

1883.  
NEW ZEALAND.

# MANUKAU HARBOUR LIGHTING COMMITTEE

(REPORT OF, TOGETHER WITH MINUTES OF PROCEEDINGS, EVIDENCE, AND APPENDIX.)

(Report brought up 29th August, 1883, and ordered to be printed.)

## ORDER OF REFERENCE.

*Extract from the Journals of the House of Representatives.*

WEDNESDAY, THE 25TH DAY OF JULY, 1883.

*Ordered*, "That a Select Committee, consisting of Mr. Speaker (with his consent), Hon. Major Atkinson, Mr. Levestam, Mr. Mitchelson, Mr. Montgomery, Mr. Sutter, Mr. Watt, and the mover, be appointed to take evidence of masters of vessels and other nautical men as to the necessity, advisability, and cost of placing guiding lights at the Manukau Heads, in order to render that harbour accessible to steamers at high-water during the night. The Committee to have power to call for persons and papers. Three to be the quorum; to report in three weeks."—*(Mr. Hamlin.)*

## REPORT.

THE Select Committee appointed "to take evidence of masters of vessels and other nautical men as to the necessity, advisability, and cost of placing guiding lights at Manukau Heads, in order to render that harbour accessible to steamers at high-water during the night," have the honour to report,—

1. That they have examined those captains of steamers who were available as witnesses, and who were possessed of special knowledge and experience with respect to the entrance of the Manukau Harbour.

2. That the testimony of Captain Fairchild, of the Government steamers, Captain Anderson, of the Union Company's steamer "Rotorua," Captain Hansby, of the Union Company's steamer "Hawea," Captain Pope, of the Messrs. Turnbull and Co.'s steamer "Tui," and Captain Horne, late R.N., is strongly in favour of lights being placed in the beacons at the heads.

3. That the captains of the steamers "Rowena," "McGregor," "Hauraki," "Hannah Mokau," "Douglas," and "Manukau," and the captains of the schooners "Annie Wilson," "Clansman," and "Aratapu," all at present trading to Manukau, in their petition "testify to the great advantage and feeling of safety it would confer by having, in addition to the lighthouse, leading lights at the Manukau Heads."

4. That the managing director of the Union Steamship Company, Mr. Mills, in reply to a question addressed to him on the subject of establishing lights at the heads, states, "It will soon, indeed, be almost a necessity, in view of the arrival of our express steamer, which is meant to run between Lyttelton and Manukau—a service which will require special facilities to enable it to be carried on, winter and summer alike, with regularity and despatch."

5. As against this testimony in favour of placing lights in the South Head beacons, there is the opinion of the Manukau Harbourmaster, Captain Wing, who, on being asked his opinion of the subject, refers to a report of his, dated the 3rd July, 1882, which states, "It must be borne in mind that the bar frequently becomes dangerous between sunset and sunrise; therefore permanent leading lights would, at times, lead masters of vessels to run more risk than they should do in crossing the bar at night, especially with vessels drawing twelve or thirteen feet of water."

6. Captain Farquhar, the acting manager of the Northern Steamship Company, expressed himself as strongly opposed to establishing guiding lights at the Heads, although his company's vessels frequently enter at night; but it appears to your Committee that his opinion is overborne by that of the masters of his company's vessels, "Rowena," "McGregor," and "Douglas," who, in their petition, state that "the benefit of leading lights would be very great."

7. In the opinion of Captain Fairchild, and it is apparently the opinion of the several masters of vessels named above, it would be sufficient for the present if guiding lights were placed in the two beacons on the South Head below the lighthouse. But Captain Johnson, the Nautical Adviser to the Marine Department, is adverse to a partial lighting of the entrance to the harbour, and thinks, if it is done at all, there should be a complete system of lighting, and that, to effect that, lights should also be placed in the two beacons on the North Head.

8. The Committee are of opinion that, if the Government approve of placing guiding lights in the beacons, they should be placed in the present beacons on both heads, which the Committee understand are fitted with the necessary boxes for holding lights, at least those on the South Head. With regard to the cost of keeping up these lights the Committee believe that it will be only necessary to engage an extra Lightkeeper for the North Head beacons at a salary of £80 per annum, or thereabouts. It will also be necessary to erect a cottage for him at a cost of £125. The lights in the beacons on the South Head can be attended to by the Lightkeepers, of whom there are two, attached to the lighthouse on that Head.

9. The Committee are advised that steamers' ordinary masthead-lights would throw sufficient light to guide vessels, and that these are to be obtained at a moderate cost. But, of course, the nature of the light to be used is a matter for the consideration of the Marine Department. Thus the first cost would be about £200, that is, £125 for erecting a cottage, and, say, £75 to cover cost of lights, fittings, and incidental expenses, and an annual charge, exclusive of the cost of oil, of £80 for a Lightkeeper.

10. The Committee do not consider that establishing these lights would tempt vessels to run the risk of entering, any more than the erection of the lighthouse has tempted them to do so. Steamers of considerable draught, and steamers whose masters were not thoroughly acquainted with the entrance, would invariably wait for daylight. But it is in evidence before the Committee that steamers of small draught, and steamers laden with cattle from Wanganui and Waitara, do at present enter at night; and the question on which the Committee have to express an opinion is this: whether should these vessels be left to enter in darkness, or should they be aided in their entrance by guiding lights? The Committee think there can be only one answer to this question, and that is, that they should receive the aid of lights to guide their course. Of course, it is no new matter in this colony to guide vessels at night into its harbours by lights. Such a system has for years prevailed in Hokitika, Manawatu, Wanganui, Patea, Waitara, and other West Coast harbours, and the Committee see no reason why the same system should not be extended to the Manukau.

11. The Committee think that, not only is it desirable to establish these lights at present, but that it is also necessary; and that the exigencies of keeping up regular and rapid communication between Manukau and Lyttelton will increase the necessity of enabling vessels to pass in and out of the Manukau at all times of high-water in moderate weather.

12. Your Committee now submit to the House the evidence they have taken, and the opinions they have founded upon that evidence; and recommend that the Government should, as speedily as convenient, notify in the *Gazette* their intention of establishing lights at the Manukau, with the requisite directions to masters for making use of the lights, and the necessary cautions against attempting to enter imprudently.

29th August, 1883.

G. MAURICE O'RORKE,  
Chairman.

## MINUTES OF PROCEEDINGS.

WEDNESDAY, 1ST AUGUST, 1883.

The Committee met pursuant to notice.

*Present*: Hon. Mr. Speaker (House of Representatives), Mr. Hamlin, Mr. Sutter.

On the motion of Mr. Hamlin, seconded by Mr. Sutter, *Resolved*, That the Hon. Speaker be Chairman.

