

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. Simmonds; 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, E. 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-

henua; 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, Waima.

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

navigation by altering the natural form of the bar. The first attempt at introducing steam navigation on the river ended disastrously. The Alma, a small paddle boat, after running a short time, took the ground on the bar on the 6th January, 1856. The attempts to raise her ended in breaking her back, and her bones rest in the quicksand at the present moment. Some little time after this the course of the river was staked out by the Government, and leading marks put at the entrance. In the early part of 1858 the steamer *Planet* commenced to run round to the river, and from that time the number of coasting steamers has steadily increased. The sailing craft employed on the river were in the first instance confined to vessels of 15 or 20 tons, but in later years vessels of nearly 100 tons register have entered the river and discharged cargo alongside some of the various wharves which have sprung up on the Heathcote.

From the earliest period it seems to have been considered by the Government of the Province and the public that the combined traffic facilities afforded by the road and the river were insufficient, and that the construction of a more available and efficient means of communication between the Port and Plains was merely a question of time and money. The public mind was impressed with the idea that the best means of over-coming the hill difficulty was by tunnelling through it, and connecting the capital city with the port by railway. Accordingly we find that a second Commission was appointed by Government in November, 1858, to consider the subject, consisting of Messrs. Bray, Cass, Harman, Whitcombe, Wyld, Dobson, and Ollivier. A short time before this Mr. Dobson had reported to the Government that the tunnel would pass entirely through volcanic rock, and that the term of construction would be from five to seven years. The Commissioners in their report considered two leading schemes. One, that now executed, advocated by Mr. Bray, the other *vid Sumner to Gollan's bay*, proposed by Mr. Dobson on account of the greater depth of water at that place as compared with Lyttelton. At the same time a Commission was appointed in London, consisting of Messrs. Cummins, Selfe, and FitzGerald, with instructions to refer the question of route between Lyttelton and Christchurch to Mr. R. Stephenson. The latter referred it in turn to Mr. G. R. Stephenson, who decided, on the 10th August, 1859, in favour of the present direct route. Previously to this decision, Mr. FitzGerald, while in England, had urged very strongly upon the Government the propriety of carrying a line of railway with sharp curves and steep gradients along the Sumner road. This proposal was entirely negated by the Commission as well as by Mr. G. R. Stephenson.

Shortly after this, the English Commissioners entered into a contract with Messrs. Smith and Knight, of London, to execute the works for the sum of £235,000 (exclusive of stations), the work to be completed in five years. The contract was subject to determination either by the Government or the contractors at any time within four months after the arrival of the contractors in Canterbury, if either the Government should be unable to provide the money, or the contractors should find on examination that the work could not be done for the money. In either case the Government had to pay the cost of making trial shafts to the extent of £3000, and to relieve the contractors from their engagements with the workmen sent out by them.

Messrs. M'Candlish and Baines, agents for Smith and Knight, arrived in Canterbury, Dec. 24, 1859, and proceeded at once to sink the shafts. In consequence of the first Railway Bill passed by the Council having been disallowed by the Governor on the 26th January, 1860, the Provincial Government was not able to give an answer to the contractors on the 24th April following, as to whether the money could be obtained for the line, and it was therefore agreed between the contracting parties that an extension of time should be allowed, the Government agreeing to pay the cost of carrying on the works. In November the Government having obtained the necessary powers for constructing the line and raising the requisite funds, signified to the contractors their readiness to proceed, but Messrs. Smith and Knight, through their agents, declined to ratify the contract, and Messrs. M'Candlish and Baines shortly after left New Zealand.

Mr. Dobson then proposed to open out the ends of the tunnel with the labour available in the colony, and to advertise for tenders for the remainder of the work. But the Council declined to accept the proposal, and a long delay occurred, during which the trial headings were slowly carried on by the working party sent out by Messrs. Smith and Knight.

In May, 1861, the Government accepted a tender from Messrs. George Holmes and Co., of Melbourne, to complete the line from Lyttelton to Christchurch, a distance of six miles, with the exception of the stations, in five years, ending June 1, 1866, for £240,500, the cost of the tunnel, 2838 yards long, being fixed at £195,000. The first sod was cut in the Heathcote Valley, on the 17th July, 1861, and this may be said to have been the date of the commencement of the tunnel works, as up to this time nothing had been accomplished beyond sinking the trial shafts, and driving 96 yards of heading, viz., 30 at the south, and 66 at the north end of the tunnel.

The plan adopted by the contractors was to mine the whole work from a wide bottom heading. To expedite the work three additional shafts were sunk, one close to each front, and one in the clay cutting at the north end of the tunnel, whilst at the same time a gullet was driven up the cutting to meet the heading. Although the ground proved very wet in places, rendering it necessary to close pole a length of seven chains through clay and sand, this plan was perfectly successful, and the timbering remained in good order until the commencement of the brick lining, at the end of the following year.

On the 29th September, 1862, Mrs. Moorhouse laid the first stone at the north end of the tunnel, that of the south being laid by Mr. John Hall, in April, 1864.

The works were at first carried on under great disadvantages. The Otago gold fever broke out soon after the commencement, and a great number of the men employed left for the new goldfield. The profitable nature of the trade between Melbourne and Dunedin made it for a time difficult to induce ship-owners to take freight to Canterbury from Melbourne, whence all the plant and material for the work had to be procured, whilst the wreck of one of the mail steamers deranged the postal communications, and lastly, the amount of water met with at the Lyttelton end of the tunnel was so great that the inner heading had to be abandoned until the completion of the drive from the beach gave a natural drainage for the work.

The ventilation, which many people once thought would prove a great difficulty, has been most admirably arranged. In the first instance, air was driven in by fans worked by horse-power, but this soon proved quite insufficient, and when the works had extended some distance much time was lost owing to the difficulty of getting rid of the smoke. To obviate this on the Lyttelton side, the upper portion of the tunnel was partitioned off by a floor or brattice, about 9 feet above rail level, forming a smoke flue connected with one of the shafts, at the bottom of which was placed a furnace which, by rarifying the air, caused a steady current up the shaft and drew the smoke away from the face of the workings. A similar plan was adopted at the north end, the chimney of a forge being led into the shaft and answering the purpose of a furnace, but the brattice was only continued for a short distance beyond the upcast shaft.

On the Lyttelton side this system answered perfectly well, and the ventilation has continued good ever since; but on the Heathcote side, where the work for the last quarter of a mile has been driven by a top heading (the temporary floor being left above the permanent rail-level for drainage purposes), the ventilation at the close of the work became sluggish, and recourse was had to driving air on to the face by means of four fans driven by an eight horse steam-engine. This proved perfectly successful.

From a comparatively early period more or less difficulty has been experienced from the quantity of water which has poured down from the roof and sides of the tunnel. But the difficulties have invariably been promptly met and overcome by the ingenuity of the engineer and contractors. At the Heathcote end inconvenience was caused solely by the difficulty of getting rid of the accumulation of water. On this side there were no springs rising from the floor, as at the Lyttelton end, and what fell from the roof was in the first instance easily pumped out. Afterwards, as the level of the workings was raised, it was found necessary to adopt other means for keeping them from being flooded. A syphon was employed for this purpose, which discharged the water into the railway ditches in the Heathcote valley, at a distance of more than six hundred yards. This simple contrivance drew the water from a pump or well, to which the drainage from the inner workings was carried by a deep gutter. From the time the syphon was first introduced, it has worked successfully, and discharged without cost or labour many millions of gallons of water.

On the Port side no difficulty was experienced in getting rid of the water after the drives had once been opened out, as the drainage simply ran along the floor into the sea. The real difficulty here lay in protecting the men from the constant downpour, which at times extinguished the lights and rendered it almost impossible to continue the work. So wet was the ground for a long period that it became necessary to use waterproof cartridges, and even then misfires were continually occurring. For a long time the work was carried on under an iron shield, which was supported on runners on each side of the drive, and in some measure protected the men from the water which fell continually from the roof. After a short time the water ceased to fall, and both roof and sides are now perfectly dry, whilst the springs rising on the floor continue to run freely. This would seem to prove satisfactorily that the springs must be artesian, because soon after they were tapped and diverted, the water which had accumulated above the workings ceased to fall. This view of the matter is further confirmed by the fact that no water has been met with in the shafts at more than forty feet above high water level. It is worthy of remark that the principal spring tapped on the Port side was of the temperature of 70 deg. Fah.

On the Port side a good deal of curiosity was at one time excited by the appearance of large numbers of eels and shoals of whitebait in the drains far up the tunnel. These have, however, disappeared, being unable probably to live in the water when it became fouled with smoke, grease, and other abominations. A fine specimen of the eels has been preserved, and is now in the possession of Dr. Haast. Rats abounded in the work, breeding in the cavities, and picking up an ample living from the workmen's meals, the candles and the horse feed. A number of white rats have long been residents in the tunnel.

Ever since Messrs. Holmes and Co. undertook the contract, the work has proceeded without interruption and without pause, except for the proper observance of Sunday. The public has not, as a matter of course, been allowed to visit the works at their pleasure, otherwise we should not have been able to chronicle such a remarkable freedom from accidents; but Christmas and New Year's Days have always been kept as holidays, and on the latter the tunnel has been illuminated and thrown open to visitors. When the resources and population of Canterbury are considered, and it is remembered that for a period of six years the work of the tunnel has gone on day and night without ceasing, we think that, apart from scientific and engineering considerations, it must be considered a very remarkable work, and command the admiration of the outer world.

In a scientific point of view, and as an example of engineering successfully overcome, the work may fairly claim the attention of the profession. The present tunnel affords, we believe, the first instance where a complete section of an extinct volcano has been opened out. The elaborate drawings prepared by Dr. Haast for exhibition in Paris will draw the attention of geologists to the fact, and doubtless

afford the greatest satisfaction to the scientific world. The rock in the tunnel may be described as a series of lava streams and beds of tufa, intersected by vertical dykes of phonolite. The lava streams generally consist of scoria, overlying a coarse pink trachyte, which passes gradually through shades of grey, purple, and blue, into a black finely-grained dolomite, intensely hard and tough; the lightest and softest rock being at the top, and the densest and blackest at the bottom. Regarded from an engineering point of view, the work must be considered eminently successful. Wherever difficulties have been met they have been quickly and successfully overcome. The syphon employed for the drainage of the upper half of the tunnel is probably the longest on record. The system of ventilation has proved perfectly adapted to the requirements of the case, and has been not only effective but simple and comparatively inexpensive. It is worthy of remark that the engineers of the Mont Cenis tunnel have since found it necessary to adopt similar means of ventilation in that famous work.

The system employed to secure the correctness of the alignment of the two ends of the tunnel was very simple. A permanent mark was fixed in the centre line of the tunnel, on a tower built on the dividing range, nearly midway between the two ends. A transit instrument being placed on the meridian of the tunnel as well as of the tower on the hill, it could be seen at once whether the flame of a candle placed in the centre line of the work inside the tunnel was in a vertical plane with the mark on the tower. But it was also desirable, in case of error, to have the means not only of correcting but of calculating the amount of such error, and this could be readily done. The permanent mark on the central tower consisted of a batten six inches wide, with a black stripe one inch wide down the centre. The eye-piece of the transit instrument being furnished with five vertical wires placed at equal distances apart, the value of the space between any two wires at a distance equal to that of the mark on the tower can be ascertained by reference to the width of the batten, which thus gives a scale by which the error in the position of a light placed in the tunnel under the tower can be rated with great exactness. It has been by this means that the alignment has been tested from time to time, and the proof of the correctness of the system has been established by the present results.

In spite of the peculiar character of the work the health of the men has been generally very good. Accidents have been of rare occurrence, and of comparative unimportance. Only two fatal cases have occurred during the long term of the work, and these we fear must with justice be attributed to the carelessness of the poor fellows who perished—a carelessness against which no amount of precaution could have availed. One of the men died from internal hemorrhage caused by a blow received from the sudden ignition of a charge which had missed fire, and which he was engaged in boring out without proper precaution. The other died from the effects of burns received from a powder explosion, caused by throwing the snuff of a candle upon loose powder. The man was engaged at the time in constructing cartridges for the miners. In addition to these fatal cases, there occurred one of loss of sight, another of a broken leg, and a few cases of contusion and other trifling hurts, which, under the care of Dr. Rouse, of Lyttelton, who has attended the men throughout, were soon satisfactorily disposed of. This singular freedom from accident may fairly be attributed to careful arrangement generally, and to the superior character and ability of the foremen, Mr. Edward Walker and Mr. Harry Smith, who have superintended the work throughout. A great deal is also due to the general superior *morale* of the men themselves.

Throughout the whole period there have been no strikes or disturbances among the men. They have been well treated by their employers, and have behaved well in return. This pleasant understanding has probably been cemented by the interest taken by the engineer and the contractors in the men's amusements. Mainly through the instrumentality of these gentlemen the miners and others connected with the Railway works were encouraged to enrol themselves as a Volunteer Company. No. 8 C.R.V. soon became eminent for its band, and has gained a deserved reputation for good shooting.

Messrs. Holmes and Co. have had to contend with difficulties quite serious enough to have frightened men less determined and persevering than they have proved themselves to be. Scarcely had they commenced work before the sudden discovery of gold in Otago upset all previous calculations as to the cost of labour, and seriously interfered with the shipping arrangements, by which they hoped to receive the bulk of their plant from Melbourne. Hardly had this excitement quieted down before the Canterbury goldfields were discovered, and the West Coast road created a demand for the special kind of labour required in the tunnel, thus depriving the contractors of many of their most practised hands. But these and numberless other minor difficulties have never interfered with the work, which has been continued night and day, more as if it had been carried on by mechanism than by the labour of sentient human beings. To the contractors' steadiness and perseverance the province mainly owes the fact that this weary work has been brought to a successful issue.

And not to the contractors only, but to the engineer, Mr. Edward Dobson, is a debt equally due. Of him it may be fairly said that, latterly, his whole energies—his very being—have merged themselves into the tunnel. Whatever the most unwearied care and the closest supervision could effect for the benefit of the great work has been done by him. His name deserves to be, and doubtless will be, brought prominently before his professional brethren in the old world as soon as the successful result of this great experiment becomes known.

The total length of the tunnel, as nearly as can be ascertained at the present moment, is in round numbers 2870 yards, or about 30 yards more than the contract measurement, and the cost, according to the contract, is £195,000.

According to the design drawn in London, the tunnel would have entered Lyttelton at a slight curve. This part of the plan was altered, so as to give a straight run throughout.

At a very early hour on May 29,—somewhere about 3 a.m.,—the miners on the Lyttelton side succeeded in making a practicable breach in the tunnel; whereupon they rushed through, and after having paid a congratulatory visit to Mr. Holmes at Green Hammerton, breakfasted with their fellow workmen in the Valley. As soon as the contractors were made aware of the fact, they sent an impromptu invitation to his Honor the Superintendent, asking him to pass through the tunnel and afterwards lunch with them in Lyttelton. A certain number of official friends of his Honor were included in this invitation, and also several private friends of the contractors. A train containing the following gentlemen left Christchurch at 12 p.m.:—His Honor the Superintendent, and Messrs. Stewart, Williams, Duncan, Dobson, Ollivier, Davie, Aynsley, Reeves, Donald, Hamilton, Major, Coster, Rouse, C. R. Blakiston, A. F. N. Blakiston, Maude, Hennah, R. Holmes, and Dr. Haast. At about 1 p.m. the party started on their journey through the tunnel, carried on two trollies. The miners' band, better known as that of No. 8, C.R.V., was stationed at the mouth of the tunnel, and played some appropriate airs on the arrival of the guests. The journey through the tunnel occupied (including stoppages) about half-an-hour. At the junction of the two drives the travellers had to change carriages and pass through the aperture which had been made that morning. So thoroughly had the drive been opened out that the passengers had scarcely to stoop their heads in descending from one side of the tunnel to the other. It was particularly noticeable that a free current of air was passing through from the Lyttelton to the Heathcote side.

On arriving at the Lyttelton end of the tunnel, Mr. G. Holmes congratulated his Honor upon the successful passage of the tunnel, to which Mr. Moorhouse replied in a few appropriate words. The company then adjourned to the Queen's Hotel, where a luncheon had been provided by the contractors, and where much kindly interchange of congratulatory feeling took place. Shortly after the gentlemen passed through the tunnel, a party of adventurous ladies, including Mrs. Moorhouse, Mrs. Holmes, Mrs. Richardson, Mrs. Dobson, and a few others, successfully accomplished the passage, to the great delight and gratification of the miners who conducted them.

Some disappointment was at first felt in Lyttelton because notice had not been given to enable the loyal citizens of that town to turn out in form and do honour to the occasion. But as soon as it was clearly understood that the celebration was of a purely private character, and was in fact simply an invitation from the contractors to the Superintendent and a few personal friends, the feeling vanished.

On Whit-Monday the holiday makers of Christchurch were invited to a promenade through the tunnel, free of charge, and the day being extremely fine, nearly two thousand persons availed themselves of the opportunity of inspecting this work of skill and labour, so creditable to the Province of Canterbury. Messrs. Holmes and Co. ran a train of nine carriages on the railway between Christchurch and Heathcote every hour, and about noon a stream of pedestrians was to be seen threading the pleasant valley, far greater than has ever been witnessed since the first living freights of the Canterbury Association, for want of such a road as this tunnel, scrambled up the face of the hill and descended from Cooper's Knob into the plains below. On that occasion the pioneers of the settlement encountered nothing but the rugged grandeur of nature, the face of which they had come to soften and subdue by the resources of art. But how changed the scene now! The human tide was turned. Men's eyes were again directed to the hills, and they traversed a good road, with many signs of cultivation on both sides; they passed a church and schoolhouse, and a multitude of neat cottages; and they saw a work which may have suggested itself to some of the more enterprising, but which few could have hoped to see executed.

On the occasion of his Honor the Superintendent formally opening the Moorhouse Tunnel, he made a handsome present to the workmen, and in return they invited him to a *déjeuner* in the tunnel, which took place on June 29. A section of the tunnel, in the centre, extending for thirty yards, was fitted up with flags, banners, &c., forcibly reminding the spectator of the old Moorish Halls of the Alhambra. At one end an impromptu orchestra had been erected, in which was stationed the band of No. 8 Company Canterbury Rifle Volunteers. The chair was occupied by Mr. E. Walker, foreman of works at the Lyttelton end, and the vice-chair by Mr. Smith, foreman at the Heathcote end. At the centre table were the following invited guests:—His Honor the Superintendent; Messrs. F. E. Stewart, Provincial Secretary; G. Hart and J. S. Williams, members of the Executive; E. Dobson, Railway Engineer; J. Ollivier, Provincial Auditor; G. Holmes and E. Richardson, the contractors for the railway works; and Drs. Donald and Rouse. The dinner, which comprised all the delicacies of the season, was provided by Mr. A. Cuff, of the Queen's Hotel, Lyttelton. After the removal of the cloth, the usual loyal and patriotic toasts were given and duly honoured. In responding to the toast of the Superintendent, Mr. Moorhouse paid a high compliment to the managers, workmen, and all connected with the great work, and expressed his belief that on the opening of the railway for traffic, a large export trade would be developed, which would help to disperse the temporary depression under which the province had hitherto laboured.

THE GODLEY STATUE.

