

# New Zealand.

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## HOUSE OF REPRESENTATIVES.

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### REPORT OF THE BEACONS AND LIGHTHOUSES COMMITTEE.

The Select Committee of the House of Representatives, appointed on the 16th June, to require and report as to the expediency of establishing and maintaining any and what beacons and lighthouses on the coast of New Zealand, and as to the best means of providing for the maintenance thereof; and further, if any and what alterations may be desirable in the present system of harbour dues and regulations (such Committee to consist of Messrs. Rhodes, Cargill, Bartley, Picard, Mackay, Gledhill, E. J. Wakefield, Weld, and Major Greenwood); and instructed on the 22nd June to enquire and report as to what steps have been taken with reference to the erection of a lighthouse at Port Nicholson, and as to the most practical means of erecting the same; and further, instructed on the 29th June to enquire and report on alterations and improvements which may be desirable in harbours, as well as in harbour regulations; having considered all the documents relating to the subject, placed at their disposal by His Excellency's Government, and having examined such persons as were within reach of their summons, and as they thought it desirable to send for, have agreed to the following Report.

#### *Sources of Information.*

With regard to the Northern portion only of the Colony, your Committee have been able to obtain a considerable amount of evidence as to the expediency of establishing and maintaining lighthouses, beacons, &c., on the coast; both because much information confined to those localities has been furnished by persons residing at the place of enquiry, and because the attention of Captain Drury, the officer in command of Her Majesty's surveying vessel on the coast, has been hitherto almost exclusively directed to that portion of the coast which extends from the northern point of Hawke's Bay by the North Cape to Kawia. But as to the harbours and coast of New Zealand south of these two points, your Committee have been necessarily precluded from obtaining such full information as they could have wished.

#### *Port Nicholson.*

In compliance with special instruction as to a lighthouse at Port Nicholson, your Committee, having duly inquired into and considered the matters referred to them, have ascertained the following facts.

In June, 1852, His Excellency Sir George Grey led the public to believe that a thoroughly useful lighthouse should be as soon as possible erected by the Government on Pencarrow Head, at the entrance of Port Nicholson, and that in the meanwhile a temporary light should be placed there, which it was hoped might be useful at least to coasters. Nothing, however, has yet been done beyond the erection of a light-keeper's house, in the window of which is shewn a light of an extremely inferior description, which appears to be of little, if any, real utility, and is indeed considered by an experienced coasting navigator—the late commander of the Government brig—as likely to mislead the unwary. A decided majority of the evidence before your Committee leads to the conclusion that Pencarrow Head, as determined on by Sir George Grey, is the best site for a lighthouse, at the entrance of Port Nicholson. They cannot omit to notice, however, that Point Dorset has been suggested by Captain Drury to be possibly a better site (Appendix A), and that that officer's reasons are deserving of serious attention, although he expresses them with diffidence, on account of his limited experience of the locality. Your Committee are therefore of opinion that the most practical and speedy means of erecting a lighthouse at Port Nicholson would be to carry out at once the plan made by Mr. Roberts, of the Engineer department, in April, 1852, by direction of Sir George Grey, for the erection of an iron lighthouse on Pencarrow Head. According to that plan, a dioptric white light, revolving, in order to distinguish it from the bush fires, would be exhibited at a height of 400 feet above the level of the sea, and would be seen about 18 miles. The then estimated cost was, in the whole, £2596, including about £340 for a light-keeper's house, which has already, as above mentioned, been erected. To the balance, however, amounting to £2256, must now be added 50 per cent., to meet the present advanced value of labour and materials. The details of information on this subject will be found in a separate appendix (Appendix A).

#### *Other Existing Lights.*

The only other existing lights on the coast of New Zealand, although hardly deserving of the name, yet appear to require some notice.

1. At Nelson, a small red light is exhibited at the entrance of the harbour, but it barely serves as a guide to boats going in at night.

2. On Taiaroa Head, at the entrance of Otago harbour, a small light is sometimes shown, in order to guide the pilot home at night.

As these have, by some inadvertance, been described in various publications as lights for shipping, your Committee are of opinion that means should be taken to remove the false impressions which have been produced, and the continued prevalence of which might occasion danger to shipping.

#### *Lighthouses to be erected.*

Your Committee are of opinion that it is expedient that lighthouses should be erected as soon as possible, and maintained in the following situations, which are arranged according to the order of their importance in the opinion of your Committee.

1st. **PENCARROW HEAD**, at the entrance of **PORT NICHOLSON**. The harbour itself is more difficult of access at night than any other in the Colony equally frequented by shipping; and the coast in its immediate neighbourhood is so formed that both life and property are endangered, to a great extent, by the want of such a safeguard. It is therefore of the most urgent importance that a lighthouse should be erected there at once; and Mr. Roberts' plan, already alluded to, appears well calculated for the purpose.

