

THE Lytelton Times

Vol. I. No. 1.

SATURDAY, JANUARY 11, 1851.

PRICE SIXPENCE.

NOTICE.

THE price of Advertisements in this Paper are, threepence a line for the first insertion, and a penny a line for every subsequent one.

All communications to the Editor are requested to be addressed to the Office of the **LYTTELTON TIMES**, Section 2, Norwich Quay, Lyttelton, where the Paper may be obtained.

PUBLIC NOTICE.

NOTICE IS HEREBY GIVEN, that all persons found cutting or damaging any of the Timber or Underwood on lands within the Canterbury Settlement without license granted from the Land-Agent of the Canterbury Association, will be prosecuted as the law directs.

By order of the Agent of the Canterbury Association,

W. G. BRITTON.

Land Office, Lyttelton, Jan. 8, 1851.

NOTICE IS HEREBY GIVEN, that any person in want of any description of Servant or Labourer, may, by entering his name and address in a book kept for that purpose at this office, receive information of what servants and labourers are in search of employment.

Labourers and servants in search of employment may obtain it by leaving their names at this office.

Immigration Office, Jan. 10, 1851.

TO PURCHASERS OF LAND

IN THE CANTERBURY SETTLEMENT. HOLDERS OF LAND ORDERS drawn on the 1st of July, 1850, are recommended to lose no time in taking such steps as may be in their power towards an early selection of their Town and Rural Sections, as, if they have not chosen on or before the 17th of February next, they will incur the risk of losing their priority of choice as determined by the Registered List of Purchasers made in England.

Land Office, Lyttelton, Jan. 8, 1851.

PICKAXES AND SHOVELS

ARE required for the Public Works of the Canterbury Association.

Persons having them for sale may apply at the Accountant's Office.

JOHN ROBERT GODLEY, AGENT.

January 10, 1851.

TO LAND-PURCHASERS AND AGENTS.

THE undersigned, having secured the co-operation of a gentleman who has had ample opportunities, during a residence of two years in the Canterbury District, of thoroughly inspecting its various portions, is prepared to undertake the selection of Town or Rural Allotments for those persons who may not have leisure to form an opinion for that purpose by means of personal observation. He ventures, at the same time, to remind them that unless they be prepared to apply for a certain allotment on or before the 17th of next month, they will run some risk of losing all advantage derivable from their priority of choice.

Apply to **E. JENKINGHAM WAKEFIELD.**
Lyttelton, Jan. 7, 1851.

EX LATE ARRIVALS,

AND NOW ON SALE at the General Grocery Store and Balchouse, Canterbury Street—

Every description of **Brumware**.
An assortment of **English Boots and Shoes**.
White and Coloured Satten Jean Stays.
French Coutil and Cordel do., very superior.
Children's Printed Cambric Frocks.
Mousseline de laine do.
Fancy Velvet Paletots.
Gents' Black and Coloured Silk Byron Ties.
Aerial and Albert do.
Berlin Gloves and Riding Belts.

N.B. Dinner and Tea Services.

W. PRATT.

A CARD.

RICHARD BEAMISH,
GENERAL COMMISSION MERCHANT,

AND

Licensed Custom-House Agent,

LYTTELTON, CANTERBURY.

MESSRS. BEAMISH will be prepared on or after the 1st of February next to receive sheep on shares. They have secured the right to an unlimited quantity of prime pasturage, and from their experience in the management of stock, both in the mother country and the colonies, they trust with their united efforts, to give general satisfaction. Parties may rely upon correct returns being made, and no culling. None but strong healthy sheep can be taken.

For further particulars apply to

RICHARD BEAMISH, Lyttelton.

FOR SALE,

AT the temporary Store of the undersigned, the following useful and well selected goods, consisting of Ironmongery, Hardware, Brushware, Glassware, Groceries, &c., viz.,

Mills, Wheat, Coffee, and Spice.
Spades, Shovels, and Hoas.
Adzes, Axes, and Tomahawks.
Door-Locks, Hinges, &c. &c.
Screws, Nails, and Tacks.
Coal Hods, and Fire Irons.
Dog and Halter Chains.
A Surveyor's Chain.
Ship-Chain, small, daily expected.
Trace ditto, ditto.
Carpenter's Tools of every description.
Chairs, English, Cane Bottom.
Ditto, American.
Buckets and Boxes in nests.
Tinder-Boxes, Matches.
Lamps and Lamp Cottons.
Bath Brick and Bellows.
Tin Plates, &c.
Gunpowder, Shot, and Caps.
Paints, Oils, and Turps.
Painter's Brushes and Putty.
Pipes, Fancy Clay, a variety.
Cigars, Manilla, very fine.
Sugar, Raw and Refined.

FOR SALE,

A THREE-YEAR OLD FILLY, unbroken.

For further particulars, apply to

A. J. ALFOAT, Esplanade.

CONVEYANCE OF GOODS.

J. L. CROMPTON begs to announce that he has made arrangements for the carriage of luggage, &c. from Lyttelton to Sumner, Christchurch, and all parts of the plain. Agent in Lyttelton, A. J. ALFOAT, from whom all further information can be obtained.

TO STOREKEEPERS.

THE undersigned are importers of all descriptions of goods direct from London, and are ready to offer them for sale at the usual wholesale prices.

LONDON AND LE CREN.

Esplanade, Lyttelton, Jan. 7, 1851.

BRANDY in hhd. first quality.

Old Scotch Whisky, 11 cwt.

Cases, Geneva.

Port Wine in cases, bottled in London.

Sherry, Claret, and very superior Champagne.

Port and Golden Sherries, in quarter casks.
Superior Colonial Ale, from Wellington Breweries.

Plank, three-quarter inch, and Scantling various lengths.

English Chairs cane seated, and Hassocks.
Best American Axes, House Brooms.

Blue Dungaree, Denims, Blankets, Calico.

Blue Serge Shirts, Mole Trousers, and other useful Slops.

Prime corned Butter, in kegs about 56 lbs. each.

Soap, in 1 cwt. boxes.

Manilla and Mauritius Sugars.

Loaf Sugar, Maize, Window Glass.

And several other Goods, landed from the schooner "HENRY" from Wellington, will be offered at the most reasonable rates, at the store of **RICHARD BEAMISH, Esplanade.**

A. J. DURCAN.

WORKING BULLDOGS.

FOR SALE, several pairs of good Working Bulls.

Also, several good MILCH COWS, well used to the climate and food of New Zealand.

Also, three or four WELL-BUILT BOATS, varying from 4 to 5 tons.

For further particulars, apply at the **LYTTELTON ARMS.**

SEEDS, FRUIT TREES, &c.

JAMES M'BETH, Wellington, begs to inform the Canterbury Settlers, that he is prepared to supply Grass Seeds, Garden Seeds, and Fruit Trees of the sorts found most suitable in the climate of the district of Wellington, or as experience may guide him. He yet untried Plains of the Middle Island.

He begs to state, that having lately commenced the Nursery business, under the manage-

VOYAGES OF THE FIRST FOUR SHIPS.

We have been favoured with the following accounts of the voyages of the four ships, by passengers on-board:—

THE "CHARLOTTE JANE."

The "Charlotte Jane," Capt. Alexander Lawrence, Commander, left Plymouth Sound at midnight on Saturday the 7th of September. She sighted Stewart's Island on Wednesday, the 11th of December, and cast anchor off Port Lyttelton on Monday the 16th of December, at 10 o'clock; thus making her passage in 93 days from land to land, or 99 days from port to port. She carried 26 chief cabin, 19 intermediate, and 80 steerage passengers. The Rev. Mr. Kingdon, Chaplain, Alfred Barker, Esq., Surgeon Superintendent.

During the voyage, the usual domestic occurrences of an emigrant ship then occurred; of births 1, marriages, 1, deaths, 3; the last being cases of very young children who embarked with the seal of death on their foreheads; one even died before the ship took her departure, and was buried on shore at Plymouth.

The course of the "Charlotte Jane" lay inside the Madeira and Canary Islands. She sighted Porto Santo, one of the Madeiras, on the 17th of September, and on the 19th, Teneriffe and Palma, steering close to the latter. Here she met the N.E. trades, which gave her but feeble assistance, and left her in about lat. 18° N. Her course was then south-easterly, and in about 6° N., she was driven by currents and foul winds to the eastward as far as long. 16° W. Here she met a N.W. wind, under which she again stood to the southward, crossing the line on the 9th of October, in long. 19° W.

In lat. 2° S., she entered the S.E. trades, which carried her rapidly over 20 degrees of latitude. On the 12th of Oct. she spoke the Zen of Richmond, U.S., from Benguela to New York, and sent letters to England. Her course then was speedily run southward and south-easterly. On the 28th of October, near Tristan d'Acunha, she made 250 miles in the 24 hours, the largest day's run during the voyage. From Tristan d'Acunha, which to the disappointment of many she did not approach near enough to sight, she steered S.S.E., with a fresh N.W. wind, and crossed the meridian of Greenwich on the 29th of October. South-eastward still to Desolation Island with strong gales, a dreary drive of three weeks in cold and rain, with no perceptible change in the sea, the sky, or the Cape pigeons in the wake. Desolation Island passed, she encountered the first foul wind from the eastward, and ran south, bearing up again, she ran beautifully on, promising a rapid passage, till the 11th of degree of east long. Here for a week E. and N.E. winds prevailed, and drove her to the southward, not only out of her course, but to the extreme cold of lat. 52° 36', the furthest point of southing reached. Here bets which had previously been freely given in favour of 95 and 98 days from port to port, were now freely taken about 105, 110, or even 120 days, she being then 83 days out. However the wind soon changed, and after a splendid run abreast of the Australian coast, she at last made the land in the afternoon of the 11th of December. Passing close inside the "traps," she was becalmed and baffled for fear days on the coast, giving the delighted passengers, as she stood off and on, glimpses of the coast at Foveaux Straits, Molyneux, and Taieri Rivers, Otago, and Bank's Peninsula.

On Monday morning early she stood into Port Victoria, and earned the proud distinction of being the first ship to land emigrants on the shores of the Canterbury Settlement.

From henceforward the age of the Colony will be described as dating from the arrival of the "Charlotte Jane."