THIS Statue, after great delay, was inaugurated on August 6, 1867, and the people of Canterbury are now permitted to look upon a figure which recalls to the minds of those who knew him the features of John Robert Godley. But among the thousands who were congregated in Cathedral Square on the day of inauguration, there were very few indeed who could claim that they had even seen the founder of Canterbury while he yet lived and worked, fewer still who could say that they had known him, not one who was conspicuously associated with him in the work of colonization. Among his friends and intimate fellow-workers there was no one to pronounce his eulogy. His most celebrated disciple and biographer even was absent, but it was in the service of the colony, this portion of which the dead and the living toiled to make worthy of the country whence it sprung; and John Robert Godley's life, coupled with the ceremony of August 6, is a lasting proof that the path of duty only, steadily and unswervingly pursued, will lead to such honours as men have it in their power to bestow.

Although the memoirs of John Robert Godley have been written by at least two who were among the number of his most intimate friends, there are not many of the general public who know much beyond the fact that he was the founder of Canterbury; that the province, at whose birth he presided, over whose earliest days he watched with infinite solicitude, whose faltering and uncertain steps he wisely and firmly guided, while yet in its minority, deemed him worthy of a statue. For the benefit of these, we shall give a brief sketch of his life. We have heard it asked of late, by those who measure a man's merits and mete out his deserts in the ratio of his popularity. Why should John Robert Godley have a Statue? The answer is plain and cannot be gainsaid. John Robert Godley deserved a public statue because he set before an infant colony an example of spotless integrity, and of thorough devotion to honest, manly work; because to him we owe much of the prosperity we have enjoyed, and the high position Canterbury has always held among the various provinces of the colony. We cannot estimate too highly the advantage to Canterbury—then, now, and in all time to come—which was conferred by the example and precepts of John Robert Godley. For the materials of the following sketch we are indebted to the memoir prefixed to the "Writings and Speeches of John Robert Godley," published in Christchurch in 1863, and edited by Mr. FitzGerald.

John Robert Godley was born in 1814, in a rank of life in which the great talents he was endowed with were certain to find every means of development. He was the eldest son of Mr. Godley of Killigar, "a gentleman of good landed property, in the county of Leitrim in Ireland." His mother was sister to the Bishop of Cashel. After receiving the rudiments of education at a local school, he was sent to Harrow, where he distinguished himself by gaining two scholarships of some note. From Harrow he went to Christ Church, Oxford, and while there gained the Fell Scholarship. He graduated in 1835—having just attained his majority—taking a second class in classics. He adopted the law as a profession, and was called to the English bar in due course. His biographer informs us that he held few briefs, caring little for the practice but much for the principles of his profession. He devoted himself more particularly to the study of politics, in the widest sense of the word. He did not study the position, traditions, and principles of parties, but made himself conversant with the art of governing men under various conditions of life. He travelled a good deal, and in 1844, being yet a young man, published a book, entitled "Letters on America," which is said to have merited and received the notice of politicians in America as well as in England. During the terrible famine in Ireland he brought forward a scheme for the relief of his suffering countrymen. This scheme brought him more prominently before the public and stamped him as a man of large, practical ideas, founded on sound principles of political economy. The scheme was rejected by the Premier of England, although it received almost universal commendation from the public press. In 1847 Mr. Godley was a candidate for the representation of his native county in Parliament. He was defeated, entirely, as it would seem, on account of local prejudice against the portion of the county to which he belonged. It is right to add that Mr. Godley, previous to his return to England in 1852, received letters from home in which he was assured that the seat he had unsuccessfully contested in 1847 awaited his acceptance. He declined the proffered honour.

The conception of the work to which Mr. Godley devoted three years of his too short life—the foundation of the Canterbury Settlement—and which he successfully accomplished in spite of difficulties, which, to ordinary men, would have been insurmountable, dates from his introduction to Mr. Edward Gibbon Wakefield, whose name will for ever hold a prominent place in the history of New Zealand as being the actual founder of the colony. Mr. Godley, we are told by the biographer already quoted, was the author of the particular design on which Canterbury was founded—though there is every reason to believe that the idea originated with Mr. Wakefield—and especially of that distinguishing feature of the settlement which required that ample funds should be provided out of the proceeds of the land sales for the religious and educational wants of the community about to be established. He was also to enjoy the singular privilege of being the executant as well as the designer of the scheme. He became a director of the New Zealand Company, with the view of becoming eventually the local managing director of the Canterbury Association. During the two years which it took to mature the arrangements for founding Canterbury, Mr. Godley's influence and abilities were exerted to the utmost, not only in furthering this particular scheme, but in all that related to the good government of the British colonies. He left England for New Zealand in December, 1849, although, on account of his health, he had been advised to spend the winter in

Madeira. Captain Thomas, on behalf of the Canterbury Association, had preceded Mr. Godley, and when the latter arrived at Lyttelton he found that the work of surveying the new settlement, so far as it had proceeded, had cost more than the Association anticipated; the embryo colony was already in debt. It seemed to Mr. Godley that only one course was open to him. He stopped all works at Lyttelton, and proceeded at once to Wellington, where he resided during the remaining portion of 1850. While waiting at Wellington for the arrival of the first body of Canterbury settlers, Mr. Godley devoted himself with characteristic energy to thwarting Sir George Grey—then as now Governor of the colony—in his attempt to introduce what has been called a sham constitution. In this he was successful, and on this score the whole colony owes him a debt of gratitude. Mr. Godley remained in New Zealand from December, 1850, till December, 1852, and was really the supreme authority in all matters relating to the settlement he had left England to found. It is not too much to say that Canterbury owes her prosperity—humanly speaking—to his practical wisdom and wise foresight. Mr. Godley was requested to become the first Superintendent of the province, but he had made arrangements for returning to England at the end of three years, and he left the province in December, 1852. Before leaving he was entertained at a public banquet held in a large marquée in Hagley Park. Of those present on that occasion there are now few in Canterbury. A race has sprung up who know the story of Mr. Godley's life—if they know it at all—through tradition. To them this brief sketch may prove of some interest, and may serve to show that there is a nobility which men do not inherit, and higher titles than those conferred by king or kaiser.

After Mr. Godley's return to England he held several high appointments in the public service, literally dying in harness as Assistant Under Secretary at War in 1862. Although he had left Canterbury he did not cease to be strongly attached to the settlement. In 1854 he was appointed English agent for the province, but resigned in 1856, in consequence of his connection with the public service.

The statue which was inaugurated on August 6, was suggested by Mr. Moorhouse, in opening the session of the Provincial Council on October 1, 1862. He said:—"It is my intention to request your approval of the erection of a pedestal and statue commemorative of the services of the venerated founder of the Canterbury settlement." On October 28, the Provincial Council passed the following resolution unanimously:—"That this Council, desiring to record its deep sense of the loss which the Province of Canterbury has sustained by the death of its founder, and deeming it right to preserve for ever amongst the inhabitants of the province the memory of labours to which it is so deeply indebted, as well as an example of worth and excellence in private life, and of wisdom and uprightness in the administration of public affairs, resolves—that a Statue of the late John Robert Godley be erected in the City of Christchurch on such public place as his Honor the Superintendent shall direct; and that his Honor the Superintendent be respectfully requested to take such steps as may be necessary to carry this resolution into effect; and this Council undertakes to make due provision for the cost of such a work out of the public revenues of the province." In accordance with this resolution a commission was given to Mr. Woolner for the Statue which is now placed under the guardianship of the City Council of Christchurch and the public of Canterbury.

When completed, the Statue was exhibited in London for a short time, and was pronounced by competent judges to be a life-like representation of Mr. Godley, as well as a highly successful and characteristic production of the artist. The Statue was brought to Canterbury in the ship Talbot, which arrived in Lyttelton on August 1, 1866. The erection of the pedestal—of stone from the quarry of Messrs. Ellis, and from a design and drawing by Mr. Woolner—was entrusted to Mr. Brassington. When completed, the top of the pedestal was found to be smaller than the base of the figure, and the work had mostly to be done over again. The figure was finally placed on April 3, 1867, and up to August 6 was allowed, without any apparent reason, to stand encased in a canvas wrapper, surrounded by some rough boarding.

The following brief description of the Statue appeared in the *Athenæum* of September 3, 1864:—"The work is of bronze, and was cast by the Coalbrook Dale Company. It is stated that when Mr. Godley landed in New Zealand he was so impressed by the appearance of the country, and by the feeling of responsibility which lay with himself as founder, that he remained a long time absorbed in contemplation and thought of the possible future of the nation he had come to seat in a new land. Mr. Woolner, who has always been heedful of the leading points of his subjects, has seized this moment, not only because it was apt to the occasion of his work, with regard to its being a public expression of gratitude for services received, and to stand surrounded by the results of the subject's action in life on the lives of other men, but because it afforded a theme epic in character, extremely well fitted to sculpture, and wholly free from the merely conventionally dramatic elements of expression and attitude. As was right in treating a modern man in art, Mr. Woolner has relied less upon the attitude or expression of the limbs, than upon the facial expression of his subject. When, however, we have studied the face, the absorbed character of the attitude is displayed, and the figure becomes extraordinarily effective in its supreme harmony with the features. There is no strain, but much intensity, in this work; consequently it grows upon the spectator, whose mind receives it with extraordinary force. Its simplicity soon becomes grandeur, superior to conventionality of design; its repose grows into immense emotion, surpassing the power of the mere limbs to render by their action. The emotion being mental, the face gives it most. With such an idea of his theme, and power enough to express it in art, it is almost needless to say that the sculptor eschewed all studio traditions with regard to the transmogrifying of modern costume into a sort of pseudo-skin to a man, such as we have seen put in force even in public statues with regard to armour (of conceivable things the most unfit for such a display of pedantry), and which often supply the last refuge for sculptors who adhere to scholasticism rather than art. Still less has Mr. Woolner clothed his statue in Roman or Greek garments, or in

those which nondescript folks have been taught to style "draperies." The point to be observed in respect to principle in this matter is, that the subject is literally and absolutely clad in the costume he wore in life, without any compromise whatever. We rejoice to observe this, and regard it as one of the healthiest signs of art that it should be done so, that the observer sees more of the man than of his dress—the last, however, is disposed with suitable art. See the figure from what point we will, it composes well, and is expressive behind as well as before. This is due to the thoroughness of the sculptor's conception of his theme, and the care with which that conception is wrought out. Down the figure's back no meaningless cascade of "drapery" falls in an attempt to hide a disproportion or a feeble *posé*; its legs bear the man, its arms belong to him.

ITINERARY.

OTAGO PROVINCE.		Dunedin to—		Miles.
DUNEDIN TO CHRISTCHURCH.		Waipori Junction	...	14
North Road.		Tuapeka	...	13
Dunedin to—	Miles.	Tuapeka to—	Miles.	54
Port Chalmers	9	Gardiner's	13	
Blueskin (Township)	13	Moa Flat	8	
Waikouaiti	14	Teviot	8	
Palmerston	9	Baldwin's	8	
Hampden (Moeraki)	14	Manuherikia	24	
Otepopo (Herbert)	7	Dunstan, Upper	8	
Oamaru	15		72	
Waitaki	14	Tuapeka to—		
Waimate (Canterbury Province)	15	Beaumont	12	
Pareora	10	Roxburgh (Teviot)	27	
Timaru	18	Alexandra (Manuherikia)	25	
Arowhenua	11	Clyde (Dunstan)	7	
Orari	11		71	
Rangitata	16	[Lawrence to Waipori, 13 miles]		
Hinds	13	Cromwell to Newcastle (Wanaka)	32	
Ashburton	11	South Road.		
Rakaia	20	Dunedin to—		
Selwyn	10	East Taieri	10	
Weeden's	13	Taieri Ferry	12	
Christchurch	12	Tokomairiro	13	
(242, total about)	246	[Kaitangata	26]	
Oamaru to—		Molyneux Ferry (Balclutha)	16	
Amamoko	18	[Port Molyneux	18]	
Marawenua	9	Waiwera	15	
Kurow	12	[Port Molyneux	22]	
Whare Kuti	10	Popotunoa (Clinton)	7	
Otamatakau	8	Trimbells	11	
Omarama	15	Mataura (Lower Ferry)	17	
Ohau Lake	18	Half-way Bush	18	
Newcastle (Wanaka)	62	Invercargill	15	
	134		134	
GOLDFIELDS.		DUNEDIN TO DUNSTAN, VIA WAIKOUAITI.		
Dunedin to—		Dunedin to—		
Tokomairiro	35	Waikouaiti	27	
Woolshed (Glenore)	6	Palmerston	9	
Waitabuna (Havelock)	11	Waihemo Hotel	17	
Tuapeka (Lawrence)	9	Pig Root	11	
(Short Road, 6 or 7)		Kyeburn	11	
	61	[Hyde	10]	
Dunedin to—		Hamilton's	94	
West Taieri	18	Hogburn	94	
Post-office Creek	9			

Dunedin to—	Miles.	Christchurch to—	Miles.
Eden Creek	16	Arowhenua	92
[Blackstone Hill	10]	Ashburton	55
Dunstan Creek, 120 miles from Dunedin		Ferry Road	3
Hill's Creek	9	Forks of the Ashburton	88
Shiels	8	Hastie's (Hurunui)	56
Blake's	13	Hawkeswood	101
Dunstan (Clyde)	20	Heathcote Valley	5
	141	Highfield	76
DUNSTAN TO LAKE WAKATIP.		Hokitika	150
Dunstan to—		[Hokitika to Ross, S. W.	18]
Kawarau Junction	13	Do to Waimea, N. W.	16]
Roaring Meg	9	Kaiapoi	12
Arrow River	13	Kowai	25
Frankton	9	Little Akaloa	30
Queenstown	4	Lyttelton	8
	48	Mackenzie Country	160
DUNEDIN TO DUNSTAN, &C.		Okain's Bay	34
Dunedin to—		Orari	82
Saddle Hill	9	Oxford	40
West Taieri (Bridge)	7	Paerore	109
Lea Stream	9	Papanui	3
[Waipori	14]	Pigeon Bay	26
Deep Stream	15	Port Levy	16
[Hindon, West Taieri	11]	Rakaia	35
Half-way House	15	Rangitata	74
Upper Taieri	10	Rangiora	18
[Hogburn	32]	Saltwater Creek	20
Black Bull Hotel	5	Selwyn	25
McPherson's (Ida Burn Hotel)	18	Timaru	102
[Black's Rush	15]	Waimate	129
Sheenan's	14	Waitaki	143
Dunstan, Upper	8	Weeden's	13
	110	Woodend	15
QUEENSTOWN TO HEAD OF LAKE.		MARLBOROUGH PROVINCE.	
Queenstown to—		Picton to Blenheim	19
Arthur's Point, Shotover	4	Blenheim to Awatere	18
Maori Point	16	Do. to Birch Hill	41
Skipper's Gully	7	Do. to Hillersden	31
Head of Lake	40	Do. to Renwicktown	7
	67	NELSON PROVINCE.	
DUNEDIN TO WEST TAIERI GOLDFIELDS.		NELSON TO MOTUEKA BY THORPE AND WAIWERO.	
(Short Road for Foot-passengers.)		Post-office, Nelson	—
Dunedin to—		Richmond	8
Silver Stream (Racecourse Hotel)	10	Post-office, Appleby	11½
Mullohy Gully	5	Post-office, Waimea west	10½
Hughes'	3	Village of Thorpe	30½
Hindon	4	Waiwero	37½
	22	Motueka Hotel	45½
SOUTHLAND PROVINCE.		NELSON TO WEST WANGANUI BY MOTUEKA AND COLLINGWOOD.	
Bluff to Invercargill	20	Post-office, Nelson	—
Invercargill to Riverton	27	Richmond	8
Invercargill to Queenstown, Lake Wakatip	92	Benseman's	20
CANTERBURY PROVINCE.		Motueka Hotel	32
Christchurch to—		River Riwaka	35
	38	Over Ranges to Takaka	48
		Collingwood	67
		Seaford	74
		West Wanganui	79

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
Ship Store	55	Charlestown	170
Branch road to the Grey	57	Brighton	182
Devil's Grip Store	62	Cobden	225
Hope River	66		
Owen River	77	NELSON TO BLENHEIM BY THE PELORUS.	
Mangle's Store	87	Post-office, Nelson	—
Matiri	91	Maitai junction	8
Newton	102	Herenga	14
Lyell	111	Tinline	15
Inangahua	120	Wilson's	28
Old Diggings Store	128	Havelock	32
Black Water	131	Wairau River	47
		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	288,894
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.

$\frac{1}{4}$ inch in every foot of quarter girth, or $\frac{1}{8}$ 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.

	s. d.
BY DISTANCE.	
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

POSTAL CHARGES ON LETTERS, NEWSPAPERS, AND BOOK PACKETS POSTED IN NEW ZEALAND.

LETTERS POSTED FOR DELIVERY— At for delivery from the same office Not from the same office, but an office within the same Province Not in the same Province, but within the Colony NEWSPAPERS POSTED FOR DELIVERY— Within the Colony	Not exceeding ½ oz.		Exceeding ½ oz., but not exceeding 1 oz.		For every ounce or fraction of an ounce over 1 oz.	
	1d.	2d.	3d.	4d.	6d.	3d.
LETTERS FOR DELIVERY—						
In Australia	Not exceeding ¼ oz.	Not exceeding ½ oz.	Not exceeding ¾ oz.	Not exceeding 1 oz.	Not exceeding 1 ¼ oz.	Registration Fee.
In India	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
In France, <i>via</i> Panama	0 8	1 4	2 0	2 8	3 4	4 0
In United Kingdom, <i>via</i> Panama	0 6	1 2	1 8	2 4	3 0	3 6
Ditto Suez	0 8	1 4	2 0	2 8	3 4	4 0
Ditto Marseilles	0 6	1 2	1 8	2 4	3 0	3 6
In United States of America, <i>via</i> Panama	0 6	1 2	1 8	2 4	3 0	3 6
Ditto Suez	0 8	1 4	2 0	2 8	3 4	4 0
Ditto Marseilles	0 6	1 2	1 8	2 4	3 0	3 6
NEWSPAPERS for delivery in Australia, Id.; in India, Id.; in France, <i>via</i> Panama, the book rate; <i>via</i> Suez, Id.; in the United Kingdom, <i>via</i> Panama, Id.; <i>via</i> Suez, Id.; in the United States of America, <i>via</i> Panama, Id.; <i>via</i> Suez, Id.						
BOOK PACKETS FOR DELIVERY—						
In Australia	Not exceeding 2 oz.	Not exceeding 4 oz.	Not exceeding 8 oz.	Not exceeding 1 lb.		
In India	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
In France, <i>via</i> Panama	0 4	0 8	1 2	1 6	2 0	2 4
Ditto Suez	0 4	0 8	1 2	1 6	2 0	2 4
In United Kingdom, <i>via</i> Panama	0 4	0 8	1 2	1 6	2 0	2 4
Ditto Suez	0 4	0 8	1 2	1 6	2 0	2 4
Ditto Marseilles	0 4	0 8	1 2	1 6	2 0	2 4
United States of America, <i>via</i> Panama	0 4	0 8	1 2	1 6	2 0	2 4
Ditto Suez	0 4	0 8	1 2	1 6	2 0	2 4
Ditto Marseilles	0 4	0 8	1 2	1 6	2 0	2 4
Letter Rates						

Pre-payment of the above rates compulsory.
Letters not specially directed by a particular route will, if sufficiently pre-paid, be sent by the first route given in the above table.

