



NEW ZEALAND  
GOVERNMENT GAZETTE.  
PROVINCE OF CANTERBURY.

Published by Authority.

*All Public Notifications which appear in this Gazette, with any Official Signature, are to be considered as Official Communications made to those persons to whom they may relate, and are to be obeyed accordingly.*

By His Honor's Command,

THOMAS WILLIAM MAUDE,

Provincial Secretary.

VOL. IX.]

MONDAY, MAY 19, 1862.

[No. VIII.]

Provincial Secretary's Office,  
29th March, 1862.

**H**IS Honor the Superintendent directs it to be notified that he has been pleased to make the following appointment:

HENRY WHITCOMBE, Esq.  
to be Road Surveyor for the Province of Canterbury. This appointment to date from the 1st instant.

THOS. WM. MAUDE,  
Provincial Secretary.

Provincial Secretary's Office,  
Christchurch, 3rd May, 1862.

**H**IS Honor the Superintendent directs it to be notified that he has been pleased to make the following appointments:—

MR. ARTHUR SMITH  
to be Deputy Immigration Officer at Christchurch; and

MRS. SMITH  
to be Matron to the Immigration Barracks. These appointments to date from the 1st inst.

THOS. WM. MAUDE,  
Provincial Secretary.

DISSOLUTION OF PARTNERSHIP.

**N**OTICE is hereby given, that the Partnership lately subsisting between us, the undersigned, as Sheep Farmers, has this day been dissolved by mutual consent.

As witness our hands this 31st day of March, 1862.

J. R. KARSLAKE.  
B. PLACE.

Witness—Wm. THOS. LOCKE TRAVERS,  
Solicitor, Christchurch.

Provincial Secretary's Office,  
April 17, 1862.

**H**IS Honor the Superintendent directs it to be notified that, with the advice of the Executive Council, he has adopted the following Immigration Regulations, and further directs them to be published for general information.

THOS. WM MAUDE,  
Provincial Secretary.

IMMIGRATION REGULATIONS.

All persons desirous of obtaining assisted passages to the Province of Canterbury, in vessels under contract with the Provincial Government, may receive assistance as follows:—

1. The Government will afford assistance equal in amount to the sum paid IN CASH by the passenger. If there shall be any balance, the Government will advance the sum, taking from the passenger promissory notes for the amount advanced, payable to the Treasurer of the Province. Such notes will be made payable on demand; but unless the passenger dispute the debt, or shall attempt to leave the Province, payment will only be required in sums of five pounds at a time, at periods of three months, until the whole debt is discharged. The first payment to be made six months after landing.

2. Any person resident in the Province desirous of assisting their friends in England or elsewhere to obtain assisted passages to the Colony, may do so by paying half the amount of passage money to the Provincial

Treasurer, or by drawing a bill to the order of the Provincial Treasurer to the extent of two-thirds of the passage-money, accepted by a substantial householder also resident in the Province, to be approved of by the Superintendent, as sufficient security for the same. This bill may then be transmitted to the person who is desirous of emigrating to the Colony, and being by him presented to the Emigration Agent, will be received in lieu of cash payment, as hereinafter provided. The Bill will be re-transmitted by the Agent to the Colony, and must be paid immediately on presentation.

3. Assisted passages will be afforded only to *bonâ fide* labouring men, mechanics, and female domestic servants; but persons of all classes will be able to assist their friends to emigrate to the Colony by undertaking the payment of the whole of the passage money in the manner above provided.

4. No person will be allowed any assistance unless he shall have been approved of by the Emigration Agent in England. No single man above the age of 40 years; no person above the age of 50, unless a member of a large family; and no person above 60 years, under any circumstances, will be allowed assistance.

5. When bills are tendered in payment as cash in England, the amount of assistance given by the Government will be one-half of the amount of such bills. Persons, therefore, wishing to give their friends in England the utmost amount of assistance, must give bills for two-thirds of the whole amount of the passage money.

6. The rate of passage money, inclusive of incidental expenses, to the Colony is fixed, until further notice, at £17, and all bills will be prepared in accordance with that rate.

7. Applications for assisted passages will be received at the Secretary's Office, in Christchurch; and at the Resident Magistrate's Office, in Lyttelton.

#### NOTICE.

Provincial Secretary's Office,  
Christchurch, 9th May, 1862.

THE public is informed that parties desirous of availing themselves of the Government Assistance conferred by the Immigration Regulations published herein, must attend at the offices named at least four days prior to the departure of the English Mail. No application can be received during those days.

THOS. WM. MAUDE,  
Provincial Secretary.

#### NOTICE.

Provincial Secretary's Office,  
Christchurch, 17th April, 1862.

THE Provincial Government have arranged with the Official Printers for the Sale of all Gazettes and Ordinances.

From this date no Gazettes or Ordinances will be sold at the office of the Provincial Secretary, as heretofore.

THOS. WM. MAUDE,  
Provincial Secretary.

#### NOTICE.—REGISTRATION OF DOGS.

Provincial Secretary's Office,  
25th April, 1862.

IN consequence of the Badges for the Regulation Collars not having yet arrived, the Registration of Dogs cannot take place on the 1st of May next. Notice of a future day for Registration will be given through the public newspapers, and owners of dogs will then be requested to register the same in accordance with Clause 2 of the Ordinance.

THOS. WM. MAUDE,  
Provincial Secretary.

#### SALE OF TOWN & RURAL LANDS

Provincial Secretary's Office,  
Christchurch, 31st March, 1862.

NOTICE is hereby given, that the Sections of Land specified below will be submitted to public auction at the sitting of the Waste Lands Board, to be held at the Land Office, Christchurch, on Thursday, May 8th, 1862, at the hour of noon, subject to the usual conditions of sale, and in conformity with the Regulations for the disposal, sale, letting, and occupation of the Waste Lands of the Crown, now in force within the Province of Canterbury.

THOS. WM. MAUDE,  
Provincial Secretary.

#### TIMARU TOWN LANDS.

Lot.	Section.	Extent.		Upset Price.	
		A.	R.	£	s. d.
1	83 & 140	0	2	6	
2	58	0	1	0	12 0 0

#### RURAL LAND.

MANDEVILLE.					
3	3774	14	0	0	28 0 0
CHRISTCHURCH.					
4	4029	5	0	0	10 0 0
5	4030	7	3	0	15 10 0
LITTLE AKAROA.					
6	4046	10	2	0	21 0 0

#### NOTICE TO CONTRACTORS.

Provincial Secretary's Office,  
9th May, 1862.

THE Provincial Government will be prepared on Tuesday, 27th May, to receive Tenders for Forming and Metalling the Road leading from the North Road, between Section 52 and 105, known as Fairhurst Road, the residents having guaranteed one-half the expense.

A specification of the work may be seen at the office of Public Works, in Christchurch, on and after the 17th instant.

Tenders must be sent to the Provincial Secretary's office, on or before noon on the 27th instant, when parties tendering must be in attendance.

The Government will not be bound to accept the lowest or any tender.

THOS. WM. MAUDE,  
Provincial Secretary.

## NOTICE TO CONTRACTORS.

Provincial Secretary's Office,  
9th May, 1862.

**T**HE Provincial Government will be prepared on Tuesday, 27th May, to receive Tenders for Clearing a part of the River Halswell.

A specification of the work may be seen at the office of Public Works, in Christchurch, on and after the 17th instant.

Tenders must be sent to the Provincial Secretary's office on or before noon on the 27th instant, when parties tendering must be in attendance.

The Government will not be bound to accept the lowest or any tender.

THOS. WM. MAUDE,  
Provincial Secretary.

Provincial Secretary's Office,  
Christchurch, April 7, 1862.

**H**IS Honor the Superintendent directs it to be notified for public information, that, in pursuance of the powers vested in him by the Waste Land Regulations, now in force within the Province of Canterbury, he has made the following Reserves of Land, temporarily, until the next Session of the Provincial Council:—

The unsold land situate between the high banks of the following Rivers and their tributaries, liable to be flooded during freshes:

Waipara	Hac Hae Te Moana,
Kowai,	Tumakaka,
Ashley,	Opihi,
Wainakariri,	Opawaha,
Rakaia,	Te Ngawai,
Selwyn,	Pareora,
Ashburton,	Otaio,
Hinds,	Hook,
Rangitata,	Waihoo,
Orari,	Waihi,

and such portions of the Hurunui and Waitangi Rivers and their tributaries as are in the Province of Canterbury.

No. 206, in red.—Fifty acres, more or less, situate on the south bank of the River Selwyn, where it runs into Lake Ellesmere, being bounded on the north and east by the Selwyn, on the south by a road, and on the west to the extent of fifty acres for a wharf and depôt for timber from the Little River.

No. 207, in red.—Fifty acres, more or less, situate at the mouth of Budling's Creek, Lake Ellesmere, commencing at trig. station E. 20, and running down the northern side of the creek towards the lake a distance of fifty chains, with an average depth of ten chains.

No. 208, in red.—Fifty acres, more or less, situate at the mouth of Budling's Creek, Lake Ellesmere, commencing immediately opposite trig. station E. 20, and running down the south side of the creek towards the lake about fifty chains, with an average depth of ten chains.

These reserves, 207 and 208, are for wharves and timber depôts.

Also, the following reserves for the Christchurch Municipal Council:—

No. 209, in red.—Thirty acres, more or less, near the Horse Shoe Lagoon, north of the Avon, bounded on the south and south-east by a road separating this from Sections 557 and 593, on the north-west by Section 3099, and on the north-east by another road along the western side of the lagoon, subject to a road running through the reserve from east to west.