2nd. **MANUKAU**. This harbour affords the only refuge to vessels which may be driven into the deep bight on a lee shore of the western coast. It is also admirably situated as well for the purposes of communication between Auckland and the southern ports of the Colony, as for those of speedy and direct communication between that important Province and Australia. It should therefore be at once rendered easy of access at night. Two lights are required in a line to guide

vessels over the bar, and the proper sites appear to be Paretutahi Island and Pongonga Point. Your Committee are not prepared to make any recommendation as to the details of such works; but the accompanying evidence contains some practical suggestions on the subject.

3rd. STEPHENS ISLAND. A light on this prominent cape is essentially needed in order to guide vessels through Cook's Straits, which is a highway of navigation as well between Australia and other parts of the world, as between the principal parts of the Colony. It would also mark the entrance of Blind Bay, at the head of which lies the harbour of Nelson. The importance therefore of a first class sea light on this Cape can hardly be overrated.

Your Committee are of opinion that sufficient evidence has not been laid before them with regard to Cook's Strait, and the coast of New Zealand to the southward of it, to enable them to decide which next in order of numerous probably desirous sites most urgently requires the erection of a lighthouse; and they believe that it will be well to postpone any decision on that point until Captain Drury shall have been enabled to furnish the Government with further information as to those portions of the coast. They are fully aware of the fact, that a very large amount of shipping frequents the port of Auckland, and of the advantage which both that port and its shipping would derive from the erection of one or more lighthouses at or near its entrance; but they are also informed that the extensive anchoring ground and sheltered waters of the Gulf of Hauraki, afford comparative safety to vessels approaching Auckland. Your Committee, therefore, do not consider themselves justified in recommending the lighting of that locality in preference to other portions of the coast, concerning whose requirements they have not been able to obtain much authentic information, and which may possibly, although less frequented by shipping, present in their unlighted state the risk of a greater loss to life and property.

#### *Beacons, Buoys, Moorings, &c.*

NEW PLYMOUTH.—It is essential to the safety of ships visiting the roadstead of New Plymouth, that the moorings originally laid down there by the New Zealand Company, but neglected of late years by the Government, should be replaced in the proper anchorage for large ships; and smaller buoys should be moored in the anchorage for coasting vessels.

OTAGO.—The buoys and beacons in the Harbour of Otago, which were laid down by the New Zealand Company, and left in good order by that Company on its retirement, but which have been neglected by the Government since that time, and allowed to become useless, should be replaced anew as soon as possible.

Beacons should be erected immediately in the following situations, viz. :—

1. On the Flat Rock off Kawaia Island, Gulf of Hauraki.
2. On the Rough Rock, near the entrance of Auckland Harbour.
3. On the outer rock of Barrett's Reef, at the entrance of Port Nicholson; with a reflector so placed, if possible, as to catch the light from the lighthouse on Pencarrow Head.
4. On Cook's Rock, off the Two Brothers, in Cook's Straits.
5. On Kaipara Heads, as recommended by Captain Drury.
6. At the entrance of Tauranga harbour, as recommended by Captain Drury.

The Shearer Rock, off Tiri Tiri Matangi Island, in the Gulf of Hauraki being but a pinnacle with deep water all round it, should be blasted away with gunpowder, if possible. If not, a bell-buoy should be placed on or near it.

#### *Harbour Regulations.*

Your Committee have been able to obtain but little information as to what regulations may be in existence in any harbour of the colony except Auckland, and still less as to the manner or degree in which any existing regulations may be actually enforced or brought into operation. So completely has the uncontrolled management of this matter been assumed by the Provincial Governments, with the tacit allowance of the General Government, that your Committee were not even

furnished with a copy of the Harbour Regulations of the port of Auckland, by the Colonial Secretary, to whom application was made for any information relating to the subject which might be in the possession of the Government. Although your Committee believe that the making and administration of harbour regulations, so far as they relate to matters of local importance only, may be wisely left to the Provincial authorities, yet they are strongly of opinion that a certain class of those laws should be enacted by the General Assembly, in such a manner as to secure their strict enforcement. The paucity of information laid before your Committee on this subject precludes them from a certain knowledge of all the evils which may have arisen from the relaxation of general supervision; but the evidence already taken affords sufficient grounds for recommending that in two branches, at least, of the subject, provision should be made by general enactment. They are as follows, viz. :—

#### 1.—*Quarantine Regulations.*

It would be at any time of the utmost importance to the welfare of the whole colony, that efficient regulations should be strictly and judiciously enforced in every one of its harbours, to prevent the importation of contagious diseases, which might spread from one particular locality throughout the islands. The necessity for such sanitary precautions is very much increased by present circumstances, under which large numbers of persons are taking advantage of increased facilities for migrating from different parts of the world to Australia, often in over-crowded and ill-ventilated ships; under which the temporary want of accommodation for numerous arrivals often breeds sickness and debility among the immigrants of the poorer classes; and under which disease might, therefore, without any great deal of improbability be transferred to these shores. It is just at this time, while the danger is imminent, that the quarantine regulations, at least in the harbour of Auckland, appear to be treated as a dead letter; and that, as far as your Committee can learn, there is no Health Officer appointed to the duty of visiting and inspecting newly arrived ships in any harbour of the colony. It should, therefore, be made imperative on some authority in every harbour to establish and enforce due quarantine regulations, the local details and administration of which, might, probably, be delegated to the Provincial authorities.