The English steamers of the Pacific Steam Navigation Company run southward from Panama to the Peruvian and Chilean ports; three times a month to the larger ports; twice a month to the smaller; and once a month to the smallest.
The American vessels of the Pacific Mail Steamship Company run from Panama northward to California and Vancouver's Island three times a month, some of them touching at Mexican ports; and from Colon to New York four times a month.

ABSTRACT OF METEOROLOGICAL OBSERVATIONS

Taken at the Provincial Government Meteorological Station, Christchurch, Canterbury, New Zealand, for twelve months ending June 30, 1867.

	1866.						1867.						Year.
	July.	August.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	June.	
Mean pressure of Atmosphere	30.015	29.913	29.787	29.835	29.775	29.842	29.852	29.786	29.967	30.139	30.033	30.027	29.914 mean
Approximate range	1.267	1.274	1.326	1.144	.901	.992	1.263	.850	1.029	.772	.943	1.005	1.064 "
Mean of highest day temperature	50.0	54.2	53.2	64.7	68.3	67.7	70.2	73.4	68.4	62.9	56.1	49.8	61.8 "
Mean of lowest night temperature	35.5	36.7	43.5	46.1	50.5	51.9	55.1	55.3	51.4	46.7	41.7	38.0	46.0 "
Mean temperature of air in shade	42.7	45.4	50.8	55.4	59.4	59.8	62.6	64.3	59.0	54.8	48.8	43.9	53.8 "
Maximum in shade	61.0	64.8	70.7	78.1	78.4	81.3	88.9	84.8	85.0	76.0	70.3	55.0	89.9 max.
Minimum in shade	25.3	27.3	34.6	32.2	40.3	41.7	41.3	45.3	40.1	32.0	32.8	29.1	25.3 min.
Mean daily range	14.5	17.6	14.3	18.6	18.1	15.8	15.4	18.1	15.6	16.1	14.3	11.8	15.8 mean
Greatest daily range	23.3	35.3	28.2	29.5	36.6	30.2	32.5	30.3	24.2	30.0	28.0	22.9	36.6 max.
Mean solar radiation	68.7	78.7	90.7	106.6	109.0	102.5	102.0	115.7	105.7	93.1	73.1	64.4	92.3 mean
Minimum solar radiation	84.2	100.7	120.2	128.8	134.5	130.2	137.1	137.5	133.1	112.3	95.5	90.8	137.5 max.
Mean nocturnal radiation	30.7	30.1	35.6	37.5	43.3	47.0	50.7	49.5	45.8	41.5	36.4	34.2	40.2 "
Minimum nocturnal radiation	15.4	18.8	24.3	23.0	29.3	33.0	30.3	36.7	30.8	25.8	26.8	21.0	18.4 min.
Mean temperature of evaporation	40.2	42.4	47.3	50.7	53.9	55.8	58.9	59.1	54.3	51.6	46.1	42.0	50.2 mean
Mean temperature of dew point	37.2	39.0	43.6	46.3	49.0	52.3	55.7	54.8	50.1	48.5	43.2	39.7	46.5 "
Mean pressure of vapour	.222	.238	.284	.315	.348	.36.3	.444	.430	.362	.342	.279	.244	.325 "
Mean degree of moisture (Sat.=100)	81	79	77	71	68	77	78	71	73	79	81	85	77 "
Number of days it fell	9	8	9	7	6	10	5	5	6	2	9	13	80 sum
Total rainfall in inches	2.195	0.616	0.704	2.021	0.675	3.094	1.056	0.455	3.810	0.746	2.273	6.084	23.719 "
Greatest daily fall	.900	.142	.182	.860	.240	1.238	.627	.122	2.172	.741	.844	1.531	2.172 max.
Mean amount of cloud (overcast=10)	5.1	3.6	5.2	3.5	4.4	5.4	5.4	3.3	4.0	3.8	5.5	6.3	4.6 mean
Mean velocity in miles per day	122	133	177	173	199	184	205	193	154	131	103	147	161 "
Greatest velocity in miles per day	276	247	422	313	365	376	370	342	470	280	250	352	470 max.
Wind (e)													9 sum
N.	0	0	1	2	0	0	0	0	3	1	2	0	91 "
N.E.	8	8	7	5	5	5	10	14	6	11	7	5	71 "
E.	5	4	7	8	11	9	9	1	5	6	1	0	12 "
S.E.	5	0	1	3	0	0	0	0	1	0	0	2	6 "
S.	0	0	0	2	0	1	0	0	2	1	0	0	21 "
S.W.	12	11	12	5	8	12	8	7	11	8	13	16	123 "
W.	1	2	0	1	1	1	1	1	1	1	1	1	12 "
N.W.	3	1	1	3	4	2	2	3	1	0	1	0	21 "
Calm.	2	5	1	2	1	1	1	2	1	2	6	1	25 "
Thunder storms occurred on	0	0	0	0	0	0	0	0	0	0	0	0	0 "
Snow or sleet fell on	0	0	0	0	0	0	0	0	0	0	0	0	1 "
Hail fell on	0	1	0	0	1	0	0	0	1	0	2	2	7 "
Fog prevailed on	3	4	0	1	0	0	0	0	0	2	1	0	11 "
Frost occurred on	17	19	9	7	3	0	0	0	1	6	8	13	83 "
Gales or very high winds	0	3	2	4	3	4	3	5	2	1	0	2	29 "

NOTES TO ABSTRACT OF METEOROLOGICAL OBSERVATIONS.

(a) The Barometer is corrected and reduced to 32° Fah., at twenty-five feet above mean sea level. The greatest pressure of the atmosphere was 30.561 inches on 3rd May; the least pressure, 29.012 inches on 29th September; range, 1.549 inches.

(b) The mean temperature of the atmosphere is derived from the max. and min. self-registering thermometers, read daily at 9.30 a.m. The extreme range of temperature in the shade was 63° 6', or from 88° 9' to 25° 3'. January 6th was the warmest day in the year. The number of frosty nights, viz., 83, shows the number of times the exposed thermometer on glass fell below 32° F. It was never known to freeze at mid-day, and very seldom later than 9 a.m. July 23 was the coldest night in the year.

(c) The Hygrometrical results are calculated from the mean daily temperature of the air and evaporation.

(d) The heaviest rainfall in 24 hours was 2.172 inches, on 16th March. This is the heaviest daily fall yet registered at the station. Snow fell once, viz., on 19th June, for a few hours, and melting as it fell.

(e) Of the 29 gales and very high winds, 23 were dry, viz., 15 from N.W., 5 E. 2 N.E., 1 S.W.; and 5 from S.W., and 1 from N.E., were wet. The most violent gales blew from N.W., accompanied generally with a bright sky and a very dry atmosphere. All the fogs occurred during the night time, or in the morning or evening, and were in general very slight. No thunderstorms or shocks of earthquake occurred in the district.

LYTTELTON PILOT AND PORT REGULATIONS.

1. No person shall be deemed a pilot unless he be duly licensed by the Marine Board.
2. Every pilot shall carry his license with him, and shall produce it to the master of any ship or vessel on its being demanded.
3. Any master requiring a pilot to conduct his vessel to sea, must make an application at the Harbour Master's Office twenty-four hours previous to sailing.
4. The rate of pilotage into or out of the Port of Lyttelton, from or to the distance of one league from the Pilot Station (Little Port Cooper), shall be fourpence per ton register.
5. Any master who shall make a signal for a pilot, or cause a pilot to be sent for to take his vessel to sea, and shall not within twelve hours of the time of arrival of the pilot on board such vessel proceed to sea, shall pay a sum at the rate of one pound per day for every day such pilot may be detained on board such vessel, in addition to the regular pilotage.
6. Every pilot detained on board a vessel longer than forty-eight hours, whether by stress of weather, quarantine, or otherwise, except in the case provided for in clause 5 of these Regulations, is to be paid eight shillings per day in addition to the regular pilotage.
7. Pilots refusing or neglecting their duty, to forfeit a sum not exceeding twenty pounds.
8. All ballast lighters must be licensed by the Superintendent, and no such lighter shall be used without such license, the license to be granted and to be in force from the date of issue till the 1st of July then next ensuing. Every such license shall be numbered, and contain the name of the vessel for which the same is granted, and the master and owner thereof, and carrying capacity. All vessels, lighters, or boats employed in carrying ballast shall have the number of their respective licenses painted on both bows, and shall be marked with a plate of iron on the stem and stern posts at the loaded and light water lines, and for every such license the person obtaining the same shall pay one pound; any person offending against this regulation shall be liable to a penalty not exceeding ten pounds.
9. The head of the Harbour Department or any person authorised by him may at any time inspect or re-measure any ballast lighter or test the accuracy of such measurement, and appoint the time, place, and manner, when, where, and in which such measurement or inspection shall be made, and any person failing to comply with any order of such authorised person shall be liable to a penalty not exceeding ten pounds.
10. The expense of measuring, re-measuring, and marking ballast lighters shall be borne and paid by the owner or owners of such ballast lighters.
11. All water-tank boats must be licensed by the Superintendent, the same to be in force from the date of issue till the 1st of July next ensuing. Every such license shall be numbered, and contain the name of the vessel for which the same is granted, the master and owner thereof, and the number of gallons she carries; and for every such license the person obtaining the same shall pay one pound. Any person supplying water from, or plying with any water-tank boat without such license, or committing any offence against this regulation shall be liable to pay a penalty not exceeding ten pounds.

BYE-LAWS (WATERMAN'S REGULATIONS).

PORT OF LYTTELTON.

1. Every person who wishes to ply as a waterman in the Port of Lyttelton must make application in writing to his Honor the Superintendent for a license, such application to be signed by two respectable residents in the said port.
 2. Before a license is granted to any boat she must be inspected by two or more competent persons appointed by the Superintendent, who will, if approved of for a passenger boat, issue a certificate as to her dimensions and the number of passengers she is entitled to carry; such certificate must be produced before a license will be granted.
 3. For every such license a fee of one pound sterling per annum must be paid at the time the applicant receives his license, and the said license must be renewed on or before the first day of July in each year, subject to the clauses one and two of these Regulations.
 4. Every licensed waterman plying for hire must have his name legibly painted in letters two inches long together with his number on the inside part of the gunwale of the stern-sheets of his boat, also the number of passengers his boat is licensed to carry, and the name of his boat as inserted in his license legibly painted on the back board.
 5. Any person carrying passengers for hire without a license, or any person lending his license to another to make use of, or any licensed waterman charging more than the authorised rate of fares, or refusing to employ his boat when required to do so, shall forfeit his license, and will be liable to a penalty not exceeding five pounds. But any licensed waterman who from sickness is prevented from plying, may, on the production of medical certificate, be permitted to transfer his license to a person approved of by the harbour authorities for a period not exceeding one month.
 6. No boat shall be allowed to remain at any landing place after discharging her passengers, or to make fast to any steps or hand-rails belonging thereto, or in any way obstruct the passage to and from the same, and no boats, casks, timber, bulky or heavy article of any description shall be hauled up or down the steps so as to obstruct passengers from landing or embarking, under a penalty not exceeding five pounds.
 7. Watermen, boatmen, carters, porters, and all other persons engaged on the wharves in Port Lyttelton, shall be under control of the harbour authorities. Any person resisting, impeding, or obstructing the said authorities in the execution of their duty, or using threatening, abusive, or obscene language, either when plying for hire, or on board or alongside of any vessel, or on or at any landing place, shall forfeit and pay a sum of not more than twenty pounds.
 8. The house on the Government Wharf known as the "Waterman's House," will be set apart for the use of licensed watermen, and no other person will be allowed to occupy this building. Should any person persist in doing so, the watermen on duty are requested to report the same to the police, who will cause such intruders to be removed.
 9. The authorised Fares shall be as follows for the Port of Lyttelton:—
- | | s. | d. |
|---|-----|------|
| From any wharf or jetty to the steamers—single fare to or from | ... | ... |
| From any wharf or jetty to any place, or to any vessel other than steamers, lying within a space bounded on the east by a line drawn from Stoddart's to Sticking Point, and on the west by a line drawn from Naval Point to the eastern point of Church Bay | ... | ... |
| From any wharf or jetty to any vessel lying to the eastward of Sticking and Stoddart's Points, and to the westward of Battery Point and the buoy on Parson's Rock | 1 | 6 |
| From any wharf or jetty to Church Bay | ... | 2 6 |
| From any wharf or jetty to Gollan's Bay | ... | 4 6 |
| From any wharf or jetty to Rhodes' Bay—one passenger | ... | 2 0 |
| Ditto, two or more, each | ... | 3 6 |
| From any wharf or jetty to Quarantine Station, one passenger | ... | 2 6 |
| Ditto, two or more, each | ... | 10 0 |
| To the Heads, or Head of the Bay, as per agreement. | ... | 7 0 |
- Every passenger shall be allowed to take 20 lbs. weight of luggage, free of extra charge, and for any quantity over 20 lbs. and under 50 lbs. weight, a charge of one shilling may be made, and for every additional 50 lbs. or fraction of 50 lbs. weight, a further charge of one shilling may be made.
10. Any passenger detaining a boat for a period exceeding twenty minutes, shall be liable to an extra charge of sixpence for every quarter-of-an-hour during which the boat shall be detained.
 11. During the stormy weather, notice of which will be given by hoisting a blue flag half-mast at the Harbour Master's Office, and between the hours of sunset and sunrise, watermen holding a license are authorised to charge double fares, but only at those times above mentioned.
 12. Passengers having any complaints to make, must make them in writing to the head of the Harbour Department. Complaints made in any other way will not be acknowledged.

LICENSED WATERMEN.

Name of Licensee.	Name of Boat.	Name of Licensee.	Name of Boat.
George Brown	Hunter	George Dean	Blue Bell
Richard Scott	Try For It	George Dean	Wild Duck
John Walsh	Nonpareil	George Plummer	Mermaid
George Messiter	Ruahine	John Newton	Evening Star
George Messiter	Hero	John Roberts	City of Canterbury
George Messiter	Secret	Richard Norris	Will if I Can
Thomas Watson	Goodwill	Thomas Smeaton	Express
James O'Neil	Telegraph	William Woods	Volunteer
John Gardiner	Excel	Thomas Trounce	Success
John Durham	Sea Queen	William Ledsham	Sambo
William Stamford	Garibaldi	William Agar	Garibaldi
William Stamford	Florence Nightingale	James Harding	Star of Victoria
George Agar	Blue-Tailed Fly	John Phipps	Blue Bell

LICENSED BALLASTMEN.

Name of Licensee.	Name of Boat.	Name of Licensee.	Name of Boat.
John Walsh	Zealandia	Charles Smith	Rambler
John Haydon	Petrel	Richard Woods	Wellington
John Brown	Mary	William Fitzsimmons	Venture
Philip Mayer	Rover	James Matthews	Gipey
James Payne	Christina	James Kelly	Annie
James Payne	Georgina (Water Tank)	James Madden	True Briton

RELIGIOUS BODIES.

CHURCH OF ENGLAND.

Divine Service is regularly performed at the undermentioned places by the reverend gentlemen whose names appear in connection with them:—Christchurch: Very Reverend Henry Jacobs, the Dean, of St. Michael's; Rev. E. A. Lingard, St. Luke's; Rev. J. O'Brien Hoare, St. John Baptist. Avonside: Rev. J. C. Bagshaw. Riccarton and Upper Heathcote: Rev. C. Bowen. Heathcote: Rev. G. J. Cholmondeley. Lyttelton: Rev. F. Knowles. Papanui: Rev. L. Moore. Rangiora: Rev. B. W. Dudley. Westland: The Venerable the Archdeacon H. W. Harper. Akaroa: Rev. W. Aylmer. Timaru: Rev. G. Foster. Sefton: Rev. C. Turrell. Governor's Bay: Rev. H. Torlesse. Kaiapoi: Rev. W. W. Willock. Prebbleton: Rev. R. S. Jackson. Ashburton: Rev. J. Hutchinson. Oxford: Rev. A. P. O'Callaghan. Leeston: Rev. W. J. G. Bluet. The Church Services in Christchurch are held as follows:—St. Michael's: Sunday, 11 a.m. and 6.30 p.m.; Week days, Wednesday, 7 p.m.; Baptismal, 3 p.m.; St. Luke's: 11 a.m. and 6.30 p.m. St. John's: 11 a.m. and 6.30 p.m.; Thursday, 7.30 p.m.; for children, 3 p.m.; also, a morning Baptismal Service on the second Sunday in each month. Avonside: 11 a.m. and 6.30 p.m. Baptismal Services are performed on the third

Sunday in each month in the morning, and on any Sunday afternoon, if notice has been given that the Service is desired Christ's College Chapel: Rev. W. C. Harris. Sunnyside Asylum: Rev. Canon Wilson. St. Mary's, Addington (Evening): Rev. Canon Wilson. Geraldine and Timuka: Rev. L. L. Brown. Woodend: Rev. J. W. Stack. West Ashley: Rev. H. Fendall.

Cathedral Capitular Body:—The Very Rev. Henry Jacobs, M.A., Dean; and Revs. Canons J. Wilson, G. Cotterill, W. H. Harper, and B. W. Dudley.

Cathedral Commission:—The Right Rev. the Bishop of Christchurch, the Very Rev. the Dean, Rev. J. Wilson, Rev. W. W. Willock, Messrs. C. R. Blakiston, H. P. Murray-Aynsley, His Honor Mr. Justice Gresson, R. J. S. Harman, C. C. Bowen, J. Studholme, W. Reeves, and C. Davie. Treasurer: C. R. Blakiston. Secretary: Rev. J. Wilson.

PRESBYTERIANS.

Christchurch: The Rev. Charles Fraser, St. Andrew's Church, on Sundays, at 11 a.m., and 6 p.m.; on Thursdays, at 7 p.m.; and the Rev. Geo. Grant, St. Paul's, Lichfield street, on Sundays, at 11 a.m., and 6 p.m. Lyttelton: Rev. — Macin-

tosh, St. John's Church, on Sundays, at 11 a.m., and 6.30 p.m. Kaiapoi: Rev. Wm. Kirton, St. Paul's Church, on Sundays, at 11 a.m., and 3 p.m. Leithfield and Ashley Bank: Rev. Wm. Hogg, on Sundays, at 11 a.m., and 3 p.m. Prebbleton and Leeston: Rev. John Campbell, on alternate Sundays, at 11 a.m., and 2.30 p.m. Timaru: Rev. Geo. Barclay, Sundays, at 11 a.m. and 4 p.m. Hokitika: Rev. John Gow, Sundays, at 11 a.m., and 6 p.m. Akaroa and Pigeon Bay: on alternate Sundays, at 11 a.m. Greymouth: Union Hall, at 11 a.m. and 3 p.m., on alternate Sabbaths.

Canterbury Presbytery.—The Rev. John Campbell, Moderator; the Rev. Charles Fraser, Clerk; and the Revs. George Grant, Wm. Kirton, Wm. Hogg, John Gow, George Barclay, — Macintosh, John Hall, and — Stewart.

ROMAN CATHOLICS.

Christchurch: Revs. J. B. Chataigner and J. Chervier. Hokitika: Rev. — Royer. The services in Christchurch are performed on Sundays, at 9 and 11 a.m., and at 6 p.m. Services are held at Lyttelton and at Brackenridge, on the Kowai, monthly; and at Akaroa occasionally. The church in Christchurch is in Barbadoes street, near the South Town Belt.

