## THE NEW ZEALAND HERALD, AUCKLAND, MONDAY, JUNE 27, 1864.

### Shipping Intelligence.

PORT OF AUCKLAND ARRIVALS. Alliance, schooner, from Jersey via the Cape of Good Hope. Sylph, schooner, from Russell, Helen, schooner, from Wangarea. DEPARTURES, Duke of Rothesay, barque, for Callao, Pakeha, bug, for Port Waikato, (resumed her vovage). voyage). Wellington, s.s., for the South. ('rest of the Wave, scheener, for Dunedin, Surprise, scheener, for Tauranga. ENTERED INWARDS.

F.N.IERGD INWARDS, *aven*,
25—Albatross, schooner, 86 tons, Braund, from Poet Wakate, with 1400 barg flour, 11 casks beef, and a part of the wreck and gear of the high Arthur McKenzie, Tassengers—Capt. Scott, and 7 of the er aw of the Arthur McKenzie. — Cruickshank, Smart & Co., agents.
25—Marawisi, 16 tons, Drewn, from Mahurangi, with 28 tons threwood.
25—Traviata, 6 tons, Turner, from Waiheki, with 40 bars ovslets.

A bigs ovsters.
 Two Sisters. 20 tons, Cellin, from Matakana, with 92 tons the wood.

### CLEARED OUTWARDS.

JUNE 22-- Wandeter, 23 tons, Morgan, for Coromandel

with 1 bag flour, 1 ton point-es=6 passengers, 27—Susan, 22 tons, Guilding, for Pukorokoro, with 10 sheep, 4 bales clothing, 1 ton Conmissariat stores, 5 ton sugar, 20 pkgs, groterits=10 passengers. 25- Vision, 18 tens, McKenzie, for Little Omah.

5- Vision, 19 cons, Jackenzae, for Julia Oman, with sundrive-6 passengers.
5- Marawiwi, 16 tons, Brown, for Mahurangi, in ballast- 3 passengers.
5- Anale Laurie, 30 tons, Stuart, for Wangurei, with sundrive- 3 passengers.
5- Bila, brig, 198 tons, Souter, for Port Waikato, with 102 balls for an for the Commission.

with 5273 bales icrage, for the Commissariat.— Henderson & Macfarlane, agents, 5 Hera McDonald, 18 tens, McKenzie, for Waipu

with sundrics—3 passengers. — Hepe, 28 tens, Black, from Tauranga and

Maketu, with stundry merchandize .- T. Macky Traviata, 6 tens, Turner, for Wailu ki, in ballast.

Two Sisters, 20 tons, Ueffin, for Matakana, in La last.

25. Gauge 18 tons Boutwright for Matakam with sundries.--2 passengers.--Rattray & Matheson,

nts. 'urlew, 15 tons, Kingdon, for Waiheki, with sundries-1 passenger.

### ENTERED OUTWARDS.

25-Reslyn, American brigantine, for Guam.

The scheener Helen, from Wangarea, with a carg The scheener Helen, from Wangarea, with a cargo of sheep artived in Labour at a late heur last night, having but that place at 2 pain, on Saunday last, she repeats a deeply ladon banque from Sydney, as having such red of il langitoto Eret, at by offsek last night; she will no deably prove to be the Charlotte Andrews, which was to sail on the 16th inst. The scheener Allance, 75 tons, Captain Nicholas Perchard, curived in harbeau from Jersey, via the Cap of Good Hope, yesterday attennoon, 244 days out in m the first named place including detentions : She sailed from Jersey on the 26th October, 1865, bat was concelled to pair into Fahmath through

out its in the first named place including defentions : SLe sail d from Jersey on the '6th O tober, 1865, but was compelled to put into Falmouth through bress of weather, on the 50th O tober, 1865, but was compelled to put into Falmouth through bress of weather, on the 50th O tober, 1865, but was compelled to put into Falmouth through bress of weather, and the but some month to be calms until reaching the Cap of Good Hope, where she tended on the 11th March. Sailed from Cape Townen the 28th March, and net with a continuance of streng weather and heavy gales, until passing Yan Didmen's Land. Ran down between the pa-railed of 46° and 7°. The first hand nade on this coast was Cape Main Van Diemen, which she sighted on the 1st instant; here she net with very sover weather, and was blown cut to sea for nearly three weather, and was blown cut to sea for nearly three weather, and Was Llown cut to sea for nearly three weather, and was blown cut to sea for any and coals, also the following passengers :—Mr. Le Bass, Mr. and Mrs. Murray, and tour children. She is consigned to Messre, Uruickshouk, Smart and Co.