*Resolved*, That the Harbourmaster of the Manukau Harbour be requested to send a report as to the advisability and estimated cost of placing guiding lights at the Manukau Heads.

The meeting was then adjourned till Thursday.

THURSDAY, 2ND AUGUST, 1883.

The Committee met pursuant to notice.

*Present*: Hon. Mr. Speaker (Chairman), Mr. Hamlin, Mr. Mitchelson, Mr. Montgomery, Mr. Sutter.

The minutes of the previous meeting were read and confirmed.

Captain Johnson attended, and gave evidence, which was taken down.

Captain Fairchild attended, and gave evidence, which was taken down.

Captain Horne, late R.N., attended, and gave evidence, which was taken down.

*Resolved*, That Mr. Seed be asked as to whether he received any written opinions with regard to Manukau Harbour lighting from masters employed by the Northern Steam Shipping Company.

*Resolved*, That Captain Hansby, of the steamship "Hawea," be summoned for 11 a.m., Friday, to give evidence.

*Resolved*, That the Hon. Mr. Chairman be requested to summon any others whom he may think necessary.

The meeting was then adjourned till Friday, at 11 a.m.

FRIDAY, 3RD AUGUST, 1883.

The Committee met pursuant to notice.

*Present*: Hon. Mr. Speaker (Chairman), Mr. Hamlin, Mr. Levestam, Mr. Mitchelson, Mr. Sutter.

The minutes of the previous meeting were read and confirmed.

*Resolved*, That the Secretary of Her Majesty's Customs be requested to furnish this Committee with a return showing the number of vessels, and their tonnage, passing in and out of the Manukau during the past two years, distinguishing sailing vessels from steamers.

Captain Hansby, of the steamship "Hawea," attended, and gave evidence, which was taken down.

Mr. Popham, late first officer of the steamship "Penguin," attended, and gave evidence, which was taken down.

*Resolved*, That the Hon. Mr. Chairman be requested to write to the General Manager of the Union Steam Shipping Company, and ascertain whether they have any desire that lights be placed at the Manukau Heads, in order to enable vessels to pass in and out at high-water during the night.

The meeting was then adjourned till called by the Chairman.

#### THURSDAY, 9TH AUGUST, 1883.

The Committee met pursuant to notice.

*Present*: Hon. Mr. Speaker (Chairman), Mr. Hamlin, Mr. Levestam, Mr. Mitchelson, Mr. Sutter, Mr. Watt.

The minutes of the previous meeting were read and confirmed.

Captain Anderson, of the steamship "Rotorua," attended, and gave evidence, which was taken down.

The Chairman being obliged to leave, at his request Mr. Hamlin took the chair.

Captain Pope, of the steamship "Tui," attended, and gave evidence, which was taken down.

*Resolved*, That Captain Robinson, of the steamship "Oreti," be summoned to attend and give evidence, when he can be found.

The meeting then adjourned till called by the Chairman.

#### TUESDAY, 14TH AUGUST, 1883.

The Committee met pursuant to notice.

*Present*: Hon. Mr. Speaker (Chairman), Mr. Hamlin, Mr. Sutter.

The minutes of the previous meeting were read and confirmed.

The Chairman laid before the Committee a letter from the Managing Director of the Union Steam Shipping Company, which was read.

Letter from Captain Farquhar was read.

Letter from Captain Wing, with shipping return, was read.

Return of shipping from Her Majesty's Customs was laid before the Committee.

Copy of a letter from Captain Wing, Harbourmaster, Manukau, to the Secretary of the Marine Department, was read.

The meeting was then adjourned till called by the Chairman.

#### TUESDAY, 28TH AUGUST, 1883.

The Committee met pursuant to notice.

*Present*: Hon. Mr. Speaker (Chairman), Mr. Hamlin, Mr. Levestam, Mr. Mitchelson, Mr. Sutter.

The minutes of the previous meeting were read and confirmed.

The Chairman read a telegram from the telegraph officer at Onehunga, relative to opinions of captains with regard to lighting Manukau Harbour.

Captain Wing's telegram with regard to cost of putting lights at Manukau Heads, and keeping them there, was read by the Chairman.

The Committee deliberated upon the nature of the report to be brought up.

On the motion of the Chairman, *Resolved*, (1.) That, in the opinion of this Committee, it is desirable that lights should be placed in the beacons, both on the South and North Heads of the Manukau Harbour. (2.) That the exigencies of keeping up rapid communication between Auckland and the South will soon render it absolutely necessary that the utmost facility should be given for entering and leaving Manukau at all times of high-water in moderate weather. (3.) That the cost of establishing the lights might, in the first instance, be a lightkeeper's cottage on the North Head, £125; the expense of procuring lanterns and fittings, say, £75. (4.) The services of a lightkeeper for the North Head beacons could be secured for about £80 per annum.

*Ordered*, That the Chairman do draw up a report in accordance with the foregoing resolutions, and directing attention to the more material points of the evidence.

The meeting was then adjourned till Wednesday, at 10 a.m.

#### WEDNESDAY, 29TH AUGUST, 1883

The Committee met pursuant to notice.

*Present*: Hon. Mr. Speaker (Chairman), Mr. Hamlin, Mr. Levestam, Mr. Mitchelson, Mr. Sutter, Mr. Watt.

The Chairman read the report to the Committee.

On the motion of Mr. Levestam, *Resolved*, That the report be adopted.

On the motion of the Chairman, *Resolved*, That the report, together with the minutes of proceedings and evidence, be brought up to the House to-day by Mr. Hamlin, and that he move that they be printed and referred to the Government for consideration.

The Committee then adjourned *sine die*.

## MINUTES OF EVIDENCE.

THURSDAY, 2ND AUGUST, 1888 (Sir G. M. O'RORKE, Chairman).

Captain JOHNSON, examined.

1. *The Chairman.*] Will you inform the Committee what position you hold at present in the Government service?—Nautical Adviser to the Marine Department.

2. Have you had experience in taking vessels in and out of Manukau Harbour since you came to the colony?—Yes; ever since 1858.

3. This Committee is appointed to consider the advisability or otherwise of having lights fixed on the Manukau Heads, so as to enable vessels to go in at high-water during the nighttime. The Committee would like to have your opinion on the point whether it is advisable or not to take that course?—As to the advisability of erecting lights everything depends on what trade there is at night; but, if the trade is sufficient to justify lights, no light should be erected except such as would be sufficient to lead from the outside of the bar to safety inside.

4. Are you in a position to state whether the circumstances of the trade at present demand that vessels should be able to go in and out at night time?—I really do not know what the trade is at night.

5. Do you think it would lead to any risk; that is, that vessels might be tempted to go in under the guide of these lights which, for safety's sake, ought to stay outside until the morning?—I think that, if a complete system of lights was established, there would be no risk, so far as being able to keep in mid-channel; but if it was only partially done there would be very great risk.