WESLEYAN METHODISTS.

Divine Service is performed on Sundays at the undermentioned places, by some one of the gentlemen whose names appear in the subjoined list of preachers:—Christchurch, Avonside, St. Albans, 11 a.m. and 6 p.m.; Papanui, Lyttelton, Kaiapoi, Woodend, Rangiora, Mandeville, Eyreton, Kaithby, Riccarton, Springston, Broadfields, West Melton, Templeton, Lincoln Road, Lower Lincoln, River Selwyn. Preachers: Revs. T. Buddle, Christchurch: Rev. A. Reid, Lyttelton; Rev. R. Bavin, Kaiapoi. Messrs. Salter, St. Albans; — Sharplin, Rangiora; — Broughton, St. Albans; — Connal, Christchurch; J. Atkinson, Woodend; J. King, Christchurch; — Silvester, Springs; M. Hall, Kaiapoi; W. Calvert, Christchurch; J. Cumberworth, St. Albans; E. Ellen, Kaiapoi; W. Lawry, Springs; — Craddock, St. Albans; J. L. Wilson, Christchurch; B. Dewsbury, Christchurch; — Mundy, Christchurch; H. Flavel, Christchurch; — Little, Riccarton; F. J. Garrick, Christchurch; — Hiddlestone, Christchurch; J. Armitage, Christchurch; D. Graham, Rangiora; R. Dawson, Christchurch; T. Jones, Christchurch; — Ford, Christchurch; — J. Free, Christchurch; — Chapman, Templeton; W. Sereombe, Springs; McNicoll, Christchurch; — Bull, Christchurch; — Opie, Christchurch; J. Thompson, Christchurch; Rev. W. Cannel, Hokitika; Rev. J. I. Shaw, Greymouth; Rev. J. B. Richardson, Timaru; Rev. J. A. Taylor, Oamaru; — Buxton, Springston.

CONGREGATIONALISTS.

The only Church is in Manchester street, Christchurch, where service is held on Sundays, at 11 a.m. and 6.30 p.m., and a prayer meeting on Wednesday evenings, at 7 o'clock. Pastor: The Rev. W. J. Habens. Mission Branch: Ferry road.

UNITED METHODIST FREE CHURCHES.

Sunday services are performed at the places mentioned below by some one of the gentlemen on the annexed list of preachers:—Christchurch, Rangiora, Addington, Lyttelton, and Leeston. The Chapel in Christchurch is in St. Asaph street. Preachers, Fisher, Ayers, A. Sharrat, Wills, Leadley, Aulsebrook, Broom, Easton, Pole, Craddock, and R. Pole.

JEWS.

Services are performed on Friday evenings, at the hour on which the Sabbath commences, and on Saturday mornings at 10.30, at the Synagogue in Worcester street, Christchurch, by the Rev. H. Jones. The Jewish Sabbath commences in Canterbury on Friday evenings: From January 1st to February 13th, at 6.30; February 14th to March 13th, at 6; March 14th to April 10th, at 5.30; April 11th to May 15th, at 5; May 16th to June 23rd, at 4; June 24th to July 14th, at 4.30; July 24th to August 28th, at 5; August 29th to September 25th, at 5.30; September 26th to October 31st, at 6; November 1st to December 31st, at 6.30. President of the Congregation: D. Davis. Treasurer: M. Harris.

THE NEW CHURCH.

(Founded on the writings of Emanuel Swedenborg) meets for worship at the Town Hall, Christchurch, on Sundays, at 10.30 a.m. and 6.30 p.m.

CLERGYMEN AND MINISTERS OF THE DIFFERENT DENOMINATIONS IN CANTERBURY WHO ARE LICENSED TO SOLEMNISE MARRIAGE:—

Church of England.—Resident in Christchurch: The Right Rev. the Bishop, Whately road; the Very Rev. the Dean, Oxford terrace. Akaroa: Rev. W. Aylmer. Avonside: Rev. J. C. Bagshaw. Heathcote Valley: Rev. G. J. Cholmondeley. Timaru: Rev. G. Foster. Lyttelton: Rev. F. Knowles. Papanui: Rev. L. Moore. Kaiapoi: Rev. W. W. Willock. Prebbleton: Rev. R. S. Jackson. Oxford: Rev. A. P. O'Callaghan. Burnham: Rev. W. J. G. Bluet. Rangiora: Rev. B. W. Dudley. Riccarton: Rev. G. Carpenter. Leithfield: Rev. C. Turrell. Governor's Bay: Rev. H. Torlesse. Ashburton: Rev. Jno. Hutchinson. Kilmore street. St. Luke's Parsonage: Rev. E. A. Lingard. Hereford street, St. John Baptist Parsonage: Rev. J. O'B. Hoare.

Presbyterians.—Christchurch: Rev. C. Fraser; the Manse, Tuam street; and Rev. George Grant, Cashel street. Lyttelton: Rev. Wm. Campbell, Dublin street. Kaiapoi: Rev. W. Kirton. Saltwater Creek: Rev. W. Hogg. Prebbleton: Rev. John Campbell. Timaru: Rev. George Barclay. Hokitika: Rev. John Gow. Ross (Westland), Akaroa, Greymouth: Revs. Macintosh, Stewart.

Roman Catholics.—Christchurch: Revs. J. B. Chataigner and J. Chervier, at the Priests' house, Barbadoes street. Hokitika: Rev. — M'Girr. Greymouth: Rev. — Royer.

Baptists.—Rev. James Thornton, St. Asaph street, Christchurch.

Wesleyan Methodists.—Christchurch: Rev. T. Buddle, Town belt south; and Rev. J. Aldred. Lyttelton: Rev. A. Reid. Kaiapoi: Rev. — Bavin.

SOCIETIES, TRADING COMPANIES, &c.

BENEVOLENT AID SOCIETY.

Patron: His Honor the Superintendent. Chairman: His Honor Mr. Justice Gresson. Treasurer and Hon. Secretary: G. Gordon. Provincial Relief Committee: His Honor Mr. Justice Gresson, G. Gordon, C. W. Turner, Wm. Montgomery, Dr. Barker, C. R. Blakiston, and W. Wilson.

The following gentlemen are the representatives of districts, through one of whom applications for relief ought to be made:—The Very Reverend the Dean of Christchurch, Oxford Terrace; Rev. G. Carpenter, Salisbury-street; Rev. Charles Fraser, Tuam-street; Rev. T. Buddle, Town Belt East; Rev. J. C. Bagshaw, Avonside.

CANTERBURY ACCLIMATIZATION SOCIETY.

President of the Council: R. Wilkin. Vice-Presidents: Julius Haast, F.R.S., &c., G. Packe, W. Hislop, G. Leslie Lee, R. Speechly, Dr. Barker, C. Davie, H. H. Prins, H. P. Murray-Aynsley, R. H. Rhodes, J. J. Oakden, W. Robinson, J. Studholme, J. G. Hawkes. Treasurer: G. Gould. Secretary and Curator: A. M. Johnson.

CANTERBURY AGRICULTURAL AND PASTORAL ASSOCIATION.

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Head Offices: Wellington. Acting Manager: S. Carroll. Canterbury Agency: Matheson's Agency, Lyttelton and Christchurch. Steam fleet:—The Screw Ships Wellington, Lady Bird, Rangitira, Ahuriri, Storm Bird, Taranaki.

THE PANAMA, NEW ZEALAND, AND AUSTRALIAN ROYAL MAIL COMPANY (LIMITED).

Chairman: The Right Hon. Lord Claude Hamilton, M.P. General Manager in the Colonies: H. B. Benson, Esq. Head Colonial Office at Wellington. Agents in Canterbury: Miles and Co., Lyttelton and Christchurch. Agent at Hokitika: J. White. The steam fleet of the Company comprises (for the service between Panama, New Zealand, and Sydney), the screw steamships Mataura, 1767 tons register, and 400 horse-power; Kaikoura, 1501 tons, 400 ditto; Ruahine, 1503 tons, 350 ditto; Rakaia, 1456 tons, 350 ditto; Prince Alfred, 900 tons, 180 ditto; Auckland, 850 tons, 150 ditto; Tararua, 800 tons, 160 ditto; Otago, 800 tons, 150 ditto; Claud Hamilton, 800 tons, 120 ditto; Rangitoto, 700 tons, 140 ditto.

Phoebe, 650 tons, 120 ditto; Egmont, 550 tons, 80 ditto; Lord Ashley, 500 tons, 90 ditto; Airedale, 400 tons, 80 ditto. The four first-named vessels have been built expressly for carrying the mails between Panama New Zealand, and Sydney, and are fitted with all the modern appliances to insure rapidity of transit and comfort to passengers. In addition to its steam fleet, the Company has several sailing vessels, employed as coal carriers; also, a coal hulk in each of the following ports, viz., Nelson, Wellington, and Otago.

CHRISTCHURCH, GAS, COAL AND COKE COMPANY (LIMITED).

Directors: W. H. Lane (Chairman), H. J. Tancred, J. M. Heywood, E. C. J. Stevens, John Lewis, William Wilson, C. R. Blakiston, Robt. Deane, George Gould. Engineer: E. G. Wright. Secretary: C. W. Bishop. Manager: W. Walker. Solicitors: Hammer and Harper.

ASSURANCE COMPANIES.

Australian Mutual Provident (Life, Annuity, and Endowment)—Christchurch: John Lewis. New Zealand (Fire and Marine)—Christchurch and Lyttelton, J. M. Heywood and Co.; Timaru, H. J. LeCren and Co.; Kaiapoi, Birch and Co.; Kowai, J. White and Co.; Akaroa, E. C. Latter; Leeston, J. J. Loe. Victoria (Fire and Life)—Christchurch and Lyttelton: Walton, Warner, and Co. Liverpool and London and Globe—Christchurch and Lyttelton: W. Bowler; Timaru, Inwood and Bilton; Kaiapoi and Rangiora, Rickman, Bros. London and Lancashire (Fire)—Christchurch: John Lewis. Royal—Christchurch & Lyttelton: Miles & Co.; Southern, Limited (Marine)—Christchurch: John Lewis. European (Life & Fidelity)—Christchurch: Harman and Stevens. North British & Mercantile—Lyttelton and Christchurch: R. Symington. Australasian (Fire, Life, and Marine)—Christchurch: Matson and Co. Imperial (Fire)—Lyttelton and Christchurch: E. S. Dalgety and Co. Northern (Fire and Life)—Canterbury: Frederick Thompson. British and Foreign (Marine)—Lyttelton and Christchurch: Miles and Co.

NEWSPAPERS PUBLISHED IN THE PROVINCE OF CANTERBURY.

In Christchurch—Daily: "The Lyttelton Times," "Press," and "Evening Mail." Weekly: "Canterbury Times" and "Weekly Press." Timaru—Bi-weekly: "The Timaru Herald."

COBB AND CO.'S TELEGRAPH LINE OF MAIL COACHES.

Passengers for Selwyn, Rakaia, Ashburton, Orari, Timaru, and all places on the South road, conveyed by railway, leaving the Christchurch station on

Tuesdays, Thursdays, and Saturdays, at 6.30 a.m., connecting at Selwyn with the Mail Coaches, and arriving at Timaru early the same day. Returning, leave Timaru at 6 a.m. on Mondays, Wednesdays, and Fridays, arriving at Selwyn in time for the 6 p.m. Christchurch train. Coaches also leave daily for Woodend, Saltwater Creek, Leithfield (Kowai), Waipara, Weka Pass, and Hastic's Hotel, Hurunui. Three times a day coaches run between Christchurch and Kaiapoi. Coaches also run regularly three times a day between Christchurch and Lyttelton. Coaches for Hokitika, via the Bealey, twice a week. At Lyttelton, the company have their office at the Queen's Hotel, where an agent resides, who attends on all the steamers and ships; he makes arrangements for passengers' luggage, parcels, &c. We do not give the hours of the various arrivals and departures of the several coaches, as they are often altered to meet various circumstances; but all alterations are advertised, and all information can be obtained at the booking office, which is open all day.

ELECTRIC TELEGRAPH OFFICES.

New Zealand Electric Telegraph—Office: Gloucester street, Christchurch.

Christchurch and West Coast Electric Telegraph—Office: Oxford terrace, Christchurch.

New Zealand General Telegraphic Agent at Christchurch: Wm. Collins, "Press" Office.

MUNICIPALITIES.

CHRISTCHURCH MUNICIPAL COUNCIL.

Chairman: W. Wilson. Councillors: A. Duncan, J. G. Ruddenklau, C. Calvert, W. Hislop, J. P. Jameson, J. Anderson, T. Tombs, H. Thomson. Town Clerk: G. Gordon. Surveyor: C. Cuff. Rate Collector: F. C. Tribe. Inspector of Nuisances: W. Pearce.

LYTTELTON MUNICIPAL COUNCIL.

Messrs. Joseph Ward (chairman), Willcox, Wilkin, S. E. Wright, J. Hill, G. Taylor, J. L. Balestiee, J. Grubb. Town Clerk: H. C. Lanauze. Foreman of Works: John Hodson.

KAIAPOI MUNICIPAL COUNCIL.

Chairman: J. C. Porter. Councillors: C. Dudley, E. G. Kerr, G. F. Hewlings, R. Woodford, M. Hall, A. A. Dobbs, J. Hebden, and C. Oram. Clerk: C. E. Dudley.

TIMARU MUNICIPAL COUNCIL.

Messrs. S. Hewlings (chairman), Cliff, Cardale, Healey, Melton, Perry, Stubbs, Taylor, Turnbull. Clerk and Collector: Mr. T. E. Duff.

ERAS OF THE WORLD.

Christian Era	...	1868	Roman Era (Building of Rome)	...	2651
Jewish Era	...	5629	Year of the Olympiads	...	2644
Mahomedan Era	...	1285	Year of Era of Nebuchodnessor	...	2615
Year of the World (Usher)	...	5872	Julian Period	...	6581
Year of the World (Septuagint)	...	7396			

TRADES AND CALLINGS.

CHRISTCHURCH.

ACCOUNTANTS.

Colombo street—
H. Fletcher and Co.
H. Green
Cashel street—
J. W. Treadwell
J. Swift
F. Thompson
High street—
Wm. Fisher
J. E. Graham
F. D. Luckie
Hereford street—
Jno. S. Leggett
B. Dewsbury
Cathedral square—
Dale and Percival
Oxford terrace—
J. F. Ballard
Peterborough street—
J. H. Hankins

ARCHITECTS.

Gloucester street—
Bury and Mountfort
Cathedral square—
Speechly and Crisp
Colombo street—
S. C. Farr
Lichfield street—
C. E. Fooks
Hereford street—
Fredk. Strouts
High street—
H. B. Huddleston

ALE AND PORTER BOTTLERS.

Colombo street north—
A. Boyd
Barbadoes street south
W. Manning
Ferry road—
S. Manning

AGRICULTURAL IMPLE- MENT DEPOTS.

Colombo street—
W. Neeve
Wilson and Alport
Colombo street south—
E. Reece
Cashel street—
Duncan and Son
H. G. Burnell
High street—
Fisher, Booth and Fisher

Tuam street—
Flockton and Co.
Hereford street—
Hawkes and Strouts
Cathedral square—
J. M. Heywood and Co.
Montreal street south—
T. Williams
Lichfield street—
W. Wilson
W. Hislop

ASPHALTER.

High street—
S. Smart

AUCTIONEERS.

Colombo street—
Wilson and Alport
T. Preece
G. D. Lockhart
C. Clark
H. Fletcher and Co.
Cashel street—
W. D. Barnard
C. C. Aikman
High street—
E. Burnell
Wilson and Alport
L. E. Nathan and Co.
Hereford street—
E. Mitchell and Co.
J. H. Bennett
Cathedral square—
W. H. Hargreaves
H. Matson and Co.

BAKERS.

Colombo street—
J. S. Hawley
D. Ritchie
R. Gilkes
Aulsebrook and Meadows
Cashel street—
J. Perkins
High street—
G. Dittford
Papanui road—
W. Viney
J. L. Wilson
Armagh street—
J. Hicks
Tuam street—
Hansman and Co.
J. Walker
Durham street—
— Griffin
Quine and Cain

Manchester street—
A. Thiele
Peterborough street—
A. Hulme
Gloucester street—
D. Ritchie

BANKS.

Hereford street—
Bank of New Zealand, J. L.
Coster, Manager
Bank of New South Wales, J.
R. Hill, Manager
Union Bank of Australia,
J. Palmer, Manager
Lyttelton Savings' Bank, Me-
chanics' Institute, F. E.
Wright, Actuary
Cashel street—
Bank of Australasia, E. W.
Morrah, Manager
Colombo street—
Post Office Savings' Bank
(Government Institution)

BARRISTERS AND SOLICITORS.

Oxford terrace—
C. A. Calvert
Gloucester street—
C. J. Foster, D.C.L.
P. Hammer and L. Harper
Cathedral square—
G. Macfarlan and T. Nottidge
F. J. Garrick* and W. P.
Cowlshaw*
Colombo street—
A. C. Cottrell
R. W. Fereday*
Manchester street—
T. S. Duncan*
G. W. Nalder*
Hereford street—
R. D'Oyloy
W. H. Wynn Williams
J. S. Williams
Cashel street—
J. C. Helmore
H. B. Johnstone
Lichfield street—
F. Slater*
T. I. Joynt
Those marked * are Commissioners
for taking the Acknowledgments of
Deeds by married women.

BARRISTER ONLY.

East town belt—
W. T. L. Travers

BATHS.

Colombo street—
W. Brice
A. Ayers

BILLIARD ROOMS.

Colombo street—
Central Hotel, W. Moir
City Hotel, J. G. Ruddenklau
Prince of Wales Hotel, J.
Fox
Golden Fleece Hotel, E.
Missen
High street—
White Hart Hotel, M. B.
Hart
Dunedin Club Hotel, Roger
Evans
Oxford terrace west—
Clarendon Hotel, G. Oram
Papanui road—
Carlton Hotel, A. W. Money

BERLIN WOOL REPOSI- TORIES.

Colombo street—
Miss Hawley
Mrs. Pope
Miss Neeve
Cathedral square—
Mrs. Jackson

BLACKSMITHS.

Colombo street south—
A. Wilson
Tuam street—
Flockton and Co.
W. Hunsley
Durham street—
J. Hadley
Montreal street—
Francis Amy

BOOKBINDERS.

Cashel street—
Inwood and Bilton
Lincoln road—
J. Hall

BOOKSELLERS AND STA- TIONERS.

Colombo street—
A. T. Bradwell
S. C. Farr
Mrs. Pope
Cashel street—
Inwood and Bilton
J. Hughes
High street—
A. J. Stevens
Papanui road—
C. J. Atkinson

BONDED STORES.

Hereford street—
A. Louisson
Oxford terrace west—
Walton, Warner and Co.
Tuam street—
Walton, Warner and Co.

BOWLING ALLEYS.

Colombo street—
Central Hotel, W. Moir
(American)
Tuam street—
Wellington Hotel, J. Fuchs
Oxford terrace east—
Mills' Hotel, J. Osborne

BRASS FOUNDERS.

Papanui road—
R. Plunkett

BRICK AND TILE DEPOTS.

Cashel and Lichfield streets—
J. Bailey
Colombo street south—
Piper, Bros.
High street—
Langdown and Co.

BRICKLAYERS AND PLAS- TERERS.