#### 2.—*The appointment of Harbour Masters and Pilots.*

The satisfactory performance of the above duties by a sufficient number of thoroughly competent persons, is a matter of general, rather than of local importance; because the results of its performance are calculated to affect no small amount of interests, whether of life or property, not confined to any particular locality. And yet, there is no law by which the Governor is bound to select officers for those duties from among persons duly qualified to perform them. The very power of appointment has, indeed, been recently assumed and exercised by the Provincial Governments, with the tacit consent of the General Government, and without the imposition of any such restrictions. Your Committee are convinced that, in whatever authority the right of appointment may be vested, a uniform law ought to provide that Harbour Masters and Pilots should be selected exclusively from among persons possessing the necessary qualifications, who shall have duly passed a regular examination as to their local and professional knowledge.

#### *Governing authority.*

Such of the works above recommended as would mainly tend to the protection and security of general navigation, should be established and maintained by the General Government.

Such of the lighthouses recommended as may be considered both coast-lights and harbour-lights, may, in the opinion of your Committee, be advantageously established and maintained at the expense, and under the ordinary direction of the Provincial Governments most immediately concerned, if they consent to exercise

the trusts under the general supervision of the General Government.

But such of the above lights and other works as are exclusively in connection with particular harbours should be confined entirely to the Provincial Governments.

It appears to your Committee that all the works above recommended may be classed under the last description, except the lighthouse on Stephen's Island, which should be considered a sea-light, and should be both undertaken and maintained by the General Government, absolutely without the interference of the Government of any Province, and excepting also the beacon on Cook's Rock, to which the same rule should apply.

All buoys, beacons, moorings, and boats, for harbour purposes, which may now be in possession of the General Government in any of the Provinces, should be handed over to the Provincial Governments whose duty it would become to lay them down and keep them in repair : and, as a general rule, the General Government ought to retain the entire control and management of such of them as may be established at its expense. But your Committee have some reason to believe that in the cases of New Plymouth and Otago, previously referred to, there may be a just claim on the part of the Provinces that exceptions to this rule should be made, by transferring the moorings, buoys, beacons, &c., to the Provincial Governments in as complete a state as they were left by the New Zealand Company when the Government of New Zealand took possession of them.

*General enactments necessary.*

For the above reasons, your Committee recommend that a law should, as soon as possible, be enacted by the General Assembly, to provide for the following objects, viz. :—

1. The due supervision of sea-lights, or coast-lights, and beacons, by some competent authority ; and the reservation of whatever land may be necessary for such purposes.

2. The due enforcement of regulations for quarantine, and for the due examination and approval of Harbour Masters, Health Officers, and Pilots, by some competent authority.

3. The collection of any dues that may be imposed on shipping for coast-lights.

4. The transfer, by legal means, to the Provincial Governments and Legislatures, of power to erect and maintain harbour-lights, beacons, and buoys, to collect dues imposed for their maintenance ; to appoint Harbour Masters, Health Officers, Pilots, and Lighthouse-keepers ; to collect pilotage ; and to make all harbour and quarantine regulations, subject to the above general restrictions.

*Means of Establishment and Maintenance.*

Your Committee being in complete ignorance as to what funds may be at the disposal of the Government for such purposes, feel some hesitation in forming an opinion as to what may be the best means of providing for the establishment and maintenance of those works which they believe to be desirable. It is possible that in the present financial state of the colony, all the works recommended by, them cannot be established or maintained without the imposition of some dues on shipping ; but your Committee have reason to believe, that the additional security and facility conferred on all interests connected with shipping would be thought to constitute more than an equivalent for such a tax.

Your Committee have not been able to obtain any accurate information as to the probable expense of erecting and maintaining light-houses. The expense must depend, in a great measure, on the particular situation and kind of building, as well as description of lighting apparatus. Wherever the situation will admit of it will probably be found economical that the lighthouse and the light-keeper's residence should be distinct buildings, because in such cases, a smaller column would suffice for the lighthouse. It appears that lighthouses of wood have been erected in various parts of the world, at a cost of about £500 ; but if iron and glass were adopted as more durable, and eventually more economical materials, the

### *Improvement of Pilot Service.*

YOUR Committee are led to believe, that considerable efficiency might be added to the Pilot service, by encouraging masters of coasting vessels, and residents at whaling or other stations on the coast, to qualify themselves, by passing the usual examination, and to become duly licensed Pilots for the portion of the coast within their knowledge, under the usual regulations. The examination and licensing of Pilots should be free of any fee or payment by them; and some privileges might be conferred on coasters carrying a licensed Pilot, and bearing a distinguishing mark, such as for instance, exemption from harbour dues, and a preference in the employment of government.