No. 210, in red.—Eighteen acres, more or less, situate south of the Avon, bounded on the north by a road separating this from the Slaughter-house Reserve No. 107; on the east by a road separating this from Sections 1145 and 1148, and on the west by a road separating this from Section 1144.

No. 211, in red.—Twenty-two acres, more or less, situate south of the Avon, bounded on the east and south-east by a road separating this from Sections 1145 and 1146; on the west by Section 1144, and on the south-west by a road separating this from the Canal reserve.

No. 212, in red.—Thirty acres, more or less, situate south of the Avon, being bounded on the west and south-west by a road separating this from Sections 273, 901, and 1148, and on the north-east and south-east by the ridge of Sand-hills.

By His Honor's command,  
THOS. WM. MAUDE,  
Provincial Secretary.

## IMMIGRATION COMMISSION.

## SHIP "VICTORIA."

**T**HE Commissioners report that, on visiting the ship Victoria, they found everything in satisfactory condition as far as regards the condition of the ship and passengers.

The Commissioners report that the situation of the Hospital was very objectionable, being dark and ill ventilated.

The Commissioners were informed that the water in casks was so offensive, that the Master was obliged to put in to Pernambuco for supplies. They consider that some want of proper care in the selection of the casks must have occasioned this, as the tank water was not tainted.

WM. DONALD, R.M., Chairman.  
H. S. McKELLAR,  
JOHN T. ROUSE,  
WM. REEVES.

Provincial Secretary's Office,  
Christchurch, 12th May, 1862.

**H**IS Honor the Superintendent, in pursuance of certain powers vested in him by the "Empowering Ordinance, Sess. II., No. 2," directs it to be notified that the Footpaths in the Town of Kaiapoi hereinafter described, having been well and sufficiently made and completed for the use and accommodation of foot-passengers, according to the provisions of the "Footpath Ordinance, Sess. VII., No. 12," are hereby declared to

be Public Footpaths, and from and after the date hereof shall be deemed and taken accordingly to be public footpaths within the meaning of the said Ordinance.

The said footpaths run along the south side of Sewell Street, between the North Road and Jones' Street; the north side of Charles Street, from the Bridge to Beswick Street; both sides of Cass Street, from the North Road to Beswick Street, and both sides of Peraki Street for the whole length of the street.

By order of His Honor the Superintendent,  
THOS. WM. MAUDE,  
Provincial Secretary.

#### ORDER IN COUNCIL.

#### REGULATIONS FOR THE HARBOUR OF LYTTTELTON.

At the Government House, at Auckland, the Seventh Day of April, One Thousand Eight Hundred and Sixty-two. Present, His Excellency the Governor in Council.

**WHEREAS**, by the Harbour Regulations Ordinance, No. XV. of Sess. 2, it is enacted that it shall be lawful for the Governor in Council from time to time to make all such Regulations respecting Pilots and Pilotage, Quarantine and Harbours, as in the said Ordinance provided.

Now, therefore, His Excellency the Governor, by and with the advice and consent of his Executive Council, doth hereby make the following Regulations for the Port and Harbour of Lyttelton.

FORSTER GORING,  
Acting Clerk of the Executive Council.

#### HARBOUR REGULATIONS FOR THE PORT OF LYTTTELTON.

##### PILOT AND MASTERS OF VESSELS.

1. No person shall be deemed a Pilot unless he be duly licensed by His Excellency the Governor.
2. All persons so licensed shall be provided with a license according to the form hereto annexed.
3. Every Pilot shall carry his license with him, and shall produce it to the Master of any ship or vessel on its being demanded, or forfeit a sum not exceeding 40s.
4. The Master of any vessel employing any other than a duly licensed Pilot, if such shall have offered his services, shall forfeit double the amount of pilotage.
5. The Master of any vessel requiring a Pilot to conduct her to sea, must make an application at the Harbour Master's Office 24 hours previously to sailing.
6. The rate of pilotage into or out of the Port of Lyttelton, from or to the distance of one league from the pilot station, are as follows:—

Vessels under 200 tons,	4d. per ton register.
" 200 to 300 tons,	3½d. "
" 300 to 400 "	3d. "
" 400 to 600 "	2½d. "
" 600 and upwards,	2d. "

and 1d. per ton upon each occasion that a vessel is shifted from one part of the harbour to another.

7. Pilots are not bound to conduct any vessel to sea until payment of the pilotage has been satisfactorily secured.

8. Pilots, on being appointed to outward-bound vessels, before taking charge, are to ascertain that their decks are clear, and that they are sufficiently manned, and in a proper state for working as regards masts, rigging, sails, anchors, and boats.

9. 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 12 hours of the time of the arrival of the Pilot on board such vessel, proceed to sea, shall pay a sum at the rate of £1 per day for every day such Pilot may be detained on board such vessel, in addition to the regular pilotage; and the Pilot shall not be compelled to conduct such vessel to sea until such additional payment and pilotage shall have been paid or satisfactorily secured.

10. Every Pilot detained on board a vessel longer than 48 hours, whether by stress of weather, quarantine or otherwise, is to be paid 8s. per day, in addition to the regular pilotage.

11. Pilots refusing or neglecting their duty, to forfeit a sum not exceeding £20.

12. The Master of every vessel (except as hereinafter mentioned) arriving from beyond seas, and not being a coasting vessel, shall pay the full amount of pilotage, whether taking a Pilot or not.

13. All vessels trading to or from the neighbouring colonies shall be exempted from taking a Pilot upon paying half the usual rate of pilotage, whatever that may be. If a Pilot is taken, however, full pilotage is to be paid.

14. All vessels under 100 tons trading from or to the neighbouring Colonies shall, upon the Master proving himself qualified, be furnished with a Certificate of Exemption from pilotage, but shall, in lieu thereof, pay one full pilotage inwards and outwards per annum.

15. Every Master so qualified and not requiring a Pilot shall, on approaching the harbour within two leagues, hoist a white flag at the main, or forfeit a sum not exceeding full pilotage.

16. Every Master of a ship or vessel required to take a Pilot shall be furnished with a copy of the Harbour Regulations on her entry into Port by the boarding Pilot; and any Pilot failing to deliver such copy before leaving any vessel, shall forfeit and pay a fine not exceeding £5.

17. To the Master of every vessel not required to take a Pilot, or, in the absence of the Master, to the principal officer on board, a copy of the Harbour Regulations shall be delivered by the Harbour Master: Provided, however, that it shall not be necessary in any case to issue a second copy of the Regulations to the Master or officer in charge of such vessel, unless demanded by such Master or officer, in which case only on the payment of a fee of 2s. 6d., to be

accounted for amongst the other fees taken by the Harbour Master.

18. Every Master or other officer of a ship or vessel to whom a copy of the Harbour Regulations shall have been handed, shall give, on demand, an acknowledgment thereof to the Pilot or officer delivering such copy; and any Pilot failing to demand, or any Master of a ship or vessel refusing, on demand, to give such acknowledgment, shall forfeit and pay a fine not exceeding £5.

19. All vessels moored or at anchor are to have both cables clear and in readiness to slack away when required; and in default thereof, the Master shall forfeit and pay a sum not exceeding £10.

20. All vessels are to have buoys and sufficient buoy ropes to their anchors to show their position, and to hoist a conspicuous light at their peak-end from dark to daylight, and in default thereof, the Master shall forfeit and pay a sum not exceeding £10.

21. Any anchor, kedge, or cable, slipped or cut from, if not weighed within 24 hours, may be weighed by order of the Harbour Master or Pilot, at the risk of and the expense of the owner; and when no buoy rope has been attached, the anchor, kedge, or cable shall be forfeited.

22. After a vessel has been unloaded and properly ballasted, it will be at the option of the Harbour Master to remove her out clear of the shipping, to make room for vessels requiring berths to unload; and if there shall not be on board any vessel which has been unloaded sufficient men, or ballast, or requisite tackle to enable her to be removed, the Harbour Master or Pilot may remove such vessel at the expense and risk of the owner thereof.

23. Any person obstructing or impeding the navigation of any channel, river, inlet, or creek, or obstructing any public landing-place by placing a vessel, cable, boat, or warp, or other article in the way, shall be liable to a penalty not exceeding £10; and in case any person causing such obstruction or impediment will not remove, or cause to be removed, the same when ordered by the Harbour Master or Pilot, the Harbour Master or Pilot may cast off or cut any such obstruction.

24. The owner or part owner in, or the commander of any vessel or boat which has been sunk, stranded, or run on shore, or the owner of any baulk of timber, or other bulky article which is in the water who does not clear the Harbour of such vessels or boats, or remove such baulk of timber or other bulky article upon being required so to do, by notice in writing under the hand of the Harbour Master, or any Justice of the Peace, within such reasonable time as may be mentioned for the purpose in such notice, shall, for every such offence, forfeit a penalty not exceeding £10.

25. Any Justice, upon the complaint of the Harbour Master or any other person, may issue his warrant for the clearing of the Harbour, or removing of such baulk of timber or other bulky article, in such manner as such Justice shall direct, and for causing

such vessel or boat, baulk of timber, or other bulky article to be sold, and out of the money arising from such sale may pay the charges of such clearing or removal, as the case may be, paying the surplus to the Harbour Master, to be accounted for as fees collected by him.

26. Any person who makes any vessel, boat, timber, or other article fast to any buoy, beacon, or sea-mark, and any master or owner of a vessel being navigated without having a Pilot on board, or the owner of any boat by which any such buoy, beacon, or sea-mark is accidentally removed, injured, or destroyed, who does not forthwith make good such damage, or pay to the Harbour Master a sum sufficient to cover the expense of so doing, shall, for every such offence, forfeit a penalty not exceeding £20.