Little need be said beyond this sketch of the ship's course to describe the voyage. The passengers had their share of the manifold discomforts which give to make a sea-voyage a by-word for discomfort. Extreme heat, and extreme cold, confinement and ennui, are the lot of every Australasian voyager. But whether it was that with this courageous little band a spirit of hope prophesied better things beyond, or the colonist spirit of resolution was strong, disregarding petty present evils, while greater menaced at a distance;—or whether it was that the unceasing attention to the wants of all, which characterised the management of the "Charlotte Jane," smoothed everything, it may be safely said that by no party of passengers have discomforts been more patiently endured, by none more easily forgotten.

Of amusements, two manuscript newspapers, or weekly magazines, "The Cockroach," and "The Sea-pie," conducted with much spirit and ability, afforded a fund throughout. The wonders of the deep, as they successively presented themselves, were unfolding in interest and delight, interpreted as they were by an enthusiastic naturalist, the excellent surgeon-superintendent. Then there was the maritime, if not merely game of "chuffo-katy" the foil and single-stick, the piano, and the song, and during the fine weather, the "light fantastic toe." At one time a passion for building model colonial

houses animated the ship; designs and models were in every one's hands, and the subject on every one's lip: at another, ship-building was in vogue, and craft designed on the most courageously ingenious principles, to supersede all existing theories, were modelled, and calmly lectured on. Thus, as probably with every ship that makes the voyage, time flew rapidly away; anxious and more anxious grew the daily investigation of the chart; and more and more impatient the expectations of the land-sick passengers. At last the breeze became softer, and to the sanguine seemed to smell of land: and one afternoon, while all were eager on the look out, "the loom," was seen by several at once. New Zealand was made, and the voyage was done.

How gladly then,
Sick of the uncomfortable ocean,
The impatient passengers approach the shore,
Escaping from the cease of endless motion,—
To feel firm earth beneath their feet once more,
To breathe again the air,
With taint of bilge and cordage undefiled,
And drink of living springs—if there they may,
And with fresh fruit and wholesome food repair,
Their spirits weary of the watery way.

And oh! how beautiful!
The things of earth appear
To eyes that far have seen
For many a week have seen
Only the circle of the restless sea!
With what a fresh delight
They gaze again on fields and forests green,
Hovel, or whatso'er
May wear the trace of man's industrious hand;
How grateful to their sight
The shore of sheltering land,
As the light boat moves joyfully to land.—SOUTHERN.

The only general observation that occurs to us as suggested by the voyage is that of pronouncing it highly injudicious for emigrant vessels to run so far to the southward as the latitude in which the "Charlotte Jane" made her east course. The temptation of thus gaining a rapid passage is doubtless very great, but the utmost speed cannot compensate to poor emigrants for the miseries thereby inflicted on them. It is almost impossible on board ship to escape from cold, and from rain and spray: the only refuge is by huddling under hatches in dirt and darkness. The beds can never be properly aired on deck; and this single consideration should be sufficient to induce the authorities at home to prescribe a rate on the subject. A grievous loss to the colony was in this instance caused by the extreme cold to which the ship was exposed: out of six couple of partridges and four couple of pheasants, which had up to that time continued healthy and lively, only one couple of pheasants and one partridge survived the damp and dreary climate of Desolation Island. Our excellent Captain, in this instance, tried the southern passage, having a comfortable and not over-crowded vessel, and succeeded in accomplishing a rapid passage; but in his own opinion, the preferable course for emigrant ships bound for Lyttelton would be along the latitude of Bass's Straits, through Cook's Straits, and down the coast with the prevailing north-east wind. Very few more years will set the question at rest for ever.

THE "RANDOLPH."

"Forzan et hæc olim meminisse juvabit."

The "Randolph" left Plymouth on the night of Saturday, Sep. 7, 1850, a few hours after the "Charlotte Jane," having on board 217 passengers. The officers of the ship were Captain Dale, Commander, Mr. Scott, Chief officer, Mr. Puckle and Mr. Willock, officiating ministers, and Mr. Earle, Surgeon Superintendent.

Her course lay outside Madeira, and crossing the line in long. 24.20 W., she proceeded as far to the westward as long. 36.30 on Oct. 23, being then in lat. 23.46 S. On Nov. 14, her lat. was 45.55 S. long. 44.40. On Dec. 1, lat. 48.26 S., long. 109.1 E. On the 7th, she was driven by foul wind to lat. 50 S. On the 11th of December, she was in the longitude of the Snares, in lat. 48.33, and after a most delightful run up the coast, she entered Port Victoria at half past three o'clock in the afternoon of the 16th, having accomplished the passage in 99 days. On the anchor being dropped, "God save the Queen" was sung by all the passengers on the poop.

The Randolph spoke an unusually large number of vessels during the early part of the voyage, and on the fourth of October fell in with the "Sir George Seymour," which had left Plymouth about 12 hours after her, bringing a passenger who had arrived at Plymouth after the sailing of the Randolph.

She was becalmed two days in company with a French barque, having on board an operative company who were proceeding to Mauritius. On the first day some of the Randolph's passengers pulled to the French vessel, and invited a large party to dine with them, and on the second day they kept a promise exacted by their visitors on leaving the day before, by dining on board the Frenchman; the toast-drinking on both sides was most amusing. A great deal of Italian music was sung in really first-rate style. On the 6th of November, there was almost a mutiny on board, which by the mercy of God was suppressed, through the promptness of the

Captain, supported by his officers and the passengers. On the twenty-fifth, was performed Sheridan's play of the "Rivals," the female characters being played by gentlemen. The characters were supported in a manner which gave universal satisfaction. To the ladies on board the greatest praise is due for the effective way in which the characters were "got up;" the wonder was where all the dresses could have come from, and it was very curious to hear of what they were composed. The representation took place between decks before an overflowing audience; and a second performance was asked for by many who were unable to gain admittance.

There were 5 deaths, all children, and 9 births on board. The voyage is declared, by common consent, to have been most agreeable, the only unpleasant part of it being that which was passed in the low latitudes between the Cape and New Zealand, on account of the cold and fog, which proved fatal to almost all the game on board.

THE "SIR GEORGE SEYMOUR."

The "Sir George Seymour," weighed anchor at Plymouth, about 11 o'clock, A.M., on Sunday, Sep. 8. She was the last, by several hours, to leave the shores of Old England. Her companions were all out of sight, and two out of the three were not seen again, till she met them in this harbour. Like the rest, she made an excellent run out of channel, and by the 13th was abreast of Cape Finisterre. On Sunday, the 15th, the passengers assembled, for the first time, for Divine worship, which was celebrated on the poop. "All hands aft to rig the church," was a new sound to landsmen, but what church could be grander than that which had the sky for its roof, the ocean for its floor, and God Himself for its Architect. Great was the thankfulness of most, who, after a week of sickness and discomfort, were thus assembled together for the first time, to adore and praise Him, Who "sitteth above the waterfloods." From that day forward, the morning and evening services of the Church were celebrated, with few occasional exceptions, throughout the voyage, and the Holy Communion was thrice administered, first, on Sunday Sept. 22nd, again, on Sunday, Oct. 20th, and lastly on Advent Sunday.

The weather, during the first part of the voyage, was very delightful. On Wednesday, the 13th, we had a beautiful view of Porto Santo, one of the Madeira group, Madeira itself being afterwards seen more dimly in the distance. On the same morning we were startled by an alarm of fire in the after-hold, which, though it was speedily extinguished, was sufficient to cause a thrill of horror in the minds of most, succeeded by a feeling of thankfulness for being delivered from so great a peril. It was broad daylight, land was in sight, though at a distance; but, even if the lives of all had been spared, which could hardly have been expected, to have lost all, and landed on a foreign soil, had been a sad disaster. On the Friday following, we had a clear view, though at a very great distance, (as much as 90 miles,) of the far famed peaks of Teneriffe, Palma, with its bold and rugged outline, and its many smoke-wreaths, the signs of its industry and commerce, divided with the lofty and majestic Peak, which stands as it were the mother of the group amongst her graceful offsprings, the interest of that lovely morning. Ferro, the southernmost of the Canaries, was in sight the following day. On the 26th we passed St. Antonio, the westernmost of the Cape Verds, and from that time, we saw no land for eleven weeks; that which we next saw being a part of the beautiful coast of this our southern Britain. On the 4th of October, an incident occurred, which we must not pass over. A sail came in sight, which proved to be the "Randolph." Nothing could have happened more fortunately, since it gave an opportunity to our friend Mr. Davy, to pass the rest of the voyage in his own ship. He had narrowly escaped missing his passage altogether, having arrived at Plymouth too late to embark on board the "Randolph," and was with difficulty permitted to take his passage with us. An opportunity was now afforded, most unexpectedly, of putting him in possession of his own cabin, in his own ship. There was not one, it may safely be said, who was not sorry to lose him from amongst us, still we could not but congratulate him on the now probable recovery of his cabin and his outfit. The expectation was realized; a boat was lowered from the "Randolph," and the chief officer, the two clergymen, and some other passengers, came on board to visit us, and after a short stay, returned in company with our friend, who has thus succeeded in accomplishing a feat, more often talked of than performed, namely, that of sailing in two ships, an honour supposed to be reserved only for the most distinguished personages. We sailed in company with our friends of the "Randolph," for the two following days, and did not finally part with them till the Thursday following, Oct. 10.

On Saturday, Oct. 12, at about 10 p.m., we crossed the line, within five weeks of the day on which we left England. On the day following, the bodies of two infants, who had died the night before, were committed to the deep; and here we meet

not omit to express our thankfulness that no death of any adult, and so little of anything like serious illness or accident occurred throughout the voyage.

From the line to the Cape, we made a splendid run. On the 23rd, in about the latitude of Rio Janeiro, we reached the westernmost point of our course, about 33 west longitude, and then first began to turn our faces in the direction of our new home. On Nov. 1st, we crossed the meridian of Greenwich, by the 6th we were abreast of the Cape. Though we experienced some rough weather about this time, and occasionally afterwards, yet all, we believe, whose first voyage this was, are agreeably disappointed in having escaped, in this respect, so much better than they had anticipated, and it must be a cold heart indeed, which would not feel thankful for the speedy and favourable voyage, which was granted to us. But little remains to be told. We passed about halfway between St. Paul's and Desolation Island on the 20th of November, making gradually southward, till on the 7th of December, we were nearly in the parallel of 49°.