Your Committee would strongly recommend that authentic information on all matters relating to the navigation of the coast, should be published from time to time, in a more portable and compendious form than the *Government Gazette*. The valuable Sailing Directions already published by Captain Drury should at once be reprinted in such a form. A sufficient supply of the Admiralty charts of the coast should be procured as soon as published. Such publications should be sold at cost price in the different Provinces by the government.

Your Committee venture to enumerate the undermentioned sites, in some or all of which it is possible that lighthouses or beacons may be at some future period required; in order that the government may take steps, if necessary, to reserve sites for the same.

Rangitoto Reef	.	.	}	Harbour lights.
Tiri Tiri Matangi	(Island)	.	.	
The Great Hen	(Hen and Chickens Islands)	.	.	Sea light.
Cape Brett	.	.	.	Harbour light.
Taupeka point	(Bay of Islands)	.	.	Ditto.
Mangonui	.	.	.	Ditto.
North Cape	.	.	.	
Cape Maria, Van Diemen	.	.	}	Sea lights.
Albatross Island, Kawia	.	.	.	
Paretutu, New Plymouth	.	.	.	Harbour and Coast light.
Wanganui	.	.	.	Ditto.
Islets of Kapiti	.	.	.	Harbour light.
Porirui	.	.	.	Ditto.
Cape Terawiti	.	.	.	Ditto.
Cape Palliser	.	.	.	Sea light
Point Kidnappers	.	.	.	Ditto.
Portland Island	.	.	}	Sea and Harbour light.
North Head of Poverty Bay	.	.	.	
East Cape Islet	.	.	.	Sea light for Ariel Reef.
Cuvier Island	.	.	}	Sea lights.

*Middle Island.*

Cape Farewell	.	.	.	.	.	Sea light.
Pepin's Island	.	.	.	.	.	Harbour light.
Two Brothers Islets	.	.	.	.	.	Sea light.
Tory Channel Heads	.	.	.	.	.	Harbour light.
Cape Campbell	.	.	.	.	.	Sea light.
Godley Head	(Port Lyttleton)	.	.	.	.	Harbour light.
East Point of Banks' Peninsula	.	.	.	.	.	Sea light.
Akaroa, South Head	.	.	.	.	.	Harbour light.
Taiaroa Head, Otago	.	.	.	.	.	Ditto.
Cape Saunders	.	.	.	.	.	Sea Light.
The Nuggets	.	.	.	.	.	Ditto.
The Bluff	.	.	.	.	.	Sea and Harbour light
One of the Islands in Foveaux Strait	.	.	.	.	.	Sea light.

*Collection of Information.*

Finally, your Committee recommend that the Government should be urged to obtain from every part of the colony, previous to the next meeting of the General Assembly, full and accurate information as to what further lighthouses, beacons, bouys, &c. may be required; what improvements it may be possible to effect in the different harbours; and what alterations may be desirable in any Harbour Regulations.

E. JERNINGHAM WAKEFIELD.

Chairman.

Monday, 31st July, 1854.

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MINUTES OF THE PROCEEDINGS

OF THE

SELECT COMMITTEE OF THE HOUSE OF REPRESENTATIVES

ON

BEACONS AND LIGHTHOUSES.

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SATURDAY, 17TH JULY, 1854.

Committee met for the first time.

PRESENT :—

Messrs. Bartley  
Picard  
Gledhill

Messrs. Cargill  
E. J. Wakefield  
Major Greenwood.

Mr. Bartley was elected to be Chairman of the Committee.

Resolved—

That the members now present do give in a Report on Wednesday, the 21st June instant, at 10 o'clock a.m., each as far as his own knowledge may extend as to the expediency of establishing and maintaining any and what Beacons and Lighthouses on the coast of New Zealand, and as to the best means of providing for the maintenance thereof; and further, if any and what alterations may be desirable in the present system of Harbour dues and regulations; and, if possible, as to the expense of any such work recommended.

Resolved—

That it is expedient if possible to obtain the evidence, on the subject of this Committee's enquiry, of the following persons, viz:—

- Captain Byron Drury, R.N.
- Captain Deck, of the Government Brig.
- Mr. Burgess, Harbour Master, Auckland.
- Mr. Champion, Pilot of Manukau.
- Mr. Porter.
- Captain Salmon.
- Captain Martin, of the Nelson, steamer.

And that the Chairman do apply to the House for leave to take the evidence of the above-mentioned persons; and if it be granted, do apply to the Colonial Secretary to request that Captain Deck, Mr. Burgess, and Mr. Champion, be instructed to attend this Committee, and to give evidence as may be required; and do also request the other witnesses abovementioned to attend their Committee, in order to give evidence at such a time specified.

Resolved—

That the Chairman do apply to the Colonial Secretary for copies of any correspondence or reports from Harbour Masters, Officers of the Royal Navy in charge of the surveying parties, Pilots, or other persons, which may be in the possession of the Government, with regard to the subject of this Committee's enquiry.

Resolved—

That the Committee do now adjourn to Wednesday, the 21st instant, at 10 o'clock a.m.

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### WEDNESDAY, 21ST JUNE, 1854.

Committee met pursuant to adjournment.

PRESENT:—

Mr. Bartley, in the Chair.

