

**PORT HOWARD, MANYBRANCH OR PACKE'S PORT HOWARD, WHITE ROCK STATION,
MOUNT MOODY STATION, PORT PURVIS STATION, SHAG COVE AND HILL GAP**

Port Howard was named by **John BYRON** after his cousin, one of the Earls of Carlisle, **Henry** or **Frederick HOWARD**. Mount Moody was named after **Lieutenant Richard C MOODY**. Port Purvis was named after **Rear Admiral John Brett PURVIS**. Manybranch Harbour was also called Hell's Gates and Port Surrey on 18th and 19th century charts.

Lieutenant Governor MOODY described White Rock Harbour as well sheltered with ease of access and egress. Manybranch Harbour was described as well sheltered with deep water but confined and difficult to access from the narrowness of the entrance. Port Howard was described as an excellent harbour in every aspect except its narrow entrance being only 420 yards in width. Shag Harbour was described as providing secure anchorage in the outer portion but the inner portion was too narrow and confined to be of much use. [B1; 67]

On the morning of 12 February 1842 **John TYSSSEN**, Lieutenant Commanding HM Ketch *Sparrow*, on observing two men on the beach in White Rock Harbour sent a boat for them and brought them on board. **Henry WHITEMAN**, age 18 and a native of Great Britain, and **Samuel PROFIT**, age 24 and a native of New Providence, US left the American Brigantine *Enterprise* on the 18 or 28 December 1840 with another seaman named **John BRAY** in a dinghy and landed in Queen Charlotte Sound. About 2 ½ months later after various disagreements Henry and Samuel parted company with John. The two men subsisted on wild birds, seals, tussac roots and berries and were healthy. Samuel was taken to Rio de Janeiro on board HM Ketch *Arrow* which departed Port Louis 4 May 1842. Henry joined the sealing schooner *Montgomery*. [H2; 35, 36, 45: G1; 1]

On 23 May 1866 **Edward PACKE** was granted an occupation licence for a Station at Manybranch Harbour, West Falkland for £5 being "*all that portion of Land lying to the Eastward of a line drawn from the head of the North arm of Port Howard to the head of the West Arm of Manybranch Harbour.*" [BUG-REG-2; pg 163]

James WALDRON visited the Falkland Islands and on 20 June 1866 was bound for West Falklands in the *Felis*. On 4 August 1866 he wrote to the Governor applying to lease seven lots of land or 62,000 acres for 20 years on West Falkland "*bounded on the north west by a line running from Whiterock Harbour southwards upon the east side of the mountains, then running westward to a point near the entrance of the peninsula at Port Purvis, including said peninsula and two small islands adjacent called River Islands, on the south by the mountains extending from Port Howard, to mountains near the Warrah River running north to the sea, on the east by the westward boundary applied for by Mr Packe.*" On 1 September 1866 James left for Montevideo on board the *Foam*. [FIM Nov 1919: H25; D3; desp 109: FI Journal 2001; 88, 91]

On 31 October 1866 **Henry WALDRON** was granted an occupation licence for Station 2 West Falkland Island for £5 containing about 6,000 acres and bounded "*on the North by the Sea, three and a half miles to Tamar Pass, on the West by Tamar Harbour, Pebble Sound, and Port Purvis, halfway between the entrance and Mount Rosalie Lagoon, on the South by a line running East three mile, and on the East by a line running due North three mile and a half.*" [BUG-REG-2; pg 168]

On 24 July 1867 **Edward PACKE** was granted an occupation licence of a Station at Manybranch Harbour for £10-2-0 containing 12,120 acres more or less and being "*all that portion of Land lying Eastward of a line drawn North by compass from the head of the North Arm of Port Howard until it meets the West Arm of Manybranch Harbour.*" A declaration was to be made every 6 months of the number and description of wild cattle killed by him and payment of 4/- per bull and 16/- for every animal killed for consumption. Any wild cattle captured for

taming were free as long as they were branded and a return was made every 6 months of the animals. [BUG-REG-2; pg 176]

James WALDRON, a farmer from Wiltshire, and his younger brother, **Henry WALDRON**, arrived in Port William, Falkland Islands 27 September 1867 on board the English Barque *Diana*, of 223 tons under Jinkin Davis, 64 days out from London, England. There were 9 crew and 9 passengers on board, including **Louis Augustin BAILLON**, **Edward Frances BAILLON**, **William STICKNEY** and **Bernard STICKNEY**. The *Diana* left for West Falkland 1 October 1867 with her passengers and cargo of kit houses, sheds, implements, horses, cows, sheep, hay and shepherds. The wooden buildings brought out by the Waldrons had originally been made for use in the Crimean War. [FIM Nov 1919]