Kilmore street—
— Brightmore
F. Lane
Worcester street—
T. Machin
Hereford street—
J. Foley
Whateley road—
S. P. Andrews
Chester street east—
W. Blyth

BREWERS.

Colombo street south—
City Brewery, Deacon and
Vincent
Peterborough street west—
Phoenix, A. Moore and Co.
Ferry road—
S. Manning
Barbadoes street south—
W. Manning
Antigua street—
S. Rogers
Innes and Manning
E. Stannard
Kilmore street east—
J. H. Ward and Co.

BOOT AND SHOE DEALERS.

Colombo street—
T. Yates
Harris and Goodman
W. Pearce
Candy and Dewsbury

Colombo street north—
J. Atkinson
J. Clark
Cashel street—
E. Coffee
C. McNicol

High street—
W. Haines
G. and T. W. Jones
W. Stringer
H. Marks
G. Simpson
B. Hale
— Bowden
A. North
J. Heslip
— Ford
N. J. Suckling
E. George

Papanui road—
J. Woodard
J. Caygill
Gloucester street—
T. Carey
Hereford street—
W. Middleweek
Lichfield street—
H. Hoffmeister
Market place—
T. Jones
Tuam street—
B. Midgley
H. Walker
St. Asaph street—
W. Vine
Antigua street—
J. W. Fuller

BUTCHERS.

Colombo street—
T. Rowe
T. Clarkson
W. H. Mein
— Rountree
Cashel street—
W. H. Mein
Lane, Bros.
Creswell and Chisnall
J. Bargrove
High street—
Tetley and Hooper
J. Smithson
Papanui road—
J. Felton
Creswell and Chisnall
W. Rossiter
Cambridge terrace—
F. Rowe
Oxford terrace—
J. Culliford
Tuam street—
J. Garforth

BROKER.

Tuam street—
T. A. Bullick

CABINET MAKERS.

Cambridge terrace—
A. Osborn
High street—
G. Bullock
A. Osborn
Papanui road—
— Mansell
Oxford terrace—
W. Allison
Armagh street—
T. I. Detthier
Hereford street—
H. Gardner
— Howell
Tuam street—
Bates and Son
W. Webb
Durham street—
Ingleson
Manchester street—
W. Cawkwell
Colombo street—
H. Scrimshaw
J. Baldwin
Robert Whitelaw

CAB PROPRIETORS.

Kilmore street west—
H. W. Read
Barbadoes street south—
W. Dunn
Durham street—
T. Goodyer
Armagh street—
— Stout
G. Pope
Town Belt south—
— Mullins
— Brown

CANDLE AND SOAP MAKERS.

Cashel street—
J. King
St. Asaph street—
— Hancock

CARPENTERS & BUILDERS.

Kilmore street—
H. Killner
J. A. Wood
Cranmer square—
J. Turner
Papanui road—
Thomas Purdie
Allen and Son
J. Stanley
Madras street north—
J. E. Anthony
Cambridge terrace—
E. Coxhead
Armagh street—
Thomas Kent
Hereford street—
W. Marley
W. Ness

Barbadoes street south—
— Wood
Market place—
— Flint
Manchester street north—
— Allison
Durham street north—
J. Goss
T. Cooper
Colombo street south—
T. Mollet
Rankin and Greig
Cashel street east—
S. Clarkson
Lichfield street—
J. Bailey
Tuam street—
J. L. Fleming
Ferry road—
F. Jenkins
St. Asaph street—
Bennett and Todd

CARTERS.

Kilmore street west—
J. Bowman
Peterborough street—
J. Small
Salisbury street—
S. Hayes
St. Asaph street—
Chas Whittaker
J. Newson
Manchester street—
R. Falloon
High street—
S. and H. Stewart
Papanui Road—
W. Cookson
Cashel street—
G. S. Simpson
Gloucester street west—
J. A. Niemann
Cambridge terrace east—
R. Offwood
Peterborough street—
M. Little
T. Lee
Cathedral square—
H. Rangecroft
Worcester street—
M. Hamilton

CHAIR MAKERS.

Tuam street—
Bates and Son

CHIMNEY SWEEPS.

High street—
J. Robins
Chester street west—
J. O'Bryan

CHEMISTS & DRUGGISTS.

Colombo street—
Cook and Ross

Colombo street—
J. C. Brooke & Co.
Gould & Co.
Cashel street—
— Flint
R. Robinson
High street—
Wallace & Co.
H. H. Prins
C. E. Smith

CHIROPODIST.

Armagh street west—
G. A. Makeig

CIRCULATING LIBRARIES.

Colombo street—
S. C. Farr
Cashel street—
Inwood and Bilton

CLOTHIERS AND OUT-FITTERS.

Colombo street—
G. Gould
E. Phillips
Simmons, Bros.
W. Harris
Candy and Dewsbury
High street—
F. Roach
W. Pengelly
H. Moss
Bethel Ware
Cashel street—
Beath, Kirby and Co.
W. Pratt, Dunstable House
W. Gavin
W. Pratt, Somerset House

COMMISSION AGENTS.

Colombo street—
J. Swift
H. Fletcher and Co.
Brownell and Co.
H. Green
G. D. Lockhart
Cashel street—
Jno. Cameron
F. H. M. Walker
N. and A. Ellis (Hoon Hay
Quarry Agents)
F. Thompson
Robert Swan
High street—
Cobb and Sawtell
F. D. Luckie
Wilson and Alport
Papanui road—
Edward Thomas
Oxford terrace—
J. F. Ballard
Worcester street—
Wm. Richardson
Cathedral square—
W. H. Hargreaves
U. Macpherson
Dale and Percival

COFFEE AND DINING ROOMS.

High street—
J. Bartlett
W. H. McKellow
T. S. Lodge
E. Caldwell
Cashel street—
Patterson and Co.

COOPERS.

Peterborough street—
Robt. Gunn
Papanui road—
T. C. Dow
Cambridge terrace—
E. Ford

CONFECTIONERS.

Colombo street—
Walter Gee
G. and A. Geo
Samuel Bell
J. Boot
Market place—
E. C. Mouldy

COPPERSMITHS AND BRAZIERS.

Colombo street—
W. Neeve
Tuam street west—
T. Williams
Armagh street—
E. Hiorns

COAL AND FIREWOOD DEALERS.

Cashel street—
G. S. Simpson
W. Montgomery and Co.
Colombo street—
H. Montgomery
High street—
Langdown and Co.
Cathedral square—
G. Simson and Co.
W. H. Hargreaves
Gloucester street—
T. and E. Pavitt
Tuam street—
Laurie and Gannon
Papanui road—
J. Goss
Salisbury street—
S. Hayes
Cambridge terrace—
R. Offwood

CORDIAL AND AERATED WATER MANUFACTURERS.

Cambridge terrace—
T. Raine
Oxford terrace—
Dearnley and Co.

Cathedral square—
H. H. DeBourbel and Co.
Packe, Bros.
Hereford street—
S. B. Stiffe
A. Louisson
John S. Leggett
C. F. Beeby
J. H. Bennett
Wm. Hockley
D. Nairn
Harman and Stevens
Armagh street—
P. Pearce

CONTRACTORS.

Worcester street—
T. Machin
Manchester street—
J. Hadfield
Manchester street south—
Newton and Barnes

COACH (ROYAL MAIL) PROPRIETORS.

Cobb and Co. (L. G. Cole
and Co.)
W. H. Burton and Co.

CORN AND PRODUCE DEALERS.

Colombo street south—
R. Gilkes
Cashel street—
Cox and Baber
P. Cunningham
W. H. Lane
J. Perkins
J. L. Wilson
High street—
W. Fraser
Papanui road—
J. L. Wilson
Tuam street—
J. Hogg

COFFEE ROASTER AND CHICORY MANUFACTURER.

Cambridge terrace—
E. W. Trent

COACH MAKERS.

Cashel street east
Cobb and Co.
Kilmore street—
— Lane
Papanui road—
H. Wagstaff
Tuam street—
J. Reid
High street—
Shanly and Son

St Asaph street—
J. Milsom & Co.

CORSET MAKERS.

High street—
Mrs. Bowler
Hereford street west—
Mrs. G. B. Shaw

CUSTOM HOUSE AGENTS.

Hereford street—
A. Louisson
John S. Leggett
Cathedral square—
J. M. Heywood and Co.

CUTLER AND WHITESMITH.

Kilmore street—
W. Bentley

CRINOLINE MAKER.

High street—
Mrs. Bowler

CURRIERS AND LEATHER SELLERS.

Colombo street—
W. Bridgman
Kilmore street—
J. W. Tipler

DAIRYMAN.

Kilmore street—
T. Price

DENTISTS.

Colombo street—
D. C. Anderson
Cooper and Taylor
Cashel street—
R. Robinson
Gloucester street—
— Kiernan
Madras street—
— Rawson

DECORATIVE ARTIST.

Gloucester street—
J. C. St. Quentin

DRAPERS AND SILK MERCERS.

Cashel street—
W. Black
W. Pratt, Dunstable House
Beath, Kirby and Co.
W. Pratt, Somerset House
W. Gavin
Colombo street—
H. P. Cole
Mrs. Williams
E. Phillips
High street—
W. Strange and Co.
R. Black

Tuam street—
Bethel Ware
W. Cuddon
Cathedral square—
H. E. and M. S. Lowther

DYER AND SCOURER.

Chester street—
John Sellars

ELECTRICIAN.

High street—
J. Woodford

ENGRAVERS, LITHOGRAPHERS, &c.

Gloucester street—
Ward and Reeves
Lichfield street—
N. Wolfe

ENGINEERS, CIVIL.

High street—
H. B. Huddleston

FELLMONGERS.

White Hart Yard, High street—
J. E. Pepperill

FANCY REPOSITORIES.

Colombo street—
S. C. Farr
High street—
C. Prebble
Papanui road—
Mrs. Atkinson
Cathedral square—
Mrs. Jackson
Colombo street—
Miss Neeve
Mrs. Pope
H. Leake
E. Wheeler and Son
Samuel Phillips

FISHMONGERS.

Colombo street—
J. Carter
Gloucester street—
G. Hayward
Oxford terrace—
T. Tuersley

FOUNDRIES.

Cashel street—
John Anderson
Kilmore street west—
J. Bowman
Manchester street—
Newton and Barnes
Tuam street west—
T. Williams

FRENCH POLISHER.

Papanui road—
W. Mansell

FRUITERS AND GREEN-GROCERS.

Colombo street—
Hargood and Sons
J. Carter
J. Mummery
Cashel street—
J. Carter
High street—
J. S. and H. Stewart
J. Boot
John Tetley
Papanui road—
W. Tremayne
Oxford terrace—
R. Allen
T. Tuersley
Market place—
W. Swale

GARDENERS.

Papanui road—
— Bidmead
C. W. S. Purdie
Kilmore street—
J. Greenaway
Lichfield street—
W. Wilson
Antigua street—
W. Hislop
Barbadoes street east—
Mrs. Dew
Tuam street—
R. Chudley
Cashel street—
Duncan and Son
Colombo street north—
J. Tunmer

GASFITTER.

Colombo street—
E. Reece

GENERAL DEALERS.

Colombo street—
— Schwartz
D. Whelan
Henry Leake
High street—
H. A. Davis
G. Day
A. J. White
E. Tracy
Papanui road—
Edward Thomas
H. Lusty
— Bryan
Hereford street—
C. Oswald

GLASS AND CHINA DEALERS.

Colombo street—
Henry Leake
Colombo street south—
J. W. Anderson
Cashel street west—
W. Flesher
Papanui road—
Mrs. Burns
W. A. Knapman
C. Shepherd
Oxford terrace—
— Munnings
— Dallas
Hereford street—
C. Oswald
High street—
H. A. Davis

GROCERS AND GENERAL STOREKEEPERS.

Colombo street—
J. P. Jameson
H. J. Waters
Mrs. Hossack
Sheppard and Co.
M. Wyatt
J. Swales
Cashel street—
C. Kivar, Junr.
R. & D. Sutherland
D. Bloom
E. H. Banks
John King
High street—
W. H. Davenport
A. Matthews
L. Cawsey
T. D. Jones
H. T. Gourlay
H. J. Hall
Fisher, Booth and Fisher
Gillespy and Martin
Kilmore street—
Mrs. Malcolm
Papanui road—
W. Viney
Watt and Co.
H. Atkinson
Mrs. Burns
W. A. Knapman
Cambridge terrace—
H. B. Grisbrook
Oxford terrace—
— Munnings
A. Dallas
Chester street—
— Shoolbraid
Armagh street—
W. Pearce
J. Williams
Market place—
T. Delamere
Gloucester street—
H. J. Waters

Tuam street—
W. Cuddon
Mrs. Gourlay
J. E. Jacquem
Durham street—
— Griffin
Antigua street—
J. Horler

GUNSMITH.

Colombo street—
E. Hamilton

HAIRDRESSERS.

Colombo street—
Wm. Brice
C. Griffin
A. Ayers
High street—
A. Rowbottom
C. Prebble

HOTELS AND TAVERNS.

Colombo street—
Oxford, A. Adley
Duke of Wellington, T. Smith
Victoria, C. F. Money
Market, G. Oram
Golden Fleece, H. Oram
Central, Wm. Moir
Al, J. Blake
Mechanics, J. Brunt
Prince of Wales, Jno. Fox
Golden Age, W. Warner
Albion, J. Thompkins
Garriek, T. Smith
Cashel street—
Provincial, T. B. Thompkins
Blighted Cabbage, W. D.
Barnard
Rotherfield, H. G. Burnell
Eastern, N. Edgar
High street—
City, J. G. Ruddenklau
White Hart, M. B. Hart
Glasgow Arms, Lewis and
Dodd
Dunedin Club, Roger Evans
Commercial, J. W. Morton
Empire, Coles and Tompkins
Papanui road—
Britannia, J. Mummery
Junction, F. King
Oxford terrace west—
British Crown, =McGuinness
Clarendon, G. Oram
Oxford terrace east—
Mill's, Joseph Osborne
Gloucester street—
Criterion, J. W. Oram
Shakespeare, G. Furby
Hereford street—
Collins' Hotel, J. Collins
Shades, W. Savage

Tuam street—
Wellington, S. Williams
White Swan, Robt. Russell
White Horse, J. Marshall
Cathedral square—
Commercial, W. White
Durham street—
Devonshire Arms, Jno. Hart
St. Asaph street—
Caversham, W. R. Smith
Barrett's, Wilhelm Schmidt
Manchester street—
Harp, — O'Hara
Coker's, John Coker
Montreal street south—
King's Arms, —
Crown, J. Power

INSURANCE COMPANIES.

Colombo street—
Southern, J. Lewis
London and Lancashire (Fire)
J. Lewis
Australian (Mutual Provident)
J. Lewis
London and Lancashire (Life),
Brownell and Co.
Queen, F. Hobbs
High street—
Imperial, Dalgety and Co.
Otago, J. E. Graham
Cashel street—
Liverpool and London and
Globe, W. Bowler
Northern, Fred. Thompson
Hereford street—
European, Harman and
Stevens
Victoria, Walton and Warner
Royal, Miles and Co.
Cathedral Square—
North British and Mercantile
R. Symington
New Zealand, J. M. Heywood
and Co.
Australasian, H. Matson and
Co.

IRONMONGERS.

Colombo street—
E. Reece
W. Neeve
Cashel street—
Morrow, Bassett and Co.
High street—
S. H. Nashelski
W. Calvert
J. Rowley
T. W. Gourlay and Co.
Papanui road—
T. Partridge
Hereford street—
Hawkes and Strouts
Tuam street—
W. Webb
Montreal street south—
Thomas Williams

LAW STATIONERS.

High street—
A. J. Stevens
Hereford street—
J. Thompson

LAND AND ESTATE AGENTS.

High street—
E. Burnell
Wilson and Alport
Cathedral square—
H. Matson and Co.
W. H. Hargreaves
Packer Bros.
J. Grigg
DeBourbel and Co.
Colombo street—
H. Fletcher and Co.
Wilson and Alport
C. Clark

Cashel street—
C. C. Aikman
J. W. Treadwell
F. Thompson
F. H. M. Walker
J. Swift
John Cameron
Hereford street—
Wm. Hockley
C. F. Beeby
Harman and Stevens
S. B. Stiffe
J. H. Bennett
E. Mitchell and Co.

LOAN AND AGENCY COMPANIES.

Hereford street—
Trust and Agency Company
of Australasia (Limited),
C. R. Blakiston, Manager.
Cashel street—
New Zealand Trust and Loan,
W. D. Carruthers, Manager.
Lichfield street—
Christchurch Loan and Dis-
count Company, M. Har-
ris, Manager.
Hereford street—
Loan, Deposit, and Discount
Bank, A. J. Raphael,
Manager

LIVERY AND COMMISSION STABLES.

Cashel street—
W. D. Barnard
J. Gay
Cobb and Co. (L. G. Cole
and Co.)
High street—
J. Page
Cambridge terrace—
— Plank
Oxford terrace—
T. Shailer

Armagh street—
J. Beecher
Gloucester street—
Bruce and Coe
Hereford street—
G. Morgan
E. Mitchell and Co.
Tuam street—
W. Anderson
St Asaph street—
Wm. R. Smith

LODGING AND BOARDING HOUSES.

High street—
W. H. McKellow
T. S. Lodge
Cambridge terrace—
J. Plank
Tuam street—
J. Swinbourn, "Diggers' Rest"
St Asaph street—
G. Allen, "Allenton House"
Mrs. Irvines
Manchester street, south—
Mrs. Grey
H. Cook
Madras street—
Mrs. Rees
Madras street south—
— Stewart
Armagh street—
Mrs. Unwin
Mrs. Ashbolt

LIME BURNERS.

High street—
Langdown and Co.

MACHINISTS.

Cashel street—
John Anderson
Tuam street—
Flockton and Co.
Thomas Williams
Durham street—
John Hadley
Manchester street—
Newton and Barnes
Kilmore street—
James Bowman
Hereford street—
E. Bennett

MEDICAL PRACTITIONERS IN CHRISTCHURCH.

Cathedral square—
J. S. Turnbull, M.D. Edin.
Oxford terrace west—
J. W. S. Coward, L.S.A.
B. Parkerson, M.R.C.S.B.
Armagh street—
Wm. Deamer, M.D.
C. Nedwill, M.D., Dublin

Colombo street south—
J. D. Frankish, M.D.
Whately road—
R. Iffie, M.R.C.S.E.
Cashel street—
E. H. Marshall, M.D.
S. A. Patrick, M.R.C.S.E.
Hereford street—
H. H. Prins, M.R.C.S.E.
High street—
C. Leach, M.R.C.S.E.
Hospital—
Ll. Powell, M.R.C.S.E.
Caledonian road, St Albans—
A. Florance, L.S.A.

MEDICAL GALVANIST AND MESMERIST.

Cambridge terrace west—
G. H. Wilson

MALTSTER.

High street—
Wm. Fisher

MERCHANTS, GENERAL.

Colombo street—
Brownell and Co.
High street—
Cobb and Sawtell
E. S. Dalgety and Co.
Matheson's Agency
L. E. Nathan and Co.
Fisher, Booth, and Fisher
Gloucester street—
Hargreaves and Co.
Hereford street—
A. Louisson
Morrison, Sclanders, Fletcher and Co.
Walton, Warner and Co.
Lichfield street—
J. T. Peacock and Co.
Tuam street—
E. S. Dalgety and Co.
Hereford street—
Miles and Co.
Cathedral square—
J. M. Heywood and Co.
R. Symington
Twentyman and Cousin
Manchester street—
Jacobs and Isaacs
Taylor and Co.