The schooner Sylph, Captain Norris, from Rassell,

The schooler Syna, Captan Kornera, from Aussen, went up the Tanash yesterday attenue n. The American Frigantine Reslyn, Capt. Turner, entered entwards at the Custon-Lause on Saturday for Guan, and will sail this day. The long Rita, Capt. Souter, cleared on Saturday

for Port Waikato, with Commis ariat stores, and sails

for Fort Walkate, with Commistanta stores, and sub-this non-indig. The scheeper Vistula, Capt. Smith, arrived at Newestie nene this port on the 15th inst. The beig Alaran, Captain Mitchell, may now be hourly looked for from Newcasile with a cargo of

The schooner Sca Breeze, Captain Wheeler, leaves

The schooner Sca Breeze, Captain Wheeler, leaves for Russell this day. The clipper ship Avalanche, Captain Stott, Ias all but completed the discharge of her cargo, and will be taking her departure shortly for Japan. The ss. Kangaroo, Captain Bell, left the Manukau on Saturiav host for Newcastle, N.S.W. The ss. Lord Ashley, Captain Randall, is due in this hard our firm the Nouth on Wednesday next. The p.S. Prince Alfred, Captain Lowrie, arrived in the Manukau from Port Waikato carly on Saturday morning last.

orning last. The following vessels have taken their departure are ionowing researchington, s.s., for the South : Singe our last :--Wellington, s.s., for the South : Fucke of Rothesay, longue, for Callao ; Crest of the Wave, schooner, for Dunedin ; Surprise, schooner, for Tauranga ; and Pakeha, brig, resumed her coyage for Fort Warkato.

Fartuning i and Fascia, org, resumed her covage for Fort Walkato. STOIM AT SEA.—Loss of Ten Mon.—The barque Counters of Scafield, from London, bound to Canter-bary. New Zealand, arrived at this port on Wednesday meaning in a most deplorable condition, having had ten men washed overboard, and best her diskchunge author the barbar deployable condition. deck-houses, galley, bulwarks, and comparion bate whicel, binnach, &c., in a heavy gale on the 27th April, while in latitude  $47^{\circ} - 12$  S., and longitu April, while in latitude  $47 \approx 12$  S., and longitud  $5 \approx E$ . We give the following extracts from the leg retering to this sol occurrence:-- "Thursday April 27--halinae 17  $\approx 12$  S., longitude 78  $\approx$  E. wind W. to S.W.: harometer 28.88; allowing a heavy gole with turious squals : a high cross so on; ship constantly filling the decks with water compelled to extraway the bulwarks to free the vessel, eight p.m.-Barometer rising. Ten p.m.-Blowing furiously, kept the ship decal before the wind and sea. Quarter to 12 p.m.-A terrifi buriesme raging; pooped by a sea, which carries the skylight and halt-deck hense, and disabled the ture of the ship to the wind, on the starboard teck, under clease refed maintopsail. Midnight.-Barometer still rising; huritame raging furiousl. April 28, half past five ann.-Swept by a sea while carried away the barse on deck and the main rai Farcharder shift rising i nutritane taging fun-Arril 28, half past five ann.-Swept by a sea carried away the house on deck and the main Mr. Squire (second officer), Mr.M Lean(midshift H. Farrow (cook), Edward Freeman, James R. Sheriff, Thomas Burguss, W. Brand M. Tartow (cook), State and State and State and State R. Sheriff, Thomas Burguss, W. Brand M. Bartow (cook), State and State and State and State R. Sheriff, Thomas Burguss, W. Brand M. Bartow (cook), State and State and State and State State and State and State and State and State State and State and State and State and State State and State and State and State and State and State State and State and State and State and State and State State and State and State and State and State State and State and State and State and State and State State and State and State and State and State and State State and State and State and State and State and State State and State and State and State and State and State State and State and State and State and State and State State and State and State and State and State and State State and State and State and State and State and State State and State and State and State and State and State State and State and State and State and State and State State and State and State and State and State and State State and State and State and State and State and State State and R. Sheriff, Thomas Burguss, W. Brand (able s-ment), High Mandeville (apprentice), and Edward Farl (passenger), were swept overbeard and drowned. The new close-received maintopsail blew to ribbons, the foresail, foretopsail, main try sail, mizer, and foretopmast stays blew away. Cut the ribbens newly from the yards, &c. Passengers working both pumps, and mable to keep the ship free. Six feet of water in the hold. Every thing on deck blown overband. April 29.—Continuous of heavy gales, Pumps constantly worked by on deck toown overband. April 29.—Certimance of heavy gales. Punaps constantly worked by passingers. Captain, chief officer, carpenter, and cow cauking round the sharchions, to endeavour to lesen the leak. Rept the ship to the north, in the hopes of falling in with a vessel to render us assistance. Ship making so much works. ie ow caulking round the stanchions, to endeavour to lessen the fast. Kept the ship to the north, in the hepes of halling in with a vessel to render us assistance. Ship making so numel water, see no hope, but abandon her. May 31.—Worked the pumps, ship making water; stood to the eastward to make a part for repairs. &c." Captain Danvers reports that up to the time of this catastrophe he had experienced very fine weather, and was in hopes of making a good passage. The passengers who was drowned, Edward Fail, got up early on the meming of the 21th, saving, as the men had had a heavy might, and the cook had as much as ever he coold do, he would get them some collec-ready. Some of his fellow passengers tried to dis-surde him, but still he persisted, and he went en-derk, and was shortly atter swept overheard, at the same time as the other men. Another of the men was askept over along with the house and all it con-tained; such was the force of the water, that the house tastenings, strong iron bolts, secured under the tastenings, strong iron bolts, secured under the