27. Whenever a vessel not employed in coasting only arrives within the Harbour, the Harbour Master shall appoint the place where she is to cast anchor or be moored; and as often as the Master of any vessel is desirous of removing her from one place of anchorage to another, he shall notify in writing such his desire to the Harbour Master, who shall thereupon, unless he sees sufficient reason to the contrary, direct the removal accordingly; and the Harbour Master may remove any vessel, timber, or any other article from any berth alongside any wharf or elsewhere, if such removal is, in the opinion of the Harbour Master, desirable and proper for the general accommodation of the shipping; and for any such service so to be performed by such Harbour Master, there shall be paid by the Master or owner of such vessel to such Harbour Master the sum of 7s. 6d. for each vessel under 100 tons register, and for each of the articles; and a sum at the rate of 1d. per ton register for each vessel above 100 tons register, to be accounted for as aforesaid.

28. In the performance of any such service by the Harbour Master, the Master of the vessel and the crew thereof are required to give and afford to such Harbour Master all possible aid and assistance to effect the same; and in effecting any such service, or any other service in the execution of his duty, the Harbour Master is empowered to make fast and attach any rope or other tackle to any other vessel, and if there is no crew of the vessel to be removed, or the crew thereof refuse or fail to aid and assist as aforesaid, or if the crew, or tackle, or quantity of ballast on board of such vessel is not sufficient to enable the Harbour Master to effect such removal, he is empowered to hire and employ such other assistance and tackle, and to purchase and put on board such vessel such other quantity of ballast as to him seems requisite, at the cost or charges of the master or owner of such vessels, and such cost and charges such master or owner is required to pay to the Harbour Master, to be accounted for as aforesaid; and if any person, without the consent or authority of the Harbour Master, cuts or casts off any such rope or tackle so made fast and attached to any other vessel

as aforesaid, or in any other manner infringes this regulation, such person shall forfeit a penalty not exceeding £20.

29. Any person, without due authority, resisting, impeding, or obstructing the Harbour Master, Pilot, or other person deputed by either of them, in the execution of his duty, or using threatening or abusive language to them, or any of them, shall forfeit and pay a sum not exceeding £5.

30. No rubbish or filth is to be landed on any lands belonging to the Crown, except in such places as the Harbour Master may point out, under a penalty of £5, to be paid by any person landing such rubbish or filth.

31. No ballast, rubbish, gravel, earth, stones, earthenware, glass, or filth is to be thrown overboard from any vessel or boat, but is to be landed and placed at such place as the Harbour Master may direct; and no gravel, earth, stones, earthenware, glass, bottles, filth, or rubbish, is to be placed by any other means at any place below the high water mark within the Harbour; and proper tarpaulins are to be used in discharging or taking in ballast, coals, rubbish, gravel, earth, or filth of any kind, so as to prevent any part thereof falling into the Harbour; and any person who shall offend against any of the provisions of this regulation shall be liable to a penalty not exceeding £20.

32. No pitch, tar, rosin, or other combustible matter shall be lighted or heated on board any vessel or boat whilst lying alongside or near any wharf or vessel in the Harbour; and any person who shall offend against this regulation shall be liable to a penalty not exceeding £20.

33. No wreck is to be left standing in any part of the Harbour, but must be conveyed on shore above high water mark; and if any wreck is so left, the owner thereof shall be liable to a penalty not exceeding £20.

34. Any person throwing a dead animal into the Harbour, or placing any dead animal below high water mark within the limits of the anchorage, shall be liable to a penalty not exceeding £5, and to an additional penalty of £1 for every day during which any such animal remains in the Harbour, or below high water mark, or unburied on the beach above high water mark: Provided that no such penalty and additional penalty shall together exceed the sum of £20.

35. All vessels, unless specially permitted by the Harbour Master, are prohibited from firing guns between the hours of sunset and sunrise, and on Sunday, except in cases of distress; and any person who shall offend against this regulation shall be liable to a penalty not exceeding £5.

36. Any person removing shingle, stones, shells, or any part of the soil below high water mark without the permission of the Harbour Master, or, in the absence of the Harbour Master, of a Resident Magistrate, shall forfeit a sum not exceeding £5.

37. No waterman, or other person in charge of any boat, shall go alongside, or board, or suffer or permit any person to

board any vessel arriving at port from beyond sea, until such vessel is properly secured at her anchorage; and any person offending against this regulation shall forfeit and pay a sum not exceeding £5: Provided that this regulation shall not be construed to prevent the boarding of any vessel by the owner or agent, or any other person having the written permission of the owner or agent, or by any Immigration Agent, Pilot, Boarding Officer, Officer of Customs, or Health Officer, or other person acting in the execution of his duty.

#### CARRYING BALLAST.

38. All vessels carrying ballast for shipping shall have the stem and stern post of such vessel marked with a plate of iron in inches, showing its tonnage, according to the draught of water when laden. The Master or owners of any vessel supplying ballast to any ship or vessel without complying with the above regulations, shall forfeit and pay for every such offence any sum not exceeding £20.

#### GUNPOWDER.

39. The Master of every vessel arriving with gunpowder on board, exceeding the quantity necessary as ship's stores, shall give immediate notice thereof to the Pilot on his boarding the vessel, and shall land the same at the Powder Magazine before anchoring at the usual anchorage ground, or forfeit a sum not exceeding £20.

40. No gunpowder is to be either received or issued by the Keeper of the Magazine, except between the hours of seven in the morning and five in the afternoon.

41. The Master of every vessel shall cause all gunpowder to be conveyed to the Magazine immediately after its being landed, or forfeit a sum not exceeding £10.

42. All gunpowder so landed must be packed in barrels containing not more than 1 cwt. each, closely joined and hooped, without any iron about the packages, and so secured that no portion of the gunpowder be in danger of being scattered in the passage; and any person offending against this regulation shall incur a penalty of any sum not exceeding £10.

43. Nothing contained in these regulations shall be deemed to apply to any ship, boat, or gunpowder, the property of Her Majesty, nor to any ship of war of any foreign nation, nor to any gunpowder in charge of the Government of the Colony.

#### SIGNALS

To be made from all vessels in Harbour when a Pilot is required—

Sea Pilot—Union Jack at the fore.

Police Boat—Ensign at the main.

Ditto ditto, at Night—Two lights vertical at the peak, four feet between each.

Customs Boat—Union Jack at the peak.

Medical Assistance—Union Jack over the Ensign at the peak end.

#### PILOT'S LICENSE.

By virtue of the power in me vested, you are hereby authorised and directed to act as Pilot for the Port of Lyttelton, and you are enjoined to use your best skill and knowledge in all duties appertaining to that

office, strictly conforming to the Regulations of the Harbour aforesaid, and obeying such orders and instructions as you may from time to time receive from me.

Given under my hand this  
day of            in the year of our  
Lord            at Government House,  
at Auckland, New Zealand.

#### ORDER IN COUNCIL.

#### REGULATIONS FOR THE HARBOUR OF AKAROA.

At the Government House, at Auckland, the Seventh day of April, One Thousand Eight Hundred and Sixty-two. Present, HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

**W**HEREAS, by the Harbour Regulations Ordinance, No. XV. of Sess. 2, it is enacted that it shall be lawful for the Governor in Council, from time to time, to make all such Regulations respecting Pilots and Pilotage, Quarantine and Harbours, as in the said Ordinance provided.

Now, therefore, his Excellency the Governor, by and with the advice and consent of his Executive Council, doth hereby make the following Regulations for the Port and Harbour of Akaroa.

FORSTER GORING,  
Acting Clerk of the Executive Council.

#### HARBOUR REGULATIONS FOR THE PORT OF AKAROA.

##### PILOT AND MASTERS OF VESSELS.

1. No person shall be deemed a Pilot unless he be duly licensed by his Excellency the Governor.

2. All persons so licensed shall be provided with a license according to the form hereto annexed.

3. Every Pilot shall carry his license with him, and shall produce it to the Master of any ship or vessel on its being demanded, or forfeit a sum not exceeding 40s.

4. The Master of any vessel employing any other than a duly licensed Pilot, if such shall have offered his services, shall forfeit double the amount of pilotage.

5. The Master of any vessel requiring a Pilot to conduct her to sea must make an application at the Harbour Master's office 24 hours previously to sailing.

6. The rate of pilotage into or out of the Port of Akaroa, from or to the distance of one league from the Pilot Station, are as follows:—

Vessels under 200 tons,	4d. per ton register.
“            200 to 300 tons,	3½d.    “
“            300 to 400 tons,	3d.     “
“            400 to 600 tons,	2½d.   “
“            600 and upwards,	2d.     “

and 1d. per ton upon each occasion that a vessel is shifted from one part of the Harbour to another.

7. Pilots are not bound to conduct any vessel to sea until payment of the pilotage has been satisfactorily secured.

8. Pilots, on being appointed to outward-

bound vessels, before taking charge, are to ascertain that their decks are clear, and that they are sufficiently manned, and in a proper state for working as regards masts, rigging, sails, anchors and boats.

9. 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 12 hours from the time of the arrival of the Pilot on board such vessel, proceed to sea, shall pay a sum at the rate of £1 per day for every day such Pilot may be detained on board such vessel, in addition to the regular pilotage; and the Pilot shall not be compelled to conduct such vessel to sea until such additional payment and pilotage shall have been paid or satisfactorily secured.

10. Every Pilot detained on board a vessel longer than 48 hours, whether by stress of weather, quarantine, or otherwise, is to be paid 8s. per day, in addition to the regular pilotage.

11. Pilots refusing or neglecting their duty, to forfeit a sum not exceeding £20.

12. The Master of every vessel (except as hereinafter mentioned) arriving from beyond seas, and not being a coasting vessel, shall pay the full amount of pilotage, whether taking a Pilot or not.