6. Will you explain what you mean by a partial and a complete system?—A complete system of lights would be this: the beacons which are required in the daytime to enable vessels to go in—these beacons, or something similar, should be lit at night; that is, it would be necessary to have leading lights at night as much as leading beacons in the daytime. As to lighting the present beacons on the South Head only, my opinion is decidedly against those, because being lit that would only be partial lighting.

7. Do any harbours in New Zealand which you have frequented require to be lit up in the way now contemplated for Manukau. Some one, I think, told me there were lights at Port Chalmers, but I am not sure?—The Otago Harbour is not similar, because the bar, channel, and the adjacent land are different.

8. What about Wanganni; is it lit up to enable vessels to go in and out, or is it all plain sailing?—At Wanganui the signalman shows a light and moves it from one side to another in the direction the ship should be steered, so really the captain steers from information he receives from shore.

9. Could you give the Committee a general idea of what the cost would be annually of establishing these lights and maintaining them?—I could not; because, in the first place, if it was decided to establish lights, the place would have to be surveyed in order to determine what kind of lights would be required, and in what manner they should be placed. I question whether the present beacons could really be lit, because they have to be shifted from place to place, and are very large. To put lights in these beacons that would show seaward far enough to enable ships to see before they approach the banks, they would have to be heavy lights, because the distance would be from five to six miles, and the site itself is about five hundred feet high, and therefore would often be subject to fogs. Small lights would not do; they must be pretty large. Then the question arises whether the lighting of these beacons is better than leading lights erected on the beach, as low lights can often be seen when high lights are obscured. Therefore, the whole question of lighting would have to be considered before you could come to cost.

10. Would it require an addition to the staff at the heads to keep the lights burning, or would the present staff do?—I think the boat's crew, if they are all stationed at the heads, ought to be able to light the north and south lights. I do not think it would require any further staff.

11. You say it is necessary to have the place thoroughly surveyed and examined before you could determine how to do it—before you could be sure that it could be done?—Yes; and I think it could be done, but I am not certain. I should like to have the place surveyed first.

12. *Mr. Hamlin.*] Would not ordinary side lights be strong enough?—Not the slightest use.

13. What sort of guiding lights are there in the Tory Channel?—Fifth-order port lights. They would be strong enough.

14. *The Chairman.*] What distance do they throw the light?—In an ordinary state of the atmosphere, I suppose, six or seven miles. The first cost of these port lights would not be a material difference, and the maintaining is the same; therefore it is much better, in places of danger, to have good lights than such as cannot be depended on.

15. Do you know whether steamers ever enter at night?—The small ones—the Waitara traders and such like do, but I think no other.

16. Have you heard whether there has been any demand on the part of the Union steamers to have lights established to enable them to get in?—I have never heard of any. I do not see a very great object in that, because they cannot go up the harbour afterwards.

17. On account of the shoals inside?—Yes; they could not go up to the wharf. They would have to wait till daylight, so they might almost as well wait outside.

18. Would the buoys placed in the Manukau to guide vessels during the day not be of service at night?—Not for large vessels; but for small crafts, of course, they might, as small crafts could go over some of the banks, but large vessels would ground.

19. Is there any other information? The Committee is appointed to consider the necessities of trade, the advisability or otherwise, and the probable cost?—I should recommend that the place be surveyed, as I said at first, and a report made on it. Then there would be something to go upon.

20. Is this survey shown on this plan [produced], dated five years ago, the most recent?—Yes.

21. Do you recollect that at the time the lighthouse was established here there was a feeling that it might be injurious to the harbour by tempting vessels to approach it at night?—No; I do not recollect that.

22. There was a pretty strong feeling that it might lead vessels into dangers at night. I wanted to know whether the light proved beneficial or otherwise?—No doubt it is beneficial. The only difference I remember was as to the position of the light. There was no difference of opinion; all agreed that it would be useful.

Captain FAIRCHILD, examined.

23. *The Chairman.*] What position do you hold at present in the Government service?—In command of one of the Government steamers—the “Hinemoa” or “Stella,” as occasion requires.

24. I think you have had a very long experience in entering Manukau Harbour?—For twenty-three years pretty regularly. The first four years in sailing-vessels, and since in steamers.

25. A feeling has got abroad that it might be of service to the harbour if guiding lights were established, so as to enable steamers to go in and out at high-water at night. What is your opinion?—I think it should have been done many years ago.

26. Would the establishing of these lights in any way tend to lead to risk by encouraging vessels to enter?—No; I do not think any stranger would enter; and the lights being there could not possibly lead any one into danger who had ever been there before.

27. Generally speaking, you think the lights almost as serviceable at night as beacons in the day?—Yes; and just as safe. I may state that we have thirteen or fourteen harbours in New Zealand lit in this way. Some of them have been lit for twenty years, and have worked to advantage.

28. Are any of those harbours so intricate in navigation as the Manukau?—Far more so.

29. Would you state any?—I could mention the names of the whole thirteen which are much worse to work at night than Manukau. For instance, there are Wanganui and Patea.

30. Are they just as intricate as this?—Much more so; and Waitara also.

31. Would you favour the Committee by telling us what system of lighting they have in these harbours to enable vessels to come in?—Two lights to come in over the bar; you do not want lights after that. At Wanganui the channel is as crooked as possible, and there is only one set of lights.

32. Do steamers go in and out there at night?—Yes, always. I have crossed the bar there at night scores of times when the tide answered. That could not possibly be done without the lights. I may say that when I go up to Manukau the masters of the vessels are continually at me about the lights, which they want the Government to erect.

33. The masters of the Union boats?—No; the northern boats chiefly. It is of great importance to them, carrying cattle.

34. Has there been any demand on the part of the Union masters?—Not yet; but Mr. Mills said in Auckland two months ago that he was going to ask the Government for it on account of this fast steamer the company are getting out. I do not know whether he has asked for it yet or not; but the Manager of the Northern Company has applied several times, I think.

35. Would you state to the Committee, from your knowledge of the Manukau, what guiding lights in your opinion ought to be established for vessels to get in?—Two beacons on the South Head. The two beacons already built, with places in them for lights, is where the lights should be. The lighthouse-keeper, who is paid for keeping the lighthouse alongside, could see to these lights at no extra expense at all. There is a feeling that when you get in a certain distance you want two more to guide you, but I say that that is quite unnecessary, and it would be a great expense to keep two men living there.

36. Why are the two beacons put on the North Head as a guide in the daytime, if lights are not to be put there at night?—They are quite unnecessary for daytime.

37. Then, do I understand that you consider that it would be a safe thing to erect them, and also that the cost would be insignificant?—Yes. There would be no danger whatever, and the cost of erecting them would be next to nothing.