deck, were forcibly pulled right out, thus leaving holes through the deck, and allowing the water to rush into the hold. It was some time before they were discovered, but immediately on the discovery deing made, the pumps were set to work, but were hardly able to keep the vessel alloat till the damages could be remedied. Since this cell captain Danvers reports that he has experienced very fine weather, except on Friday last. The Counters of Scaffeld has on beard a quantity of ironwork for the railway at Canterbury, and is therewise, heavily laden a and to this fact we think a good deal of the loss of life and damage to the vessel on one of the slips, and have her thorougly repaired, after which she will have her thorougly repaired, after which she wi proceed on her voyage to Canterbury.--Hoba proceed on her Town Advertiser,

> PORT OF ONEHUNGA. ENTERED INWARDS.

25-Wonga Wonga, s.s., 105 tons, Captain Thom

25—Wenga Wonga, s.S., 105 tons, Captain Thomson, from the South.
26—Anckland, s.s., 533 tons, E. Wheeler, from the South, 1 whaleboat, Moedy ; 6 kegs butter, 4 cases drapery, order ; 1 horse, Johnson ; smalry packages short, landed. Prossengers—Mrs. D. Slater, Mr. W. Joseph, Mrs. Taylor, 3 children, and servant ; Mr. Joseph Bates, Mr. Marks, Mrs. Bambridge and 2 children; Kests, Bennett, Gannon, Noble, McKenzie, Pearce, Reid, Burgoyne, Glassford, Lazarus, Mr. and Mrs. Spray, Mr. and Mrs. Moesty, Mr. and Mrs. Brazer, and fam?y ; Mrs. Breafley, and 4 children ; Messrs, Blewins, Polit, North, Scott, McGowan, Brees, McGarda, Shamaasy, Crow, Cogan, Horan, Brees, McGrath, Shamaasy, Crow, Cogan, Horan, Brees, McGrath, Shamaasy, Crow, Cogan, Horan, Brees, McGrath, Shamasy, Crow, Cogan, Horan, Brees, McGrath, Shamasy, Crow, Cogan, Horan, Brees, McGrath, Shamasy, Crow, Cogan, Horan, Brees, McGarda, Shamash, Cambridge, Marka, Mr. Sarka, Mr. Sarka, Mr. And Mrs. Sarka, Mr. Meisrs, Dawins, Foht, North, Scott, accowan, Rees, McGrath, Shannassy, Crow, Cogan, Horan, McIntyre, Laidlow, Baylis, Watson, Watson, Law-ley, Andrews, Young, A. Wilson, S. Murray, Darragh, Murpin, Conaghy, McCracken, Larkiu, Mehmes, Odd, Jehnsen, Davidson, Clark, Comeron, Budd, Haynes, McKay, McKenna, Morris, Fenton, liutchins, Drummond, Murdoch, and 94 not landed at Taranaki

### CLEARED OUTWARDS.

CLEARED OUTWARDS. JUNE 21—Daring, 54 tons, J. B. King, for Pont Waikato, with 25 casks beer, 10 cases bottled porter, 50 cases beeds, 100 cases sardines, 25 boxes soop, 40 boxes sperm candles, 47 cases preserved meats, 10 bars biscuit, 15 bars onions, 100 pieces timber, 150 bars potates, -D. Kirkweed, agent, 25—Kengaree, s.s., 180 tons, W. Bell, for Newcastle, N.S.W., in ballast—5 passengers. The LR,M. Co.'s s.s. Auckland, E. Wheeler, from

The LR.M. Co.'s s.s. Auckland, E. Wheeler, from the Southern Peats, arrived in the Thames yesterday at 10 ann. As far is Nelson she left the varients ports according to time-table; at Nelson, although line there, there was unmistukcable signs of severe weather in the Straits, which determined Captain Wheeler upon remaining 101 the 23rd, a day after the appointed time of sailing. Since baving Nelson the weather has fully borne out what was anticipated. Heavy gales from N.E. to N.W., with high sea, were experienced from the time of getting out of Billiod Lay until within a few miles of Manukau Heads. It was impossible to call at Taranaki, and the Auckland has brought to this pett 94 passengers, intended for that Prevince. From Otigo to Lyttle intended for that Province. From Otago to Lyttle ton and Wellingten, experienced strong S.E. gales with continuous rain and thick worther. The only fine worther experienced throughout the voyage was between Picton and Nelson.

## Commercial Intelligence.

### AUCKLAND CATTLE MARKET.

AI (CKLAND) CATTLE, MARKET, MR. ALFRED EFCKLAND'S WEEKLY REPORT. Mr. Alfred Buckland reports that in the absence of any fresh arrivals from the Australias, the market has been fully supplied from our own paddecks. Fat eathe have senvely wallsed proces of last week, and store cattle are almost unsaleable, the description of store cattle are almost unsaleable. The description of real stock selling readily and that maintain their

real stock selling readily and that maintain their price are dairy cows. The market has been fully supplied with fat sheep, best quality atone maintained last week prices. On secondary quality of all, of 2 to 3 per head sub-mitted to. Tigs are in demand at full rates. Thansactients in the herse market have been very limited; there are lew enquiries, and prices offered are ensiderably below that asked; this applies to all description of herse steek.

