

- Q.—Since the wreck have you had any communication with the Pilot Station on shore ?
 A.—No.
 Q.—As you had no book by which to make out the meaning of the signals, how did you know that both arms of the telegraph being up at one time signified " Danger,"—" Keep to Sea ?"
 A.—By asking the Signal Officer.
 Q.—During your acquaintance with that signal post was any Ball or Flag from Marryatt's Code used in making any of the signals ?
 A.—No.
 By the Prisoner :—State to the Court the orders the Commodore gave to Mr. Mallock and yourself in my hearing on the Bridge about 11.30 on that morning.
 A.—That neither of us was to be off deck, one to be on the Bridge and the other to answer the signals.
 Q.—Did he say no more ?
 A.—He told me to keep a good look out on the staff and report everything immediately.
 Q.—Was not the seeing the danger signal, and the ship striking, instantaneous ?
 A.—I was aft from the Bridge to the signal haul-yard.
 Q.—Had you time to dip the ensign ?
 A.—No.
 Q.—Did you see the signal " take the Bar " hauled down, if so at what time ?
 A.—Yes. I can't say to a minute but it was soon after twelve.
 Q.—Is not the signal " take the Bar " kept up all the time they are telegraphing to you to steer North or South ?
 A.—No.
 Q.—After the ship's company took to the rigging was there any signal flying from the staff that you could see with your naked eye ?
 A.—I did not take notice of the staff after we took to the rigging.

- Extract from the Evidence of Lieutenant Hall, Her Majesty's late ship "Orpheus."
 By the Court :—Is there any doubt about the signal from the shore having been misinterpreted or misunderstood on board the "Orpheus ?"
 A.—Certainly not.
 Q.—Is the Court to understand that the signal made from the station was for the ship to cross the Bar ?
 A.—Yes.
 Q.—From the communication you have had from Mr. Wing since the wreck are you of opinion that there was any delay in making the signal " dangerous," owing to Mr. Wing's absence and his son being in charge ?
 A.—I think the people in charge of the Signal Station should not have allowed us to skirt the reef as they called it, without making the " dangerous " signal. In my opinion we had not time to put a turn of the helm either one way before we struck.
 Q.—Do you mean by that, after the danger signal was made ?
 A.—Yes.

No. 16.

THE HONORABLE THE COLONIAL SECRETARY TO THE SUPERINTENDENT, AUCKLAND.

Colonial Secretary's Office,
 Auckland, 10th September, 1863.

SIR,—

With reference to former correspondence on the subject, I have the honor to transmit to you the copy of a Despatch with its enclosure, noted in the margin, respecting the wreck of H.M.S., "Orpheus" and to request that your Honor will be good enough to direct the Harbour Master at Manukau to report upon the discrepancy alluded to by his Grace the Duke of Newcastle.

I have, &c.,

ALFRED DOMETT.

His Honor the Superintendent Auckland.

No. 17.

THE SUPERINTENDENT, AUCKLAND, TO THE HONORABLE THE COLONIAL SECRETARY.

Superintendent's Office,
 Auckland, 12th October, 1863.

SIR,—

I have the honor to forward herewith copy of a report drawn up by the Harbour Master