On Wednesday, the 11th, about 4 o'clock in the morning, we sighted Stewart's Island, earlier, it appears, than either the "Charlotte Jane" or the "Randolph," though on the same day with them, and 94 days from the time of leaving Plymouth. We are surely not presumptuous in viewing it as a signal proof of the Divine blessing upon our undertaking, that three ships, starting at the same time, but not intentionally keeping together, and ramming indeed in very different tracks, and passing over so immense a space of ocean, and not coming in sight of one another (with the exception of the time above mentioned, when a special object was answered by the meeting) for the space of three months, should, at the end of that time, come in sight of the Promised Land on the same day. So nearly did three out of the four vessels which composed the ever-to-be-remembered First Canterbury Fleet arrive together, that the one of the three which came into harbour last was the first to see the land; and that also was the one which had started last. Few will ever forget the joyous excitement and flow of spirits which prevailed on that beautiful day when we first beheld the noble harbours and magnificent mountain-peaks of the Southern Island of New Zealand; and on the following day, when we ran in so close, and almost longed to land on the lovely sea-beach, backed by the low cliffs; and again on the Sunday following, when the snowy peaks of our own mountain range first became visible, and afterwards shone so grandly in the glorious sunset of that evening. Monday and Tuesday were brilliant days, and it is impossible to describe the pleasure we derived as we passed along the eastern and northern coast of Banks's Peninsula, descrying continually fresh beauties, recognizing spots known before by name, and comparing the veritable land itself with the maps with which we had been so long familiar. And when at length Godley Head came in sight, and the harbour of Port Victoria opened before us, and when at length we entered, and sailed as we were into the bosom of its encircling hills, who was there that did not feel at the time that he could have gone through the fatigues of the whole voyage if it were only to enjoy the keen and pure gratification, and the life-long memories of those few last days. The "Sir George Seymour" came to anchor about 10 o'clock on Tuesday, Dec. 17, being 100 days almost to the very hour from the time she left Plymouth.

THE "CRESSY."

On the morning of Sept. 4th, 1850 the barque "Cressy," J. D. Bell, master, left Gravesend, and was towed down the river. She sailed down the Channel, was nearly becalmed off the Isle of Wight, and did not drop anchor in Plymouth Sound before 3 in the morning of Sept. 7. At midnight she left Plymouth, and had an excellent run out of Channel. On the 10th she was almost clear of the Bay of Biscay, the nearest land being Corunna—the antipodes of Lyttelton—but far from her. Five days of very light winds succeeded, and on the 18th we made Madeira, and passed to the westward of it; on the 20th made Palma and Teneriffe; on the morning of the 26th made St. Antonio, passed to W. of all the islands, and ran as far as 26. 26 W. We had no N.E. trade; and on the 30th, after crossing the parallel of 10 N., met a breeze from the southward, were fifteen days beating against it, and at length crossed the line in about 25 W. The S.E. trade came more and more from the eastward, and the extreme weasting of the ship was 32. 54 on the 24th October, in lat. 20. 51 S. For five days made a course nearly due S., then began to make some easting with strong and fair winds. We passed above 60° to the N. of Tristan d'Acunha, sighting the snowy summit of the mountain over the clouds on November 6. From the 6th to the 8th made little way, and then commenced a good run. From Nov. 9 to Dec. 5 ran down 100 degrees of longitude between the parallels of 37. 30 and 40 S., passing about six miles to the southward of St. Paul's on Dec. 1. After a good run, found ourselves in lat. 47. 30 S., 162. 43 E. on Dec. 21, and stood on between the Snarcs and Traps; had no sight on the 22nd or 23rd, but rough and bad weather. Made land on the evening of the 23rd, and stood more to the N.

Made Cape Molyneux on the 24th, stood out for Banks's Peninsula, and at last anchored in Port Victoria before noon on the 27th of December, being 110 days from Plymouth Sound. The fore-topmast having been blown sprung S. of the Cape will account in a great measure for the length of the passage; no confidence could be placed in it; the fore-topmast was reefed whenever the breeze freshened. The ship has now landed 200 emigrants; more than 90 children had embarked in her, but two who were brought aboard in a most sickly state did not survive many days. One child was born as we entered the Pacific. During the greater part of the passage it was necessary to watch one gentleman and keep him under constant restraint, his mind being evidently deranged, and he has been safely landed, as we would fain hope, in a better state of mind.

Such is a rough sketch of the "Cressy's" passage, and the melancholy event which cast a gloom over our little party. The details of many incidents, which are faithfully recorded in the "Cressy Times," would have little interest for the general reader. We were dull at Gravesend; the dinner given to the emigrants was followed by too many parting scenes to allow any merriment, and it was with gloomy thoughts and low spirits that one passenger at least took possession of a comfortable cabin aboard the "Cressy." But when the ship dropped down the river, the feeling of being adrift had its usual exhilarating influence; the ties of old England were forgotten by the least sanguine, as they cherished the prospect of a better country; and if a thought of home would occasionally return there was little time for these contending emotions. One new feeling soon absorbed all others. We rounded the N. Foreland, and sentiment gave way to sea-sickness. What a spectacle does an emigrant-ship present on such occasions, and how particularly dismal was the "Cressy" with her youthful family of ninety! But the distress was temporary. In a few days after touching at Plymouth we were on the broad Atlantic, with the wonders of the ocean before us, and few, if any, of our passengers viewed them with indifference.

We passed near Madeira in most lovely weather, and were equally fortunate off the Canaries, having a clear view of the distant peak. On the 30th a boat from H.M. brig, "Mariner," boarded us and took our letters for home. In a few days the Bank-agent, who had been the most lively guest at the cuddy-table shewed great excitement, and a fixed antipathy to one of the passengers. On Oct. 9, it became necessary to secure him, and for some weeks he was watched by his fellow-passengers. As he became less violent, his wife was enabled to stay with him, and under her control he has become quiet. But one feeling of sympathy exists for the lady under so sudden and awful a visitation. We had little merriment to welcome Neptune when we crossed the line, but fair winds in south latitudes soon put us in good humour with our vessel. All became nautical, and the passenger who did not know the ship's longitude, and the distance run daily, was viewed with some contempt by his companions. We had sights of the sun nearly every day, until we neared our new country, but thick weather, when we most needed a clear sky, for two successive days, a bad specimen of our future climate. How wretched was the longest day! Then how variable the weather—reefed topmasts at nine, the ship becalmed at noon! In short we took the English privilege of a "good growl." But we had reason to be most thankful for the escape of a midshipman, who fell overboard when a high sea was running. A boat was lowered, and he was picked up a long way astern; we did not know that he had been saved, until we saw him nearly lifeless in the boat on its return. We spent Christmas day most pleasantly at sea, and on the 27th came into Port Victoria with as good grace as the last in a race can shew to his competitors.

Two circumstances may have contributed to preserve the general health on board the "Cressy." The ship was not becalmed in the tropics, and in the hottest part of the world the foul breeze which delayed her was too strong to allow any great heat to be felt on board. Again, the captain deserves our thanks for consulting the health and comfort of his passengers in not running further to the southward, when a shorter passage might have been made in colder latitudes.

ACCIDENT.—During the afternoon of Sunday last, the 5th instant, an accident, fortunately unattended with any serious results, occurred to one of the boats of the "Sir George Seymour." A large party, consisting of Mr. and Mrs. J. C. Watts Russell, Mr. Wilkinson the surgeon of that ship, and three maid-servants, were returning on board from attending Divine Service. A squally breeze from N.E. was blowing at the time, and, through some mis-management of the junior officer in charge of the boat, she capsized while attempting to wear, after missing stays, under the stern of the "Cressy." Boats were quickly lowered from all the vessels; and the whole party were most happily rescued, after having been for some minutes in imminent danger. We are happy to state that, with the exception of some fatigue, no inconvenience has resulted to any of the party.

Notices to Correspondents.

All communications for insertion in the paper of the same week, must be left at this office before 12 o'clock on Thursday morning.

No communication will receive any attention unless accompanied by the name and address of the author, not necessarily for publication, but as evidence of his good faith.

The Lyttelton Times.

SATURDAY, January 11, 1851.

In order to the successful establishment and conduct of a newspaper, it is essential, first, that there be some unoccupied room which it is proposed to fill—some literary want which it is designed to supply; and, secondly, that the newspaper be conducted in such a manner as to meet the deficiency. In a populous and wealthy country, a newspaper is usually the organ and voice of some political or other section of the community, upon whom it depends for support. The existence and importance of a class to whose opinions it proposes to give utterance being ascertained, the success of a journal is scarcely problematical. The circumstances under which our journal was projected, are, however, widely different. It probably never before happened that a resolution was formed to print and publish a weekly journal upon the shores of a bay situated at the remotest corner of the globe, when, at that time, the surrounding country was a desert, and where scarcely twenty human habitations were in existence. Yet these were the circumstances under which our journal was proposed, and in the face of which the necessary machinery and staff were transported at great expense from one side of the globe to the other. These, however, were not all the circumstances. The establishment of the LYTTELTON TIMES is but one chapter in the story of the foundation of our colony itself. With that story our readers are well acquainted. They know that it was designed to found a colony which should contain, as far as possible, within itself, all the elements of society in the more complete stages of development at which it had arrived in the more advanced communities of the old world.

Now when a colony was about to start for New Zealand, professing to represent a model of the parent state, composed of individuals from almost every class of society, bearing with it not only all the necessaries for physical prosperity, but also the means of education, spiritual as well as temporal, attended by a Bishop, by Clergy, and by Schoolmasters, provided with a College, with a public Library, with a Bank in connection with one of the best established banks in the mother country, and possessing a complete organization by means of an elected council for expressing the opinions and feelings of the colonists, (as far as such an organization were possible pending the promised time when some such body shall be legally vested with powers of Constitutional Government,) when such a body as this was about to sail for its new home, there were many who thought that it would still fail completely to represent the community from which it had sprung, unless to other institutions of the parent country, it added that of a public press.

Unquestionably the power and importance of the public press is one of the distinguishing features in the social condition of the most highly civilized nations in the old world.

The public press has well been termed the fourth estate of the realm. By its expression is given to a public feeling which has no other means of utterance. A public journal represents the opinions, not of its writers only, but of its readers. If its readers fall off, its existence terminates. The continued publication, therefore, of a newspaper, is in some measure evidence of the prevalence of the opinions which it maintains. But whilst a public press thus represents the public voice, it also acts directly and immediately as the teacher and guide of

public opinion; and this action is powerful or feeble, according to the ability, beneficial or hurtful, according to the integrity and conscientiousness with which the task is performed.