The Customs' receipts collected at the Pert of Auckland, for the week ended the 25th instant, amounted to £2,533 Cs. 11d.

## MAILS. For Russell, per Sea Breeze, this day, at 11 a.m. For Mongonni, per Pairy, this day, at 3 p.m. For Taranaki and the Southern Provinces, per a.s For Taranaki and the Southern Provinces, per 3.8. Auckland, to-morrow, 28th mst., at 8 a.m. For the Australian Colonies and United Kingdom, per s.8. Prince Alfred, on Friday next, 1st July, at 10 a.m.

W. CORDETT, Chief Postmuster. METEOROLOGICAL OBSERVATIONS

THE OBSERVATORY, AT AUCKLAN FOR THE WEEK ENDING 23RD JUNE, 1864. Latitude, 36° 50° ,65° S. Longitude, 171° 50° 40° E. Height above the sca+140 feet.



BIRTH. B1RTH. ISAACS.—On June 19th, at her residence, Eden-cres-ent, Official Bay, Mrs. Edward Isaacs, of a daughter. Both doing well.

DEATHS. Moxuo.—On June 24th, at her residence, Parnell, Mary, relict of the late Mr. William Monro, ex-Hokianga, aged 23 years. IAY.—On the 25th instant, Mr. Nathaniel May,

aged 44 years. The funeral will leave the residence, Mount Albert, this day, at 1 o'clock. Friends are respectfully invited to attend.

# The New Zealand Herald

SPECTEMUR AGENDO. Give overy must taken ear, but few the vol Take each man's construct but reserve fly This above all,—fo thise own-elf be true And it must follow, as the might the day. Thou canst not then be false to any hast. AUCKLAND, MONDAY, JUNE 27, 1864.

### SUEZ VIA MELBOURNE.

WE thank our cotemporary the Cross for having adopted the recommendation of the establishment of direct steam communication with Melbourne, the advisability of which we had introduced to the attention of the Aucklaud mercantile public. We should be glad, however, to find our able cotemporary going in with us for the real desideration in such a project, the arrangement of the proposed arrivals and departures of the steamers | so as to enable the people of Auckland to answer the letters which arrive in Melbourne on the 9th and 10th by the steamer which leaves Melbourne on the 26th of the same month. If this be not effected then the great advantage of direct steam communica-tion via Melhourne is lost. It is true we tion via Melbourne is lost. It is true we may obtain a few more days to answer our letters, but instead of the return mail leav-ing in the latter end of the same month in which the mail is received, it will not leave until the latter end of the succeeding

In the initie end of the succeeding which the matter end of the succeeding month.
What the Cross proposes is that the steamer with the English mail shall arrive in the Manakan one day after the return mail has left for Europe. Would this effect the object desired by the mercantile communication with Mething of Auckland? We think not. Wellington and Nelson have so arranged this direct steam communication with Methon ends to the departure of the mail for Larope. What the Cross proposes for Auckland's the Cross proposes for Auckland's the Cross proposes for Auckland's the Cross proposes for Auckland is just the reverse, so that which the Steamer with the English mail shall arrive in the down and in the other case four days previous to the departure of the mail for Europe. What the Cross proposes for Auckland is just the reverse, so that which the head of the Assendby that it should on the Governer and the Ministers is upon such a point as this, we really do not see what good is to crue of transa tring the quarter from the Ministers is the fact of the mail for Europe. What the Cross proposes for Auckland is just the reverse, so that which the prophe of Wellington will be able to answer the lefters received in the June mail. Auckland prophe of Wellington will be able to answer the lefters received in the June mail. Auckland prophe would answer theirs by the Juny of an echand and the mail short. The has never accepted sin G. Grey as an exponent of any mational policy of peace of the stare between Melbourne and the Minister and the and the distingt with the mails with distingt with the mails with distingt with the mail with distingt with the mail with the former of the mail of the average dist as an an preaching the other mails with distingt with the mail with distingt with the mail with distingt with the mail we represent the solution of the and the point of the solution of the base of the solution of the base of the solution of the base of the mail the the other of the mail the base of the mail the

Manukan is 1140 miles. At 10 knots an hore, this distance would be made in 144 hours or just six days. The mail arrives in Melboure at latest on the 11th, more usually on the 9th, or 10th. There is no reason then why the mail at latest should not arrive in the Manakan by the 17th. The homeward mail does not leave Melbourne until the 26th. There is no reason therefore why the return mail from here should leave the Manakau earlier than the 20th. This would give us in Auckland two or three days between the arrival and departure of the mail, and place Anckland commercially on the same footing on which brains and energy have placed Wellington and Nelson.