Mr. E. J. Wakefield	Mr. Gledhill
Mr. Picard	Mr. Mackay
Major Greenwood.	

Mr. Wakefield moved that the reports of individual members of the Committee be deferred until after the examination of witnesses. Carried.

Mr. Gledhill moved that the Committee meet again on Saturday next, at Eleven o'clock. Carried.

Committee adjourned accordingly.

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### SATURDAY, 24TH JUNE, 1854.

Committee met pursuant to adjournment.

PRESENT:—

Mr. Bartley, in the Chair.

Messrs. Rhodes	Messrs. Gledhill
Wakefield	Picard
Cargill	Mackay
Major Greenwood.	

Major Greenwood moved that the Chairman be requested to communicate with Mr. Weld, with a view to submitting the following motion to the House:—

“That it be an instruction to the Select Committee on Beacons and Light-houses to enquire and report as to what improvements or alterations may be desirable in the Harbours of New Zealand.”

Major Greenwood read a paper of questions he suggested to be put, in examination, to the Auckland Pilot, concerning the entrance, etc., to the harbour.

Major Greenwood read a letter from the Harbour Master to the Colonial Secretary



dated 16th April, 1852, relative to damage accruing to certain vessels entering the port.

Mr. Picard moved that copies be made of the questions suggested by Mr. Bartley and Major Greenwood.

The Chairman read a letter from the Colonial Secretary to himself, dated 21st June, 1854, relative to the attendance of persons to give evidence before the Committee.

Committee adjourned until the production of papers on the arrival of the Nelson steamer.

### MONDAY, 4TH JULY, 1854.

PRESENT :—

Mr. Bartley, in the Chair.

Mr. Wakefield

Major Greenwood.

Mr. Burgess was called in and examined: after the examination had continued some time, several questions being put to Mr. Burgess which he was unable to answer, and it being desirable that he should be supplied with a copy of them in order that he might have an opportunity of answering them after due reflection, a copy of the same was furnished to him, and he was requested to prepare himself to be examined on the points contained therein at his earliest convenience.

Committee adjourned to to-morrow at 2 o'clock.

### TUESDAY, 4TH JULY, 1854.

Committee met pursuant to adjournment.

PRESENT :—

Mr. Bartley, in the Chair.

Major Greenwood

Messrs. Gledhill

Messrs. Mackay

Rhodes

Picard

Cargill.

The Chairman read over the evidence of Mr. Burgess, given at the last meeting of the Committee.

Mr. Burgess was present to give further evidence, and was examined by Mr. Rhodes, and afterwards by Mr. Mackay.

Committee adjourned till to-morrow, Wednesday, 5th July, at 2 p.m., to meet at Mr. Carleton's house.

### WEDNESDAY, 5TH JULY 1854.

Committee met, pursuant to adjournment, at Mr. Carleton's house.

PRESENT :—

Mr. Bartley, in the Chair.

Messrs. Mackay

Messrs. Rhodes

Wakefield

Picard

Gledhill

Major Greenwood.

Cargill

Mr. J. C. Blackett was called in and examined.

Mr. Burgess was next examined-

Committee adjourned to to-morrow at 10 o'clock.

## THURSDAY, 6TH JULY, 1854.

Committee met pursuant to adjournment.

PRESENT :—

Mr. Bartley, in the Chair.

Messrs. Gledhill	Mr. Mackay
Wakefield	Major Greenwood.
Picard	

Mr. John Alexander Smith, of Auckland, settler, attended to give evidence ; he handed in his written answers to the written questions which had been previously delivered to him. The paper is marked A.

The Chairman read over the evidence just handed in by Mr. Smith, after which Mr. Smith was further examined.

After the examination was concluded, Mr. Wakefield moved that Mr. Smith be requested to furnish additional suggestions to the Committee, relative to Beacons, Lighthouses, and Harbours. Carried unanimously.

Committee then adjourned to to-morrow, Friday, 7th July, at 3 p.m., at the House,

## FRIDAY, 7TH JULY, 1854.

Committee met pursuant to adjournment.

PRESENT :—

Mr. Bartley, in the Chair.

Major Greenwood	Messrs. Picard
Messrs. Wakefield	Mackay.
Gledhill	

Captain Byron Drury, R.N., was in attendance to give evidence.

A copy of questions having been furnished to Captain Drury a few days previously by order of the Committee, he handed the same to the Chairman, together with his written answers thereto.

This evidence was then read over.

Captain Drury put in a copy of a letter which he had written to Sir George Grey relative to the site for a Lighthouse at the entrance of Port Nicholson.

This was read by Major Greenwood, and accepted by the Committee as part of Captain Drury's evidence.

Captain Drury was then further examined.

Captain Drury handed in, for the perusal of the Committee, a pamphlet and some papers respecting Lighthouses in different parts of the world.

Committee adjourned to Wednesday, 12th July, at 11 a.m.

## WEDNESDAY, 12TH JULY, 1854.

At 11.15 but two members were present, viz., Messrs. Greenwood and Wakefield, who, in consequence of the non-attendance of the Committee, retired.