But the position which a newspaper occupies in a new colony is somewhat different. The importance of a newspaper to Canterbury will depend far less on the opinions expressed in its leading articles, than in the great convenience it will afford the inhabitants, and in its general utility as a medium of public intelligence in local affairs.

As long as there is but one public journal in a colony, we hold it to be the duty of the editor to avoid above all things making it exclusively the organ of any particular party. He ought so far to consult the public good as to make his journal a means for enabling parties or individuals to lay their views before their fellow-countrymen, and his columns ought to be equally and liberally open to all. Indeed, a far deeper responsibility lies upon us to give this means of expression to our fellow-colonists, so that our journal may fairly and faithfully represent the mind of the whole community, from the consideration that we are living at present under a Government which affords the colonists no legitimate and constitutional mode of stating their opinion upon questions of public interest such as they would possess under a representative government, and such as they themselves enjoyed up to the moment they left their native shores.

It is, however, impossible but that a conscientiously-conducted journal should possess an individual character, and maintain opinions consistent with such a character. It is impossible but that the editor may be called upon to express opinions agreeing with or differing from the sentiments of various sections of the community. Therefore, in asking the support of the public of Canterbury to our undertaking, we may fairly be expected to announce the general principles we intend to advocate.

It is right, first, to state that the LYTTELTON TIMES is wholly independent of the Canterbury Association, and that the proceedings of that body and of its agents will be impartially canvassed in our pages as subjects of praise or censure, as we may conceive them to bear on the interests of the colony.

Again, although our newspaper was not of course undertaken without the promise of support from most of the leading and influential colonists, we anticipate that support no longer than our journal shall be worthy to receive it, and we recognize no allegiance to the Council of Colonists, or to any set or coterie whatever. Still less can we be accused of submitting to any influence from the Government of New Zealand. Our object will be to advocate the public interests of the colony by every means in our power, wholly independent of any bodies or individuals by whose conduct the public weal may be affected. For the opinions which we may have to express we are ourselves solely responsible; but our anxious wish is that the LYTTELTON TIMES should be the organ of the settlement and of the settlers in the most extended sense, and that it may be conducted in such a manner as to be so regarded by our fellow-colonists.

It is not very easy to state at the outset what party politics we may have to advocate. In England it would be enough to say in one word we are Tory or Conservative, Whig or Radical; in France, Legitimist, Constitutionalist, or Socialist; in America, Whig, Loco-foco, and so on. In old established communities men have arranged themselves under various party symbols, and to pronounce the watch-word is a sufficient declaration of principles; but though we have brought so much of the old country with us, it does not follow that we have brought its political party distinctions; and most of our Canterbury readers would probably think it a matter of indifference whether we called ourselves

Whig or Tory. Parties and party distinctions are amongst the products which we must raise by our own industry. No doubt various objects of local interest will sprang up calling forth discussion and creating division, and parties will form themselves, clustering around the apples of discord which time will throw amongst us, but all probably widely differing both in objects and in names from those of our old country.

It will, then, be wiser to leave our politics to develop themselves in the course of time, devoting our whole energies to the far more important part of our task, namely, that of making our weekly journal as useful as possible to the colony as a source of general information and mutual convenience.—There are, however, one or two points upon which it is right we should at the outset indicate the line to which we shall in future adhere. First, we entirely believe in the soundness of the general principles upon which the Association have hitherto acted, and without pledging ourselves to uphold their future policy, or to defend every individual action of the Committee, or of its agents, we shall always give our cordial support to the general principles upon which the colony has been founded.

Secondly, with respect to the question of Government. Without indulging in any unjust hostility to the officers whose hands the executive of the present Government is placed, or visiting their acts with undue censure, we shall never cease to oppose the continuance of the present form of Government in New Zealand, and to insist upon the introduction of a constitution such as that under which we and our fathers have lived, and in which that great principle of British law shall be recognized to the full, that no Englishman shall be taxed without his consent, signified by his representatives.

The question of colonial Government was agitating political circles in England when we sailed from her shores, and was rapidly becoming a vital party question. This is the only party question the interest of which extends with undiminished exerting force to this side of the globe: and in this question we shall always adhere to the principles of the Colonial Reformers in England.

We must say a few words upon the matter which our journal will contain, and the general arrangement which will be preserved. Two classes of readers have been kept in view, whose expectations we are anxious to meet. The LYTTELTON TIMES is designed not only to convey English, foreign, and local intelligence to the inhabitants of Canterbury, but also to acquaint the English public with the condition and progress of the Settlement. Canterbury occupied a very considerable share of public attention and interest previously to the sailing of the first body of Colonists. Not only from the principles involved in its constitution, which were now to be put to the test, but from the influential position and high rank of the leading members of the Association, and still more from the character and station of many of the Colonists themselves, it is certain that the progress of Canterbury is occupying the attention of a very large portion of the English public, as well of the numerous friends and relatives of the colonists, as of those generally interested in colonial projects. We are well assured that intelligence as to the progress of the colony will be anxiously expected by numbers in England, and this it is proposed to supply in the columns of the LYTTELTON TIMES.

Our journal will therefore be divided into two parts. The first containing a detail, as complete as our space will admit, of the latest English, European and American news: the second relating to the local affairs of the colony itself. The first portion will commence immediately after the advertisements, and will extend to the end of the third page. The second portion will commence at the head of the fourth page, with such information as may be given

week by week in a tabular form. These tables will include the state of the markets, wholesale prices, shipping news, births, deaths, and marriages, times of high water in the harbour and in the river, and a table of the weather during the previous week. Then will follow the leading articles, occupying about the middle of the newspaper, and these will be immediately followed by a "journal of the week," which will contain a short account of the principal events which may occur in our community, drawn up so as to form a continuous narrative from week to week; so that if read at any future time it will present a complete history of the colony from its earliest foundation.

Following out one principal idea of the colony, we have ventured to place the local intelligence under the head of "Our Home news," believing this will meet with the approval of the majority of our readers, who came to this country not to pass a few years of their lives in the accumulation of a fortune with the object of returning to a home in England, but with the intention of forming here a new home for themselves and for their children for ever. Under the same head we have also placed the news from the other settlements in New Zealand, with whom our interests must always be inseparably connected.

The remainder of the paper will be filled with such original papers and communications as we may receive from our fellow-colonists upon matters of public interest to the community. And as we said before, all such communications will receive attention as far as our space will admit.

In order to render the information which we propose to convey to England as complete as possible, the LYTTELTON TIMES will occasionally contain a lithographic drawing inserted on a separate page in the middle of the paper, representing such objects as will prove most interesting to the friends of the colony, sketches of the principal features in the scenery of the Canterbury district, the houses and improvements of the colonists, the natural productions of the country, maps, plans, &c.

It is impossible that we can at the outset promise that these drawings shall accompany every paper. They will appear as frequently as possible; and will be printed on the same sized paper, and numbered so that they may be bound in a book by themselves by those who may wish to preserve them. It must not of course be expected that these drawings will present any thing to be admired as works of art. Our subscribers will no doubt look with great indulgence on the attempt to publish a pictorial newspaper in a colony a few days old. Our object is information, not art: and we can only promise the best we can obtain under the circumstances. With these remarks, we lay our first number before the public of Lyttelton, requesting their support, not only in this place, but also on the part of their friends in England, to whom they may wish copies to be sent.

JOURNAL OF THE WEEK.

Our first journal of the week must notice the principal events which have occurred since the arrival of the three first ships.

When the "Charlotte Jane," the first ship, entered the harbour, Her Majesty's sloop of war, "Fly," was lying at anchor, having on board His Excellency the Governor of New Zealand, and Lady Grey, who had come down in hopes of being present at the arrival of the first body of colonists.

Nothing could be more opportune than this visit of His Excellency, as several important matters were at once settled, which might otherwise have occasioned great inconvenience to the settlers.

It was obvious that the arrival of so large a body rendered the establishment of a sufficient authority for preserving order, and administering justice, a matter of the greatest importance. His Excellency therefore immediately appointed J. R. GOSNEY, Esq., the chief agent of the Canterbury Association, to be Resident Magistrate at Lyttelton, and made arrangements for

organizing an efficient police force. Another question of the greatest moment arose with respect to the Custom-house regulations, which were found in force on the arrival of the settlers. Considerable alarm was occasioned by the fact that high import duties were payable upon the goods brought out for the purpose of settlement. It was indeed ascertained that what was denominated personal baggage was to be admitted free; but that it was wholly at the discretion of an official, who had hitherto superintended the customs at this place, to decide what should be called personal baggage, and what should pay duties.

The passengers on board the "Charlotte Jane," even before the arrival of the other ships, were full of anxiety on this point; so much so that the members of the Council of colonists who were on board that ship, determined, before the arrival of the other members, to lose no time in addressing the Governor on the subject. The following is the letter which was addressed to his Excellency by the secretary to the colonists:

Port Lyttelton, Dec. 16, 1850.

SIR.—Previous to the departure of the Canterbury colonists from England, they incorporated themselves into a society, and appointed a council, whom they charged with the duty of acting on their behalf in all matters in which the interests of the colonists collectively were involved.

We have the honour to enclose a list of the council below, on whose behalf we have the honour to address your excellency on a subject which has caused the colonists some uneasiness on their first arrival in the colony.

It appears that all goods are chargeable with certain import duties imposed by the Home Government, or by the local legislature, but that articles of personal or private use are exempted from the operation of these laws; but from what we can learn from the Custom-House officer at Port Lyttelton, we are under the apprehension that it is very much in his discretion to determine what kind of goods are to be considered chargeable, and what are exempted from duties.

The colonists have, in most instances, provided themselves with considerable quantities of the necessary implements for settling themselves in the colony, and for cultivating the land; and they are disappointed to find that duties must be paid upon these goods, at a time when all their resources are required to enable them to meet the difficulties of an entirely new settlement, the more so as they are under the impression that all such goods are exempted from duty in other colonies, and in America.

The council of the Society of Canterbury colonists beg with the greatest respect to request that your excellency will be pleased to issue instructions to the officers at this place, that the most favourable construction may be placed upon the laws of the colony, and that all goods brought by the settlers for their own private use, and not intended for sale, may be exempted from duty.

We desire on the part of the colonists to express their gratification at the presence of your excellency amongst them on their first arrival in the colony, and have the honour to remain,

Sir, with the greatest respect, Your excellency's most obedient and humble Servants,

EDWARD ROBERT WADE,
JAMES STUART WORLEY.

The following was the answer received:—

H.M.S. Fly, Lyttelton.
December 17, 1850.