To this it may be objected that we are alculating distances and speed too nicely-that more than 144 hours between Melbourne and the Manakau would be required for the passage either way, and that there would be delay in entering and leaving the Manukau. To the first objection we reply that we are not supposing for a moment that an inferior class of steamers would be laid on. On the contrary such a vessel as the "Souhays,' would steam eleven, twelve and thirteen knots an hour, and the distance being short there is no possibility of falling short of To the second objection we answer that fuel the difficulties of entering or leaving the Manukau, have been greatly exaggerated, and might, except in special instances, he al-together obviated by a full pilot establish-

ment and the thorough buoying off of the channel. There is every reason to believe that in

Melbourne public attention has been drawn to the field for enterprise to be opened up by steam communication with the Manukau -and we think our cotemporary's sugges-tion a very useful one, that the vessel hav-ing landed mails and passengers at the Manukau shall proceed round with her cargo to Auckland-seeing then that the Manukau has many advantages over Auckland, we are

inclined to stickle for making the latter [

ment of the colony by the Governor will be We take the following from the leading article in the Press of the 15th :---

article in the Press of the 15th :---MEETING or THE ASSAMDLY.--!! is very unsatis-factory to have to deal simply with the measure of thout any accurate knowledge of the facts to which they reade, but the old proverboth is usually appli-cable in public admins. From several distinct quarters the news has arrived, that the General Assembly is to be called forthwith, and it is supposed that a con-tinued difference between the Ministers and the Governor is the occasion of an appeal to the coun-try. If, as is currently reported, the quarters and which a hitch has occurred, is, whether the Wikato regiments shall be located on the compared lands, we can only say that it is not a matter on which regiments shall be located on the compared lands, we can only say that it is not a matter on which members ought again to be called upon to heave their homes, within six months after a long and important session. The policy of military settlements was fully determined on by the Assembly. There is not the lenst chance of that decision being altered: and it cannot be doubted that the duty of Government during the recess is to carry out the policy resolved on durind the session. If the tovernor is determined to wait until the assent of the Crown has been re-ceived to the Acts of hast session, it is reasonable to suppose that the Ministers would respect any scru-ples his Excellency may have on that head. The write a ficer adjuding to the assertion

The writer after alluding to the position of the colony, as respects the loans already advanced on security of the Waste Lands revenue, savs,

If the Governor was resolved that the assent of the Crown was necessary to patting in force the falls of last session, it was his carry to have withhelp his assent to those measures, and to have required that a clause should have been insreduced into them re-quiring them to be reserved for ther Majesty's ap-provat. At least it would have been right that he should have acquained the Assembly with the fact, that they could not in his opinient is acted on until the assent of the Crown was obtained. But us such infinition are wade to the Assembly to the such If the Governor was received that the assent of the infination was made to the Assembly. On the con-trary, if our memory does not tail us, reserving clauses were introduced into these bills, and were

boar and leading idea as never thing idea as traightforward line ( never attempted. The made war on r expressed; any-of policy he has Tataraimaka here exchanged in the make war on the anomalian with one hand, and gave up the Waltara with the other. The accepted the doctrine of ministerial responsibility with his  $h_{1/2}$  is the now trying to evade the constraint which here  $h_{1/2}$  is the new trying to evade Is considially with his higs ( is the now trying to evade ) it by a sum what? We have the policy of last Ses-isten ; has we not see (and as to suppose it can be set aside by the maging opposition on the Governer, it which he situark from fieldity expressing to the Asseme-Hy in person. Let sit G. Grey look to this; either the came to this colorly to govern or merely to reign, government being left to the ministry. If he came to give in then we must hold him to pensible for the whole of the war. Either he is a party to the policy of ministers, or is he not. If he is not, why does he now interact 2 fib is, let time on havit to these who now interiere? If he is, let him go back to those who new interfere? If he is, left hun go back to those who have to *fine* "great proceedings," and tell them that his locks have been shorn, his strength departed— that he has miscrally failed. The will need with little sympathy. The has not spared Governeer Browne in his despatches, nor ever lost an opportu-nity for a sneer; but he has been unable to avoid treading in his stress, H, instead of writing house ingenieus innendoes against Cel. Gere Browne's abavants the view information for sentiingenious innerdoes against Cel. Gere browness charmeter, and picturesque descriptions of the senti-ments of the natives, he had proposed a policy which would have given them their air rights, or held hanguage which would have not be confidence, he might have achieved as noble a task as was ever committed in a public man. *Bet, minetunatify, he areas (ntrasted with a vak he was not alse to full,* and *it must be left to where hands.* Sir G. Grey's mission is at an end, and we henestly helve *tare use not tanget new formal of the picture of larget and* end, now seen up to be the sense of larget the sense have the picture of the senset of the set of the sense of the picture is the Colong, Nature or Largeton, who CARE HOW SOON HETAKES HIS DEPARTURE.