Mr. Bartley, the Chairman, arrived at noon, and addressed the following letter to the Committee.

TO THE COMMITTEE ON BEACONS AND LIGHTHOUSES.

GENTLEMEN,—

As before the next meeting of the Committee I shall have ceased to be a member of the House of Representatives, it is hardly necessary to intimate to you that, as a consequence, I shall cease to hold the position of Chairman.

However, to prevent any appearance of disrespect, and to preclude unnecessary delay in the attainment of the subject of the Committee, I formally announce that I can no longer hold the office of Chairman.

I remain, Gentlemen, with much respect,

[Signed]

THOS. H. BARTLEY.

11th July, 1854.

Committee to meet to-morrow, at 11 a.m.

## WEDNESDAY EVENING, 12TH JULY, 1854.

At a meeting of the Committee on Beacons and Lighthouses, held in the House of Representatives this evening after the adjournment of the House, in consequence of not having been a quorum present in the morning, to take into consideration the resignation of the Chairman, the Hon. T. H. Bartley, Esq., present Messrs. Mackay, Wakefield, King, and Gledhill, it was proposed by Mr. Mackay, seconded by Mr. Gledhill, that Mr. E. J. Wakefield be the future Chairman of the Committee, which being carried, the Chairman reported progress, and the Committee adjourned to Thursday, at 2 p.m.

## THURSDAY, 13TH, JULY 1854.

Committee met pursuant to adjournment.

PRESENT :—

Mr. E. J. Wakefield in the Chair.  
Mr. Gargill                      Mr. Mackay  
Major Greenwood.

Captain P. Deck attended to give evidence.

A paper of written questions having been delivered to Mr. Deck a few days since, by order of the Committee, he produced the same with answers therein written opposite to such questions. The paper is marked B.

The Chairman read the questions seriatim, and Mr. Deck his answers to the same, after which the Chairman proceeded to examine him further.

Mr. John Alexander Smith, lately examined by the Committee, transmitted a paper containing remarks relative to beacons, lights, buoys, &c., which is to be considered additional evidence. The paper is marked D.

Adjourned to 14 a.m. to-morrow, 14th July.

## FRIDAY, 14TH JULY, 1854.

The Committee met to-day pursuant to adjournment.

PRESENT :—

Mr. E. J. Wakefield, in the chair.  
Major Greenwood                      Mr. Mackay  
Mr. Gledhill                              Mr. Gargill.

Major Greenwood acted as Chairman until the arrival of Mr. Wakefield, a short time after the business of the day had been entered on.

Captain Drury, R.N., attended to give evidence. He was then examined.

Moved by Mr. Mackay, seconded by Mr. Gledhill, and carried unanimously, That the evidence be now closed.

Moved by Mr. Gledhill, seconded by Mr. Mackay, and passed unanimously, That the Chairman be requested to prepare a series of resolutions for the consideration of the Committee, to be submitted at the next meeting.

Adjourned to Saturday, the 22nd July, at 11 a.m.

## SATURDAY, 22ND JULY, 1854.

The Committee met this day, at 11 a.m., pursuant to adjournment.

PRESENT :—

Mr. E. J. Wakefield, in the chair.  
Messrs. Picard                      Messrs. Gargill  
Weld                                      Gledhill  
Major Greenwood                      Rhodes  
Mackay.

The Chairman read certain resolutions which he had drafted as the basis of a report.

1. That with regard to the Northern portion only of the Colony, the Committee have been able to obtain very full evidence as to the expediency of establishing and maintaining Lighthouses, Beacons, etc., on the coast, both because a considerable amount of knowledge confined to that locality has been afforded by persons residing at the place of enquiry, and because the attention of Captain Drury, the officer in command of Her Majesty's surveying vessel on the coast, has been hitherto almost exclusively directed to that portion of the coast extending from Hawkes' Bay by the North Cape to Kawhia but that, as to the harbours and coast of New Zealand south of those two points, the Committee have been necessarily precluded from obtaining such full information as they could have wished.

2. That in consequence of their ignorance of the amount of funds at the disposal of the Government for such purposes, the Committee feel some hesitation in forming an opinion as to what may be the best means of providing for the establishment and maintenance of these which they deem desirable.

3. That early in 1832, his Excellency Sir George Grey led the public to believe that a thoroughly useful Lighthouse should be erected immediately by the Government on Pencarrow Head, at the entrance of Port Nicholson, but that no steps have yet been taken towards the completion of the above work, beyond the building of a Light-keeper's house, in the window of which is shown a light of an extremely inferior description, which appears to be of little if any real utility, and that the most practical and speedy means of erecting the same, would be to carry out at once the plan made by Mr. Roberts, of the Engineer Department, in 1832, at the estimated cost of £10,000, to which must now be added fifty per cent. in consequence of the advanced value of labour and materials.