Gentlemen,—I am directed by Sir George Grey to acknowledge the receipt of your letter, requesting that his excellency will be pleased to issue instructions to the Custom-House officers at this port that the most favourable construction may be placed upon the customs' laws of the colony, as regards all goods brought by the first settlers for their own use, and not intended for sale.

In reply I have to inform you that his excellency will issue the instructions you request, and I am further directed to express the pleasure it affords the Governor to have met you upon your first arrival in this country, where it will be a source of great gratification to him at all times to promote your interests so far as may be in his power.

I have the honour to be, Gentlemen, Your obedient, humble Servant,

C. L. NOGENT, Private Secretary.

It is quite unnecessary to add that His Excellency's prompt and friendly interference has

won him the good feelings of the colonists. All difficulties about customs were set at rest, and the goods of the colonists have been landed free, upon the signature of a declaration that they were for private and personal use only.

The landing of goods and passengers immediately commenced, and has rapidly proceeded. The "Charlotte Jane" discharged and sailed for Sydney in three weeks. The "Randolph" in two days more. The harbour has been found excellent as regards safety for shipping. The only fault is the swell caused by the sea-breeze, which renders it sometimes inconvenient for boats to lie alongside the ships; but the rapidity with which the ships have been discharged proves that this difficulty is but slight, and it is certain that heavier sea-breezes have blown during the past month than are at all usual.

Above 500 of the emigrants and some of the cabin-passengers found good accommodation in the barracks, and a week's rations were served out to the former. Houses rapidly began to spring up, every kind of habitation reared its head, from the iron-store to the turf cabin, or even blanket tent. With a population of eleven hundred souls, the town is as quiet at night as an English village. The weather has been perfect,—a brilliant sun which neither scorches nor oppresses: Lyttelton itself, however, is too hot and too dusty for a pleasant abode. And of all those who have been to the plains, not one has come back, who does not say that that is the place to live in. Some were discontented with Lyttelton; all are in raptures with the plains. The anxiety to go to the plains became great, and though for some days the strong sea-breezes made the bar impassible, boats are now passing and repassing frequently and with ease.

The freight to Christchurch has been rather high, 30s. a ton, but the arrival of boats and boatmen from the other settlements will probably lower it. Of the road we shall have to speak hereafter, but even when that is finished, most heavy goods will be sent by water. Labour has been scarce, and wages very high. Carpenters get as much as a shilling an hour; but this is partly owing to the fact, that all the labour brought out in the ships is not yet in the market, the people being occupied in making their own houses.

Provisions are, for a new colony, very cheap. The slight rise, on the increase of population in a day from 300 to 1100, has been very remarkable: meat is only 5d. per lb., bread 7d the 2lb. loaf.

Water is scarce above ground, but wells always give an abundant supply. During half the year mountain streams will supply a large town. The immediate choosing of the town acre sections has been a most important and useful measure. The quarter acre chosen for the college, which was No 1, has let for £100 a year already, and land along Norwich Quay is letting for 15s. a foot, frontage. An excellent family hotel is to be built immediately opposite the jetty.

Of the five cows landed from the ships, three have died, Mr. Brittan's by falling over the cliff, Mr. Fitzgerald's and Mr. Phillips's by eating tutu. All these are a great loss to the colony, especially the two former, which were pure Durham cows. Mr. Fitzgerald's was from Mr. Bland's farm in Surrey, and had won prizes both as a calf and as a cow.

It is impossible to take too much care in landing cattle at this place. To beasts just out of a ship, the tutu, of which there is abundance here, is certainly fatal.

We must apologize for the arrangement of our first paper being somewhat different from that promised; and for any other deficiencies which are unavoidable in the endeavour to commence the publication so soon after our arrival.

SHIPPING NEWS.

ARRIVED.

Dec. 16, ship *Charlotte Jane*, 720 tons, Lawrence, master, from Plymouth Sep. 7, with 26 cabin, 24 intermediate, and 105 steerage passengers.
Same day, ship *Randolph*, 761 tons, Dale, master, from Plymouth Sep. 7, with 34 cabin, 15 intermediate, and 161 steerage passengers.
Same day, cutter, *Alpha*, 40 tons, McGregor, master, from Wellington, cargo, sundries.
Dec. 17, ship *Sir George Seymour*, 550 tons, Goodson, master, from Plymouth Sep. 8, with 30 cabin, 23 intermediate, and 141 steerage passengers.
Dec. 23, schooner *Twins*, 41 tons, Davis, master, from Wellington, cargo, sundries.
Dec. 25, cutter *Katherine Johnstone*, 12 tons, Armstrong, master, from Wellington, cargo sundries.

Dec. 27, barque *Crescy*, 720 tons, Bell, master, from Plymouth Sep. 8, with 27 cabin, 23 intermediate, and 105 steerage passengers.

Dec. 31, schooner *Flirt*, 12 tons, Day, master, from Sumner, ballast.

Same day, cutter *Fly*, 23 tons, Cemino, master, from Wellington, cargo, potatoes, and sundries.
Jan. 3, cutter *Katherine Johnstone*, from Sumner, ballast.

Same day, schooner *Fanny*, 9 tons, from Wellington, cargo, potatoes, and sundries.

Same day, schooner *Phoebe*, 24 tons, Benson, master, from Wellington, cargo, potatoes, timber, onions, and sundries.

Same day, schooner *Undine*, 40 tons, Champion, master, from Wellington, having on board the Rt. Rev. the Lord Bishop of New Zealand.

Same day, schooner *Flirt*, 12 tons, Day, master, from Sumner, cargo, tools belonging to Association.

Jan. 6, H. M. brig *Victoria*, 200 tons, Deck, master, from Wellington, passengers, Mr. Justice Chapman, the Hon. H. W. Petre, W. Fox, Esq., and lady, W. Long Wrey, Esq., and — Dawes, Esq.

Same day, schooner *Fanny*, 9 tons, Smith, master, from Sumner, ballast.

Jan. 7, schooner *Henry*, 20 tons, Bowler, master, from Wellington, via Cape Campbell, cargo, timber and sundries.

Same day, cutter *Alpha*, 40 tons, McGregor, master, from Wellington, cargo, vegetables, shingles, and sundries.

Jan. 9, cutter *Katherine Johnstone*, 12 tons, Armstrong, master, from Port Albert.

Jan. 10, schooner *Flirt*, Day, master, from Sumner, ballast.

SAILED.

Dec. 18, H. M. S. *Fly*, 18 guns, Captain Oliver, for Wellington, passengers, His Excellency Sir G. Grey, K.C.B., Governor in Chief, and Lady Grey, Col. Bolton, R.E., Captain Nugent, 58th regiment, and Godfrey J. Thomas, Esq.

Dec. 19, cutter *Alpha*, 40 tons, McGregor, master, for Wellington, cargo, wool and cheese.

Dec. 23, schooner *Flirt*, 12 tons, Day, master, for Sumner, cargo, luggage.

Dec. 28, schooner *Twins*, 41 tons, Davis, master, for Wellington.

Jan. 1, 1851, cutter *Katherine Johnstone*, 12 tons, Armstrong, master, for Sumner, cargo, provisions and luggage.

Jan. 2, schooner *Flirt*, 12 tons, Day, master, for Sumner, cargo, luggage.

Jan. 4, schooner *Flirt*, 12 tons, Day, master, for Sumner, cargo, luggage.

Same day, schooner *Fanny*, 9 tons, Smith, master, for Sumner, part of original cargo and luggage.

Jan. 9, barque *Barbara Gordon*, 333 tons, Lilley, master, for Auckland, ballast.

Jan. 7, ship *Charlotte Jane*, 720 tons, Lawrence, master, for Sydney. Passengers, Messrs. Welsh and Rankin.

Same day, cutter *Fly*, 23 tons, Cemino, master, for Wellington.

Same day, schooner *Undine*, 40 tons, Champion, master, for the Chatham Islands and Otago, Passenger, The Bishop of New Zealand.

Jan. 8, schooner *Flirt*, 12 tons, Day, master, for Sumner, cargo, luggage.

Same day, schooner *Phoebe*, 24 tons, Benson, master, for Sumner, cargo, luggage.

Same day, cutter *Katherine Johnstone*, 12 tons, Armstrong, master, for Port Albert, cargo, luggage.

Jan. 10, ship *Randolph*, 761 tons, Dale, master, for the Straits of Lombok.

Same day, H. M. brig *Victoria*, Deck, master, for Wellington; passengers, Mr. Justice Chapman, Hon. H. W. Petre, W. Fox, Esq., and lady, W. Long Wrey, and Mr. Dawes.

Same day, schooner *Fanny*, 9 tons, Smith, master, for Sumner, cargo, luggage.

IN PORT.

Ship *Sir George Seymour*, 550 tons, Goodson.

Barque *Crescy*, 720 tons, Bell.

Schooner *Henry*, 20 tons, Bowler.

Cutter *Alpha*, 40 tons, McGregor.

Schooner *Flirt*, 12 tons, Day.

On Thursday, the 20th of December ult., one of the steerage passengers from the *Randolph*, named John Williams, who had been walking out to Riccarton and Christchurch, was found lying dead near the bridle path, on the top of the hill above the town, by some other travellers on their return. Medical assistance was quickly procured, but it was ascertained that life had been for some time quite extinct. The cause of his death appears to have been of an apopleptic nature, and was probably hurried on by the excessive heat of the weather, and the unusual fatigue, to which, in his praiseworthy endeavours to find a suitable spot on which to locate his family, the deceased had exposed himself. The remains were brought into town, and buried in the cemetery on the following day by the Rev. E. Packie. John Williams bore a high character with all who had an opportunity of knowing him. We call attention to the advertisement which we have received on the subject of his widow and eight children.

MEETING OF LAND-PURCHASERS.

On Friday, December 20th, three ships, the "Charlotte Jane," the "Randolph," and "Sir George Seymour," having arrived, the first general meeting of land-purchasers took place in this town in one of the large rooms of the emigration barracks. It having been understood that the question of an immediate selection of land was to be discussed, the meeting was thronged with colonists. Mr. GODLEY attended on behalf of the Association.