In a leading article of the 16 th the Press contimes the subject, and thus proceed to de-clare what it considers the proper course for the Governor to pursue under existing cir cumstances. We draw the attention of the people of Auckland to the concluding paragraph as the solution to the conduct of Sir George :---

As a means of determining any difference between the Governor and his Ministers, we cannot but aga the towernor and maximisters, we connect out again point out that the course proposed is not the proper, constitutional, or even the prindent step to take. If the foreernor has a permanent difference, with his advisors, his duty is to dismuss them and select others. The new Ministry would then advis sheet others. The new Ministry would then advec his Exectioners. The new Ministry would then advec his Exectional precipative of the Crown to appoint the servants of the Crown, and, the condition that the Ministers shall have a majority in the Legis-lature is an indirect method by which the policy of the country is colored on the Crown ; but it does not constitutionally derigate from the mutuallifed pregative of the Crown to select its own servants. The course about to be taken by the flow more is one which must tend—whether it arrives at that result or not—which must tend to do precessly that which the whole machine of responsible Government is intended to avoid, namely to bring the Assembly into an ecolision with the Representatives of the Crown. No step can be taken mereducerons, or displaying a greater ignorance of all constitutional step, but it is an improper and unvise step. Does the Governor want to active in a meonstitutional step, but it is an improper and unvise step. Does the Governor want to active or the time. If the want to precipitate a collision with the Assembly with a view to all criter objects? We will dismiss the latter idea from consideration for the time. If the works to carry any particular step, he is taking the very worst method of doing so. What can be hope by meeting the Assembly with a Ministry whose appeal will te, *we wanted in energy at part whose* appeal will stand hy its own men and its own meetawants. That the Governor desired to earry his views, had he had a robiev which he helieven it was his duty to his Excellency as to calling the Assembly together The position in which the Ministry of the Greene would not the st. (If course the Assembly and the Greene to one another, has allored the Canterbury Prews an oppartie with the st. (If course it was below it was be

If there were an absolute split between the Go-vernor and his advisers, his only chance was to vernor and his advisers, his only chance was to organise a new Cabinet, and give them an opportunity of meeting the Assembly with such a policy and such propuration as might have afforded them, at all events, some chance of success. But does Sir G. Green want to success 4 or does have

w. and det

### THE SOUTHERN PROVINCES.

THE 'Auckland' arrived yesterday in the Manukan. She experienced fair weather as Manukan. She experienced fair weather as far as Nelson. In Cook's Straits she was sorely tried, and it was utterly impossible for her to put into New Plymouth, although to her do unious from measurements for that most she had ninety-four passengers for that port. She has consequently brought them on with her.

By the mail, which was brought into town by Mr. Brewer immediately after its arriva at Onehunga, we learn from the *Taranaka Herald* that—

I Devald that— Among the Taranaki natives killed at Sentry Hill, vois Haka Te Aka, one of the numbers of the poor loys at Omata. This makes the fourth dead of these who took part in the Omata murdlers—Taratene and Perore having here killed at Waireka, and Pene-hamine having here hilled at Waireka, and Pene-hamine having here hilled at Sortly before the renewal of the war. A great korero of the natives, got up by

Colonel Warre, took place on the 21st inst. at Taranaki, at which not less than 1,000 armed natives were present. All passed off

very quietly. From Nelson we learn that in the Pro-vincial Council a motion was introduced to prohibit the introduction of cattle from the North Island ; an amendment, however, was proposed. "That the Superintendent be requested to prohibit the importation of attle from any district of the North Island where there is any reasonable cause for believing that the disease called pleuro-pneumonia exists," and carried by a large najority.

The *Examiner* gives the following further particulars respecting the loss of the 'Scotia.' We are glad to see that there is a hope yet of getting her off :--

The Scotla,-It will be seen from the details of The SCOTL—IL will be seen from the details of the inquiry into the less of the Scotia given in our Olugo certes-pondent's letter, that the conduct of the captian is severely construct for neglecting the pro-per precations. The intest advices from the Binf, we are happy to state, are favourable to the hope of saving the steamer. The Southland Ners, of the 9th, says :—" From the latest accounts received last even-ing, we learn that everything continus the hope that the 'Scotia' will be floated off from the rock on to which she was steered, and saved without material damage. The diver has done his best to repair the injuries sustained by her. Ilis plan of operations damage. The diver has done his best to repair the injuries sustained by her. His plan of operations has been as follows:—Having examined the bottom, he has had iren plates pierced on deck, and, carrying these down with him, has fixed them over the holes made in the ship's bottom, so as to render her prac-ucally whole and sound. If the experiment of tow-ing her from off the rock is successful, the 'Scotia' will, we believe, be taken into the Bluff Harbear, where the necessary repairs will be completed by in-ternal rivetting. The weather has been wonderally fine and favourable since the occurrence of the wrick, and, should it continue equally columduration. wreck, and, should it continue equally calm during the day, it may be hoped that we shall be in a posi-tion, in our to-morrow's issue, to report the 'Scotia' again alloat. The stemmer' Aphrasa is under orders to be in all readiness to day to render her good offices to the ship. The 'Scotia' has been greatly lightened by the removal of cargo, and it is expected that, with her bottom repaired, she will thout at high water. Nearly everything has now been removed from the wreck, including cabin fittings and turni-ture and cargo. Justi have, of course, to some extent, sustained damage, from the hull having tilled with water. wreck, and, should it continue equally calm during filled with water. The greater portion of the engo-consisted of flow in large. But we understand that the damage done to this by sail water is much less than might have been anticipated, owing to the tightness with which the article was packed."