MERCHANTS, WINE AND SPIRIT.

Colombo street—
H. Montgomery
E. B. and F. A. Bishop
Hereford street—
D. Nairn
Cranmer square—
D. Macfarlane and Son
Cashel street—
W. Montgomery and Co.

MERCHANTS, TIMBER, COAL, &c.

Colombo street—
H. Montgomery
Cashel street—
W. Montgomery and Co.
High street—
Langdown and Co.
Papanui road—
James Goss
Gloucester street—
T. and E. Pavitt
Lichfield street—
Roberts and Co.
Tuam street—
Laurie and Gannon
Fleming
Cathedral square—
G. Simson and Co.

MUSICAL INSTRUMENT DEPOT.

Colombo street—
C. Bonnington

MILLERS.

Cashel street—
W. H. Lane
High street—
Wood, Brothers
Colombo street—
Aulsebrook and Co.
Whately road—
J. L. Wilson

MILLINERS AND DRESS-MAKERS.

Colombo street—
Mrs. Scott
Miss Moore
Mrs. Waters
Cashel street—
Mrs. Culbert
High street—
Mrs. Butler
Kilmore street—
Mrs. Franks
Mrs. Hobbs
Mrs. Simpson
Peterborough street—
Mrs. Sellars
Gloucester street—
Hicks and Co.
Cathedral square—
Mrs. Rowe
Durham street—
Miss Smith

NEWS AGENTS.

Colombo street—
A. T. W. Bradwell
Hereford street—
S. C. Farr
Mrs. Pope
High street—
Stevens

Cashel street—
Hughes
Inwood and Bilton

NEWSPAPERS.

Gloucester street—
"Lyttelton Times"
Cashel street—
"Press"
High street—
"Evening Mail"

NOTARIES PUBLIC.

Cashel street—
H. B. Johnstone
J. C. Helmore
Cathedral square—
Garrick and Cowlishaw
Gloucester street—
— Arnold
Hereford street—
W. H. W. Williams
Manchester street—
G. W. Nalder

OYSTER AND SUPPER ROOMS.

Gloucester street—
G. Haward

OIL AND COLOURMAN.

Papanui road—
— Bryan

PAPERHANGERS, PAINTERS PLUMBERS, AND GLAZIERS.

Colombo street—
Lummis and Gapes
W. S. Baker
A. Dennis
Button and Paton
High street—
Richard Smith
Cashel street—
W. G. Dorsett
Papanui Road—
— Pearce
Market Place—
W. Jones
F. Pearce
Oxford terrace—
W. E. Samuels
W. K. Wilson
Gloucester street—
J. C. St. Quentin
Lichfield street—
R. Smith
Tuam street—
R. Smith
Durham street—
Thompson and Baldwin
Manchester street—
W. Bush

PATENT STRAINED WIRE FENCE DEPOT.

Hereford street—
Braithwaite and Morton

PHOTOGRAPHERS.

Colombo street—
E. Wheeler and Son
Easter and Wallis
Oxford Terrace—
Martin and Lawson
C. Lawrence
D. L. Mundy
Lichfield street—
Heslop, Brothers
Durham street—
— Mackie

POULTERERS.

Cashel street—
W. G. Dorsett
Papanui road—
Jenkins and White
Durham street—
S. Dennis
Cashel street—
J. Carter

PICTURE FRAME MAKER.

Kilmore street—
H. V. Fielder

PIANOFORTE MAKER.

Hereford street—
W. Howell

PORK BUTCHERS.

Colombo street—
Withey and Co.
Oxford terrace—
J. Culliford
Papanui road—
Jenkins and White

PROVISION DEALERS.

St. Asaph street—
— M'Connell

PASTRYCOOKS.

Colombo street—
G. and A. Gee
W. Gee
J. Hawley
Papanui road—
H. Atkinson
High street—
H. and S. Stewart
J. Boot
Oxford terrace—
R. Allan
A. Dallas
Manchester street—
A. Thiele

PRINTERS.

Gloucester street—
Ward and Reeves ("Lyttelton Times" Office)
High street—
J. Caygill ("Evening Mail" Office)
Cashel street—
J. E. FitzGerald, ("Press" Office)
Cathedral square—
G. Jones

PROFESSORS OF MUSIC.

Colombo street—
C. Bonnington
— Phillips
Hereford street—
J. Bilton
Oxford terrace—
Mrs. Clark
Durham street—
Miss Paynter
Tuam street—
— Zinegraff

SADDLERS.

Colombo street—
G. Boggis
Cashel street—
J. C. Angus
High street—
Wood, Brothers
Papanui road—
G. Peters
Market place—
E. Earnshaw
Tuam street—
T. Haskett

SAILMAKER.

Cashel street—
B. Hale

SEEDSMEN.

Colombo street—
W. Hislop
T. Clephane
Cashel street—
W. Wilson
Duncan and Son
H. G. Burnell
Lichfield street—
W. Wilson

SCHOOLS, PUBLIC.

Antigua street—
Christ's College Grammar School. Head Master. Rev. W. C. Harris
Lincoln road—
High School. Head Master Chas. Cook

Manchester street—
 Church of England, St. Luke's.
 Mr. Thompson, Mrs. Young

Durham street—
 Church of England, St. Michael's, J. G. Hawley,
 Miss Culliford

Durham street—
 Wesleyan, J. Cumberworth,
 Miss Pemberthy

Barbadoes street south—
 Roman Catholic, E. O'Connor,
 Miss Oakes

SCHOOLS, PRIVATE.

St. Asaph street—
 D. Scott, Christchurch
 Academy

Oxford terrace—
 Mrs. Clark

Armagh street—
 Miss Cameron

Armagh street west—
 Miss Ashwin

Lichfield street—
 Mrs. Haughton

St. Asaph street—
 Miss Thornton

Durham street—
 Miss Paynter

Cranmer square—
 Mrs. Alabaster

Peterborough street—
 Mrs. Cole

Hereford street—
 Misses Nielson

SCAVENGER.

Manchester street—
 J. Hadfield

SERVANTS' REGISTRY.

Peterborough street—
 Female Home

Oxford terrace—
 J. Parker

High street—
 A. J. Stevens

SLATERS.

Cathedral square—
 D. Gibb

Tuam street—
 — Booth

St. Asaph street—
 J. Stills

George street—
 J. Broucker and Son

STEAM SAWING AND
 PLANING MILLS.

Ferry road—
 F. Jenkins

Tuam street—
 J. Booth

STONEMASONS.

Cambridge terrace—
 J. Sherriff

Lichfield street—
 J. Tate

Chester street—
 W. Blyth

SMITHS AND FARRIERS.

Cashel street—
 J. Anderson
 Cobb and Co.

Peterborough street—
 Thos. King

Hereford street—
 Thos. Anderson

Tuam street—
 Steel and Merriman

Durham street—
 A. Court

Montreal street south—
 J. Johnston
 T. Williams

Colombo street—
 A. Wilson

Manchester street south—
 Newton and Barnes
 W. Armstrong

Cashel street—
 Scrimgeour and Duncan

High street—
 — Meadows

Kilmore street—
 — Lane

STOCK AND STATION
 SALESMEN.

Cashel street
 C. C. Aikman
 W. D. Barnard

High street—
 Wilson and Alport
 E. Burnell
 Matheson's Agency

Hereford street—
 E. Mitchell and Co.
 J. H. Bennett
 Miles and Co.
 C. F. Beeby

Cathedral square—
 Packe, Brothers
 J. Grigg
 H. Matson and Co.
 DeBourbel and Co.

Colombo street—
 G. D. Lockhart
 Geo. Gould
 H. Fletcher and Co.
 T. Preece

STRAW BONNET MAKERS.

Tuam street—
 Mrs. Hunsley

STAYMAKERS.

Durham street—
 Mrs. Iles

High street—
 Mrs. Bowler

SURVEYORS.

Gloucester street—
 Bury and Mountfort

Lichfield street—
 C. E. Fooks

High street—
 H. B. Huddleston

Colombo street—
 S. C. Farr

Worcester street—
 H. P. Blanchard

Hereford street—
 W. F. Moore

TAILORS AND CLOTHIERS

Colombo street—
 M. D. Barshat
 G. Fletcher
 E. Phillips

Cashel street—
 W. Mackenzie
 A. Mills

High street—
 W. Pengelly
 F. LeBreton
 Henry Moss
 Mackenzie and Harrison

Gloucester street—
 — Pappriall
 J. Morgon

Lichfield street—
 — Flavel

Cathedral square—
 Hobbs and Sons

Tuam street—
 J. Wilkins

TOWN CRIERS.

St. Asaph street—
 J. Hancock

Whately road—
 J. Wigzell

TINSMITHS.

High street—
 W. Calvert
 J. Rowley

Armagh street—
 E. V. Hiorns

Lichfield street—
 J. Tompkins

TOBACCONISTS.

Colombo street—
 E. Phillips
 L. Harding
 W. Brice
 A. Ayers

High street—
 S. Phillips
 J. Schwartz

Papanui road—
 Jno. Atkinson

TENT AND TARPAULIN
 MAKERS.

Colombo street—
 Trist and Bertram

Cashel street—
 B. Hale

UNDERTAKERS.

Colombo street—
 J. Baldwin
 H. Scrimshaw

Cashel street—
 — Harker

Kilmore street—
 H. Killmer

Papanui road—
 R. W. Walters

Cambridge terrace—
 A. Osborne

UPHOLSTERERS.

Colombo street—
 J. Baldwin

Cashel street—
 J. Harker
 J. L. Kimbell

High street—
 A. Osborne

Peterborough street—
 C. Tribe

Papanui road—
 R. W. Walters

Cambridge terrace—
 A. Osborne

Oxford terrace—
 G. Clark

Tuam street—
 Bates and Son
 W. Webb

VETERINARY SURGEONS.

Peterborough street—
 J. Hankins

Hereford street—
 T. Hill

STERILIZED WATER MANU-
 FACTURERS.

R. Milsom, Dublin street

ARCHITECT & SURVEYOR.

Chas. Igglesden, Norwich quay

AUCTIONEERS.

Hargreaves and Co., Norwich
 quay

C. H. Wolledge, Canterbury street

Tuam street—
 J. Rule

Durham street north—
 E. Knapman

WATCHMAKERS AND
 JEWELLERS.

Colombo street—
 G. Coates
 D. McCallum
 D. C. Anderson
 A. Urguhart
 — Cockroft

Cashel street—
 M. Sandstein

High street—
 B. Petersen
 J. Woodford
 R. W. Stoddart

Papanui road—
 — Burgess

WOOD TURNERS.

Gloucester street—
 — Winterbourn

Hereford street—
 H. Gardner

Durham street—
 — Ingleson

WHEELWRIGHTS.

Peterborough street—
 Thos. King

Tuam street—
 H. Appleyard
 W. Hunsley
 Floekton and Co.

Hereford street—
 Thos. Anderson

Cashel street—
 John Anderson
 L. G. Cole and Co.
 J. Hossack

LYTTELTON.

BAKERS & CONFECTIONERS.

Bunker and Son, London street

J. Hunter, do

A. M. Day, do

J. Collier, do

W. Oliver, do

J. Hebert, Canterbury street

BANKS.

Bank of New Zealand, London
 street

Papanui road—
 H. Wagstaff

WRITERS AND GRAINERS.

High street—
 R. Smith

Colombo street—
 W. S. Baker

Colombo street north—
 A. Dennis

Papanui road—
 G. W. Allan

Cambridge terrace—
 Lummis and Gapes

Gloucester street—
 J. C. St. Quentin

Market place—
 W. Jones

WELL SINKERS.

Durham street south—
 J. Hadley

Hereford street east—
 E. Ashford
 E. Bennett

Montreal street south—
 Thos. Jones
 Francis Amy

Manchester street—
 Newton and Barnes
 J. Hadfield

ZINC AND METAL
 WORKERS.

Gloucester street—
 W. K. Wilson

Cashel street—
 W. Calvert

Armagh street—
 E. V. Hiorns

Town belt north—
 — Plunkett

Bank of New South Wales,
 Norwich quay

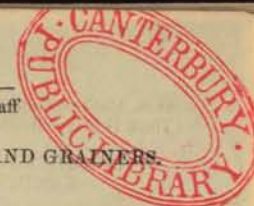
Union Bank of Australia, Norwich
 quay

BALLASTMEN.

James Paine, Dampier's Bay

BLACKSMITHS AND SHIP-
 SMITHS.

Joseph Childs, Oxford street



Geo. Mather, Oxford street
Thos. Grange, Bridle path

BOARDING-HOUSE KEEPERS.

A. Alexander, Oxford street
Mrs. Derry, Winchester street
Thos. Leslie, Norwich quay
T. Waterworth, London street
Edwd. Nurse, London street

BOOKSELLERS AND STATIONERS.

E. Mills, London street
Wm. Rayner, Oxford street
G. Tayler, Civet Cat, London street

BOOT AND SHOEMAKERS.

John Milnes, Canterbury street
Jones and Co., London street
W. Walker, do
John Percy, do
Wm. Young, Canterbury street

BRICKLAYERS.

Chalmers and Hall, Brenchley
Farm
J. Weyburn, do
Salt and Hinet, Salt's Gully

BUILDERS AND CONTRAC- TORS.

R. Buist, London street
Chalmers and Hall, Brenchley
Farm
England, Brothers, Oxford street
Thos. Mutton, do
Wm. Salkeld, Dampier's bay
James Strout, London street

BUTCHERS.

Hill and Co., London street
Carroll and Co., Norwich quay
Wm. Pitcaithley, London street

BRICKMAKERS.

Joseph Dransfield, Voelas road
Wm. Graham, Brenchley Farm

CABINET MAKERS.

D. Bundy, London street
Wm. Godfrey, Exeter street
J. S. Willeox, Canterbury street

CARRIERS TO CHRIST- CHURCH.

D. Dimond, Winchester street
John Merson, Dampier's bay
Chas. Nurse, Norwich quay
R. Falloon, Oxford street
W. Oliver, London street
Wm. Reed, Norwich quay

CARPENTERS.

R. Buist, London street
England, Bros., Oxford street
Thos. Mutton, do
Wm. Salkeld, Dampier's bay
Thos. Sutton, Sumner road
James Stout, London street
A. Weastell, Oxford street

CARTERS.

D. Dimond, Winchester street
James Graham, Brenchley Farm
Wm. Graham, do
J. Kenner, Norwich quay
John Merson, Voelas road
Chas. Nurse, Norwich quay
Wm. Oliver, London street
R. Falloon, Oxford street
George Scott, Hawkhurst road
Henry Hewston, Brenchley Farm
Griffiths and Mather, Oxford
street
John Wishart, Jackson road

CHEMISTS & DRUGGISTS.

M. Bayfield, Canterbury street
E. S. Ellesden, London street

COACH OFFICE.

Cobb & Co., Queen's Hotel

COAL YARDS.

J. Kennar, Norwich quay
Matheson's Agency, do
Miles and Co., do
R. Wood, London street

CUSTOM HOUSE AGENTS.

Dalgety and Co., Norwich quay
F. Fielder, do
Heywood and Co., do
A. Louisson, do
A. F. Gwatkin, do
Miles and Co., do
S. E. Wright, do
A. W. Ward, do
Wolege and Co., Canterbury
street

COMMISSION AGENTS.

A. F. Gwatkin, Norwich quay
John Goddard, Oxford street
A. Louisson, Norwich quay
S. E. Wright, do
F. Fielder, do
J. S. Leggett, do
J. Willeox, Canterbury street
C. H. Wolege, do
Hargreaves and Co., Norwich quay

DAIRYMEN.

Charles Baker, London street
A. Chalmers, Brenchley Farm
R. Dean, Rhodes' Bay
Henry Ford, Cass Bay

T. Mitchell, Gollan's Bay
T. Waugh, Dampier's Bay
T. Illingworth, Jackson road
A. Taylor, Dampier's Bay
W. Oldfield, Brenchley Farm
W. Scott, do
Chas. Hedgeman, do

DEALERS IN FANCY GOODS.

E. Mills, London street
G. Tayler, do

DRAPERS AND CLOTHIERS.

R. Brooke, London street
Cameron, Brothers, Norwich quay
Geo. Heslop, Canterbury street
Beath, Kirby and Co., London
street
Thos. Merson, do
W. C. Pearce, do
Mrs. Street, Canterbury street
Mrs. Roper, London street

ENGINEERS AND MACHIN- ISTS.

Wm. Austin, London street
Thos. Grange, Bridle path

GARDENERS.

T. Arthur, Jackson road
John Carrell, do
L. Carrell, do
Thos. Dale, Hawkhurst road
Thos. Wells, College land
W. W. Webb, Brenchley farm

GREENGROCERS.

Mrs. Chillingworth, Canterbury
street
J. T. Oliver, London street
Webb and Sons, Brenchley Farm

HAIRDRESSERS.

T. McDonald, London street
Geo. Ivil, do

HOTELS AND PUBLIC HOUSES.

Queen's Hotel, A. Cuff, London
street
Mitre Hotel, J. W. Julian, Nor-
wich quay
Albion, J. Hill, London street
The Shades, E. W. Roper, do
Robin Hood, P. Cameron, Nor-
wich quay
Rising Sun, R. Belgrave, London
street
Odd Fellows' Arms, S. Pearson,
Winchester street

IRONMONGERS.

Wm. Austin, London street
S. E. Wright, Norwich quay

LIGHTERMEN.

Cameron, Brothers, Norwich quay
Miles and Co., do
Holmes and Co., do
W. Watson, do

LIVERY STABLES.

Cobb and Co., Queen's Hotel
J. Hill, Albion Hotel
J. W. Julian, Mitre Hotel

LLOYD'S AGENCY.

Matheson's Agency, Norwich quay

MERCHANTS.

Dalgety and Co., Norwich quay
D. Davis, Oxford street
Hargreaves and Co., Norwich quay
Heywood and Co., do
Matheson's Agency, do
Miles and Co., do
Taylor and Co., do
Wolege and Co., do
Walton, Warner, and Co., do
G. Tayler, do

MILLINERS AND DRESS- MAKERS.

Mrs. W. Austin, London street
Mrs. W. C. Pearce, do
Mrs. Roper, do
Mrs. Street, do
Mrs. Irving, do
Mrs. Dalton, Winchester street

NEWSPAPER OFFICES.

"Lyttelton Times," Wm. Rayner,
agent

"Press," J. Goddard, agent
"Evening Mail," R. Donaldson,
agent

PAINTERS AND GLAZIERS.

H. Allwright, Canterbury street
J. L. Balestieo, Oxford street
Cummins and Son, London street

PRINTER.

Wm. Rayner, Oxford street

SAILMAKERS AND SHIP CHANDLERS.

Robert Forbes, Norwich quay
Henry Dunsford, do

SCHOOLS.

Church of England, Winchester
street, J. Ward, master
J. D. Fergusson, Dampier's bay
Mrs. Perrin, (Ladies') Canterbury
street
Presbyterian, Winchester street,
J. Ross, master
Wesleyan, Winchester street

SOLICITORS AND NOTARIES PUBLIC.

R. W. C. D'Oyly, London street
H. N. Nalder, Oxford street

SHIPWRIGHTS.