W. G. BRITTON, Esq., was called to the chair. The Chairman read a minute agreed to at a meeting of the colonists held in London on the 27th of June last, in which the organization of the land-purchasers of the settlement by council and secretaries was arranged for the convenient transaction of business, and by which minute the council was authorized to call a meeting such as the present so soon as two-thirds of their number had arrived at Lyttelton. The council, in compliance with this minute, having met, had determined on bringing before the general body of land-purchasers two questions of immediate and pressing importance on which their opinion was desired. Mr. GODLEY, who had been instructed by the Committee of Management in London to act as far as possible in accordance with the expressed wishes of the colonists, and who was therefore desirous to ascertain their views for his guidance, was prepared, on the two points in question, to act in conformity with their wish. The first was the expediency of an immediate selection of land; the second, the determination of the proper site of the capital town. Upon the first point he was of opinion that if all the holders of land-orders, or their representatives, were present, there could be no difficulty about proceeding to an immediate selection in the proper order of choice; and he had ascertained that the probability was, that upon the arrival of the "Cressy," the whole of the first portion of the first body of colonists would be represented here. Of course, according to the strict terms of purchase, no one was bound to make his choice before the expiration of two months; but he had no doubt but that, for the sake of the manifest general convenience which it would afford, no one would object to the allotment of at least the town sections, so far as the orders of choice were found to follow each other continuously. On the second point,—the proper site of the chief town,—although most of the colonists had left England strongly of opinion that Lyttelton should be at once the port and the capital of the settlement, every one who now beheld the place must see that nature herself had ordered it otherwise, and that the capital, if it were ever to be a large town, must be planted somewhere else. In his opinion, the site of Christchurch had been selected with judgment, and he was prepared to recommend its confirmation to the present meeting.

After some discussion, the Chairman asked the question of Mr. Godley, whether he, as Agent of the Association, could authorize an immediate selection of land.

Mr. GODLEY replied that he would have no hesitation in incurring the risk of contravening the strict construction of the terms of purchase in this respect. But he would require an indemnity from every party availing himself of such a privilege, against any action which such party might bring against him (Mr. Godley) for every departure from the strict letter of the terms of purchase.

Mr. DAMPIER then moved the following resolution, which was seconded by Mr. CHOLMONDELEY:—"That Mr. Godley be requested on the part of the Association, to consent to an immediate selection of the lands by such of the purchasers as are willing to select, subject to the rights of priority of choice of any absent or dissenting parties, and that an early day be fixed for the town and rural selections."

The Resolution was passed unanimously.

Mr. PHILLIPS then moved the following resolution, which was seconded by Mr. WARR:—"That this meeting is of opinion that of the two sites offered to their selection by the Association for the capital, that that marked on the map by the name of "Christchurch," is the more eligible, and that Mr. Godley be requested to declare immediately that the capital of the settlement will be fixed at that site."

The resolution, after a brief discussion, was put to the meeting, and was passed unanimously; and after a vote of thanks to the Chairman, the meeting separated.

On TUESDAY Dec. 31st, another meeting of the land-purchasers took place in the large room of the Association's Store; Mr. BRITTON in the Chair.

The Chairman said that the object of the Council in calling the present meeting was to lay before them a communication which they had received from Mr. Godley. He then read the following letter, addressed to the Hon. Jas. Stuart Worley, as one of the secretaries:—

Dec. 17, 1850.

Sir,—I have received a letter from you, dated August 1st, in which you inform me officially of the appointment of a Colonists' Council, and request me to enter into communication with it as the organ of the wishes of the body of colonists. In acknowledging your letter I take the opportunity in the first place, of expressing the sincere satisfaction with which I have received the above intelligence, and in the second, of explaining to you the views which I hold generally upon the matter to which it refers.

I consider myself, as I need hardly say, to be placed here, not merely to act on behalf of the Association, as I may think best for the interests of the colonists, but to do so subordinately to their expressed wishes; I hold not merely that the interests of the Association are identical with yours, but that, as a general rule, it is for you, and not for me, to determine how those common interests may best be consulted. While I am ready, therefore, to bear the full weight of responsibility which properly devolves upon me as an executive officer, and further to exercise my discretion as to the cases which may probably arise, in which I may be compelled to act independently of you, I repeat as a general rule, admitting of very rare exceptions, that I shall guide myself by your directions, so long as I shall be satisfied that your body does really and adequately represent the land-purchasers of the settlement. It is their money of which I am entrusted with the expenditure; it is their interest which is primarily involved in the extent and mode of that expenditure; I am here solely for the purpose of serving them, and they ought to know how I can serve them best. I shall, therefore, habitually consult the Colonists' Council, and through them the body of purchasers, upon every point of importance which may come before me, and I shall afford you, at all proper times access to the accounts of the Association, and to all documents which may be necessary for your information in forming a decision on such points.

Although the explanations which I am now about to make, have no immediate connection with the special subject of this letter, you will, I am sure, allow me, as I am now addressing you for the first time, to say a few words upon what has been done, as well as on what is proposed to be done, by the Association here. Personally, my responsibility may almost be said to date from your arrival only, as until that time I had neither means nor opportunities of effecting any thing (or hardly anything) except the stoppage of an expenditure which had exceeded its proper limits. But I should not be acting fairly or generously towards my predecessor, if I forebore to express my opinion that in most difficult circumstances he exercised a wise discretion in the conduct of his operations. Of course to every detail of his management I cannot pledge myself, but I repeat, that speaking generally, I can hardly find language strong enough to do justice to his merits, merits which it requires some experience of the difficulties of getting work done in a new colony, adequately to appreciate. In connection with this matter, there are one or two points of detail, which I understand have caused some discussion among the colonists, and on which I wish to make a few observations. One is the limited amount of lodging-accommodation available for the passengers of the ships chartered by the Association. The other is the difficulty of procuring means of conveyance to the plain. Now, with respect to the first of these points I submit with confidence to the calm consideration of the colonists, whether it would have been wise or right to expend a very large portion of their funds in the erection of buildings suitable to a purpose so essentially temporary as emigration barracks. The chances were very great, perhaps as fifty to one, that we should never be required to find accommodation for more than the passengers in two ships at a time. If the ships had arrived at intervals of a week or ten days, there would have been no difficulty, and very little crowding; that such would be the case was infinitely more probable than the reverse, and we were bound to calculate on probabilities, and to act according most likely to give the greatest accommodation at the least expense. If we had acted otherwise, and if, as might reasonably have been expected, no occasion had arisen for using the whole accommodation provided, I cannot but think that much greater dissatisfaction would have been felt, and with much more reason, at the needless reserve of land, and at the extent of an outlay which would have been utterly thrown away. The question being between a possible temporary inconvenience, and a certain ultimate loss, it was preferred, as I think judiciously, to run the risk of the former, and though unforeseen circumstances have realized

the contingency of inconvenience, I have no hesitation in appealing to the good feeling and good judgment of the colonists, upon the propriety of the course pursued. I will only add one word upon the point of the assurances of adequate accommodation said to have been given by the Association in London. I cannot know exactly what was said, or what impression prevailed in London, on the point, but I presume the answers to enquiries of this kind were given in the only way in which information can be given at a distance of 16000 miles (in other words, a four months' voyage) from the scene of action; that is, by an expression of belief and expectation; by a conjecture, in short, which may turn out more or less well-founded. If a fire, or an earthquake had destroyed the barracks before your arrival, no one would have accused the Association of not fulfilling its promises, though accommodation had been wanting; and upon the same principle, I submit that they ought not to be blamed if they spoke on the subject with a confidence which would have been justified by the event, had not a contingency not at all less improbable than a fire or an earthquake (namely, the arrival of three ships within twelve hours) actually occurred.

The other point to which I referred is the difficulty of procuring boats. I have been repeatedly asked why the Association did not provide boats and charge freight for goods, so as to prevent exorbitant charges. Now, the answer which I have been compelled to make involves a general principle of great importance. I cannot attempt to enter into the carrying trade with public funds unless I am prepared to undertake the whole of it. No axiom in mathematics is more certain than that private parties would never enter into competition with an amateur Association dealing with public money. No exertion would be made to procure boats by any body else if the Association were to engage that boats should be procured without exertion. I had therefore to determine whether I would leave the whole matter to private speculation, or undertake to convey all the goods of the settlement between the port and the plain. Now I have calculated, that within the next few months there will probably be a demand for the freight of at least 1,000 tons of goods per month between this place and the plain, and I certainly did not feel myself justified in embarking upon a speculation so extensive, so costly, and so hazardous. I had no means for it; I had not boats, nor crews, nor money to buy and hire them. If I had had them I should necessarily have done the thing very badly, and I should have considered means on which there are plenty of more legitimate demands. I thought it far better to let it be known, that in the matter of freight, as in that of provisions, wood, and every other necessary for the settlement, I would not interfere, but leave prices to find their own level, confident that nothing but temporary difficulty and consequent high price will stimulate persons to the exertion necessary to overcome the difficulty and lower the price. Having thus, however, given my own opinion on this subject, I am willing, in conformity with the rule which I have laid down, to yield to the clearly expressed wishes of the colonists, and will undertake, if they require me, to do my best towards conveying goods and passengers from hence to the plain. I confess that I am exceedingly anxious that they should not require me to do so; for I wish to devote the whole of my available means to the completion of the road to Sumner, which the chief surveyor informs me he hopes to complete, if funds be supplied, before the end of summer. You are probably aware that the means at my disposal are very limited, the land sales having fallen far short of repaying what has been already expended, and if individual members of the Association had not consented to become personally responsible for advances made, I should have hardly any means at all. If, therefore, in accordance with the wishes of the colonists, I were to embark, on behalf of the Association, in the carrying trade, it would be obviously impossible for me to proceed with the road.—The same principle which I have stated in respect to boats applies to the case of wharfage and storage. If I continue to land goods gratis at our jetty, or keep them gratis at our store, not only will no fund accrue for keeping the buildings in repair, and for paying the salaries of proper superintendants, but it will be idle to expect that private persons will put up jetties or stores for the convenience of the public, unless after the demand shall have largely exceeded the supply afforded by the Association. I therefore propose to charge, after the immediate hurry of the first embarkation is over, the ordinary rates of wharfage and storage. I shall thus be enabled to keep the wharf and store properly maintained and superintended.—The only public works which I think it at present desirable to undertake, beside the road, are a land and survey office, and a small emigration barrack, both at the chief town.

I have now, I think, treated of all the points which have been, or are likely to be, subjects of interest or discussion among the colonists. The unreserved manner in which I have done so will, I hope, convince them that my first wish is to act in harmony and co-operation with them, and above all things to discuss and explain, fully and freely, every matter upon which there may be a difference of opinion. I am anxious that there should be no

secret dissatisfaction; I wish as many opportunities as possible to be afforded for speaking out, convinced that where both parties mean well, the best chance of coming to entire agreement is by promoting fair and amicable discussion.