We have Marlborough papers to the 18th. We have braribbrough papers to the series. There is little or no local news. In the Provincial Conneil the hitch had been got over, and business had been resumed. The Whakamarina diggings have settled down into a very so-so affair. From our Canterbury files we learn that

an inquest has been held on the late fire in Christehurch, and that a jury have decided that it was the result of accident. Extracts from the *Press*, on the position of the Governor and the Ministry, will be found elsewhere.

The Duncdin papers contain the following result of the official enquiry into the wreck of the "Scotia":

whatever has faller into their hands. MUNICIPAL INSTITUTIONS AND MUNICIPAL CLOTHING.—We perceive that an attempt has been made to establish a livery for the worshipful members of the Launceston Municipal Council : 1. That the master was guilty of culpable negli-

 That the master was guilty of emplote hegh-gence in hot using the means in his power to inform binselt as to the jort he was about to enter.
 That in approaching a strange port on a dark right, he ought, in common paruterner, to have fired gams and mane other signals for a pilot earlier than he did. That after he had find the gun, the vessel eaght to have been stopped and kept lying in mid channel without coming in ther in, until the pilot had time to board her; and

dress themserves up in the following lashfold :-"Single breasted black coat, with stand-up collar-flaps at the side pockets-and edging and black buttons on the breast and cutls. The Mayor's coat to be distinguished by steel but-tons. The waistcoat to be black, single-breasted-That in running into a point so close to a bright red light the master was guilty of such rashness and want of judgment as must render nugatory and usu-less any precautions which can be taken to render the narbor sate and accessible.

with small stand-up collar, and flaps at the pockets, Trousers, black—the usual evening dress. Neck-tic—white. On public occasions the Mayor (if he shall think fit) to wear the The escort, which arrived in Dunedin on the 14th, brought down 12,732 ounces of robes of office, and cocked hat, with white gold.

The Provincial Council has, we see, been

At half-past 2 this morning, the attention of the signard was called to some one hailing on the opposito side of the river. I immediately called for volunteers to man the whale boat, and went across. It was the master and erew of the 'Waverley,' who had aban-doned the vessel. Captain Anderson told me that' the sea was washing over her, and he left her as the tide got near high water at midnight, that the vessel ban united of e.e. was the tree reason he was so

3

has united off scawards; that the reason he was so anxious to get in was that he was out of water, thus how are carne to get on shore was that in coming in-ashe thought with a fair wind, (he said the wind was

only one yard broken. I took him forthwith to the 'Sturt,' and left him

I took him forthwilh to the 'Sturt,' and left him with Captain Parmall, whose men had just turned in after getting the 'Pioneer' off. 'The 'Sturt' went out at daylight, but the 'Wa-verley' has gone on the south side, and people aro now unloading her there. 'The Resident Magistrate intends holding an en-quiry as to the loss of this vessel this afternoon. 'Ways,' any in the

The 'Wonga Wonga' arrived in the Manukau on Saturday. The mail, which was brought in with the utmost promptitude by Mr. Brewer, sub-collector of H. M. Customs, Onchunga, at half-past nine o'clock at night, contained, however, but little intelligence of importance. Captain Thomson, formerly chief officer of the 'Airedale,' has now the command of the Wonga Wonga.'

THE SEAT OF GOVERNMENT. The following despatch has been received rela-tive to the memorial of the criteens of Auckland, praying Her Majesty to interpose her royal authority against the removal of the seat of Government from Auckland

Downing street, 26th April, 1864. Suc, I have the hours to acknowledge the receipt of your Despatch No. 21, of the Sth of February, franchilting is memoral from the Children of February, franchilting is memoral from the criteries of Aucli-land, proving that the Ouen will be pleased to inter-pose has beyn a purchasing to prevent the removal of the sect of the Covernment of New Zeuland from This incompial has been laid before the Queen, and Her Majesty was pleased to receive it very graciously.

## I have, &e., Edward Cardwell.

Sir George Grey, K.C.B., dc., dc. \_\_\_\_

Governor

A NEW ZEALAND GAZETTE was published yesterday, and contains a proclamation fixing rate of postage to be charged on inland letters from Milit.amen and Volunteers on active service. Also, a despatch from Her Maigesty's Secretary of state for the Colonics, announcing the receipt of the petition of the citizens of Auckland against the removal of the seat of government. The Gazette contains also the appointment of Claute Mageddan Kog, as a Commissioner of The Gazette contains also the appointment of Charles Haselden, Esq., as a Commissioner of Crown Lands: also a hst of Acts passed by the General Assenbly which Her Majesty has not been advised to disallow. The Gazette contains the General's despatches relative to the late battle of Te Ranga, at Tauranga. The despatch before alluded to on the question of the seat of government will be found elsewhere. Tho Registrar of Joint Stock Companies notifies the registration of the Union Steam Saw, Mould-ing, Sash and Door Company, (Limited); and ing, Sash and Door Company, (Limited); and also that of the Waitemata Ferry Company