38. Do you think it necessary to have a survey made of the shoals before placing the lights there?—It is not much use; they are always shifting a little, but not much.

39. Could the lights be placed on the same beacons?—Yes; a place is made in them to receive lights. I believe the Marine Department has some suitable lights on hand. The two lighthouse-keepers living at the place could attend to them. It would be next to no expense. The masters of vessels would only ask for two lights on the South Head.

40. *Mr. Mitchelson.*] The only expense would be the cost of the lanterns and oil?—We have lanterns, I think.

41. *The Chairman.*] Did you know when the beacons were erected that they had provision for having lights in them?—Yes.

42. How is it they have never been lighted since?—The very one who put the windows there for the lights changed his mind afterwards, and has gone against the lights ever since.

43. Suppose you got your vessel inside, can you go up to Onehunga?—Yes; except it was a very dark night. The small steamers go up now.

44. We have had it in evidence that the vessels would have to anchor inside, and the only choice would be whether they would wait inside or outside?—The northern boats go up now. The channel is well buoyed. The danger is in getting into the harbour. Personally, it has nothing to do

with me, but Manukau ought to be lit. I could give the names of twelve or thirteen harbours already lit in the same way, some of them for over twenty years, and there has been no accident caused by the lights.

45. Was there no alarm in the public mind in these different harbours about lighting them as exists in some minds with regard to Manukau?—There was. When started some might have thought they would not be worked to advantage, but it has been proved over and over again that they are.

46. *Mr. Mitchelson.*] Could vessels of the “Rotorua’s” size go in at night if these lights were up?—Perfectly easy. I go in without lights with the “Hinemoa,” and she only draws some nine or ten inches less than the “Rotorua.” She could go in quite easily.

47. It would be better for the passengers for the vessel to anchor inside?—A very great deal better than having to wait till daylight, and perhaps also having to roll about till high-water next day.

48. *The Chairman.*] All these arguments would equally apply to letting vessels out?—Exactly. The northern steamers all go out at night now, but they say that if the lights were there it would be much safer.

49. *Mr. Mitchelson.*] Even supposing vessels found it necessary to anchor inside the harbour it would be a great saving?—Yes. You do not want so much tide to go up the harbour as you do to cross the bar. I might say that the bar is almost always rougher in the day than it is at night.

50. What distance would those lights have to show to seaward?—About five miles would do. A ship’s masthead-light would show twelve miles if placed on the beacons; at any rate, you would not put less than a ship’s masthead-light there.

51. *Mr. Sutter.*] What is the height of the beacons now used?—About 400 feet, I think.

52. *Mr. Hamlin.*] Is it usual for vessels entering the harbour to be guided by the semaphore?—No; except it is a stranger. I do not think I have seen the semaphore arm move for years now; but a man always stands by it in case it is a stranger coming in.

53. *The Chairman.*] Are there any general remarks you wish to make?—I may say this with regard to the northern steamers, and those trading from Waitara to Manukau: Waitara is only a little crooked creek, and they work that at night with lights. The vessels come in and go out of Waitara at night, but they have to stay out all night when they come to Manukau, which harbour is a hundred times better than the other, because there are lights at one and not at the other.

54. What is the system of lights at Waitara?—Two beacons, and that brings you in over the outer bar. You can see the land on both sides once you get in. They go in and out of Waitara, as I have said, at night, and yet the extraordinary thing is they work a bad harbour in the night, and why not a good one? Manukau is a good harbour compared with Waitara, and yet you have lights at one and not at the other.

55. Are any of the important harbours entered by lights at night?—Port Chalmers has two lights to take you just in over the bar; and when you are over the bar you have to leave the lights at once, or you will be ashore directly. Port Chalmers is lit exactly as I say Manukau ought to be, and the Union Company’s steamers go in by the use of those lights.

56. Without those lights they would not be able to get in?—No; not until daylight, except small vessels. The big vessels now go in at night; they do not wait.

Captain HORNE, R.N., examined.

57. *The Chairman.*] How long is it since you left the navy?—Two years.

58. You have been in the habit of frequenting the harbours of New South Wales, New Zealand, and the islands of the Pacific generally?—Yes. I have had many conversations with men in command of steam-vessels, who frequently cross the bar, and they find no difficulty. I have crossed the bar in all sorts of weather, and see no difficulty in the least; and have never been detained outside on account of the weather—only had to wait for the tide. I may state I have not been in command crossing the bar.

59. Have you formed any opinion upon this question as to whether it is advisable to establish these lights on the Manukau Heads?—I have had conversations with different men in command when crossing the bar, and see no difficulty in the bar at all; and have crossed it many times.

60. You have heard both Captain Johnson and Captain Fairchild. Do you think it as feasible a matter to accomplish as Captain Fairchild represents, namely, by establishing these two beacon-lights on the South Head?—Yes; any harbour which can be entered in daylight by beacons can be entered at night by lights, if properly and thoroughly lighted.

61. In your experience, have you entered any harbours by guiding lights?—Yes; at Sydney Harbour there are lights, Moreton Bay (Brisbane), and many others.

62. I presume it is not so intricate an entrance?—In certain winds it is very dangerous. They cannot enter in certain winds with sailing-vessels; but Brisbane is still worse.

63. Is Brisbane as intricate a piece of navigation as the entrance to the Manukau?—At one particular part it is quite.

64. Was the system of lights by means of beacons?—Yes; they go upon bearings on single lights, not even two. I do not agree with Captain Fairchild in not having those two lights on the opposite or northern shore. I do not see what he is going out on. It is the simplest way to have the two lights on both sides, north and south. You want two very small lights on the north side.

65. Would it be necessary to have a house and a man on the North Head, or could they come across in boats and attend to the lights there?—They could not get across in boats at all times. After what I have seen of these Union men going up Tory Channel on a night dark as pitch, certainly they could get in and out of the Manukau easily. Any man who could go there could get

in and out of the Manukau. I am presuming that no man would attempt the bar if the weather has been such that it would make the bar impassable even by day, also that vessels crossing at night would be commanded by men who are well acquainted with the Manukau Bar.

FRIDAY, 3RD AUGUST, 1883.

Captain HANSBY, examined.

66. *The Chairman.*] You are captain of the "Hawea"?—Yes.

67. How long have you been acquainted with the Manukau entrance?—I have been about three years on that coast altogether.

68. Constantly?—Two years as mate and one as captain.

69. Do you think it advisable to have lights put on beacons on the South Head to enable vessels to get in at night?—I think it would be a great help, but they could only get in at high-water and in smooth water.

70. Do you think it would be likely to tempt vessels into danger having these lights?—No; I think not.

71. You do not think they would venture in on a dangerous night?—No.

72. Do you think the requirements of the trade demand to have these lights?—It would be a great boon to have these lights. You would have to use your own judgment whether you went in or not.