13. All vessels trading to or from the neighbouring colonies shall be exempted from taking a Pilot, upon paying half the usual rate of pilotage, whatever that may be. If a Pilot is taken, however, full pilotage is to be paid.

14. All vessels under 100 tons trading from or to the neighbouring colonies shall, upon the Master proving himself qualified, be furnished with a Certificate of Exemption from pilotage; but shall, in lieu thereof, pay one full pilotage inwards and outwards per annum.

15. Every Master so qualified, and not requiring a Pilot, shall, on approaching the Harbour within two leagues, hoist a white flag at the main, or forfeit a sum not exceeding full pilotage.

16. Every Master of every ship or vessel required to take a Pilot shall be furnished with a copy of the Harbour Regulations on her entry into port by the Boarding Pilot; and any Pilot failing to deliver such copy before leaving the vessel shall forfeit and pay a fine not exceeding £5.

17. To the Master of every vessel not required to take a Pilot, or, in the absence of the Master, to the principal officer on board, a copy of the Harbour Regulations shall be delivered by the Harbour Master, provided, however, that it shall not be necessary in any case to issue a second copy of the Regulations to the Master or officer in charge of such vessel, unless demanded by such Master or officer, in which case only on the payment of a fee of 2s. 6d., to be accounted for amongst the other fees taken by the Harbour Master.

18. Every Master or other officer of a ship or vessel to whom a copy of the Harbour Regulations shall have been handed, shall give on demand an acknowledgment thereof to the Pilot or officer delivering such copy;

and any Pilot failing to demand, or any Master of a ship or vessel refusing on demand to give such acknowledgment, shall forfeit and pay a fine not exceeding £5.

19. The Master of every vessel shall anchor or moor where the Harbour Master or Pilot may direct, and he shall not unmoor or quit the anchorage until notice be given in writing at the Harbour Master's office; and any Master offending against this regulation shall forfeit a sum not exceeding £5.

20. All vessels moored or at anchor are to have both cables clear and in readiness to slack away when required, and in default thereof the Master shall forfeit and pay a sum not exceeding £10.

21. All vessels are, when it is so ordered by the Harbour Master or Pilot, to have buoys or buoy-ropes to their anchors, to show their position, and to hoist a conspicuous light at their peak-end from dark to daylight, and in default thereof the Master shall forfeit and pay a sum not exceeding £10.

22. Any anchor, kedge, or cable, slipped or cut from, if not weighed within 24 hours, may be weighed by order of the Harbour Master or Pilot, at the risk of and the expense of the owner; and when no buoy-rope has been attached, the anchor, kedge, or cable shall be forfeited.

23. After a vessel has been unloaded and properly ballasted, it will be at the option of the Harbour Master to remove her out clear of the shipping, to make room for vessels requiring berths to unload; and if there shall not be on board any vessel which has been unloaded sufficient men, or ballast, or requisite tackle to enable her to be removed, the Harbour Master or Pilot may remove such vessel at the expense and risk of the owner thereof.

24. Any person obstructing or impeding the navigation of any channel, river, inlet, or creek, or obstructing any public landing-place by placing a vessel, cable, boat, or warp, or other article in the way, shall be liable to a penalty not exceeding £10; and in case any person causing such obstruction or impediment will not remove, or cause to be removed, the same when ordered by the Harbour Master or Pilot, the Harbour Master or Pilot may cast off or cut any such obstruction.

25. The owner or part owner in, or the commander of any vessel or boat which has been sunk, stranded, or run on shore, or the owner of any baulk of timber, or other bulky article which is in the water, who does not clear the Harbour of such vessels or boats, or remove such baulk of timber or other bulky article upon being required so to do, by notice in writing under the hand of the Harbour Master, or any Justice of the Peace, within such reasonable time as may be mentioned for the purpose in such notice, shall, for every such offence, forfeit a penalty not exceeding £10.

26. Any Justice, upon the complaint of the Harbour Master or any other person, may issue his warrant for the clearing of the Harbour, or removing of such baulk of

timber, or other bulky article, in such manner as such Justice shall direct, and for causing such vessel or boat, baulk of timber, or other bulky article to be sold; and, out of the money arising from such sale, may pay the charges of such clearing or removal, as the case may be, paying the surplus to the Harbour Master, to be accounted for as fees collected by him.

27. Any person who makes any vessel, boat, timber, or other article fast to any buoy, beacon, or sea-mark, and any master or owner of a vessel being navigated without having a Pilot on board, or the owner of any boat by which any such buoy, beacon, or sea-mark is accidentally removed, injured, or destroyed, who does not forthwith make good such damage, or pay to the Harbour Master a sum sufficient to cover the expense of so doing, shall, for every such offence, forfeit a penalty not exceeding £20.

28. Whenever a vessel not employed in coasting only arrives within the Harbour, the Harbour Master shall appoint the place where she is to cast anchor or be moored; and as often as the Master of any vessel is desirous of removing her from one place of anchorage to another, he shall notify in writing such his desire to the Harbour Master, who shall thereupon, unless he sees sufficient reason to the contrary, direct the removal accordingly; and the Harbour Master may remove any vessel, timber, or any other article from any berth alongside any wharf or elsewhere, if such removal is, in the opinion of the Harbour Master, desirable and proper for the general accommodation of the shipping; and for any such service so to be performed by such Harbour Master there shall be paid by the master or owner of such vessel to such Harbour Master the sum of 7s. 6d. for each vessel under 100 tons register, and for each of the articles; and a sum at the rate of 1d. per ton register for each vessel above 100 tons register, to be accounted for as aforesaid.

29. In the performance of any such service by the Harbour Master, the master of the vessel and the crew thereof are required to give and afford to such Harbour Master all possible aid and assistance to effect the same, and in effecting any such service, or any other service in the execution of his duty, the Harbour Master is empowered to make fast and attach any rope or other tackle to any other vessel; and if there is no crew of the vessel to be removed, or the crew thereof refuse or fail to aid and assist as aforesaid, or if the crew, or tackle, or quantity of ballast on board of such vessel is not sufficient to enable the Harbour Master to effect such removal, he is empowered to hire and employ such other assistance and tackle, and to purchase and put on board such vessel such other quantity of ballast as to him seems requisite, at the cost or charges of the master or owner of such vessels, and such cost and charges such master or owner is required to pay to the Harbour Master, to be accounted for as aforesaid; and if any person, without the consent or authority of the Harbour Master, cuts or casts off any

such rope or tackle so made fast and attached to any other vessel as aforesaid, or in any other manner infringes this regulation, such person shall forfeit a penalty not exceeding £20.

30. Any person, without due authority, resisting, impeding, or obstructing the Harbour Master, Pilot, or other person deputed by either of them, in the execution of his duty, or using threatening or abusive language to them, or any of them, shall forfeit and pay a sum not exceeding £5.

31. No rubbish or filth is to be landed on any lands belonging to the Crown, except in such places as the Harbour Master may point out, under a penalty of £5, to be paid by any person landing such rubbish or filth.

32. No ballast, rubbish, gravel, earth, stones, earthenware, glass, or filth is to be thrown overboard from any vessel or boat, but is to be landed and placed at such place as the Harbour Master may direct; and no gravel, earth, stones, earthenware, glass bottles, filth, or rubbish, is to be placed by any other means at any place below the high water mark within the Harbour; and proper tarpaulins are to be used in discharging or taking in ballast, coals, rubbish, gravel, earth, or filth of any kind, so as to prevent any part thereof falling into the Harbour; and any person who shall offend against any of the provisions of this regulation shall be liable to a penalty not exceeding £20.

33. No pitch, tar, rosin, or other combustible matter shall be lighted or heated on board any vessel or boat whilst lying alongside or near any wharf or vessel in the Harbour; and any person who shall offend against this regulation shall be liable to a penalty not exceeding £20.

34. No wreck is to be left standing in any part of the Harbour, but must be conveyed on shore above high water mark; and if any wreck is so left, the owner thereof shall be liable to a penalty not exceeding £20.

35. Any person throwing a dead animal into the Harbour, or placing any dead animal below high water mark within the limits of the anchorage, shall be liable to a penalty not exceeding £5, and to an additional penalty of £1 for every day during which any such animal remains in the Harbour, or below high water mark, or unburied on the beach above high water mark: Provided that no such penalty and additional penalty shall together exceed the sum of £20.

36. All vessels, unless specially permitted by the Harbour Master, are prohibited from firing guns between the hours of sunset and sunrise, and on Sunday, except in cases of distress; and any person who shall offend against this regulation shall be liable to a penalty not exceeding £5.

37. Any person removing shingle, stones, shells, or any part of the soil below high water mark without the permission of the Harbour Master, or, in the absence of the Harbour Master, of a Resident Magistrate, shall forfeit a sum not exceeding £5.

38. No waterman, or other person in charge of any boat, shall go alongside, or board, or suffer or permit any person to board any vessel arriving at port from beyond sea, until such vessel is properly secured at her anchorage; and any person offending against this regulation shall forfeit and pay

a sum not exceeding £5: Provided that this regulation shall not be construed to prevent the boarding of any vessel by the owner or agent, or any other person having the written permission of the owner or agent, or by any Immigration Agent, Pilot, Boarding Officer, Officer of Customs, or Health Officer, or other person acting in the execution of his duty.

39. All vessels carrying ballast for shipping shall have the stem and stern post of such vessel marked with a plate of iron in inches, showing its tonnage, according to the draught of water when laden. The Master or owners of any vessel supplying ballast to any ship or vessel without complying with the above regulations, shall forfeit and pay for every such offence any sum not exceeding £20.

