

NELSON TO COBDEN.		Miles.	Nelson to—	Miles.
Post-office, Nelson	...	—	Hawke's Craig	133
Richmond	...	8	Ohiki Hill	136
Wakefield Arms	...	16	Ohiki River	137
Big Bush	...	45	Westport	150
Slip Store	...	55	Charlestown	170
Branch road to the Grey	...	57	Brighton	182
Devil's Grip Store	...	62	Cobden	225
Hope River	...	66	NELSON TO BLENHEIM BY THE PELORUS.	
Owen River	...	77	Post-office, Nelson	—
Mangle's Store	...	87	Maitai junction	8
Mairi	...	91	Herenga	14
Newton	...	102	Tinline	15
Lyell	...	111	Wilson's	28
Inangahua	...	120	Havelock	32
Old Diggings Store	...	128	Wairau River	47
Black Water	...	131	Blenheim	55

## CUSTOMS REVENUE.

The following table exhibits the Customs Revenue of each province for the financial year ended June 30, 1867:—

	£
Auckland	137,981
Taranaki	13,023
Wellington	94,428
Hawke's Bay	26,898
Marlborough	2,392
Nelson	38,353
Canterbury	295,401
Otago	221,691
Southland	34,387
Chatham Islands	114
Total	864,668

Mr Fitzherbert's estimate, when making his financial statement on September 5, 1866, was £850,000.

## EXPORTS AND IMPORTS.

The following table exhibits the value of the imports and exports in each province for the year ending June 30, 1867:—

	Imports.	Exports.
	£	£
Auckland	1,109,641	268,894
Taranaki	50,622	1,116
Wellington	720,409	239,643
Hawke's Bay	75,075	73,300
Marlborough	12,655	52,556
Nelson	429,959	243,162
Canterbury	1,759,748	2,470,964
Otago	1,825,700	1,086,185
Southland	196,003	142,944
Chathams	257	96
Totals	£6,180,069	£4,578,842

## TO MEASURE UNSQUARED TIMBER.

In order to ascertain the contents, multiply the square of the quarter girth, or of quarter of the mean circumference, by the length. When the buyer is not allowed his choice of girth in taper trees, he may take the mean dimensions, either by girthing in the middle for the mean girth, or by girthing it at the two ends, and taking half of their sum. If not, girth the tree in so many places as is thought necessary, then the sum of the several girths, divided by their number, will give a mean circumference, the fourth part of which being squared, and multiplied by the length, will give the solid contents.

The superficial feet in a board or plank is known by multiplying the length by the breadth. If the board be tapering, add the breadth of the two ends together, and take half their sum for the mean breadth, and multiply the length by this mean breadth.

The solid contents of squared timber are found by measuring the mean breadth by the mean thickness, and the product again by the length. Or multiply the square of what is called the quarter girth in inches by the length in feet, and divide by 144, and you have the contents in feet.

Boughs, the quarter girth of which is less than 6 inches, and parts of the trunk less than 2 feet in circumference, are not reckoned as timber.

1½ inch in every foot of quarter girth, or 1/3 of the girth, is allowed for bark, except of elm. 1 inch in the circumference of the tree, or whole girth, or one-twelfth of the quarter girth is the general fair average allowance.

The quarter girth is half the sum of the breadth and depth in the middle.

The nearest approach to truth in the measuring of timber, is to multiply the square of one-fifth of the girth or circumference by double the length, and the product will be the contents.

## HACKNEY CARRIAGES IN CHRISTCHURCH.

Table of Rates and Fares to be charged for any Hackney Carriage plying for Hire at any place within the said City, and within Eight Miles of the Corporate Limits thereof.

	Carriages having four wheels, and two or more horses, not plying as an omnibus.	Cabs having four wheels and one horse, or two wheels and two horses, or two wheels and one horse.
FARES BY TIME.		
(One or two adults to be a full fare.)		
By the day, i.e., for any twelve consecutive hours between 6 o'clock a.m. and 10 o'clock p.m., for two persons	£ s. d. 2 10 0	£ s. d. 2 0 0
For each additional passenger	0 15 0	0 12 0
BY THE HOUR.		
For the first hour or less than an hour	0 5 0	0 4 0
For every subsequent half-hour or less	0 2 6	0 2 0
In hiring by the hour (when the passenger is set down at a distance from the place of hiring), time to be reckoned for returning to the place of hiring, at the rate of six miles an hour from the place of setting down.		
FARES BY DISTANCE.		
(One or two adults to be a full fare.)		
In Town, and One Mile out.		
For any distance within, and not exceeding one mile, one or two persons	0 2 6	0 2 0
Beyond one mile from the Town Belt, per mile	0 3 0	0 2 6
For every additional person, half fare.		
For every half-mile or part thereof exceeding one mile, an additional charge of one-half the rate per mile.		
Any person calling or sending for any Hackney Carriage, and not further employing the same, shall pay	0 2 6	0 2 0
Or (at the option of the driver), the fare from the stand or place whence the carriage may be engaged. Half-fare to be allowed as back fare whenever the distance exceeds two miles from the boundary of the city; but no back fares to be charged within the limits of the city.		
FARES FOR DETENTION.		
For every fifteen minutes' complete detention	0 1 6	0 1 0

An additional charge of one-half the above fares to be made between the hours of 10 o'clock at night and 6 o'clock in the morning.

No extra charge to be made for luggage not exceeding 14lbs. weight for each person carried.

Every driver of a Hackney Carriage shall drive the same at a reasonable speed, not less than six miles an hour, unless unavoidably delayed, or required by the hirer to drive at a slower speed.

The driver of every Hackney Carriage to produce a printed copy of the above Table of Rates and Fares on demand, and to have a printed copy of the same affixed conspicuously inside his carriage, in such place as may be directed by the Inspector of Hackney Carriages.

Pre-engagements for conveying to and from Balls, Weddings, and Funerals, as per special agreement. Made by the Council at a Meeting held on the Third day of January, 1865.

## TABLE OF RATES FOR THE CARRIAGE OF GOODS.

	By DISTANCE.	s. d.
For every load transferred or carried for any distance within and not exceeding one mile	...	3 0
For every subsequent half mile or part thereof	...	1 0
For a fractional part of a load, by special agreement.	...	...
Detention to be paid for at the rate per half hour or part of a half hour	...	1
BY TIME.		
For the first hour or part thereof	...	4 0
For every subsequent half hour or part thereof	...	1 6