I cannot conclude without thanking you, most heartily and sincerely, for the kind manner in which you speak of myself personally, and expressing a cordial hope that our intercourse may continue to the end, unclouded and friendly as it has begun.

I am, Sir, your very obedient servant,
JOHN ROBERT GODLEY,
Agent Cant. Assoc.

P.S. I did not think it necessary to say anything in the former part of this letter, upon the question of the reserves laid off for the Association in this town, because I do not believe that it has been raised among the colonists here; but, as some stress seems to have been laid upon it by the Association at home, I think it may be well not to leave it unnoticed. The Committee, while leaving with me a discretionary power with respect to the whole matter, intimates generally their wish that I should allow the land on which their buildings, i.e. the emigration barracks, the store, the boat-houses, and the agent's house, should be given up for selection. After consulting some of the leading colonists on this point, I consider it so clearly for the public interest, that the land should be retained, that I have determined to take the responsibility of retaining it. Nor do I think it a point which it would be fair or proper to refer to the body of colonists after the orders of choice are drawn and known, because the question being obviously between the interests of the two or three first holders, and the rest of the purchasers, to appeal upon it to a general meeting, would be merely a formal proceeding, adopted for the purpose of relieving myself of responsibility.

If I had permitted one or two persons to select the land on which the Association's buildings are erected, the result would simply have been that they might have made their own terms with us; we should have been completely in their power. The land is necessary for the conduct of our operations; a large sum of money has been laid out on the hypothesis that it was to be reserved; and, knowing all this, the owners would have at once perceived that we should have been compelled to pay them any rent they chose to ask, sooner than at such a time as this, to permit our buildings to be pulled down. I do not believe that there is a single land purchaser who would wish that the funds of the Settlement should be thus prematurely burdened, for the sake of assuring an exorbitant income to one or two fortunate individuals. On the other hand, the reserves as they now stand are public property, which may be sold, and the proceeds applied to the general good, if at any future time it may cease to be required for the present purposes.

J. R. G.

In answer to this communication, the Council had drawn up the following report.

"The Council of Colonists having carefully considered the several subjects referred to in Mr. Godley's communication, have resolved unanimously to draw up the following Report thereon, and to submit it to the general body of land-purchasers for their approval and adoption. In framing their Report, your Council feel it due, in the first place, to Mr. Godley, to take the earliest opportunity of thanking him for the public spirit and devotion which led him at so early a period of the Association's plan to throw himself into it, and leaving his native home to become the pioneer of our great undertaking, and also for the great exertions he has made to provide for the reception and accommodation of the first body of settlers under circumstances of unusual and unexpected difficulty. They would also express the entire confidence they feel in his ability, integrity and judgment for the proper management of their affairs and regard to their interests, in the arduous and responsible position which he holds as chief agent of the Association. Proceeding to the leading topics referred to in Mr. Godley's communication, your Council, in the first place, think this a fitting opportunity of expressing their readiness to resign the trust confided to them again into the hands of the general body of colonists; and this they are led to do as well for their own satisfaction, to prevent any misunderstanding as to the manner and validity of their election, and in order to afford to Mr. Godley the assurance he requires that your Council does really and adequately represent the land-purchasers of the settlement. Should, however, the general body of land-purchasers, as represented at this meeting, unanimously express their desire that the present Council do continue to represent them, they are ready to re-accept the trust.

"Your Council most heartily agree in the just eulogium paid to Captain Thomas, and would suggest that a special vote of thanks is due from the whole body of colonists to that gentleman for the judgment, energy, skill, and

perseverance which he has shown under great difficulties in preparing the first site of the settlement for the occupation of the colonists.

"On the subject of the amount of lodging accommodation that had been prepared, and which was found available for the passengers on their arrival, your Council agree with Mr. Godley as to the perfect propriety of the course pursued, and that it would not have been wise or right to have expended any larger portion of their funds in the erection of buildings so essentially temporary as emigration barracks, and that any more extended preparations in this department, would have involved a needless reserve of land, and outlay of money. The more so as the council have ascertained from the immigration department, that sufficient accommodation has actually been afforded to nearly 400 persons, without including the cabin passengers, and that no cabin or intermediate passenger in the four ships has yet applied for shelter, without having received accommodation.

"On the last and most important subject, of the best appropriation of the funds at present at Mr. Godley's disposal, your council are unanimously of opinion that the early completion of the road to Sumner (which will open up the readiest communication between Port Lyttelton and the plains) is the work beyond any other by which the permanent interests of the settlers, and the future development of the resources of the colony will be best promoted.

"They admit that the temporary accommodation which would be afforded to the present settlers by having the means of more readily transporting their goods by water to the plains, would doubtless be a great present boon, and prove very acceptable. But looking, as they consider they ought to do, more a-head to the future well-being of the colony, and the readiest means of developing its nascent resources, they cannot but think that any larger outlay in this direction, which would have the effect of stopping or retarding the great work of the road to Sumner, would be greatly to be deplored. They therefore unanimously concur in recommending that the whole available funds at Mr. Godley's disposal, be at once devoted to the speedy completion of the road to Sumner.

"The Council believe that the difficulties which have hitherto stood in the way of transmitting luggage to the plains, are temporary, but unavoidable: temporary, because as soon as the arrival of so many ships is made known in the neighbouring settlement, boats will come from all quarters, which will supply the accommodation required; unavoidable, because until our actual arrival of course no boats would come. And even had the road been completed to Christchurch, a similar delay must still have taken place until the demand had attracted carts and horses from the neighbouring colonies.

These and other difficulties are less than those which have stood in the way of all other settlers in entirely new countries, and your Council have no fear but that they will be cheerfully met, and manfully overcome."

"W. G. BRITTAN, Chairman."

After a brief discussion Mr. DAMPIER moved that the Report of the Council upon Mr. Godley's letter of the 17th of December, be received and adopted. The motion, having been seconded by Mr. S. FISHER, was affirmed with one dissentient voice.

Mr. BRITTAN then addressed the meeting on the subject of the present position of the Council as representing the body of land-purchasers. He was himself of opinion that the best course would now be to elect a new Council; but if the Meeting thought otherwise, he considered it at least desirable that the Meeting should take that opportunity of expressing their continued confidence in them, or otherwise: and with that view he tendered, *pro forma*, the resignation of the present Council. Thereupon

Mr. CROMPTON moved "That the present Council be requested to retain office for two months from the present date, and that a general meeting be then called for the purpose of electing a new Council."

Mr. POLLARD seconded the motion. Mr. BURKE moved as an amendment, that "the present council be requested to retain office for twelve months, and that steps be immediately taken for filling up the present vacancies. Mr. KEENE seconded the amendment.

The question being put, there appeared
For Mr. Burke's amendment.....17
For the original motion.....10

Majority for the Amendment 7

Mr. BRITTAN feared that so wide a diversity of opinion as to the term of office of the Council, might be construed into a mark of want of confidence in them, and for himself, under these circumstances, he should prefer to resign and submit to a new election.

Mr. FITZGERALD would adopt the same course. Other members of the Council intimated the like desire.

Mr. DAMPIER then moved, "That the present Council be requested to retain office until a new Council can be elected, and that a general meeting of land-purchasers be called for that purpose for Tuesday, the 7th of January, 1851.

Mr. POLLARD seconded the motion, which was passed unanimously.

Mr. BRITTAN then, in the name of the Council, acceded to the terms of the foregoing resolution, and the Secretary was ordered to take steps in accordance with it.

Mr. FITZGERALD then addressed the meeting in terms of high eulogy on the service done by Captain Thomas to the colony by the works finished and in progress, at the arrival of the colonists, and he begged leave to propose the following resolution—

"That the Council be requested to communicate the cordial thanks of the colonists to Capt. Thomas, the chief surveyor of the Association, for his conduct of the undertaking until the arrival of Mr. Godley in the colony, and the warm admiration with which they have seen the various works which he has accomplished under circumstances of great and peculiar difficulty.

The Hon. J. STUART WORTLEY seconded the motion, and the resolution was unanimously adopted.

The meeting then adjourned to the 7th of January.

On TUESDAY, the 7th inst., the Special General Meeting, convened for the purpose of electing the new Council, was held in the large room of the Association's Store. Mr. BRITTAN took the Chair. Previous to the transaction of the special business of the day,

Mr. BRITTAN rose and said, that before the commencement of the business for which the meeting had been called, he had the honour to introduce Dr. Selwyn, the Lord Bishop of New Zealand, who had at the request of a deputation of the council, who had waited upon his lordship, kindly consented to be present, and who, he believed, desired to address the colonists on several matters of deep interest to the future well-being of the colony, more particularly as regarded the ecclesiastical arrangements of the Association.

The BISHOP said that he was glad to have this opportunity of meeting the body of colonists, as he was anxious to address them upon one or two points connected with the welfare of the colony. The first was to do away with an impression which he apprehended had been entertained by some, that he had been opposed to the dismemberment of the diocese of New Zealand. The fact however was that, up to the present moment he had had no official intimation of the proposal of the Canterbury Association, to create a separate diocese of the whole of the Middle and Southern Islands. The first intimation he had received of this proposal, was through a printed paper which had been put into his hands at Sydney a short time ago. He had always cherished the idea of founding a separate bishopric for the New Zealand Company's Settlement in Cook's Straits, and he had now written to Lord Lyttelton, to propose that the new diocese of the Bishop of Lyttelton should extend over all the Middle and Southern Islands, south of a parallel of latitude drawn through the most northerly point of the Canterbury district. That a second diocese should extend over the New Zealand Company's Settlements in Cook's Straits, leaving his own diocese over the Government colony in the north. In consequence of a legal impossibility of subdividing the diocese of New Zealand without his (the bishop's) consent, Dr. Jackson would come out in the first instance unconsented, and therefore he (Bp. Selwyn) would probably be placed for some time in the relation of diocesan to the colonists. He was, therefore, anxious to ascertain the opinions and feelings of the colonists on one or two points. He had observed with great pleasure that a good deal of kindly feeling had grown up between the colonists and clergy on board the ships, so that each ship had been in some degree a sort of parish, and he believed from the intercourse he had had

with the settlers, that they would in almost all cases desire to have for their pastor, the clergyman whose ministrations they had enjoyed on board their respective vessels. He was about to return again to Lyttelton in about three weeks, in which time he hoped the land purchasers would have made up their minds as to where they were likely to be located, and he should then be glad, with the advice and assistance of Dr. Jackson, whom he hoped then to meet at this place, to apportion the several clergymen to such districts as would be most agreeable to the settlers. He wished also to mention to the colonists, that he found the clergy had come out with only very limited incomes guaranteed to them, less than that of the other clergy in the diocese. His lordship entirely agreed with the system of endowment adopted by the Association; but thought, that until that endowment should increase, so as to afford the clergy sufficient incomes, a joint system of endowment, and voluntary contribution would be desirable, and hoped that as soon as the clergy were settled in the various districts, the colonists would by some voluntary additional aid, make up for the time a sufficient income.

