenced. On the 24th August, 1859, the road was formally opened by the Superintendent, Mr. FitzGerald, who drove a dog-cart over it and arrived in Lyttelton without damage, to the surprise of many of those who doubted its capabilities for traffic. It was some time after this before the road was opened for the heavy cart traffic, which from the time it commenced has gone on gradually increasing to the present date.

While the Sumner Road was under discussion and in course of construction, various efforts were being made to improve the river navigation. It is a singular fact that in those days the idea of using the Heathcote river for the purposes of traffic was strongly opposed by some of the Lyttelton merchants. On the 18th December, 1854, Captain Drury, of H.M.S. Pandora, reported upon the condition and capabilities of the Sumner Bar. The general tenor of the report was adverse to making any attempt to improve the