#### GUNPOWDER.

40. The Master of every vessel arriving with gunpowder on board, exceeding the quantity necessary as ship's stores, shall give immediate notice thereof to the Pilot on his boarding the vessel, and shall land the same at the Powder Magazine before anchoring at the usual anchorage ground, or forfeit a sum not exceeding £20.

41. No gunpowder is to be either received or issued by the Keeper of the Magazine, except between the hours of seven in the morning and five in the afternoon.

42. The Master of every vessel shall cause all gunpowder to be conveyed to the Magazine immediately after its being landed, or forfeit a sum not exceeding £10.

43. All gunpowder so landed must be packed in barrels containing not more than 1 cwt. each, closely joined and hooped, without any iron about the packages, and so secured that no portion of the gunpowder be in danger of being scattered in the passage; and any person offending against this regulation shall incur a penalty of any sum not exceeding £10.

44. Nothing contained in these regulations shall be deemed to apply to any ship, boat, or gunpowder, the property of Her Majesty, nor to any ship of war of any foreign nation, nor to any gunpowder in charge of the Government of the Colony.

#### SIGNALS

To be made from all vessels in Harbour when a Pilot is required—

Sea Pilot—Union Jack at the fore.

Police Boat—Ensign at the main.

Ditto ditto, at Night—Two lights vertical at the peak, four feet between each.

Customs Boat—Union Jack at the peak.

Medical Assistance—Union Jack over the Ensign at the peak end.

#### PILOT'S LICENSE.

By virtue of the power in me vested, you are hereby authorised and directed to act as Pilot for the Port of Akaroa, and you are enjoined to use your best skill and knowledge in all duties appertaining to that office, strictly conforming to the Regulations of the Harbour aforesaid, and obeying such orders and instructions as you may from time to time receive from me.

Given under my hand this

day of            in the year of our  
Lord            at Government House,  
at Auckland, New Zealand.

MONTHLY LIST OF ARRIVALS AND DEPARTURES IN THE PORT OF LYTTTELTON, FROM 1ST TO 31ST MARCH, 1862.

DATE OF ARRIVALS.	NAME OF SHIP.	TONS.	FROM WHENCE.	PASSENGERS.			DATE OF DEPARTURE.	NAME OF SHIP.	TONS.	DESTINATION.	PASSENGERS.		
				Males.	Females.	Children.					Males.	Females.	Children.
March .....	3 Gazelle... ..	79	Otago ... ..	0	0	0	March .....	1 Southern Queen ...	25	Wellington ...	0	0	0
"	6 Lord Ashley ...	296	Otago ... ..	75	2	0	"	3 Heron ... ..	91	Wanganui ...	0	0	0
"	8 Geelong ... ..	108	Otago ... ..	39	2	0	"	6 Pryde ... ..	60	Wellington ...	0	0	0
"	8 Elizabeth ... ..	12	Akaroa ... ..	0	0	0	"	7 Uira ... ..	26	Timaru ... ..	0	0	0
"	11 Sea Bird ... ..	15	Akaroa ... ..	0	0	0	"	7 Lord Ashley ...	291	Wellington ...	9	1	3
"	14 Marie et Louise ...	427	Auckland ...	10	3	0	"	8 Geelong ... ..	108	Dunedin ... ..	7	2	0
"	14 Lucy James ... ..	27	Wellington ...	0	0	0	"	10 Sea Bird ... ..	15	Akaroa ... ..	0	0	0
"	15 Emerald ... ..	30	Wellington ...	0	0	0	"	10 Ada ... ..	20	Decanter Bay ...	0	0	0
"	17 Airedale ... ..	286	Otago ... ..	18	3	2	"	11 Isabella Jackson ...	42	Q. Charlotte's Snd.	0	0	0
"	21 Geelong ... ..	108	Otago ... ..	9	3	1	"	12 Storm Bird ... ..	104	Otago ... ..	0	0	0
"	21 Ann ... ..	37	Auckland ...	0	0	0	"	13 Sarah ... ..	15	Akaroa ... ..	0	0	0
"	23 Airedale ... ..	286	Dunedin ... ..	7	0	0	"	14 Wellington ... ..	50	Akaroa ... ..	0	0	0
"	24 Wonga Wonga ... ..	103	Dunedin ... ..	5	1	0	"	14 Elizabeth ... ..	12	Akaroa ... ..	0	0	0
"	25 Elizabeth ... ..	15	Akaroa ... ..	0	0	0	"	15 Julia Ann ... ..	15	Dunedin ... ..	0	0	0
"	25 Uira ... ..	26	Timaru ... ..	0	0	0	"	17 Airedale ... ..	286	Dunedin ... ..	21	6	5
"	26 Henry ... ..	42	Auckland ...	0	0	0	"	18 Emerald ... ..	30	Wellington ...	0	0	0
"	26 Louis and Miriam ...	127	Wellington ...	0	0	0	"	21 Geelong ... ..	103	Dunedin ... ..	12	2	8
"	26 Isabella Jackson ...	42	Pictou ... ..	0	0	0	"	23 Airedale ... ..	286	Wellington ...	12	3	0
"	27 Fanny Fisher ... ..	239	Wellington ...	2	0	0	"	24 Wonga Wonga ... ..	103	Wellington ...	9	0	0
"	27 Ormeo ... ..	604	Otago ... ..	30	10	2	"	26 Maid of Yarra... ..	97	Timaru ... ..	2	0	0
"	27 Emerald ... ..	36	Wellington ...	0	0	0	"	26 Aquila ... ..	27	Wellington ...	0	0	0
"	27 Sarah ... ..	15	Akaroa ... ..	0	0	0	"	28 Sarah ... ..	15	Akaroa ... ..	0	0	0
"	29 Pryde ... ..	45	Wellington ...	0	0	0	"	29 Ormeo ... ..	605	Otago ... ..	13	1	0
"	29 Prince Alfred ... ..	704	Wellington ...	12	7	9	"	29 Ada ... ..	20	Wellington ...	0	0	0
"	29 Southern Queen ...	25	Wellington ...	0	0	0	"	31 Prince Alfred ... ..	704	Dunedin ... ..	43	1	12
"	30 Maid of Yarra... ..	97	Timaru ... ..	0	0	0	"	31 Flying Fish ... ..	35	Auckland... ..	0	0	0
"	31 Julia Ann ... ..	20	Dunedin ... ..	0	0	0							
"	31 Flying Fish ... ..	35	Dunedin ... ..	0	0	0							
	Inwards ...	3886	Inwards ...	208	31	14		Outwards ...	3185	Outwards ...	128	16	28

36

FOREIGN SHIPPING.

March .....	3 Susan ... ..	185	Hobart Town ...	2	2	2	March .....	1 Mystery ... ..	1074	Ackyab ... ..	0	1	0
"	13 Fox ... ..	158	Newcastle ...	0	0	0	"	3 Aurifera ... ..	436	Adelaide ...	2	0	0
"	17 Windhover ... ..	207	Sydney ... ..	7	6	6	"	6 Viceroy... ..	156	Newcastle ...	0	1	0
"	21 Mountain Maid ...	182	Newcastle ...	0	0	0	"	8 Matoaka ... ..	1093	Guam ... ..	0	0	0
"	31 Victoria ... ..	524	London ... ..	81	48	21	"	19 Susan ... ..	185	Newcastle ...	1	2	0
							"	27 Fox ... ..	158	Newcastle ...	2	0	0
							"	31 Marie et Louise ...	427	Point de Galle ...	0	1	0
							"	31 Windhover ... ..	207	Sydney ... ..	3	0	0
	Inwards ...	1266	Inwards ...	90	56	29		Outwards ...	3736	Outwards ...	8	5	0

I, Alexander Sproul, do hereby declare that the foregoing is a true and faithful account of all the Arrivals and Departures of Shipping, and Immigration and Emigration, at the Port of Lyttelton, for the Month ending 31st March, 1862.

Harbor Master's Office, Port Lyttelton, 31st March, 1862.

ALEXANDER SPROUL, Harbor Master, Lyttelton.

RETURN OF DISEASED SHEEP IN THE PROVINCE OF CANTERBURY FOR THE QUARTER ENDING 31ST MARCH, 1862.

*N.B.—All Sheep must be included in this return, which were reported as diseased in the return for the previous quarter; if they have been pronounced clean, the date of the inspection must be given.*