4. That it is expedient to establish, as soon as possible, and maintain the following Lighthouses, Beacons, and other improvements to the coast navigation, viz:—

1. A Lighthouse on Pencarrow Head, at the entrance of Port Nicholson, according to Mr. Roberts's plan as above mentioned, because the entrance to that harbour is very difficult at night, and the danger of loss to life and property from the want of a light is greater, in proportion to the quantity of shipping frequenting it, than at any other Harbour.

2. A Lighthouse near the entrance of Auckland, either on Tiri-tiri-matangi Island or on Rangitoto Reef, or one on each, to prevent occurrence of accidents such as have already happened, from want of a light to warn Vessels of some detached rocks lying in the track down the Gulf of Hauraki to that much frequented port.

3. A lighthouse to guide vessels through Cook's Strait. Stephen's Island appears the best situation, as it would guide vessels both through the Straits and into Blind Bay, at the Head of which Nelson lies.

4. Two lighthouses at Manukau as on Paretutahi Island, and the other on Poponga Point, in a line, so as to guide steamers or other vessels over the bar at night, should the increase of communication with other parts of the Colony, as Australia, render the entrance of that Harbour at night of probable occurrence.

5. Moorings fit for large ships, and buoys for coasters, should be placed in the roadstead of New Plymouth as soon as possible.

6. Beacons should be erected immediately on the Flat Rock, rock of Kawau Island, and the Rough Rock in the Gulf of Hauraki; on the outer Rock of Barrett's Reef; at Port Nicholson (with a reflector); on Cook's Rock, off the Brothers, in Cook's Strait; on Kaipara Heads; and at the entrance of Tauranga Harbour.

7. The Shearer Rock should, if possible, be blasted by means of gunpowder, and if that cannot be done, a Bell Buoy should be placed on it.

That it is expedient to establish and maintain certain Harbour Regulations, and to secure their strict enforcement, by means of general enactment. These are, 1st. Efficient quarantine laws. 2nd. The restriction of the appointment of pilots and Harbour Masters to persons possessing certain qualifications and duly passing an examination as to their local and professional knowledge.

That it is highly desirable that the valuable collection of sailing directions compiled by Captain Drury, R.N., should be published in a compact and portable form for the use of shipping, that a sufficient supply of the admiralty charts of the Coast should be procured as soon as published, and that both should be sold at cost price by the Government in the different Provinces.

That a law should be enacted by the General Assembly to provide for the following objects, viz:—

1. The due supervision of Coast Lights and Beacons, by one competent authority, and the reservation of land required for such purposes.

2. The due enforcement of efficient Quarantine Regulations in every harbour of the Colony.

3. The due examination and approval of Pilots and Harbour Masters, before appointment, by some competent authority.

4. The collection of any dues that may be imposed on shipping for coast lights.

5. The transfer by legal means to the Provincial Governments and Legislatures, of power to erect and maintain Harbour Lights, Beacons, and Buoys, to collect dues on shipping, to pay for their maintenance, to appoint Pilots, Harbour Masters, and Health Officers, to collect Pilotage, and to make all Harbour and Quarantine Regulations subject to the above restrictions.

That possibly in the present state of the finance of the Colony all the above works cannot be established without the imposition of some dues on shipping, but that additional security and facility conferred on all interests connected with shipping and commerce will in all likelihood be considered more than an equivalent for such imposition.

That such of their works as would mainly tend to the protection of general navigation, should be erected and maintained entirely by the General Government, that such as are both harbour and coast light, may be advantageously established and maintained, at the expense and under the ordinary direction of the Provincial Government most immediately concerned, if they choose to engage, to exercise the trust under the general supervision of the General Government; but that it is desirable that the establishment and maintenance of such of these lights and other works as are exclusively connected with a particular harbour should be confided entirely to the Provincial Governments; and that of the works recommended, all are to be classed under the last description, except the lighthouse on Stephen's Island, over which at least general supervision should be reserved.

That some part of the expense of maintenance of any lighthouse might be met by the reservation of an adjacent allotment of land for the use of the keeper where the site will admit of such a proceeding.

That the Pilot service may be greatly benefited by the admission of masters of Coasting vessels and residents on the Coast to examination and regular license as Pilots for certain parts of the Coast respectively under the usual regulations, and with certain privileges, such as exemption from harbour dues, preference in Government employment.

That a list should be made of situation in which it may be desirable that lighthouses, beacons, buoys, &c., should be established at some future period, in order that the Government may take steps, if necessary, to reserve sites for the same.

SATURDAY, JULY 22ND, 1854.

The Committee met this day, at eleven a.m., pursuant to adjournment.

PRESENT:—

Mr. E. J. Wakefield, Chairman,

Messrs. Picard,

Weld,

Greenwood,

Cargill,

Messrs. Gledhill,

Rhodes,

Mackay.

The Chairman read certain Resolutions which he had drafted as a basis of a Report.

Moved by Major Greenwood, and seconded by Mr. Picard,

That Manukau stand second in order in resolution No. 4 just read, in preference to Auckland, for the following reasons, viz.:—

1. Because it is the only harbour of refuge on the West Coast, and the establishment of lighthouses there may tend, in a great measure, to save life in the event of vessels approaching at night.