J. Arkis, Dampier's bay
Grubb and Allan, beach
R. Jenkins, Sumner road
Henry Harrison, beach
Thos. Westlake, Dampier's bay

STOREKEEPERS.

Bunker and Son, London street
N. Bowden, do
J. Collier, do
Collier and Co., Canterbury street
J. G. Fyfe, London street
H. Hawkins, do
J. Hunter, do
W. Heron, Norwich quay
Thos. Hester, Oxford street
Thomas Merson, London street
Thos. Mutton, Oxford street
Wm. Oliver, London street
T. Oliver, do
J. B. Stout, do

STONEMASONS.

A. Chalmers, Brenchley farm
R. Weyburn, do
Wm. Graham, Oxford street

SURGEONS.

Chas. Motley, London street
J. T. Rouse, do

TAILORS AND OUTFITTERS

Richard Brooke, London street
Thomas Kellaway, Canterbury
street
J. Macdonald, London street

TINSMITH.

Wm. Austin, London street

UNDERTAKERS.

Thos. Hester, Oxford street
J. B. Stout, London street
A. Weastell, Oxford street

GOVERNOR'S BAY.

ACCOMMODATION HOUSE.

W. Forster

BOATMEN.

P. N. Hodgson
J. Phipps
W. Letsom
J. Trounce

BUTCHER.

— Clarkson

CARPENTERS.

William Dyer
Thomas Hall
Frederick Farr

CARRIER.

F. Beechey

DAIRY FARMERS.

M. Gabbie
D. Gabbie
S. Manson
R. Cooper
R. Manson
J. Smith
G. Cooper

FARMERS.

P. N. Hodgson
C. Fitton
Thomas Hamilton
A. Robertson

John Dyer
R. Armitage
G. Bloor
R. Harris

FRUIT AND VEGETABLE GARDENERS, NURSERY- MEN, SEEDSMEN, &c.

John Allen
James Trounce
Charles Parsons
John Dyer
M. Phipps
Chas. Phillips

GARDENERS.

W. Gray
Thos. Mackenzie

GENERAL SMITH.

William Stout

LABOURERS.

R. Wallis
M. Fitton
E. Fitton
Thomas Allen
T. Mackenzie
W. H. Sherwell
W. Hall
John Phipps
Jesse Hall

THISTLE INSPECTORS.

W. Forster
Thomas Arnold

LODGING-HOUSE KEEPERS.

C. Parsons
M. Phipps
Miss M'Nain

MAIL CONTRACTORS.

John Allen
Henry Newton

POSTMASTER.

W. Blatchford, Head of the Bay
W. Stout, Ohimitahi

QUARRYMEN AND MASONS.

Graham and Co.
W. Hall
G. Dutton

RESIDENTS.

Rev. H. Torlesse, Incumbent
Rev. R. R. Bradley, Charteris Bay
Mrs. Miles
Mr. John Phillips
Mr. Potts

SCHOOLMASTER.

W. Blatchford

SHOEMAKER.

S. Hadfield

STOREKEEPERS.

W. Corolin
W. Forster

PIGEON BAY.

BOATMEN.

Thos. White
M. Barton

BUTCHERS.

Hay, Brothers

CARPENTERS.

H. Firmston
W. Neal
D. McKay

DAIRYMEN.

J. Budua
Hay, Brothers
J. Hemmingway
J. Gillespie
J. Hunt
Marshall, Brothers

D. McKay
W. Stewart
J. White

DAY AND BOARDING SCHOOL.

W. S. FitzGerald

DRESSMAKERS.

Mrs. Munro
Mrs. Whitehead

GARDENERS.

R. Munro
J. Walters

HOTEL, STORE, AND POST OFFICE.

J. Pitcaithly

STONEMASON.

J. Hemmingway

STEAM SAW MILL.

G. Holmes

TIMBER AND FIREWOOD MERCHANTS.

Hay, Brothers
Marshall, Brothers
R. Munro
D. McKay
J. Pitcaithly
W. Stewart
Thos. White

AKAROA.

ACCOUNTANT.

W. McDonald

BAKERS.

Mrs. Brown
A. Rodrigues

BLACKSMITHS.

J. Reed
R. Williams
J. Carr

BUTCHERS.

B. Shadbolt
A. Rodrigues

BOAT BUILDER.

A. Leprau

BOOT AND SHOE MAKERS.

James Annand
J. Breitmeyer

BREWER.

George Haylock

BRICKLAYERS

C. Blackbee
E. W. Morey
H. Gendrot

BRICKMAKERS.

J. Libeau
H. Gendrot
E. W. Morey

BILLIARD ROOMS.

T. Adams

CABINET MAKER.

D Le Compt

CARPENTERS & JOINERS.

J. Allott
J. Bates
J. Cullen
G. Checkley
J. J. Donovan
C. Green
E. Ditley
T. Houghton
H. Meyenberg
R. Newton
W. Pennington
M. Silva

CARTERS.

C. Blackbee
W. Higginson
W. McDonald
A. Jones
J. Woodill
J. Stevenson

CHEMISTS & DRUGGISTS.

H. G. Watkins
F. B. Chadwick

CLERGYMAN.

Church of England—Rev. W.
Aylmer, M.A.

COOPER.

J. Donnett

FISHERMEN.

G. H. Wascoe
P. Muir
J. Dominique

GARDENERS.

J. Currie
P. Muir

HOTELS,

Bruce's, G. Scarborough
Criterion, T. Adams
Traveller's Rest (Head of the Bay),
P. Shadbolt
Waeckerle's, C. J. Waeckerle
Pigeon Bay, J. Pitcaithly

INSURANCE AGENTS.

London and Lancashire—James
D. Garwood
New Zealand—E. C. Latter

LADIES' BOARDING AND DAY SCHOOL.

Miss Webber

MERCHANT AND SHIPPING AGENT.

E. C. Latter

MILLS.

Cumberland Steam Saw Mills, H.
Piper and Co.
Grehan Flour Mills, Geo. Haylock
York Steam Saw Mills, J. Pawson
Robinson's Bay Steam Saw Mills,
Saxton and Williams
LeBon's Bay Steam Saw Mill, J.
Smith
J. Dalglish's Steam Saw Mills
Laverick's Bay Steam Saw Mills,
Knight, Brothers, and Webb
Little Akaloa Steam Saw Mills, T.
Macintosh
Pigeon Bay Steam Saw Mills, Geo.
Holmes and Co.

NURSERY SEEDSMAN.

Thos. Feltham

NEWS AGENTS.

"Lyttelton and Canterbury
Times," J. D. Garwood
"Press," C. Bridge

PAINTER AND GLAZIER.

R. Noonan

POSTMASTERS.

C. Bridge, Akaroa
H. Munns, German Bay
F. Johnson, Robinson's Bay
B. E. Taylor, Duvauchelle's Bay
Jas. Pitcaithly, Pigeon Bay
H. Barnett, LeBon's Bay
G. Bishop, Okain's Bay
H. M'Intosh, Little Akaloa Bay

POUNDKEEPER.

R. Williams

POLICE.

A. J. Barsham, sergeant
C. Greenwood, mounted trooper

RESIDENT MAGISTRATE'S COURT.

J. Watson, Resident Magistrate
C. Bridge, Clerk to the Bench
J. Hartley, Bailiff

ROAD BOARDS.

C. J. Waeckerle, Chairman Akaroa
and Wainui Road Board
Members: Messrs. J. D. Garwood,
H. Piper, G. H. Saxton, G.
Scarborough

James F. Roberts, Secretary and
Engineer

J. E. Thacker, Chairman Okain's
Bay

G. W. Marshall, Chairman
Pigeon Bay

RETURNING OFFICERS.

J. Watson, General Government
E. C. Latter, Provincial Govern-
ment

SCHOOLMASTERS.

J. Murray, Akaroa
B. E. Taylor, Duvauchelle's Bay
G. Bishop, Okain's Bay
W. Fitzgerald, Pigeon Bay

SHIP BUILDERS.

R. Close and Co.

SOCIETIES.

Amateur Dramatic Society—R.
Noonan, Secretary

Good Intent Lodge, Oddfellows,
M.U., No. 4829—W. Whit-
field, G.M.; P. G. W. Sims,
N.G.; A. Phillips, V.G.; W.
McDonald, Secretary

Horticultural Society—Rev. W.
Aylmer, President; S. Wat-
kins, Secretary. Committee:
J. D. Garwood, Thomas
Feltham, R. Newton, W. Pen-
nington, George Haylock

Literary Institute—R. Townsend,
President and Treasurer; C.
Bridge, Vice-President; Com-
mittee: R. Greaves, Dr. Du-
guid, W. Adams, C. G. Porter,
A. Wiggins. Secretary and
Librarian: W. McDonald

Musical—C. L. Wiggins, Con-
ductor. Committee: J. Murray,
C. G. Porter, S. Watkins.
Secretary: H. G. Watkins

Town Hall—George Scarborough
Chairman. Committee: J. D.
Garwood, R. Townsend, H. G.
Watkins, C. J. Waeckerle
Secretary: T. Adams

STOREKEEPERS.

Armstrong and Daly
J. D. Garwood
C. L. Wiggins
Mrs. Haylock

SURGEONS.

Dr. Duguid
Dr. Watkins

SURVEYOR.

R. Townsend

SUB-COLLECTOR H.M. CUSTOMS.

R. Greaves

In and about Akaroa there are 30 dairy stations, more or less, engaged in making cheese and butter

During the past year there has been exported from Akaroa, in

round numbers, 2,000,000 feet of timber; 50 tons cheese; 100 kegs butter; 700 packages fruit 3000 posts and rails; 100 large piles

A conveyance to the Head of the Bay, and horses from thence to Pigeon Bay, start regularly from Akaroa every Tuesday, Thursday, and Saturday mornings, meeting passengers and mails per steamer Betsy Douglas from Lyttelton, returning from Pigeon Bay to Akaroa on the afternoon of the same days

PAPANUI:

BOOTMAKER.

J. Payne

BRICKLAYER.

Thomas Smith

BUTCHERS.

Wm. Reese
James Jackson

CARPENTERS.

T. Hewitt
C. Harris
D. Grant
H. Godfrey
T. Jones

CLERGYMAN.

Rev. Lorenzo Moore

DRESSMAKER.

Mrs. Elder

DRAPER.

W. Miller

STORES:

F. T. Haskins
R. Betson

GENERAL DEALER.

James Barker

HOTELS.

Papanui, Wm. Lawrence
Sawyers Arms, J. Fantham
Seven Mile Peg, C. Treleaven
Courtenay Arms, B. Monk

NURSERY.

F. Sisson

POSTMASTER.

F. T. Haskins

SCHOOL INSPECTOR.

J. P. Restell

SCHOOLS.

Church of England, M. Mayo and
Mrs. Jennings
North road, Wm. O'Brien
Harewood road, James Thompson
Wesleyan, W. Pole

STONEMASON.

Wm. McGill

STYX MILL.

J. A. Treleaven

WHEELWRIGHTS AND BLACKSMITHS.

W. Horner
L. Monk

*Papanui road, outside the Town
belt—*

HOTEL.

Carlton, A. W. Money

NURSERY GARDENERS.

C. W. Purdie
Thos. Abbott

SCHOOL (PRIVATE).

Misses Smith

STORES.

C. W. Duckworth
C. Pye

AVON ROAD BOARD OFFICE.

Chairman: W. DeTroy
Clerk: C. Wright

KAIAPOI.

AERATED WATER MANUFACTURERS.

James Morrison, Cookson street
Milsom and Oram, Charles street

ARTESIAN WELL BORERS.

G. Thomas, Raven street
R. Wright, Sneyd's town

BANK.

Bank of New Zealand, Charles
street. W. Gilkison, Manager

BAKERS.

R. Wilson, Charles street

BLACKSMITHS.

Joseph Keetley, Peraki street
H. Middleton, Cookson street
J. Anderson, Charles street
G. Thomas, Raven street
John Griffin, Peraki street

BOOKSELLER AND STATIONER.

John Hebden, Cookson street

BREWERS.

Rickman, Brothers, Sidey quay

BRICKMAKERS.

Belcher and Fairweather, North
road

BRICKLAYERS.

William Ayers, North road
James Henwood, Peraki street

BUTCHERS.

James Morrison, Cookson street
Weston and Parnham, Charles
street

BILLIARD ROOM.

Kaikainui Hotel, J. Ashworth,
proprietor.

BOOT AND SHOE MAKERS.

John Moore, Charles street
J. Allen, Peraki street
Alfred Clarke, North road

BOARDING HOUSE.

Cheltenham House, North road,
Belcher and Fairweather, pro-
prietors.

BONDED STORE.

Charles street, G. F. Hewlings,
locker

CARPENTERS & BUILDERS.

Robert Powrie, Island
Geo. Hancock, Charles street
W. Weston, Peraki street
R. W. Smith, Cass street
Robert Wright, Sneyd's town
G. H. Wearing, Charles street
R. H. Mathews, Charles street
Samuel Neville, Sewell street
T. Pearce, Sewell street
George Pearce
Wm. Paisch, Charles street

CHEMIST AND DRUGGIST.

W. Pinching, Charles street

CIRCULATING LIBRARY.

John Hebden, Cookson street

CARTERS.

Belcher and Fairweather, North
road
John Sims, Cookson street
John Harper, North road
Robert Harper, do
Robert Hunter, Peraki street

COMMISSION AGENTS.

Birch and Co., Charles street
Rickman, Brothers, Sidey quay
Revell and Co., Charles street
J. Beswick, Raven street

COACH PROPRIETORS.

Cobb and Co., Charles street
J. Francis, Peraki street

COOPER.

Matthew Hall, North road

DRAPERS.

W. D. Carruthers, Charles street
Mrs. Burnip, Charles street

DAIRYMEN.

John Feldwick, Sewell street
James Baker, Island
D. Heeney, Sewell street

FELLMONGERS.

Haine and Shaw, Sewell street

FLAX MANUFACTURER.

— Jenkins, Sidey quay

GARDENERS.

John Ruff, Sewell street
G. Hollier, Cass street

HAIRDRESSING ESTABLISHMENT.

J. Hebden, Cookson street

HOTELS.

Pier, Oram, Brothers
Kaiapoi, G. F. Day
Kaikainui, J. Ashworth
Mandeville, Wm. Hammett
Sneyd's Arms, B. Jeffs

HORSE BREAKERS.

Ben. George, Peraki street
Wm. Jannaway, Charles street

INSURANCE COMPANIES.

New Zealand, Birch and Co.,
agents
Northern, E. Revell and Co.,
agents

LADIES' SCHOOL.

Mrs. Deighton, Raven street
Misses Parnham, North road

LAND & ESTATE AGENTS.

E. Revell and Co., Charles street
J. Beswick, Ravenstreet

LIVERY AND COMMISSION STABLES.

W. A. Crooke, Cookson street
John Sims, Cookson street
C. Fairweather, North road

LAND, BUILDING, AND INVESTMENT SOCIETY.

R. C. Rose, Secretary

MEDICAL PRACTITIONERS.

Charles Dudley, Ohoka road
Wm. Welch, Cookson street

MERCHANTS.

Birch and Co., Charles street

MILLINER.

Mrs. Burnip, Charles street

MILLER.

Richard Woodford, Steam Flour
Mills, Charles street

NEWS AGENTS.

"Lyttelton Times," John Hebden,
Cookson street
"Press," J. L. Wilson, Cookson
street

PAINTERS AND GLAZIERS

H. Oram, Charles street
F. S. Funston, Charles street
J. Jones, Peraki street
— Bate, Cass street

PHOTOGRAPHIC STUDIO.

Charles street

POUNDKEEPER.

M. Lynskey, North road

ROPE MAKER.

— Jenkins, Sidey quay

SADDLER.

P. L. Nielsen, Charles street

SCHOOLS.

Church of England, J. Matthews
Wesleyan, W. H. Wake
Children's, Mrs. Gregson, Charles
street

SOLICITOR.

J. C. Porter, Raven street

STOREKEEPERS.

Black and Co. Charles street
W. T. Newnham and Co., Charles street
W. D. Buddle, Charles street
F. S. Funston, Charles and Cookson streets
E. J. Kerr, Cookson street
John Henwood, Peraki street
John Winterbourn, Peraki street
C. Lezard, Charles street

TAILORS.

— Sawtell, Raven street
— Balche, Peraki street

TURNER.

John Winterbourn, Peraki street

TOBACCO & CIGAR DEPOT.

John Hebden, Cookson street

UNDERTAKER.

Geo. Hancock, Charles street

WATCHMAKERS.

Wm. Travis, Island
C. Lezard, Charles street

WHEELWRIGHTS.

James Perrin, Charles street
William Hall, Peraki street
H. Middleton, Cookson street

WHARFINGER, WOOL
BROKERS, &c.

Birch and Co., Charles street
Revell and Co., Charles street
J. Beswick, Raven street

WOODEND:

BAKER.

J. Nicol

BLACKSMITHS.

T. Booth
J. Little

BRICKMAKER.

Thos. Garlick

BRICKLAYER.

Thos. Ayers

BOOT & SHOE MAKERS.

Job Griffiths
Geo. Buckman

BUTCHERS.

T. and P. Green
A. Hobbs

CARPENTERS & BUILDERS.

Robert Clayton
James Horrill

T. Turner
John Bowmaker

CARTERS.

Charles Martin
John Murfitt
Thos. Moody
— Whitlow

CIRCULATING LIBRARY.

Church of England, at Mr. Nicol's store

DAIRYMEN.

J. Bowie
John Stanton
Robert Petrie
— Horrill

HOTELS.

Woodend, A. Ward
White Crane, Thos. Ball
Junction, J. Kessen

MILLINER.

Mrs. Eldridge

MILLERS.

Ravenswood Mill, A. Bramley
Mandeville Mill, Peacock and Co.

NEWS AGENT.

J. Nicoll

POST-OFFICE.

Thos. Booth

SCHOOLS.

Wesleyan, — Taylor
Church of England, J. Hutt

STOREKEEPERS.

J. Nicol
T. Booth

UNDERTAKER.

J. Bawmaker.

SALTWATER CREEK.

BLACKSMITHS.

John McLean
Samuel Skilling

BOOT AND SHOEMAKER.

Charles Thompson

CARTER.

Walter Thompson

CARPENTERS & BUILDERS.

Herbertson and Byers
John Wilson

CHEESE FACTOR.

Thomas Dodd

CIVIL ENGINEER.

Frederick Bull, Clerk to Kowai Road Board

FISHERMEN.

J. Bonnington and Son

HOTELS.

Saltwater Creek, D. and D. Cameron
Northport, Charles Turner

HORSE BREAKERS.

S. Jackson
Hugh McLean

LIVERY STABLES.

D. and D. Cameron

POST OFFICE.

D. Cameron, Postmaster
Mails to Kaiapoi, Leithfield, and Christchurch, daily

SCHOOLMASTER.

Henry Lough, sen.

STOREKEEPERS.

D. and D. Cameron

TAILOR.

James Thompson

TIMBER AND COAL
MERCHANTS.

T. and E. Pavitt

UNDERTAKERS.

Herbertson and Byers

WHARFINGERS.

D. and D. Cameron
T. and E. Pavitt

WHEELWRIGHTS.

Herbertson and Byers

LEITHFIELD.

BAKERS.

T. W. Peacock
Emanuel Day

BLACKSMITHS.