73. Are you generally directed by the semaphore or merely by the beacons?—I take directions from the semaphore.

74. Of course, you know there are two beacons on the South Head; then there are two beacons on the North Head. Do you think it necessary to have these two beacons on the North Head lighted?—Yes; decidedly.

75. Do you think it is absolutely necessary?—Yes; I think so.

76. Captain Fairchild said that the lights on the South Head would bring you in over the bar, and after you got over the bar the danger was over?—I fancy you would want lights or some guide on the other side.

77. Supposing you got in over the bar at night, could you get from there up to Onehunga before daylight?—No; not unless the buoys were lighted. You could get a certain distance up, but I would not like to take the cross channel. We always wait for daylight before we see the semaphore, and never take the bar until we see the signal at the flagstaff.

78. *Mr. Levestam.*] Supposing you took the bar at night by means of those lights, then you could go up the harbour at daylight, no matter almost what the state of the tide might be?—Partly. We could not get to the wharf.

79. Then, supposing you crossed the bar in the dark, say 3 or 4 o'clock in the morning, and went so far up the river and anchored until daylight, would you be farther ahead than if you waited until daylight outside?—Decidedly.

80. How many hours?—I could get up to the wharf at half-flood. If I missed that tide outside I should have to wait twelve hours. It would be six or seven hours clear gain.

81. You were asked the question, Whether, in the requirements of trade, it was advisable to put these lights up? Your answer was that it would be a great convenience?—I think so.

82. But, going a little further than convenience, supposing these lights could be put up very inexpensively, and it could be shown that in a year so many days would be saved by having the lights, would it not be more than a convenience and become almost a necessity? Do you look upon it in that light? Supposing these lights could be put up for £100 or £200 a year, would you consider it advisable to do so?—I should think so; decidedly.

83. You think the expenditure is warranted?—Yes.

84. *Mr. Hamlin.*] On a night you were likely to take the bar with lights, do you not think you could steam up to the wharf with the present buoys marking the channel?—I do not think so. I should not like to go up the cross channel with the present buoys, because you could not tell a black from a red buoy at night.

85. *Mr. Levestam.*] Would luminous paint assist you?—I do not think it would be safe to trust to the buoys as guides at night.

86. *Mr. Hamlin.*] You think if lights were placed on the South and North Heads, as guides, you could enter at night in fair weather with a vessel the size of the "Hawea"?—Yes; at high-water.

87. *Mr. Levestam.*] You said you could not go up in the dark, that you could not distinguish a red from a black buoy: supposing the buoys were different shapes, would that be sufficient?—Possibly; but I should not like to do it.

88. *Mr. Hamlin.*] There would be no danger in touching going up?—No danger at all. It is only mud bottom. There would be no danger of injuring the vessel; but you might have to stop there for a time.

89. *Mr. Sutter.*] It would be a great convenience getting in, for the safety of the ship and for the passengers?—Yes; that is a great thing, to get over the bar and into smooth water.

90. *The Chairman.*] Has the Union Company expressed a desire as to whether these lights should be put on the beacons?—I do not know.

91. Do you know whether the captains generally of the Union boats express an opinion on it?—Captain Kennedy, whom I was with for two and a half years as mate, said it would be a great thing if lights were established.

92. Have you any instructions from the Union Company not to go in at night?—They have issued no rules; at least I have never had any instructions; and I think no other captains have.

THURSDAY, 10TH AUGUST, 1833.

CAPTAIN ANDERSON, Master of the steamer "Rotorua," examined.

93. *The Chairman.*] Are you acquainted with the Manukau Harbour?—Yes. I have been trading there for the last twelve years.

94. Have you heard there was a proposition recently submitted to us with regard to putting lights on the beacons at the heads?—I have.

95. What is your opinion as to the advisability of putting lights there?—I think they would be very useful.

96. Do you think that is the general opinion of masters of vessels trading to the Manukau?—I would not like to say it is their opinion, but, as far as my own opinion is concerned, I think it would be useful. I can mention two occasions on which I have come across the bar in the dark, getting out without any assistance whatever: it would have been great assistance on those occasions. Leaving the wharf late in the evening, and coming down the harbour, I had the signals to proceed to sea—once in the "Wellington" and once in the "Penguin." Darkness came on, and I lost sight of everything, and was compelled to steer by the surf on either side. Lights would have been of great assistance on that occasion.

97. That was coming out?—Yes.

98. Have you ever had to come in in the dark?—Never until the trip before last with the "Rotorua." The tide answered at 6 o'clock in the morning, and it is an hour later at Onehunga on a winter's morning. Of course, I was bound to go there for the mail, and was anxious to get off, and I was obliged to go on the bar with the lead, and the bearings of the light, to save time. I could not see the beacons, and had there been lights in the beacons I could have saved an hour as there was plenty of water.

99. You did not enter until you saw the signal?—No; until the signalman put the semaphore to guide me, and I saw the beacons. On that occasion I could have crossed the bar and saved an hour had the lights been there to guide me.

100. You might thus, on getting up to Onehunga, lose the tide to get away?—On one occasion I was not going away until next day—I had too much cargo; but this time, when I had to go away with the mail, I was supposed to get away by the same tide. If it was a clear morning, and there were lights on the bar, I should not be afraid to take the bar; that is, if it was smooth. In smooth water, and when you would consider it safe in daylight, and when there is a morning tide between 5 and 6 o'clock, if you could cross the bar and get up to the wharf in time, you could do your work and leave by the same tide.

101. You are thoroughly conversant with the Manukau. There are two beacons on the South Head to guide you in; would it be absolutely necessary to put lights on the North Head also, do you think?—It would be better to have them there; it would be better for a heavy ship. I think there ought to be the same assistance for a heavy ship as there is in the day. There are vessels trading from the Waitara with cattle. I have seen them out there waiting and tossing about until daylight. If there were lights on these beacons they could go in, because light-draught vessels can go over any of those shoals at high-water, and could anchor in smooth water, and so save their stock.

102. You think it would be particularly advantageous to boats trading from Waitara and Wanganui?—It would be of great service to them, even if it was not to me.

103. Supposing vessels got in in the dark, do you think that they would be able to proceed up to Onehunga in the dark?—They do go up now. Lots of them go in without lights, and go up in the dark.

104. We had it stated in evidence that, even if vessels got in, they would have to wait for daylight?—Only some vessels, and on some nights; but vessels could not go up every night. I would not like to make a practice of it. If I was pushed for the mail I would go up cautiously; but these small vessels, they do go up in very dark nights as it is.

105. The buoys leading from the heads to Onehunga are sufficient to guide them?—Yes.

106. But with the "Rotorua," I suppose, if you got inside in the dark, you could venture to grope your way up to Onehunga, or would you come to?—I would come to, unless it was a moonlight night. There are nights I would do it.