His lordship then requested the attention of the colonists to the subject of ecclesiastical synods of the Church in the colonies, and laid on the table several copies of a series of minutes which had recently been framed by the bishops of Sydney, Tasmania, Adelaide, New Zealand, and Newcastle, and expressed a hope that the diocese of Lyttelton would contribute its support to carrying into effect the object of these minutes.

His lordship concluded by expressing the warm sympathy he felt for the colonists; his belief in their fair prospects of success, and the great pleasure he experienced in ascertaining the highly religious tone of feeling by which they appeared to be actuated, wishing them every prosperity in their undertaking.

Mr. FITZGERALD moved the thanks of the colonists to his lordship for his kindness in attending the meeting, and for the address which they had just heard. Having been on the managing committee of the Association, he explained, in reference to the fact stated by his Lordship, that he had had no intimation of the purpose of subdividing the diocese, (which seemed to involve a charge of great discourtesy against the Association,) that there never was any desire or intention on their part that the limits of the diocese of Lyttelton should be extended beyond those of the Canterbury district; but that at the last moment, when all the preparations for making that diocese were being completed, her Majesty's government refused to make so small a diocese, and had decided that the bishoprick of Lyttelton should extend over the whole of the Middle and Southern island. This had not been communicated to his Lordship, solely because there had not been time to do so. He, Mr. Fitzgerald, had seen letters written by himself, three months before he left England, delivered here a fortnight after his own arrival. And Dr. Jackson had been under the impression that the vessel in which he was sailing, would arrive in Lyttelton as soon as the first four ships, so that he could himself bring all the intelligence which otherwise would have been sent.

In respect to the incomes of the clergy none of the colonists were cognizant of the arrangements which had been made, as they had been wholly left to Dr. Jackson. He, Mr. Fitzgerald, had no doubt that ultimately, the amount of income would be insured to the clergy which the original design of the Association contemplated. In the mean time, he was sure that the settlers would consider most attentively the suggestion which had been made by his Lordship.

Mr. BRITTON rose, and, as a member of the managing Committee of the Association, confirmed all that had been stated by Mr. Fitzgerald, and assured his lordship that the colonists would be ready on his return to acquaint him in some formal manner, as far as they were able, with their views on the subjects his Lordship had been so good as to bring before them.

The Bishop then briefly expressed the satisfaction with which he had heard the explanations which had been given, and having thanked the meeting for the vote of thanks, left the meeting.

The business of the day was then proceeded with. The Secretary received the voting papers from all present, and on behalf of many unable to attend. Some discussion then took place as to whether the nominees for selection of land

merely, should have the right to vote for the Council on behalf of their principals.

The question having been put to the meeting, there appeared, "yes, 16, Noes, 11, shewing a majority of 5 in favour of their right to vote. Voting-papers were then received in conformity with this resolution, and when all had been received,

Mr. PERCIVAL moved, "That a sub-committee of three gentlemen be appointed to examine the voting-papers, and declare who are duly elected."

Mr. DAMPIER seconded the motion, which was adopted, and Mr. Pollard, the Hon. J. Stuart Wortley, and Mr. Ward were appointed for this duty.

Mr. FITZGERALD then moved "That the Council prepare a series of rules and regulations for the government of the society of land-purchasers, and lay them before a special general meeting, to be called for that purpose on Tuesday the 21st inst.

This resolution having been seconded by Mr. PERCIVAL, was adopted.

It having been mentioned that delay in the selection of town and rural sections, was taking place in consequence of the non-appearance of a Mr. Bradley, either in person or by agent, and that thereby serious inconvenience was likely to be caused to all the purchasers lower down on the list in the order of choice, it was moved by Mr. DAMPIER, seconded by Mr. READ, and passed unanimously—

"That it is the opinion of this meeting, that in consequence of Mr. Bradley's absence, and in order that the selection of lands may proceed, a committee of three persons be appointed to make the selection for him, on the faith of his maintaining the selection so made; and that the same Committee be also requested to select for any other land purchaser who may not have yet arrived in the colony, and who is not represented by agent." Which being agreed to, the following gentlemen, not being land-purchasers, were named for the purpose. Mr. GOULBY, Chief Agent, Mr. JOLLIE, Assistant Surveyor, Mr. E. J. WARRING.

The Meeting then adjourned to the 21st inst.

POLICE REPORT.

Before JOHN ROBERT GODLEY, Esq., Resident Magistrate.

December 20, 1850.—John Russell, a merchant-seaman, was charged by Captain William Dale, master of the ship "Randolph," with having assaulted him while on board ship. From the evidence of Captain Dale, corroborated by Mr. Samuel Sheard, his second officer, it appeared that the prisoner was quarrelling with one of the emigrants, and on the captain ordering him off, the prisoner struck him in the mouth. Fined 2s, or 14 days' imprisonment. The fine not being paid, the prisoner was moved to the lock-up.—John Cormick and James Reave, merchant-seamen on board the "Randolph," were charged with having refused to work, and were each sentenced to one week's imprisonment.

December 31, 1850.—Joseph Bennett, was fined 5s. for being drunk.

January 2, 1851.— was charged with having stolen a door, the property of the Canterbury Association, of the value of 5s. The prisoner stated that he had bought some doors of Mr. Gartner, the storekeeper to the Association, and he thought that the door he had taken was one of them. Mr. Gartner, however, proved that the doors the prisoner had bought were placed in another part of the store. Sentenced, one week's imprisonment.

January 3.—Samuel Bishop, merchant seaman, was brought up charged with larceny, in having unlawfully taken a ship's boat, and also with desertion from the barque "Cressy." The charge of larceny not having been proceeded with, the prisoner was convicted of the minor offence, and sentenced to a fortnight's imprisonment.

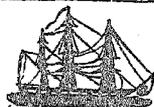
January 4.—William Corbichey, merchant seaman, was charged with deserting the ship "Randolph," and was sentenced to a fortnight's imprisonment.

LYTTELTON MARKETS, Retail Prices, Jan. 11.
 First Flour, 25s. per cwt.; Bread, per 2lb. loaf, 7d.; Beef, 6d. per lb.; Mutton, 6d. per lb.; Pork, 5d. per lb.; Nettle, per pair, 3s.; Ducks, per pair, 3s.; Fresh butter, 1s. 6d. per lb.; Salt Butter, 1s. 3d. per lb.; Potatoes, 5s. per ton; Eggs, 2s. per doz.; Cheese, New Zealand, 1s. 4d. per lb.; Maise, 5s. 6d. per bush.; Ale, 2s. 6d. per gallon; Ham and Bacon, 7d. per lb.; Firewood, per cord, 1s.; Sawn Timber, 10s. to 18s. per 100 ft.

THE WIDOW AND HER CHILDREN.

AS it is generally believed that many persons have been debarred by circumstances from bearing or fully understanding the distressing facts connected with the death of the late JOHN WILLIAMS, and the hopes which are entertained of the prospects of his deserving family, it is hereby intimated, that the Subscription which was set on foot at the time of the calamitous event has not yet closed, and that the following gentlemen are ready to receive donations, and to give information on the subject:—

THE ACCOUNTANT OF THE CANTERBURY ASSOCIATION.
 The Rev. EDWARD PUCKELL.
 THEODORE WILLIAMS, Esq.



TO SAIL THIS DAY, weather permitting, the schooner "HENRY," for Wellington. For freight and passage apply on board.

TO SAIL ON MONDAY, the 13th inst., the "ALPHA," for Wellington. Has good accommodation for passengers. Apply to A. J. ALPORT, Agent.

For the information of our readers who may not already be aware of it, we are happy to state that there is a meeting every Wednesday and Friday, after Evening prayer, for the practice of the music used in the service of the Church, in the room at present appropriated to Divine worship; which is open to all persons wishing to take part in the same.

In a book published called "Charities of London," it is stated that between one and two millions of money are actually expended by Societies alone. How much more by occasional and voluntary almsgiving?

M. SOYER'S LILLIPUTIAN STOVE.—At the ball given on the evening of Her Majesty's departure from Castle Howard, one of the greatest attractions was afforded by M. Soyer's cooking various dishes on the supper-table with his Lilliputian magic stove, surrounded by lords and ladies, not a little surprised to see, for the first time, part of their supper cooked in a bell-rocna. The favourite dish among the ladies present was *ten œufs au miroir*, half-a-dozen of which seemed done every minute with the greatest ease. We do not know whether any of these stoves have been brought out, but we should think it a very desirable addition to the colonist's kitchen.

A monthly communication has been established between New York and Oregon, by way of the Isthmus and California. The first mail came through by the last steamer, and was delivered in thirty-nine days.

The cost of transmitting despatches between New York and Boston by magnetic telegraph is reduced to 2c. each word. The distance exceeds 200 miles.

PORTS CORNER.

OUR FIRST NEW ZEALAND SON-SET

Settled as thou wert wont to do,
 Old fount of light?
 Nothing with familiar hue
 True, and date, and height?
 Casting still Old England's shades,
 These art of the scene!
 If on land the vision fades,
 Then be our's the blame.
 Grand old friend! thou absent still,
 Guiding to the work;
 To the steadfast mind, and will
 Never dim or wick.
 Glorious type! of old fond ties
 Fets may have bareft us;
 Paint thou with un fading eyes—
 GOD HATH NOT LEFT US!
 Mast-head of the "Randolph,"
 Dec. 12, 1850.

The LYTTELTON TIMES is published every Saturday. The price of the paper is one guinea per annum, payable in advance, or sixpence for single numbers. Advertisements will be continued, and charged until counter-ordered, such order must be sent to this office two days before publication. Printed and published every Saturday by J. BRIDGMAN, at the office of the LYTTELTON TIMES, Section 3, North-west Quay, Lyttelton.