NAME OF STATION.	NAME OF MANAGER OR OWNER.	NO. OF SHEEP ON THE STATION.	NO. DISEASED.	WHEN FIRST PRO- NOUNCED DISEASED.	DATE OF LAST INSPECTION.	RESULT.	DATE AND NATURE OF LAST LEGAL PROCEEDINGS.	RESULT.	REMARKS.
Dunolly ...	Wm. Slater*	7000	3000	14th August, 1861 ...	17th March, 1862 ...	Clean ...	10th December, 1861	Fined £245	Certificate granted.
Dunolly ...	Wm. Slater†		1500	15th August, 1861 ...	17th March, 1862 ...	Clean ...	10th December, 1861		
Glenmark ...	G. H. Moore	40,000	3000	31st August, 1861 ...	8th March, 1862 ...	Clean ...	4th September, 1861	Fined £100	Certificate granted.
Glenmark ...	G. H. Moore		3000	31st August, 1861 ...	8th March, 1862 ...	Clean ...	4th September, 1861	Fined £100	
Glenmark ...	G. H. Moore		3000	31st August, 1861 ...	8th March, 1862 ...	Clean ...	4th September, 1861	Fined £100	
Glenmark ...	G. H. Moore		3000	31st August, 1861 ...	8th March, 1862 ...	Clean ...	4th September, 1861	Fined £100	
Glenmark ...	G. H. Moore		3000	31st August, 1861 ...	8th March, 1862 ...	Clean ...	4th September, 1861	Fined £100	
Glenmark ...	G. H. Moore		3000	31st August, 1861 ...	8th March, 1862 ...	Clean ...	4th September, 1861	Fined £100	
Glenmark ...	G. H. Moore		2000	31st August, 1861 ...	8th March, 1862 ...	Clean ...	4th September, 1861	Fined £100	
Glenmark ...	G. H. Moore		2000	31st August, 1861 ...	8th March, 1862 ...	Clean ...	4th September, 1861	Fined £100	
Stonyhurst ...	Robert Boys ...	7500	3000	5th October, 1861 ...	4th January, 1862 ...	Clean ...	22nd October, 1861...	Fined £100	Certificate granted.
Shepherd's Bush ...	B. M. Moorhouse	7000	2500	9th November, 1861...	9th November, 1861...	Scabby ...	10th December, 1861	Fined £100	Certificate granted.
Shepherd's Bush ...	B. M. Moorhouse	3000	3000	9th November, 1861...	9th November, 1861...	Scabby ...	10th December, 1861	Fined £100	
Dunolly ...	Wm. Slater ...	7000	1500	9th November, 1861...	17th March, 1862 ...	Clean ...	10th December, 1861	Fined £75	
The Lakes ...	Henry Taylor	6000	3000	23rd November, 1861	23rd November, 1861	Scabby ...	10th December, 1861	Fined £100	Certificate granted.
The Lakes ...	Henry Taylor	1000	1000	23rd November, 1861	23rd November, 1861	Scabby ...	10th December, 1861	Fined £50	
Valetta ...	C. Hurst ...	4500	1500	23rd December, 1861	23rd December, 1861	Scabby ...	31st December, 1861	Fined £75	
The Wolds ...	W. H. Ostler	3000	3000	13th February, 1862	13th February, 1862	Scabby ...	20th March, 1862 ...	Fined £100	Certificate granted.
Double Corner ...	L. A. G. Walker	7000	3000	22nd February, 1862	22nd February, 1862	Scabby ...	26th March, 1862 ...	Fined £100	
Double Corner ...	L. A. G. Walker	2000	2000	22nd February, 1862	22nd February, 1862	Scabby ...	26th March, 1862 ...	Fined £100	

Christchurch, 31st March, 1862.

P. B. BOULTON, Inspector of Sheep.

\* DECLARATION.—I, Albert John Francis, of Dunolly (for William Slater), do solemnly declare that my sheep, being 4500 in number, now being at Dunolly, have not within two months been subjected to any dressing for the cure of the scab, nor within two months been mixed with any sheep infected with the scab or catarrh; and I make this solemn declaration, conscientiously believing the same to be true.

Declared before me, at Dunolly, this 17th day of March, 1862.

ALBERT JOHN FRANCIS,  
P. B. BOULTON, Inspector of Sheep.

CERTIFICATE OF INSPECTOR.—I, Philip Baker Boulton, Inspector of Sheep, hereby certify that I have carefully examined 4500 sheep, the property of William Slater, now being depastured at Dunolly, and that I find such sheep entirely free from scab or catarrh.

Given under my hand, at Dunolly, this 17th day of March, 1862.

P. B. BOULTON, Inspector of Sheep.

† DECLARATION.—I, Albert John Francis, of Dunolly (for William Slater), do hereby solemnly declare that my sheep, being 1500 in number, now being at Dunolly, have not within two months been subjected to any dressing for the cure of the scab, nor within two months been mixed with any sheep infected with the scab or catarrh; and I make this solemn declaration, conscientiously believing the same to be true.

Declared before me, at Dunolly, this 17th day of March, 1862.

ALBERT JOHN FRANCIS,  
P. B. BOULTON, Inspector of Sheep.

CERTIFICATE OF INSPECTOR.—I, Philip Baker Boulton, Inspector of Sheep, hereby certify that I have carefully examined 1500 sheep, the property of William Slater, now being depastured at Dunolly, and that I find such sheep entirely free from scab or catarrh.

Given under my hand, at Dunolly, this 17th day of March, 1862.

P. B. BOULTON, Inspector of Sheep.

RETURN OF SHEEP INSPECTED IN THE PROVINCE OF CANTERBURY DURING THE MONTH OF MARCH, 1862.

DATE OF INSPECTION.	NAME OF STATION.	WHERE SITUATE.	NAME OF MANAGER.	NO. OF SHEEP ON THE STATION.	NO. OF SHEEP INSPECTED.	RESULT.	DATE ON WHICH SHEEP WERE LAST DRESSED.	REMARKS.
March 3	N. bank of Hurunui	Nelson Province	C. B. Leach*	...	410	Clean	...	
March 5	N. bank of Hurunui	Nelson Province	Hugh Frazer†	...	3000	Clean	...	
March 6	N. bank of Hurunui	Nelson Province	J. S. Caverhill‡	...	8450	Clean	...	
March 6	Glenmark	Waipara	G. H. Moore	...	7000	Clean	...	Certificate granted.
March 8	Glenmark	Waipara	G. H. Moore§	...	20,000	Clean	...	Certificate granted.
March 17	Dunolly	Hinde	S. H. Peters	...	7000	Clean	...	

Christchurch, 31st March, 1862.

P. B. BOUTLON, Inspector of Sheep.

\* DEPARTMENT.—I, Charles Balwit Leach, of Highfield, do hereby solemnly declare that my sheep, branded W, being 410 in number, now being depastured by me on the North bank of the Hurunui, have not within three months had applied to any of them any reputed scab-destroying preparation, nor within three months been mixed with any sheep infected with the scab or catarrh; and I make this solemn declaration, conscientiously believing the same to be true.

CERTIFICATE OF INSPECTOR.—I, Philip Baker Boulton, Inspector of Sheep, hereby certify that I have carefully examined 410 sheep, branded W, the property of C. B. Leach, now being depastured on the North Bank of the Hurunui, and that I find such sheep entirely free from scab or catarrh. Given under my hand, at HASTIES, this 4th day of March, 1862.

† DEPARTMENT.—I, Hugh Frazer, of Mackenzie County, do hereby solemnly declare that the sheep, marked Z A, now being depastured by me on the North Bank of the Hurunui, have not within three months last past had applied to any of them any reputed scab-destroying preparation, nor been mixed with any sheep infected with the scab or catarrh; and I make this solemn declaration, conscientiously believing the same to be true.

CERTIFICATE OF INSPECTOR.—I, Philip Baker Boulton, Inspector of Sheep, hereby certify that I have carefully examined 3000 sheep, branded Z A, the property of Hugh Frazer, now being depastured on the North Bank of the Hurunui, and that I find such sheep entirely free from scab or catarrh. Given under my hand, at HASTIES, this 4th day of March, 1862.

‡ DEPARTMENT.—I, John Scott Caverhill, of Hawkswood, do hereby solemnly declare that the sheep, marked O J S C, now being depastured by me on the North Bank of the Hurunui, have not within three months last past had applied to any of them any reputed scab-destroying preparation, nor been mixed with any sheep infected with the scab or catarrh; and I make this solemn declaration, conscientiously believing the same to be true.

CERTIFICATE OF INSPECTOR.—I, Philip Baker Boulton, Inspector of Sheep, hereby certify that I have carefully examined 8450 sheep, branded O J S C, the property of J. S. Caverhill, now being depastured on the North Bank of the Hurunui, and that I find such sheep entirely free from scab or catarrh. Given under my hand, at HASTIES, this 6th day of March, 1862.

§ DEPARTMENT.—I, George Henry Moore, of Glenmark, do hereby solemnly declare that my sheep, branded T, being 20,000 in number, now being at Glenmark, have not within two months been subjected to any dressing for the cure of the scab, nor within two months been mixed with any sheep infected with the scab or catarrh; and I make this solemn declaration, conscientiously believing the same to be true.

CERTIFICATE OF INSPECTOR.—I, Philip Baker Boulton, Inspector of Sheep, hereby certify that I have carefully examined 20,000 sheep, branded T, the property of G. H. Moore, now being depastured at Glenmark, and that I find such sheep entirely free from scab or catarrh. Given under my hand, at Glenmark, this 8th day of March, 1862.

Declared before me, at HASTIES, this 6th day of March, 1862.

Declared before me, at GLENMARK, this 8th day of March, 1862.

GEORGE H. MOORE, Inspector of Sheep.

P. B. BOUTLON, Inspector of Sheep.

RETURN OF SHEEP INSPECTED IN THE PROVINCE OF CANTERBURY DURING THE MONTH OF APRIL, 1862.

DATE OF INSPECTION.	DATE OF PRECEDING INSPECTION.	NAME OF STATION.	WHERE SITUATE.	NAME OF MANAGER OR OWNER.	NO. OF SHEEP ON THE STATION.	NO. OF SHEEP INSPECTED.	RESULT.	DATE ON WHICH SHEEP WERE LAST DRESSED.	REMARKS.
April 7	...	Eskhead	Hurunui	C. E. Dampier	1500	1500	Clean		
April 7	...	The Lakes	Hurunui	H. Taylor*	4000	4000	Clean		Certificate granted.
April 16	...	North Hurunui	Nelson	G. L. Leet†		400	Clean		Imported from Nelson.
April 19	...	North Hurunui	Nelson	Wm. Jones‡		1000	Clean		Imported from Nelson.
April 20	...	Glenmark	Waipara	G. H. Moore	50,000	250	Clean		Rams.
April 21	...	North Hurunui	Nelson	R. Ross§		2800	Clean		Imported from Nelson.
April 28	...	North Hurunui	Nelson	T. W. Bruce		4400	Clean		Imported from Nelson.

Christchurch, 14th May, 1862.