Trail and Petrie
G. Winskill (Amberley)

BRICKLAYER AND STONE-
MASON.

W. Dalglish

BRICKMAKERS.

T. H. James
Edward Keeper

BUTCHER.

Herman Mahler

CARPENTERS & BUILDERS.

D. Shaw
J. and J. Stevenson
Alex. Greig (Amberley)
Thomas Muir

CARTERS & CONTRACTORS.

J. Mathews
T. H. Evans

CLERGYMAN.

Rev. Charles Turrell

CORN MILLERS.

John Leith
Simms and Berkeley

COACHES.

W. H. Burton and Co.
Cobb and Co.
Daily to and from Christchurch and Hurunui

COWKEEPERS.

D. McLean
T. H. James
Mrs. Deavoll

DRESSMAKERS AND MILLI-
NERS.

Mrs. Mathews
Misses Hawley
Mrs. Peacock

GENERAL COMMISSION
AGENT.

W. A. Benn

GENERAL STOREKEEPERS.

J. White and Co.

HOTEL KEEPERS.

C. E. Paget
John Leith (Family Hotel and Boarding House)

LABOURERS.

R. Baker
J. Middleton
J. Oliver
T. Tolloff
A. Wood
J. Knowles
J. Peatson

LIVERY STABLES.

T. H. Evans

NEW ZEALAND INSURANCE
COMPANY.

J. White and Co., agents

NURSERYMAN.

G. F. Locke

POLICE SERGEANT.

J. Barlow

POST-OFFICE.

J. S. Woodhouse, Postmaster,
Mails to Saltwater Creek,
Kaiapoi and Christchurch,
daily; to Hurunui and Amuri,
on Mondays

RESIDENT MAGISTRATE.

W. B. Pauli, Court day, every
second Thursday

SADDLER.

T. McNaught

SCHOOLMASTER.

J. Morrison

SHOEMAKER.

J. Lewton

SURGEON.

M. Morris

WHEELWRIGHT.

D. Shaw

RANGIORA.

AUCTIONEERS.
Buss and Hepworth

BAKERS.
James Gulliver
Wm. Sansom, sen.

BOOTMAKERS.
L. Hannibell
Thos. Pring
G. Nicholas
J. Parrott

BLACKSMITHS.
John Johnstone
J. Noble

BREWERS.
George Howard
Rickman, Brothers

BRICKLAYERS.
J. Evans
R. Evans
S. Goulding
J. Mouldy

BUTCHERS.
George Hessel
John Lilly
Robert Grimwood
Jas. Kinley

BUILDERS & CARPENTERS.
J. B. Adams
J. Barker
Boyd and Kerr
Dale and Pearce
Horniblow and Sons
Frost and Withers
C. Jennings

Thos. Jones
J. Robinson
James Turrell

CARRIERS, &c.
Cobb and Co.
Burton and Co.
Wm. Sansom, jun.
George Bailey

CHEMISTS, &c.
C. Bourke
Tripe and Downes

GARDENERS AND SEEDSMEN.
Wm. Ivory
J. Josling

HOTELS.
Lion, Thos. Wycherly
Rangiora, W. T. Baugh
Plough, Solomon Stephens
Masonic, — Wyde

MEDICAL PRACTITIONERS.
Tripe and Downes

MILLINERS.
Mrs Fennell
Mrs. Mathews

MILLERS.
Cam Mill, Peter Fern
Southbrook Mill, E. Steggall
Rangiora Mill, John Grimwood

NEWSPAPER AGENTS.
Agents for the "Lyttelton Times,"
Thomas Thompson and Co.

POUND-KEEPER.
J. W. Heath

POST-OFFICE.
H. Blackett

PAINTERS, &c.
Barrill Johnson
Fred. Lilly
J. Watkins

SURVEYOR AND LAND SELECTOR.
H. Dudding, Drain road

STOREKEEPERS.
H. Blackett
Thomas Thompson and Co.
E. Good
Mrs. Bean
Wm. Sansom
J. and J. Thompson, Rangiora bush

SADDLER.
John Keast

SCHOOLS.
Church of England, C. Merton
Wesleyan, J. W. Heath
Girls', Mrs. Smith
Girls', Mrs. Fuller
Girls', Mrs. Kersey

REGISTRAR OF BIRTHS, DEATHS, & MARRIAGES.
W. B. Tripe, M.R.C.S.

UNDERTAKER.
C. Jennings

WHEELWRIGHTS.
Boyd and Kerr
Horniblow and Sons

HOTELS.

Oxford, J. Lee
Forest Inn, D. Fisher
Harewood Arms, F. Luers

LADIES' BOARDING SCHOOL.

Mrs. Sale

LINEN DRAPER.

Mrs. Walker

MEDICAL PRACTITIONERS.

— Rees
T. Waring

PAINTER AND PAPER-HANGER.
J. Webber

POLICE.
Sergeant Davies

POST-OFFICE.
T. Woodfield

REGISTRAR OF BIRTHS AND DEATHS.

C. J. Sale

SAW MILLS.
R. K. Kenrick
H. Fenwick

DAY SCHOOLS.
Mr. and Mrs. Tomlinson
Rev. — Dolomere

SHOEMAKER.
R. Nicholas

SPRINGSTON.

FARMERS.

Allington, Brothers
A. J. Andrews
— Beaumont
Wm. Bland
Chas. Bourne
S. Buxton
Robt. Clephane
Jno. Crump
Geo. Dalton
Daniel Day
Robert Day
W. Davis
Jas. Gammack
Robert Gillings
— Goodrick
— Higgins
— Kime
W. Lawry
J. Lilly
— Lumbard
L. Loe
Murray and Wright
Frederick Murray

A. Maltman
— Mathews
W. Miles
Robert Neill
T. A. Pannett
H. Pannett
Thomas Pannett
William Pearson
— Pinion
James Roberts
J. Rowell
M. Russell
Thomas Shand
— Skelton
O. Stace
L. Stace
A. Stace
H. Stace
John Stace
Jno. Silvester
— Sergeant
W. Taylor
J. Talbot
Talbot and Wright
A. Walker

Isaac Walker
John Charles Wright
Frederick Wright
R. Wills
White, Brothers
R. Withers

POST OFFICE.
W. J. Sercombe

STOREKEEPERS.
Sercombe, Brothers

SPRINGS ROAD BOARD OFFICE.
Chairman: Thos. A. Pannett
Secretary and Surveyor: S. D. Glyde

SPRINGS TOTAL ABSTINENCE SOCIETY.
Chairman: Walter Lawry
Treasurer: Robert Clephane
Secretary: W. J. Sercombe

OXFORD:

BAKER.
— Comyns

BLACKSMITHS.
W. A. Reed
T. Cusden

BRICKLAYER.
G. Keats

BUTCHERS.
Isaac Marsh
H. Sedcole

CARPENTERS & BUILDERS.
W. King
— Coldwell
H. Gordon

CURATE.
Rev. A. P. O'Callaghan

GENERAL STOREKEEPERS.
S. Redfern
J. Marsh
F. Woodfield

HALSWELL.

BAKER.
J. Broadley

BUTCHER.
— Cresswell

CARPENTERS.
E. Clark
James Streeter
Karl Magon
J. Breese

CATTLE DEALER.
Henry Morley

CLERGYMAN.
Rev. G. Carpenter

CONTRACTORS.
Geo. Sandry
Geo. Baxter

DRESSMAKER.
Mrs. Carrol

FELLMONGERS.
Watkins and McNarg

GROCER.
J. Broadley

HORSE BREAKER.
M. Curran

HOTELS.

W. Craythorne, Junction
J. Gordon, Spreydon Arms
— Shakespere, Shakespere

NURSES.

Mrs. Carrol
Mrs. Burke

POSTMASTERS.

James J. Elwin, Halswell
John Barnard, Clanricarde

QUARRYMEN.

White and Brittan

SCHOOL.

James J. Elwin, Government

STORE.

J. J. Herrick

TIMBER MERCHANTS

(ROUGH).

Thomas Kennedy
— Gerken

WHEELWRIGHTS AND SMITHS.

John Hayes
Josh. Reed
J. Breese

LEESTON.

BLACKSMITHS.

A. Webster (South bridge)
G. Johnston (Boggy creek)

BOOT AND SHOEMAKER.
— Swinbourne (Boggy creek)

BRICKLAYER.

Thos. Weavers

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R. Button
J. Reeves
— Hepburn
D. Petrie (South bridge)

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H. Worsley

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Wm. Davies

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Milton Mill, R. Rose

MILLWRIGHT, &c.

C. Clarke

PLASTERERS.

McLachlan, Bros.

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J. Cowan (South bridge)

POUNDKEEPER.

A. W. Rowland

ROAD OVERSEER.

J. Carston

SCHOOLMASTERS.

— Fleming (Leeston)
— Allsopp (near South bridge)

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J. Douglas (Boggy creek)
— Doyle (Boggy creek)

WHEELWRIGHT.

D. Petrie (South bridge)

WINE & BEER HOUSES.

T. Johnston (River Irwell)
J. Douglas (Boggy creek)
W. Spring (South bridge)

The Rev. W. J. G. Bluett is the clergyman of the district. The school which is kept by Mr. Fleming is established under the Board of Education; that of Mr. Allsopp is a private school.

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BLACKSMITH.

G. W. Drayton

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Rev. C. Bowen

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Bush, William Webb
Racecourse, W. Lunn
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Harewood Hotel
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B. Woolcombe. Court day, every second Wednesday

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— Frew

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J. Greaves

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— Macfarlane

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— Bruce

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MacIntyre and Stocks

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— Brooke
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P. D. Macrae, The Club
J. Melton, The Timaru
G. Polson, The Commercial
J. Foden, Old Bank Tavern
T. S. Fitch, The Creek
Green and Morrison, The Ship
Inn

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Henry Meyer
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John C. Knight, Clerk
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James Collins

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WESLEYAN CHAPEL.

Rev. J. B. Richardson, Minister.
Officers every third week

WASTE LANDS ACT.

THE FOLLOWING ACT, RELATING PRINCIPALLY TO PRE-EMPTIVE RIGHTS, WAS PASSED DURING THE
LATE SESSION OF THE ASSEMBLY, AND IS DATED OCTOBER 10, 1867:—

Whereas it is expedient to alter and amend the regulations now in force in the Province of Canterbury for the sale, letting, or disposal and occupation of the Waste Lands of the Crown in the said Province: And whereas doubts have been expressed whether certain rights of pre-emption over Crown Lands in the said Province, granted by the Waste Lands Board in pursuance of said regulations are legally valid: And whereas it is expedient that such doubts should be removed.

Be it therefore enacted by the General Assembly of New Zealand in Parliament assembled, and by the authority of the same, as follows:—

1. The Short Title of this Act shall be "The Canterbury Waste Lands Act, 1867."

2. The words "the regulations" in this Act shall mean all regulations, Acts, and Ordinances now in force in the Province of Canterbury relating to the sale, letting, disposal, or occupation of the Waste Lands of the Crown in the said Province. The clauses hereinafter mentioned and denoted by their numbers shall refer to the clauses of that part of the regulations which was brought into operation and enacted under and by the various Acts, Ordinances, Bills and regulations mentioned in the Schedule to "The Waste Lands Act, 1858," as relating to the Province of Canterbury, and which the said Act declared should have the force and effect of law, and which part of the regulations is contained in eighty-two clauses, numbered consecutively.

3. All rights of pre-emption heretofore granted by the said Waste Lands Board under the authority or under the presumed authority of clause sixty of the regulations, are hereby declared to have been valid, as from the time of the granting thereof.

4. That part of the clause numbered sixty, commencing with and inclusive of the words "and for all runs over all lands" to the end of the clause, is hereby repealed, except as to pre-emptive rights heretofore granted or created under the part so repealed, and which by this Act are declared valid, and such repeal shall extend to and affect pasturage licenses heretofore issued under the regulations and the rights of the holders thereof, except as aforesaid.

5. The clause numbered sixty-two, except as to pre-emptive rights heretofore granted or created as aforesaid, is hereby repealed, and in the place thereof the following clause substituted, that is to say—

The lands included in such pre-emptive rights shall be subject to the rules as to form and frontage herein contained with respect to purchased land.

6. The clause numbered sixty-four shall refer as well to rights of pre-emption already granted under the part of clause sixty, hereby repealed, as to rights of pre-emption granted or to be granted by the un-repealed part of the last-mentioned clause.

7. The following portion of clause sixty-six of the said regulations is hereby repealed—namely, the words "other than those created by clause sixty of the Waste Lands Regulations."

8. Whenever any pre-emptive right shall have been heretofore granted or created under that part of clause sixty, hereby repealed, and the building, enclosure, plantation, cultivation, or other improvement in respect of which such pre-emptive right has been granted or created, shall, at any time after the passing of this Act, be proved to the satisfaction of the Waste Lands Board to be or to have become of a less value than fifty pounds, it shall be the duty of the Waste Lands Board thereupon to give notice to the holder of such pre-emptive right, requiring him to cause such additions to be made to such building, enclosure, plantation, cultivation, or other improvement as shall make it of the value of fifty pounds; and if the holder shall not in the judgment of the Waste Lands Board have complied with such requirement within one calendar month after the notice aforesaid shall have been left at the homestead or principal station on the run on which the land included in the pre-emptive right is situate, or if there shall be no such homestead or principal station then upon the land included in such pre-emptive right, then the pre-emptive right shall thereupon become forfeited and void, and the land included therein shall become open for purchase, as if it had not been so included: Provided always that no pre-emptive rights shall become forfeited and void on account of such deterioration in value, when such deterioration shall have occurred by purchase of part of the land on which any such improvements may stand.

9. It shall not be lawful for the holder of any right of pre-emption to raise from any land included therein, any cereal, root, or other crop, except for *bona fide* use, on the run of which the land included in such right of pre-emption forms part, or on any run which is being farmed in connection therewith. Any person offending against the provisions of this section shall, on conviction thereof before any two Justices of the Peace, be liable to a penalty not exceeding fifty pounds.

10. If the holder of any pasturage license shall have erected or made, or shall hereafter erect or make, any building, fencing enclosure, or other improvement on Crown Land included within his license, but not included in any pre-emptive right, and such land shall be purchased by any other person than such holder, he shall be entitled to remove such building, fencing, enclosure, or other improvement within three months from the date of his receiving a written notice of such purchase from the Waste Lands Board.

11. If any person shall have erected, or shall hereafter erect any fence upon any Waste Lands of the Crown within the said Province of Canterbury, it shall be lawful for the Superintendent, with the advice and consent of the Executive Council, by writing under his hand, to direct such person to make such gates or other openings at such places in such fence as shall be thought necessary: and if such person shall not comply with such direction within one calendar month after the receipt thereof, he shall be liable to a penalty not exceeding twenty pounds, to be recovered in a summary way.

12. If any person shall wilfully injure or destroy any fence which has been, or may hereafter be erected by the holder of a pasturage license upon Crown Lands included within his license, such person shall, on conviction thereof before any two Justices of the Peace, be liable to a penalty not exceeding ten pounds.

CROWN GRANTS.

The following is a list of Fees and Fines chargeable on Crown Grants by the Commissioner of Crown Lands, under the provisions of "The Crown Grants Act, 1866":—

FEES.

	£	s.	d.
All Crown Grants which were signed by the Governor, and ready for delivery, prior to passing of Act (8th October, 1867), per Grant	...	1	0 0
All Crown Grants signed since the passing of the said Act, if not exceeding 100 acres	...	1	0 0
If exceeding 100 acres—			
For the first 100 acres	...	1	0 0
For every additional acre	...	0	0 0 $\frac{1}{4}$

FINES.

There is a fine chargeable on all Crown Grants which were ready for delivery prior to the passing of the Act, and left in custody of Commissioner of Crown Lands after the 9th December, 1866—Each Grant per month	...	0	0 6
All Grants signed since the passing of the said Act, and not taken out by grantee within three months after the date of notice in <i>Provincial Government Gazette</i> that they are ready for delivery—Each Grant per month	...	0	0 6

It is also provided by the said Act that as soon as the fines due on any Crown Grant shall amount to above £1, the same shall be recovered in a summary manner by the Commissioner of Crown Lands.

Where the fee payable in respect of any Crown Grant comprises the fractional part of a penny, if under one halfpenny, the fraction is not charged. If one halfpenny or upwards, the full penny is charged.

A notice is published in the *Provincial Government Gazette* of all Crown Grants as they become ready for delivery.

MEMORABILIA OF THE YEAR 1866-7.

NOVEMBER, 1866.

24th.—No. 6 Company C.R.V. fired for the Silver Cup given by Private Ballard. No. 5 Company C.R.V. shot for the Challenge Medal.

28th.—Nomination of Candidates for the Municipal Council, Kaiapoi.

30th.—Cricket Match between the Heathcote District and the Province of Canterbury.

DECEMBER.

1st.—Second Firing for the Cup given to the Volunteers by Mr. E. B. Bishop, Chairman of the City Council.

5th.—A Landslip occurred at Lyttelton, at the head of the Excavation for Watermen's Boats. Cobb's Coach capsized in the Waiho, owing to a Flood.

6th.—The Second Annual Ballot for Land by the Canterbury Freehold Land Society took place in the Town Hall.

7th.—The Diocesan Synod concluded its Sitting for 1866.

12th.—The Annual Competition in Sports by the Pupils at the Christchurch Grammar School took place. The Horticultural Society's first Exhibition for the Season was held in the Drill Shed. The Annual Examination at the Church of England Schools, Oxford.

13th.—Examination of the Pupils of the High School, Lyttelton.

14th.—The Annual Examination of the Pupils of the High School, Christchurch. A Distribution of Prizes to the Scholars of the Wesleyan School, Christchurch, took place.

17th.—Anniversary Day. Public Offices closed, but no Public Sports in Christchurch. Annual Dinner of the Ancient Order of Foresters in Christchurch. The Heathcote Regatta came off.

18th.—The Leeston Races. Commemoration of the Anniversary of the Wesleyan Schools at Kaiapoi.

20th.—Consecration of St. Mary's Church, Merivale, by the Lord Bishop of Christchurch. Nomination of Candidates to represent Papanui in the Provincial Council.

21st.—Cobb's Coach from Port broke down while crossing the Zigzag. The Annual Public Examination of the Children attending Trinity Church Schools, Lyttelton.

24th.—Papanui Election.

26th.—The First Annual Prize Meeting of the Canterbury Rifle Association commenced.

27th.—A Masonic Ball held in the Town Hall, Christchurch.

28th.—The First Annual Exhibition of the Northern Agricultural and Pastoral Association took place at Rangiora.

JANUARY, 1867.

1st.—Lyttelton Regatta. Anniversary of the Opening of the Wesleyan Church at Springston, commemorated by a Tea Meeting. The building at Kaiapoi, formerly known as the Exchange Hotel, destroyed by fire. The Loyal Good Intent Lodge of Odd Fellows, at Akaroa, celebrated their Seventh Anniversary by a Public Ball at the Town Hall. The Amuri Races came off. Race Meeting on the Ashburton. The new Postal Act came into operation.

2nd.—Opening of Kohler's Skating Rink, at Coker's Hall, Christchurch. The Disciples of Emmanuel Swedenborg, at Christchurch, gave a Soirée at the Foresters' Hall.

3rd.—Mr. FitzGerald announced his retirement from the representation of Christchurch in the General Assembly. Bazaar at Kaiapoi in aid of the Presbyterian Manse Fund.