(Limited). TENDERS for the crection of an iron store on the Queen-street Wharf, will be received at the Superintendant's office until noon, of Saturday, the 2nd proxime. Hore of AUCKLAND TEXT.—The quarterly OTHE OF AUCKLAND TEXT.—The guarterly

general meeting of the Independent Order of Rechabites, S.U.F.S., will take place this

Rechabites, S.U.F.S., will take place this evening, in the School Room of St. Matthew's Church, at hulf-past seven o'clock. Anormen relie of the ill-fated "Orpheus' has turned up within the hast few days, in the shape of a medal belonging to Lieut. A. Jekyll of that vessel. The medal bears upon its rim the in-scription "A. Jekyll, naval eadet, 'Cossaek,'' to which ship Mr. Jekyll formerly belonged. The medal was found by the Kaipara natives, and handed by them to their missionary, Mr. Guttos, who torwarded it to the care of Mr. Hedgecock of this city. It is gratifying to reflect upon the exceedingly honorable manner in which the northern natives behaved with

respect to the waifs thrown up from this wreck, asking no remuneration but freely giving up

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and "The Rough Diamond," in the Brunswie Indi, at half-past 7 p.m. Thatcher's Entertainment, in the Odd Fellows' Hall, at half-past 7 p.m. Californian Circus, at Newmarket, at ½-past 7 p.m.

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The NEW ZEALAND TERMEN anotas fue best metalum for A D V E R T I S I N G. Its circulation equalling, if not surpassing that of any other is one in biological

The cremation equations in loc supervised and Maritime impor-parts in Auckland. Commercial, and Maritime impor-tance, the Ireata has established a reading position—at position attained by its ready and accurate information, its maintenance of the general interest of the Colonists, and its POLITICAL INDEPENDENCE.

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the direct port of call-but it must be made a sine and non that the times of arrival and departure of the boats shall be so fixed as to give us an opportunity of answering our European letters by the return mail. The nhan pronosed by the Cross would give several days longer than we now enjoy to reply to them, but the fact would still remain that they would leave Melbourne exactly one month later than they need do---one month later than would those of the inhabitants of the Southern Provinces of new Zealand, Auckland cannot afford to be left in the ruck.

### THE GOVERNMENT AND THE MUNISTRY

THE position in which the Ministry of the

prorogued until the 1st of October next

### MARITIME.

The steamer 'Gymnotus' went up the Wai-kato on Friday last with two boats in tow belonging to Mr. Simpson. One of the boats by some mishap was sunk, and the other, although the 'Gymnotus' came to an anchor, was also sunk during the night.

More than one hundred pounds worth of property has been destroyed by this ութերը.

We are sorry to have to record that the Waverley,' schooner, Capt. Anderson, has been stranded on the bar at the Waikato Heads, the full particulars of which will be found in the accompanying letter.

There was a large consignment of goods on board belonging to the Commissariat, and also a considerable amount for Mr. J.

gloves. The other members to have and white gloves." After some during which, considerable nerrimen of the proposed costume, the report was rejected by a majority of votes." Albion Gold Mining Company.—An extra-

The other members to have black hats

ordinary general meeting of the shareholders of the Company is, we perceive, called for Monday next, the 4th of July, at 4 o'clock, for the purpose of electing a director, and the transaction of other business. RUNAWAX HORSE.—On Saturday evening,

It is a set of the set

severely sprained.

WE learn from the Launceston Advertser, that WE refirst from the Dataset of the Active States and a handsome numel tablet, to be erected at Hobart Town in memory of the officers who lost their lives at the wreck of H.M's, ship 'Orpheus', on the Manukau Bar, New Zealand, has just been completed by Messrs. Huxley and Farker, of Mchourne. The cost of the tablet has been de-McDourne. The cost of the tablet has been de-rayed by public subscription, and in addition to the names of the deceased others, it bears the following inscription—" The inhabitants of Hobart Town have creeted this tablet to com-Hobart Town have crected this tablet to com-memorate the heroic conduct of all on board, who under the most appalling circumstances, preserved the strictest discipline to the last moment of their lives : when the ship was break-ing up, the crew gave three parting cheers ; and the last words of the gallant Commodore wero — The Lord have mercy on us all." The tablet is of marble, and the workmanship is all that could be desired. AUCKLAND HARMONIC SOCIETY.—Until further notire the practice of the chorns of this Society.

notice the practice of the chorus of this Society, will be held on Thursday evenings, at St. Matthew's school room, and that of the band in the school room of St. Pal's.

THE SHARK AND THE DIVER.—The following thriling incident which occurred in the torving thriling incident which occurred in the cruise of the 'Fawn' is from the narrative of the cruise published at home :--- The adventure of the diver attached to the 'Fawn' is worthy of a place in Edgar Poe's tales of wonder. On making his way in his gutta-percha dress into the sation of a wrecked vessel, he was suddenly surprised by the appearance of a huge ground shark which sailed in at the door. Lscape was