P. B. BOULTON, Inspector of Sheep.

\* DECLARATION.—I, Henry Taylor, of the Lakes, do hereby solemnly declare that my sheep, branded TE conjoined, being 4000 in number, now being at the Lakes, have not within seven weeks been subjected to any dressing for the cure of the scab, nor within three months been mixed with any sheep infected with the scab or catarrh; and I make this solemn declaration, conscientiously believing the same to be true.

HENRY TAYLOR.

Declared before me, at the Lakes, this 7th day of April, 1862.

P. B. BOULTON, Inspector of Sheep.

CERTIFICATE OF INSPECTOR.—I, Philip Baker Boulton, Inspector of Sheep, hereby certify that I have carefully examined 4000 sheep, branded TE conjoined, the property of Henry Taylor, now being depastured at the Lakes, and that I find such sheep entirely free from scab or catarrh.

Given under my hand, at the Lakes, this 7th day of April, 1862.

P. B. BOULTON, Inspector of Sheep.

† DECLARATION.—I, James Sanderson Reynell (for George Leslie Lee, of Highfield), do hereby solemnly declare that the sheep, 410 in number, marked W, now being depastured by me on the North Bank of the Hurunui, in the Nelson Province, have not within three months last past had applied to any of them any reputed scab-destroying preparation, nor been mixed with any sheep infected with scab or catarrh; and I make this solemn declaration, conscientiously believing the same to be true.

JAMES S. REYNELL.

Declared before me, at Hastie's, this 15th day of April, 1862.

P. B. BOULTON, Inspector of Sheep.

CERTIFICATE OF INSPECTOR.—I, Philip Baker Boulton, Inspector of Sheep, hereby certify that I have carefully examined 410 sheep, branded W, the property of G. L. Lee, now being depastured on the North Bank of the Hurunui, and that I find such sheep entirely free from scab or catarrh.

Given under my hand, at Hastie's, this 15th day of April, 1862.

P. B. BOULTON, Inspector of Sheep.

‡ DECLARATION.—I, William Jones, of Oamaru, Otago, do hereby solemnly declare that the sheep, 1000 in number, marked J (encircled), now being depastured by me on the North Bank of the Hurunui, in the Nelson Province, have not within three months last past had applied to any of them any reputed scab-destroying preparation, nor been mixed with any sheep infected with scab or catarrh; and I make this solemn declaration, conscientiously believing the same to be true.

WILLIAM JONES.

Declared before me, at Hastie's, this 19th day of April, 1862.

P. B. BOULTON, Inspector of Sheep.

CERTIFICATE OF INSPECTOR.—I, Philip Baker Boulton, Inspector of Sheep, hereby certify that I have carefully examined 1000 sheep, branded J (encircled), the property of William Jones, now being depastured on the North Bank of the Hurunui, and that I find such sheep entirely free from scab or catarrh.

Given under my hand, at Hastie's, this 19th day of April, 1862.

P. B. BOULTON, Inspector of Sheep.

§ DECLARATION.—I, Robert Ross, of Christchurch, do hereby solemnly declare that the sheep, 2800 in number, marked IH, now being depastured by me on the North Bank of the Hurunui, in the Nelson Province, have not within three months last past had applied to any of them any reputed scab-destroying preparation, nor been mixed with any sheep infected with scab or catarrh; and I make this solemn declaration, conscientiously believing the same to be true.

ROBERT ROSS.

Declared before me, at Hastie's, this 22nd day of April, 1862.

P. B. BOULTON, Inspector of Sheep.

CERTIFICATE OF INSPECTOR.—I, Philip Baker Boulton, Inspector of Sheep, hereby certify that I have carefully examined 2800 sheep, branded IH, the property of Robert Ross, now being depastured on the North Bank of the Hurunui, and that I find such sheep entirely free from scab or catarrh.

Given under my hand, at Hastie's, this 22nd day of April, 1862.

P. B. BOULTON, Inspector of Sheep.

|| DECLARATION.—I, T. W. Bruce, of Motunau, do hereby solemnly declare that the sheep, 4400 in number, marked J S C, now being depastured by me at Hurunui, have not within three months last past had applied to any of them any reputed scab-destroying preparation, nor been mixed with any sheep infected with scab or catarrh; and I make this solemn declaration, conscientiously believing the same to be true.

T. W. BRUCE.

Declared before me, at Hurunui, this 28th day of April, 1862.

GEORGE H. MOORE, Provisional Inspector of Sheep.

CERTIFICATE OF INSPECTOR.—I, George Henry Moore, Provisional Inspector, hereby certify that I have carefully examined 4400 sheep, branded J S C, the property of T. W. Bruce, now being depastured on the North Bank of the Hurunui, and that I find such sheep entirely free from scab or catarrh.

Given under my hand, at Hurunui, this 28th day of April, 1862.

GEORGE H. MOORE, Provisional Inspector.

MONTHLY LIST OF ARRIVALS AND DEPARTURES IN THE PORT OF LYTTTELTON, FROM 1ST TO 30TH APRIL, 1862.

DATE OF ARRIVALS.	NAME OF SHIP.	TONS.	FROM WRENCE.	PASSENGERS.			DATE OF DEPARTURE.	NAME OF SHIP.	TONS.	DESTINATION.	PASSENGERS.		
				Males.	Females.	Children.					Males.	Females.	Children.
April .....	4 Geelong ... ..	108	Dunedin ... ..	0	0	0	April.....	1 Elizabeth ... ..	12	Akaroa ... ..	0	0	0
"	5 Prince Alfred ... ..	704	Dunedin ... ..	30	1	0	"	1 Fanny Fisher ... ..	239	Wellington ... ..	0	0	0
"	5 Zephyr ... ..	58	Auckland ... ..	0	0	0	"	2 Emerald ... ..	36	Wellington ... ..	0	0	0
"	13 Wonga Wonga ... ..	104	Wellington ... ..	4	0	0	"	2 Emu ... ..	28	Wellington ... ..	0	0	0
"	14 City of Nelson... ..	50	Dunedin ... ..	24	3	0	"	3 Mary Merrill ... ..	440	Wellington ... ..	5	0	0
"	15 Rifleman ... ..	82	Auckland ... ..	3	0	0	"	4 Geelong ... ..	108	Dunedin ... ..	9	3	3
"	17 Airedale ... ..	286	Wellington ... ..	20	6	9	"	7 Prince Alfred ... ..	704	Wellington ... ..	11	3	0
"	19 Elizabeth ... ..	12	Akaroa ... ..	0	0	0	"	7 Pryde ... ..	60	Dunedin ... ..	0	0	0
"	19 Geelong ... ..	108	Dunedin ... ..	7	0	0	"	8 Ann ... ..	37	Auckland... ..	0	0	0
"	21 Vision ... ..	18	Auckland... ..	2	0	0	"	10 Southern Queen ... ..	25	Wellington ... ..	2	0	0
"	22 Wild Wave ... ..	40	Auckland... ..	2	0	0	"	10 Isabella Jackson ... ..	46	Wellington ... ..	0	0	0
"	22 Fanny Fisher ... ..	239	Wellington ... ..	0	0	0	"	13 Wonga Wonga ... ..	104	Dunedin ... ..	1	0	0
"	23 Emerald ... ..	30	Wellington ... ..	0	0	0	"	15 City of Nelson... ..	50	Nelson ... ..	8	0	0
"	23 Louisa ... ..	244	Dunedin ... ..	8	1	1	"	17 Julia Ann ... ..	20	Wellington ... ..	0	0	0
"	26 Sarah ... ..	15	Akaroa ... ..	0	0	0	"	17 Airedale ... ..	286	Dunedin ... ..	2	0	0
"	28 Sea Bird ... ..	15	Akaroa ... ..	0	0	0	"	19 Geelong ... ..	108	Dunedin ... ..	2	1	0
"	28 Maid of Yarra... ..	89	Timaru ... ..	6	1	0	"	22 Henry ... ..	42	Auckland... ..	0	0	0
"	28 Airedale ... ..	286	Otago ... ..	30	1	0	"	23 Maid of Yarra... ..	89	Timaru ... ..	0	0	0
"	29 Nymph of the Seas ... ..	84	Akaroa ... ..	0	0	0	"	24 Fanny Fisher ... ..	239	Wellington ... ..	0	0	0
"	29 Isabella Jackson ... ..	42	Wellington ... ..	0	0	0	"	25 Elizabeth ... ..	12	Akaroa ... ..	0	0	0
							"	25 Juno ... ..	50	Wellington ... ..	0	0	0
							"	26 Thetis ... ..	27	Wellington ... ..	0	0	0
							"	28 Airedale ... ..	286	Wellington ... ..	5	6	0
							"	28 Sarah ... ..	15	Akaroa ... ..	0	0	0
							"	30 Sea Bird ... ..	15	Akaroa ... ..	0	0	0
							"	30 Gazelle... ..	79	Wellington ... ..	0	0	0
	Inwards ... ..	2614	Inwards ... ..	136	13	10		Outwards ... ..	3057	Outwards ... ..	45	13	3

FOREIGN SHIPPING.

April .....	5 Reliance ... ..	118	Hobart Town ... ..	0	0	0	April .....	15 White Star ... ..	2340	Newcastle ... ..	4	4	3
"	8 White Star ... ..	2340	Newcastle ... ..	4	4	3	"	17 Reliance ... ..	118	Hobart Town ... ..	0	0	0
	Inwards ... ..	2458	Inwards ... ..	4	4	3	"	29 Louisa ... ..	144	Newcastle ... ..	5	1	1
								Outwards ... ..	2602	Outwards ... ..	9	5	4

I, Alexander Sproul, do hereby declare that the foregoing is a true and faithful account of all the Arrivals and Departures of Shipping, and Immigration and Emigration, at the Port of Lyttelton, for the Month ending 30th April, 1862.