107. If these lights were established, do you think they should be lit every night, or only on nights it was thought advisable for vessels to come in.—Every night.

108. *Mr. Levestam.*] Supposing these lights could be maintained at an expense of, say, £200 a year, or something like that, do you think it advisable they should be lighted?—Yes.

109. You spoke about going up the harbour in the dark; the channel is almost fenced in with buoys, is it not?—Yes; there is no better marked channel in New Zealand.

110. So long as it was light enough to enable you to see those buoys, you would be able to go up with your ship?—Yes; on a clear night, when I could see the buoys.

111. You do not want a moonlight night?—No; as long as it is not a very dark night. I would not like to make a practice of it.

112. With regard to cattle-ships: I suppose there is not a bay or a cove they could run to, and lay snug and comfortable outside the bar?—None whatever. They must just roll and tumble out there until they take the bar and go over.

113. There would be many occasions on which vessels might save from six to eight hours if they could go in at night by the aid of these lights?—Yes; if these lights were there they would be able to go in possibly. The way we leave to catch Manukau now we might, if we pushed, get up by midnight, but there is no object in doing it, and we would be burning a lot of coals.

114. You may lose six or eight hours going out?—Yes; easily lose the night going out, through not having lights there.

115. *Mr. Hamlin.*] Have you any idea of the cost of the lights or lighting?—None whatever.

116. Do you think it would cost anything like £1,000 to place four lights on the two heads?—I



should not think so. I remember looking at the beacons one day, and I think I saw glasses there ready for the lights to be placed in.

117. *The Chairman.*] Captain Fairchild says the beacons are fitted up for lighting?—Yes; I could see the glasses for the lights. The beacons on the North Head I do not think are so provided. They may be, but I have never looked at those on the North Head.

118. *Mr. Watt.*] If lights were placed there, could vessels go in at night at high-water?—Yes.

119. If the heads were lighted it would be a great assistance to vessels with cattle?—Yes.

120. *Mr. Hamlin.*] As a rule, is the bar smoother at nighttime than in the day?—It depends on the state of the weather.

121. Supposing you were in charge of a ship, and got to the Manukau about 3 o'clock in the morning, and it was high-water, and there was every indication of a gale coming on, you would certainly go in?—Yes; as long as the bar was smooth, and I had lights to guide me over the bar.

122. *Mr. Sutter.*] It would be of considerable advantage to the general shipping of the port to have these lights?—Yes; to the vessels trading to Manukau. They have to cross the bar now without any assistance whatever.

123. *Mr. Mitchelson.*] You stated that the boats usually left Taranaki in order to suit the Manukau tide, but, now the company are building a new steamer to run the mails more rapidly, would it not be more advantageous to her to have these lights?—Especially for that vessel. There are many times she would have to cross the bar at dusk and in the dark to do her work properly. If that vessel is to run so regularly it would be of great assistance to her.

124. If the lights were there she would not remain at Taranaki the whole day, as you are now in the habit of doing?—No; she would go up and go in. If the night was dark she would probably not get to the wharf. She is a vessel going to draw 13 feet 6 inches, and when pumped out 11 feet.

125. The fact of lights being there would induce the captain to leave earlier than otherwise?—Yes.

126. *Mr. Watt.*] Could it be managed as at Wanganui, where vessels wait till about high-water, when the pilot shows a couple of lights and leads her in, and after she is in no more light is required?—It requires a man to be on the watch; and the little extra oil would not amount to much.

127. *Mr. Levestam.*] With regard to the question of lighting, would it be necessary to have these lamps at a great elevation, or simply on the ground?—Put them in the beacons; there are glasses in the beacons already for them.

128. A good ship's lamp would be all that is required?—I should think so. You could easily find the power of the lights at the Otago Heads.

129. The whole expense would be almost nil if a cottage was erected on the North Head?—Yes.

130. About going up at night. I suppose there is nothing very improbable that this better class of boats will have the electric light. Could they not go up the channel then?—I do not think our ships are going to carry anything powerful enough to enable one to say whether a buoy is red or black. I think you are better without those lights in your eyes. The best plan is to have marks on the hills.

131. Have you ever seen these masthead-lights?—No. I do not suppose the Union Company will fit out their ships with them.

*Mr. Watt.*] Do you think that the trade is sufficient to warrant their lighting the channel all the way up. It is commonly done now. In Adelaide they have the channel lighted up?—Manukau is a long, long channel.

133. It is not longer than Adelaide. Even at Wanganui we have the beacons lighted at night?—They do in Port Chalmers the same thing. At Manukau I would suggest not to light the whole harbour, but that lights be placed at the place where vessels take the channel, Dolphin Point, and another at the straight run. That would be ample, because there is then a straight run for a distance of eight miles; then at the cross channel, being a little winding there, one would be of great assistance.

134. I suppose half a dozen lights on each side would lead you up?—I think half a dozen would make it safe.

135. They would not be very expensive?—No.

136. *Mr. Levestam.*] Through meeting bad weather between Nelson and Manukau, do you ever lose the tide at Manukau?—I have never lost the tide at Manukau yet.

137. But, say, the "Wanaka" or "Taiaroa," the smaller boats?—I do not know that I have heard of them losing a tide. The "Wanaka" is a powerful little boat, and could face any weather we could.

138. *Mr. Hamlin.*] Do you imagine, supposing the two heads were lighted, that it would tend to lead vessels into danger?—I do not see how it could. If the weather was bad for a man crossing the bar no man would run his ship into danger. I know I should not, if all the lights in the world were there, run myself, the ship, and everybody else into danger. I would keep to sea. The only thing that would make me take the bar would be getting too short of coals, or something serious happening, or which probably was going to happen. I should keep to sea.

139. *Mr. Levestam.*] When lying outside waiting for the tide, I suppose you have to keep watch just the same as at sea?—Always have an officer on watch: the watches go on just the same as ever.

140. If the vessel could lie inside snug you would be able to get to bed?—Yes.

141. Is it not a fact that a great many accidents occur on the coast, and many more might occur, simply because the officers are overworked, and sometimes fall asleep on duty?—I dare say they do—napping when they ought to keep their eyes open. In our particular case there are three officers on board, and they have plenty of rest—eight hours below and four on deck.

142. But the smaller ones have not so many?—No.

143. When in port they have to be on deck all day?—Yes.

144. And on leaving port they have to be up too?—Yes.

145. So that their sleep is curtailed very much?—Yes.

146. As far as you are aware, would there be any greater difficulty in entering Manukau than Port Chalmers, supposing it were lighted?—I do not suppose there would be much more difficulty; they are both bar harbours. Although Port Chalmers is a shorter one, there is a metal bank, and if a vessel got on there it would suffer as the "Orpheus" did; but there is not that extent of broken water as at Manukau. I have seen a nasty sea running there frequently, sufficient to wreck any vessel. It is not so bad as the other, of course; it is more sheltered. The only winds that affect there are the east and south-east.