2. Because, since the establishment of steam between the Provinces, the steamer arriving there at night may, without such lights, be forced to remain outside the bar, in a dangerous position, waiting for daylight.

3. For other reasons detailed in Captain Drury's evidence.

Mr. Mackay moved the following amendment to the foregoing resolution, viz.:—

That Stephen's Island stand second in order in the said resolution No 4, as it is situate at the entrance of Cook's Straits and a lighthouse thereon would be advantageous to navigation in general.

Committee divided.

For Major Greenwood's motion.

Messrs. Weld,  
Cargill,  
Gledhill,  
Picard,  
E. J. Wakefield,  
Greenwood—6.

For Mr. Mackay's amendment.

Messrs. Rhodes,  
Mackay—2.

The original motion was then put and carried, the amendment was lost.

Moved by Captain Rhodes—That Banks Peninsula stand fourth in order in the said Resolution No. 4, for the following reason, viz.,—because it would give facility to vessels entering Port Cooper, and other ports in that Peninsula.

The Committee divided.

For Captain Rhodes' motion.

Messrs. Mackay,  
Rhodes—2.

Against.

Messrs. Greenwood,  
Cargill,  
Gledhill,  
Picard,  
E. J. Wakefield—5.

Motion lost.

Moved by Mr. Mackay—That it is the opinion of this Committee that, in the absence of any evidence respecting the necessity of erecting lighthouses in the Southern Provinces, it should not now report further on the subject.

The Committee divided.

For the motion.

Messrs. Mackay,  
Picard,  
Rhodes,  
Gledhill—4.

Against.

Messrs. Greenwood,  
Cargill,  
E. J. Wakefield—3.

Motion carried.

Moved by Mr. Cargill—That it is not advisable for strange vessels to enter the harbour of Otago by night, and as there is plenty of sea-room outside, this Committee is of opinion that a lighthouse for such harbour is not absolutely requisite at present; and in as much as no light now exists there, except a small light exhibited on Tairua Head, originally used for the convenience of the Pilot boat, that the same should be notified in the Gazette as Masters of vessels might be misled to believe that a light exists there, which does not, further than to make the whereabouts of the entrance known to boats and coasting crafts frequenting and knowing the port.

Carried unanimously.

Moved by Captain Rhodes—That the lighthouse be erected on Pencarrow Head or Baring Head be considered a sea light for the Eastern and Southern entrance to Cook's Straits, as one of those works that would vastly tend to the protection of general navigation.

The Committee divided.

For the motion.

Messrs. Rhodes,  
Mackay—2.

Against.

Messrs. Greenwood,  
Gledhill,  
Picard,  
E. J. Wakefield—4.

Motion lost.

Moved by Mr. Cargill—That inasmuch as the General Government, by sheer neglect, has allowed the buoys in the harbour of Otago, which were left in good order by the New Zealand Company, to rot and go down at their moorings, which will involve the entire rebuoysing of the harbour, that the Otago Province might have a claim for this to be done at the hands of the General Government, more especially considering the relation in which the Government stood to the Otago settlement by reason of the retirement of the Company.

Carried unanimously.

Moved by Major Greenwood—That the General Government should hand over all buoys, moorings, and boats, which may be in existence in the Provinces, to such Province who should lay down and keep the same in repair, and in case the General Government undertake any such expense of the same, must remain in the hands of the General Government the entire control and management, and in no case be delegated to the Province authorities.

Carried unanimously.

Moved by Mr. Gledhill—That Taranaki, in like manner with Otago, may have some claim on the General Government, as regards the expense of laying down moorings and Buoys.

Carried unanimously.

Moved by Mr. Mackay—That it be a recommendation from this Committee to the Executive Government to obtain, previous to the next meeting of the General Assembly, reports from the various harbour departments of their regulations as to what may be required in respect to lighthouses, beacons, and buoys, and also, whether any and what improvement it may be possible to effect in the different harbours.

Carried unanimously.

Moved by Mr. Mackay—That the Chairman be requested to draw up a report for the adoption of the Committee in conformity with the resolutions passed.

That subject to the qualifications contained in the above resolution this Committee approved of the above resolution brought up by the Chairman as the basis of a report.

The Committee adjourned to 11 a.m., on Monday next, the 31st July.

### MONDAY, JULY 31st, 1854.

The Committee met to-day at 11 a.m. pursuant to adjournment.

PRESENT:—

Mr. E. J. Wakefield, Chairman.

Messrs. Mackay,	Messrs. Picard,
Greenwood,	Cargill,

The Chairman read the report which he had drafted.

Minutes of the last meeting read and confirmed.

Moved by Major Greenwood—That the Chairman do arrange the proceedings, evidence, and appendices for presentation with the report as soon as those documents are ready.

That the Chairman, on taking up the report, move that it be read, and that it be printed without the appended documents, and also do give notice of a question to Mr. Weld as to the intention of His Excellency's Government with regard to the recommendation of the Committee.

The Committee declared its proceedings closed.

E. J. WAKEFIELD,  
Chairman.

