

The whole of the beautiful large hollies in the garden of Mr. Gould, and in numerous other gardens in and around Christchurch, as well as the handsome holly hedges in Colombo-street north, and around the Christchurch Club, were all raised by myself from holly berries collected by school children in the south of Devonshire in 1851; many of these hollies are now from seven to nine feet high, and are producing an abundance of berries, from which plants are being raised in considerable quantities, so that this very handsome evergreen will soon become sufficiently numerous to occupy a position in every shrubbery, or to form handsome specimen plants on every grass lawn, for which its pyramidal form, its dark green leaves, contrasted with a profusion of beautiful coral berries, so eminently adapts it.

After alluding to some pretty specimens of plants supplied for the inspection of the audience by Messrs. Hislop, Potts, and Armstrong, the lecturer concluded by describing some plants which we had in our turn supplied to England, from whence we had derived so many fruits and flowers, mentioning, amongst others, some of the native ferns and a species of ranunculus—the *ranunculus traversii* (so called in honour of Mr. Travers), which he said now commanded a high price at home, and also the handsome leaved *dracaena indivisa*, found growing on the Peninsula. He, the lecturer, had sent to London a large packet of the seed, from which two thousand plants of this *dracaena* were raised and sold readily as an ornamental foliaged plant, at from four to five guineas a plant. To the late Archdeacon Mathias was due the credit of first forming those gorse hedges which proved both useful and ornamental—useful in sheltering the plants in the gardens, and ornamental from their luxuriant blossoms and growth. He urged upon the gardening portion of his audience to come forward in their turn, and to give their views, either in lectures or essays, upon the subject of horticulture, as there were many points upon which practical gardeners could give hints of great value. An unanimous vote of thanks to Mr. Wilson and the chairman terminated the proceedings. The audience, which was not a very numerous one, manifested great interest in the lecture.

PORT REGULATIONS.

PROVINCE OF CANTERBURY.

THE following Rules are enforced by order in Council, dated the 16th of August, 1864:—

1. 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.
2. The Master, or person in charge of any vessel from other than New Zealand ports, shall, when entering any port in the Province of Canterbury, hoist, and keep flying, a blue flag at the mainmast head, until the vessel has been boarded and cleared by the Health Officer.
3. Vessels merely calling at New Zealand ports, on their way to a port in the said province of Canterbury, but bringing goods or passengers from other than New Zealand ports, come under the foregoing rule.
4. The Pilot, Master, or other person in charge of any vessel entering, departing from, or within any port, shall, by every means in his power consistent with the safety of such vessel, assist every duly authorised public officer in boarding or leaving such vessel, and no person on board of such vessel shall interfere with or obstruct any government officer or pilot whilst carrying out his duties.
5. Every vessel entering any port must, as it approaches the signal station, hoist the vessel's number or distinguishing flag.
6. Harbour Master's Fees may be levied for every service performed by a Harbour Master under the said Act or under these Regulations at the rate of one penny per ton of the vessel in respect of which the service is performed.
7. Vessels employed in the coasting trade are exempt from shifting fees from one part of the harbour to another; but should the services of the Harbour Master or his assistant be required, the fee of one penny per ton register shall be paid each time such service is required.
8. All boats alongside of vessels or jetties shall give way to Government boats on duty.
9. 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 secured by at least one anchor, nor before she has been cleared by the Health Officer; and any person offending against this regulation shall forfeit a sum not exceeding five pounds.
10. After the clearance has been delivered to the Master of any vessel outward bound, no passenger shall be taken on board.
11. All complaints against any person connected with the Harbour Department must be made, in writing, to the Port Officer for the Province.

HARBOUR REGULATIONS.

12. 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 ten pounds.
13. All vessels are to have buoys and sufficient buoy ropes to their anchors, to show their position, and to exhibit at some conspicuous place, twenty feet above the deck, a bright light from dark to daylight; and in default thereof, the Master shall forfeit and pay a sum not exceeding ten pounds.
14. Any anchor, kedge, or cable slipped or cut, if not weighed within twenty four hours, may be weighed by order of the Harbour Master or pilot, at the risk of, and expense of the owner; and when no buoy or rope has been attached, the anchor, kedge, or cable shall be forfeited.
15. After a vessel has been unloaded and properly ballasted, it will be at the option of the Harbour Master to move 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 move such vessel at the expense and risk of the owner thereof.
16. Any person obstructing or impeding the navigation of any channel, river, inlet, or creek, or obstructing any landing place by placing a vessel, cable, boat, warp, or other article in the way, shall be liable to a penalty not exceeding ten pounds; 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.
17. 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 vessel or boat, or remove such baulk of timber, or other bulky article, on being required so to do, by notice, in writing, under the hand of the Harbour Master or of 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 ten pounds.