ALEXANDER SPROUL, Harbor Master, Lyttelton.

**RETURN OF SHEEP IMPORTED BY SEA INTO THE PROVINCE OF  
CANTERBURY FOR THE MONTH OF MARCH, 1862.**

DATE.	PROPRIETOR.	SHIP.	WHENCE.	DESCRIPTION OF STOCK.	REMARKS.
January 30 ...	Messrs. Cookson, Bowler, and Co.* ...	Lord Worsley ...	Wellington ...	20 rams	Entirely free from scab
February 17 ...	Henry Joseph Coote† ...	Airedale ...	Wellington ...	101 ewes	Entirely free from scab
February 17 ...	Alfred Richard Creyke‡ ...	Airedale ...	Wellington ...	5 rams	Entirely free from scab
March 29 ...	E. A. Hargreaves§ ...	Fanny Fisher ...	Wellington ...	21 rams	Clean

We certify the above to be correct Returns.

Lyttelton, March 22, 1862.

WM. PALFREY, Inspector of Sheep.

Christchurch, March 31, 1862.

P. B. BOULTON, Inspector of Sheep.

\* **DECLARATION.**—I, George B. Johnson (for Cookson, Bowler and Co.), of Lyttelton, do hereby solemnly declare that the sheep, 20 in number, on board the vessel Lord Worsley (Wood, commander), now lying at Lyttelton, in the said Province, have not within three months last past been subject to any dressing for the cure of the scab, nor been mixed with any sheep infected with scab or catarrh; and I make this solemn declaration, conscientiously believing the same to be true.

Declared before me, at Lyttelton, this 30th day of January, 1862.

WILLIAM PALFREY, Provisional Inspector of Sheep.

**CERTIFICATE OF INSPECTOR.**—I, William Palfrey, Provisional Inspector, hereby certify that I have carefully examined 20 sheep, the property of G. B. Johnson, now being on board the Lord Worsley, at Lyttelton, and that I find such sheep entirely free from scab or catarrh.

Given under my hand, at Lyttelton, this 30th day of January, 1862.

WILLIAM PALFREY, Inspector of Sheep.

† **DECLARATION.**—I, Henry Joseph Coote, of Canterbury, do hereby solemnly declare that the sheep, 101 in number, marked diamond, on board the vessel Airedale (Kennedy, commander), now lying at Lyttelton, in the said Province, have not within three months last past been subject to any dressing for the cure of the scab, nor been mixed with any sheep infected with scab or catarrh; and I make this solemn declaration, conscientiously believing the same to be true.

Declared before me, at Lyttelton, this 17th day of February, 1862.

WILLIAM PALFREY, Provisional Inspector of Sheep.

**CERTIFICATE OF INSPECTOR.**—I, William Palfrey, Provisional Inspector, hereby certify that I have carefully examined 101 sheep, branded diamond, the property of H. J. Coote, now being on board the Airedale, at Lyttelton, and that I find such sheep entirely free from scab or catarrh.

Given under my hand, at Lyttelton, this 17th day of February, 1862.

WILLIAM PALFREY, Provisional Inspector.

‡ **DECLARATION.**—I, Alfred Richard Creyke, of Riccarton, do hereby solemnly declare that the sheep, 5 in number, on board the vessel Airedale (Kennedy, commander), now lying at Lyttelton, in the said Province, have not within three months last past been subject to any dressing for the cure of the scab, nor been mixed with any sheep infected with scab or catarrh; and I make this solemn declaration, conscientiously believing the same to be true.

Declared before me, at Lyttelton, this 20th day of February, 1862.

P. B. BOULTON, Inspector of Sheep.

**CERTIFICATE OF INSPECTOR.**—I, William Palfrey, Provisional Inspector, hereby certify that I have carefully examined 5 sheep, the property of A. R. Creyke, now being on board the Airedale, at Lyttelton, and that I find such sheep entirely free from scab or catarrh.

Given under my hand, at Lyttelton, this 22nd February, 1862,

WILLIAM PALFREY, Provisional Inspector.

§ **DECLARATION.**—I, Edward Allen Hargreaves, of Lyttelton, merchant, do hereby solemnly declare that the sheep, 21 in number, now being on board of the vessel Fanny Fisher (Smith, commander), now lying at Lyttelton, in the said Province, have not within three months last past had applied to any of them any reputed scab-destroying preparation, nor been mixed with any sheep infected with scab or catarrh; and I make this solemn declaration, conscientiously believing the same to be true.

Declared before me, at Lyttelton, this 29th day of March, 1862.

P. B. BOULTON, Inspector of Sheep.

**CERTIFICATE OF INSPECTOR.**—I, Philip Baker Boulton, Inspector of Sheep, hereby certify that I have carefully examined 21 sheep, the property of E. A. Hargreaves, now being on board the Fanny Fisher, at Lyttelton, and that I find such sheep entirely free from scab or catarrh.

Given under my hand, at Lyttelton, this 29th day of March, 1862.

P. B. BOULTON, Inspector of Sheep.

RETURN OF SHEEP IMPORTED BY SEA INTO THE PROVINCE OF  
CANTERBURY, FOR THE MONTH OF APRIL, 1862.

DATE.	PROPRIETOR.	SHIP.	WHENCE.	DESCRIPTION OF STOCK.	REMARKS.
April 8 ...	— Rowley* ...	White Star ...	Queensland ...	8000 ewes	Entirely free from scab
April 17 ...	John Treweek† ...	Airedale ...	Auckland ...	208 ewes	Entirely free from scab
April 17 ...	Joseph Dransfield‡ ...	Airedale ...	Wellington ...	415 ewes	Entirely free from scab
April 22 ...	E. A. Hargreaves§ ...	Fanny Fisher ...	Wellington ...	170 wethers	Entirely free from scab

I certify the above to be a correct return.

Lyttelton, May 2, 1862.

WILLIAM PALFREY, Inspector of Sheep.

\* DECLARATION.—I, William I. Roberts, of Queensland, do hereby solemnly declare that the sheep, 8000 in number, marked F O F, on board the vessel White Star (Thomas Kerr, commander), now lying at Lyttelton, in the said Province, have not within three months last past been subject to any dressing for the cure of the scab, nor been mixed with any sheep infected with scab or catarrh; and I make this solemn declaration, conscientiously believing the same to be true.

Declared before me, at Lyttelton, this 8th day of April, 1862.

WILLIAM PALFREY, Provisional Inspector of Sheep.

CERTIFICATE OF INSPECTOR.—I, William Palfrey, Provisional Inspector, hereby certify that I have carefully examined 8000 sheep, branded F O F, the property of W. J. Roberts, on board the White Star, at Lyttelton, and that I find such sheep entirely free from scab or catarrh.

Given under my hand, at Lyttelton, this 8th day of April, 1862.

WILLIAM PALFREY, Provisional Inspector.

† DECLARATION.—I, John Treweek, of Wanganui, do hereby solemnly declare that the sheep, 208 in number, on board of the vessel Airedale (A. Kennedy, commander), now lying at anchor in the Port of Lyttelton, in the said Province, have not within three months last past been subject to any dressing for the cure of the scab, nor been mixed with any sheep infected with scab or catarrh; and I make this solemn declaration, conscientiously believing the same to be true.

Declared before me, at Lyttelton, this 17th day of April, 1862.

WILLIAM PALFREY, Provisional Inspector.

CERTIFICATE OF INSPECTOR.—I, William Palfrey, Provisional Inspector, hereby certify that I have carefully examined 208 sheep, the property of John Treweek, on board the Airedale, at Lyttelton, and that I find such sheep entirely free from scab or catarrh.

Given under my hand, at Lyttelton, this 17th day of April, 1862.

WILLIAM PALFREY, Provisional Inspector.

‡ DECLARATION.—I, Joseph Dransfield, of Lyttelton, do hereby solemnly declare that the sheep, 415 in number, marked ⊕, now being on board the vessel Airedale (Kennedy, commander), now lying at anchor in the port of Lyttelton, have not within three months last past been subjected to any dressing for the cure of the scab, nor been mixed with any sheep infected with the scab or catarrh; and I make this solemn declaration, conscientiously believing the same to be true.

Declared before me, at Lyttelton, this 17th day of April, 1862.

WILLIAM PALFREY, Provisional Inspector.

CERTIFICATE OF INSPECTOR.—I, William Palfrey, Provisional Inspector, hereby certify that I have carefully examined 415 sheep, branded ⊕, the property of Joseph Dransfield, on board the Airedale, at Lyttelton, and that I find such sheep entirely free from scab or catarrh.

Given under my hand, at Lyttelton, this 17th day of April, 1862.

WILLIAM PALFREY, Provisional Inspector.

§ DECLARATION.—I, E. A. Hargreaves, of Lyttelton, do hereby solemnly declare that the sheep, 170 in number, on board the vessel Fanny Fisher (Smith, commander), now lying at Port Lyttelton, in the said Province, have not within three months last past been subjected to any dressing for the cure of the scab, nor been mixed with any sheep infected with the scab or catarrh; and I make this solemn declaration, conscientiously believing the same to be true.

Declared before me, at Lyttelton, this 22nd day of April, 1862.

WILLIAM PALFREY, Provisional Inspector.

CERTIFICATE OF INSPECTOR.—I, William Palfrey, Provisional Inspector, hereby certify that I have carefully examined 170 sheep, the property of E. A. Hargreaves, on board the Fanny Fisher, at Lyttelton, and that I find such sheep entirely free from scab or catarrh.

Given under my hand, at Lyttelton, this 22nd day of April, 1862.

WILLIAM PALFREY, Provisional Inspector.