Captain POPE, Master of the steamer "Tui," examined.

147. *The Chairman.*] Have you been trading to the Manukau at all?—Yes; off and on for a few years.

148. Do you think it would be any advantage were the beacons on the North and South Heads lighted?—Yes; it would be an advantage if the beacons on the South Head alone were lighted.

149. But it would be of greater service and importance if the beacons on the North Head also were lighted?—Yes; but those on the South Head are the principal ones.

150. They would be sufficient for the great bulk of the trade there at present?—Yes; for the smaller vessels.

151. You do not think there would be any danger in vessels entering at night if these lights were placed on the South Head?—I do not think so; I never stopped outside as long as I could see the break.

152. Have you any idea of the cost of lighting it?—The expense would be for the North Head. It would be no expense to light the South Head. The man on the lighthouse could light them. It does not matter how the tide is, the smaller vessels go in now.

153. It would be a great advantage to the people trading there if the beacons on the South Head were lighted?—Yes; at present they have to go in without them.

154. *Mr. Sutter.*] The lights on the South Head would be a great advantage to the smaller vessels?—Yes; it would not be necessary to have a man stopping on the North Head. They could pull over in the evening. At Wanganui, where the distances are greater, a man lights them, and puts them out in the morning.

155. To get the ship inside the bar, into smooth water, would be a great advantage?—Yes.

156. That would be a great advantage to vessels running with cattle, to get into smooth water?—Yes; very often you get up there, and through not getting into smooth water you lose your cattle. I nearly lost all mine the last time I had to go.

157. *Mr. Watt.*] If the lights were there, you could go in in almost any weather?—Yes.

158. And take the bar at high-water if the beacons were lighted?—Yes; only there would be a little more risk on ebb spring-tides with a heavy sea.

159. *Mr. Sutter.*] Those trading regularly there would be perfectly able to judge whether it was safe or not?—Yes; you can always tell by the state of the sea outside.

160. Under any circumstances, if a stranger was there, he would not go in?—No.

161. This map makes no reference to the North Channel?—We only use the South Channel now.

162. The North Channel has the deepest water?—Yes; but is more intricate.

163. *Mr. Watt.*] I suppose you would consider it a great advantage if the fairway was lighted up the same as Wanganui?—It would be a great advantage for those heavy-draught vessels, but the distance is too great.

164. But, still, there might be half a dozen lights on each side. It would be more expensive perhaps to keep them lighted; but the same plan might be adopted as at Adelaide, where they light them with gas?—But Adelaide is not a third the distance of Manukau.

165. The gas is put in a box, and lasts for eight days. It burns night and day. It is just put on the top of the beacon, and is renewed every eight days?—If you go in over the bar at night you would be quite satisfied to bring up. The masters of the vessels trading there—the "McGregor," "Rowena," "Argyle," and "Hannah Mokau"—all advocate lights on the South Head.

#### APPENDIX.

SIR,—

Harbour Department, Manukau, 6th August, 1883.

In compliance with your request of the 4th instant to furnish a return showing how shipping entering and leaving the Manukau Bar increased, I have the honour to forward the accompanying four-weekly tabular statement, which I obtained from the Railway Wharfinger at Onehunga. All tonnage of shipping entering the Manukau is entered at the Customs at Auckland. From the Wharfinger's entries you will see that the tonnage inwards and outwards from August, 1882, to August, 1883, amounts to 73,898 tons; whereas in 1875 the tonnage amounted to 84,742, showing a difference of 10,844 tons, which notes I then made myself. In the Wharfinger's account no entry is made of the Government steamer.

Sir Maurice O'Rorke,

Chairman of Committee, Wellington.

I have, &c.,

THOMAS WING,

Harbourmaster.

#### *Return of Tonnage for Four-Weekly Periods.*

By Railway Wharfinger at Onehunga—1882: August, 6,010; September, 6,762; October, 5,550; November, 5,398; December, 6,000. 1883: January, 4,543; February, 5,383; March, 5,601; April, 6,598; May, 4,889; June, 5,391; July, 5,928; August, 5,845: total, 73,898. By T. Wing, 1875, 84,742. Difference, 1882-83 and 1875, 10,844.

SIR,—

Union Steamship Company, Dunedin, 9th August 1883.

I have the honour to acknowledge receipt of your favour of the 3rd instant. If the Manukau Heads can be lighted so as to be of use to our steamers in the direction you indicate, the establishment of a light there would be a great boon to us. It will soon indeed be almost a necessity, in view of the arrival of our express steamer, which is meant to run between Lyttelton and Manukau, a service which will require special facilities to enable it to be carried out, winter and summer alike, with regularity and despatch.

I have, &amp;c.,

JAMES MILLS,

Managing Director.

Sir G. Maurice O'Rorke,

Chairman, Manukau Harbour Lighting Committee, Wellington.

(Telegram.)

1st August, 1883.

PLEASE communicate, by letter, your opinion upon proposals to place guiding lights at Manukau Heads, to enable vessels enter at night.

G. MAURICE O'RORKE.

Chairman of Committee.

Captain Farquhar,

Northern Shipping Company, Auckland.

SIR,—

Auckland, 8th August, 1883.

In reference to your telegram requesting my opinion regarding the proposal to place leading lights at the Manukau Heads, I have the honour to state, for your information, that I consider leading lights would be a source of great danger to vessels of large draught entering at night, as very often the spray arising from the bar would cause the lights, unless very powerful, to be obscured, and a vessel running from the bar expecting to pick up the lights might get too far in before the mistake could be discovered and rectified. Our steamers do cross the bar at night in fine weather, but they are of light draught of water, and can go over the banks. Very often in daylight, with the leading beacons well in view, it requires the semaphore to direct vessels safely across; therefore I believe there would be great risk in attempting the bar at night with no one to direct vessels or to give assistance in case of need. I should have answered your telegram sooner, but have only just returned from the West Coast, where I have been on company's business.

I have, &amp;c.,

W. FARQUHAR.

Sir Maurice O'Rorke, M.H.R.

SIR,—

Department of Trade and Customs, Wellington, 3rd August, 1883.

Agreeably with the request contained in your letter of this day's date, I do myself the honour to forward herewith a return showing the number of vessels, and their tonnage, passing in and out of the Manukau during the two years ended on the 31st December last, distinguishing sailing-vessels from steamers.

I have, &amp;c.,

WILLIAM SEED.

The Hon. Sir G. Maurice O'Rorke.

*Return showing the Number and Tonnage of Vessels passing in and out of Manukau Harbour during 1881 and 1882.*

—				Sailing.		Steamers.		Total.	
<i>Inwards.</i>									
				Number.	Tons.	Number.	Tons.	Number.	Tons.
1881.	From foreign parts	...	...	1	60	...	...	1	60
	Coastwise	...	...	34	2,755	291	38,502	325	41,257
	Totals	...	...	35	2,815	291	38,502	326	41,317
1882.	From foreign parts	...	...	3	696	...	...	3	696
	Coastwise	...	...	40	4,319	291	43,014	331	47,333
	Totals	...	...	43	5,015	291	43,014	334	48,029
<i>Outwards.</i>									
1881.	To foreign parts	...	...	1	180	...	...	1	180
	Coastwise	...	...	33	2,567	292	37,357	325	39,924
	Totals	...	...	34	2,747	292	37,357	326	40,104
1882.	To foreign parts	...	...	...	...	...	...	...	...
	Coastwise	...	...	40	4,420	287	41,820	327	46,240
	Totals	...	...	40	4,420	287	41,820	327	46,240

Department of Trade and Customs,  
Wellington, 4th August, 1883.

WILLIAM SEED,  
Secretary.

SIR,—

Harbour Department, Manukau, 3rd July, 1882.

In reply to your memorandum No. 878-32, of the 21st of last month, in which you ask my opinion as to the propriety of lighting the South Head beacons to enable masters of vessels to take the harbour during the night, I can only say, as I have said before, that I do not approve of having permanent leading lights in the South Head beacons, for the following reasons, namely: In the first place, it must be borne in mind that the bar frequently becomes dangerous between sunset

and sunrise; therefore permanent leading lights would, at times, lead masters of vessels to run more risk than they should do in crossing the bar at night, especially with vessels drawing 12 feet or 13 feet of water. As regards small coasting steamers, whose masters are acquainted with the harbour, and whose vessels draw only about 8 feet of water, they find no difficulty, in moderate weather, in crossing the bar at half-flood at night, when they attend to the soundings and the north-east-by-north magnetic bearings of the present light, while the course of the Fanny Channel remains as it is now doing. The original South Channel has not been used for a number of years in consequence of so seldom showing a clear passage and its dangerous turnings when drawing near the South Head beach, accompanied, as a rule, with a dangerous broadside sea. It must be further borne in mind that the bar shoals are liable to shift; consequently we cannot always get the South Head beacons to lead a fairway to clear the westernmost part of the Trammere Shoal without coming in contact with the Heron Spit breakers, which fact necessitates us to guide vessels through the Fanny Channel by the pointing of the semaphore arms. The South Channel, as shown in the surveys of Captain Drury, R.N., in 1853, and Captain Sydney, R.N., in 1863, was placed on the east side of the Trammere Shoal. Since then the Trammere Shoal has gradually worked to the south-east, so as to nearly join the Treachery Shoal, which now leaves the South Channel dangerous.

I have, &amp;c.,

THOMAS WING,  
Harbourmaster.

The Secretary, Marine Department, Wellington.

(Telegram.)

1st August, 1883.

PLEASE report, by letter next mail, your opinion on necessity, advisability, and cost of having guiding lights at Manukau Heads, to enable vessels to enter harbour at night.

G. MAURICE O'RORKE.

Captain Wing, Harbourmaster, Onehunga.

Chairman of Committee.

(Telegram.)

Manukau Heads, 15th August, 1883.

In reply to your question in telegram of 11th instant how £1,000 would be expended in fixing guiding lights at the heads: No. 2. Although a cottage were built at North Head, we could not spare one of the boat's crew to attend lighting the beacons. No. 3. It would require two extra Lightkeepers, one for North Head and one for South Head; wages about £96 each per annum. As regards supplies for the five lights, I must refer you to the Secretary of the Marine Department, Wellington, for the information you ask for. No. 4. The cost of erecting a suitable cottage, including water-tanks, on North Head, would be about £250. No. 5. If the Union Company's boats got in at night they could not work their way to Onehunga without getting aground, unless all the buoys at the turnings of the channel were also lighted. My estimate of how over £1,000 would have to be expended is as follows: Extra supports and lining and fitting-up South Head beacon, £100; a four-roomed cottage and water-tanks for Lightkeeper, £250; general repairs and lining and fitting-up two of the North Head beacons for receiving lights, £300; an entire intersecting beacon for North Head to be lined and fitted up to receive a light, £300; also a four-roomed cottage and water-tanks, £250: all of which is attended with extra expense, on account of the approach being so rough and uncertain as to landing. The South Head beacons are 40 feet by 10 feet; North Head beacons 38 feet by 9 feet, the foundations of which are becoming somewhat decayed, requiring substantial supporting.

THOMAS WING,

Harbourmaster.

Sir G. Maurice O'Rorke, Government Buildings, Wellington.

(Telegram.)

Onehunga, 25th August, 1883.

PETITION will come by Tuesday's steamer. Bad weather has kept vessels from arriving last ten days. Captains here all signing.

Sir G. M. O'Rorke, Wellington.

P. CLARKE.

(Telegram.)

Onehunga, 27th August, 1883.

PETITION *re* lighting Manukau Heads herewith: "We, the undersigned masters of vessels, beg leave to testify to the great advantage and feeling of safety it would confer by having, in addition to the lighthouse, leading lights at the Manukau Heads. Some of us, who are constantly trading out and in, cross the bar under present disadvantages at all hours of the night. Should lights be placed on the beacons under the lighthouse it would remove all anxiety in crossing the bar at night. As to our position in the channel, there are some occasions in dirty weather that our safety compels us to risk running in on such evenings. The benefit of leading lights would be very great."

Signed by nine masters and one mate; total number of signatures, ten: Captains Grundy, schooner "Annie Wilson;" Yates, late schooner "Clansman;" Bowers, schooner "Aratapu;" Agott, steamer "Rowena;" McArthur, steamer "McGregor;" Harvey, steamer "Hauraki;" Dale, steamer "Hannah Mokau;" Johnston, steamer "Douglas;" Schnauer, steamer "Manukau;" Caraman, mate, steamer "Hannah Mokau."

Sir G. M. O'Rorke, Wellington.

C. O. BERRY.

(Telegram.)

Onehunga, 27th August, 1883.

Own opinion, gathered from coasting masters, in favour of lighting the Manukau Heads. Will forward Council's opinion to-morrow.

Sir G. M. O'Rorke, Wellington.

G. CODLIN.

(Telegram.)

Onehunga, 28th August, 1883.

RESOLUTION of Onehunga Borough Council: "That this Council do not feel they are in a position to give an opinion on such a purely professional question as the establishment of leading lights at the Manukau Heads."

Sir G. M. O'Rorke, Wellington.

G. CODLIN, Mayor.