On 15 November 1867 **James L WALDRON** was granted an occupation licence of Station 7 West Falkland for £72-10-0 containing 87,000 acres more or less and bounded "*on the North by a line running four and a quarter miles from the head of the south arm of White Rock Bay through the North shoulder of Mount Rosalie to the sea at the East end of Port Purvis, on the North west by the shores of Port Purvis, Pebble Sound and River Harbour (including River Island). On the West by a line running North-east four and a quarter miles from the North-east shoulder of Mount Edgeworth to the sea at River Harbour. On the North-east by Stations 6 and 2 to the sea; thence by the sea to the head of the North arm of Port Howard. On the Eastward by a line running from the head of the North arm of Port Howard five miles to the head of the West arm of Manybranch Harbour thence by the sea to the starting point at the head of the South arm of White Rock Bay.*" A declaration was to be made every 6 months of the number and description of wild cattle killed by him and payment of 4/- per bull and 16/- for every animal killed for consumption. Any wild cattle captured for taming were free as long as they were branded and a return was made every 6 months of the animals. Provided also that the Governor could resume possession at six months' notice of such portion of the promontory lying to the South-east of White Rock Bay as may be required for any public purpose or for the formation of protection of any settlement which may hereafter be established in that neighbourhood, making a reduction of rent calculated at the present rate of £10 for each 6,000 acres. [BUG-REG-2; pg 179]

On 8 February 1868 **Messrs Baillon and Stickney** were granted an occupation licence of Station 2 West Falkland for £24-2-0 containing 28,920 acres more or less and bounded "*on the North East by a line running North West from the South side of Settlement Bay one and three quarter miles: on the North West by a line running South West fourteen miles to Hill Gap Stream. On the South West by Hill Gap Stream running one mile to the Sea. On the South East by the Falkland Sound and Port Howard.*" A declaration was to be made every 6 months of the number and description of wild cattle killed by him and payment of 4/- per bull and 16/- for every animal killed for consumption. Any wild cattle captured for taming were free as long as they were branded and a return was made every 6 months of the animals. *NB: Mount Moody Station.* [BUG-REG-2; pg 193]

As he has stocked the station and built a house on it **Edward PACKE** was granted Lease 1 Manybranch Harbour on 24 July 1868 for 20 years at an annual rent of £20-4-0 payable in advance. Containing 12,120 acres more or less and being "*all that portion of land lying Eastward of a line drawn north by Compass from the head of the North Arm of Port Howard until it meets the West arm of Manybranch Harbour.*" A declaration was to be made every 6 months of the number and description of wild cattle killed by him and payment of 4/- per bull and 16/- for every animal killed for consumption. Any wild cattle captured for taming were free as long as they were branded and a return was made every 6 months of the animals. This lease was subsequently cancelled and an extension of time granted instead. [BUG-REG-2; pg 202]

As he has stocked the station and built a house on it **James L WALDRON** was granted Lease 2 West Falkland on 16 November 1868 for 20 years at an annual rent of £145 payable in advance. Containing 87,000 acres more or less and bounded “*on the North by a line running four and a quarter miles from the head of the South Arm of White Rock Bay through the North Shoulder of Mount Rosalie to the Sea at the East End of Port Purvis. On the North West by the shores of Port Purvis, Pebble Sound, and River Harbour (including River Island). On the West by a line running North East four and a quarter miles from the North East Shoulder of Mount Edgeworth to the Sea at River Harbour. On the South West by Stations 6 and 2 to the Sea; thence by the sea to the head of the North Arm of Port Howard. On the Eastward by a line running from the head of the North Arm of Port Howard five miles to the Head of the West Arm of Manybranch Harbour thence by the Sea to the starting point at the head of the South Arm of White Rock Bay.*” A declaration was to be made every 6 months of the number and description of wild cattle killed by him and payment of 4/- per bull and 16/- for every animal killed for consumption. Any wild cattle captured for taming were free as long as they were branded and a return was made every 6 months of the animals. [BUG-REG-2; pg 218]

On 23 November 1868 **Edward PACKE** was granted an extension of twelve months of his occupation licence of a Station at Manybranch Harbour for £20-4-0 containing 12,120 acres more or less and being “*all that portion of Land lying Eastward of a line drawn north by Compass from the head of the North Arm of Port Howard, until it meets the West Arm of Manybranch Harbour.*” A declaration was to be made every 6 months of the number and description of wild cattle killed by him and payment of 4/- per bull and 16/- for every animal killed for consumption. Any wild cattle captured for taming were free as long as they were branded and a return was made every 6 months of the animals. [BUG-REG-2; pg 216]

As he has stocked the station and built a house on it **Edward PACKE** was granted Lease 4 Manybranch Harbour on 23 November 1869 for 20 years at an annual rent of £20-4-0 payable in advance. Containing 12,120 acres more or less and being “*all that portion of land lying Eastward of a line drawn North by compass from the head of the North Arm of Port Howard, until it meets the West Arm of Manybranch Harbour.*” A declaration was to be made every 6 months of the number and description of wild cattle killed by him and payment of 4/- per bull and 16/- for every animal killed for consumption. Any wild cattle captured for taming were free as long as they were branded and a return was made every 6 months of the animals. [BUG-REG-2; pg 233]

On 16 November 1870 Lease 2 West Falklands was annulled and **James L WALDRON** was granted a new lease, under the 5th clause of the Amalgamation Ordinance of the Lease of Crown Lands No 6 of 1870, of 87,000 acres more or less for 21 years at an annual rent of £87 for the first 10 years and £145 a year for the remainder. Bounded “*on the North by a line running four and a quarter miles from the head of the South Arm of White Rock Bay through the North Shoulder of Mount Rosalie to the sea at the East end of Port Purvis. On the North West by the shores of Port Purvis, Pebble Sound and River Harbour (including River Island). On the West by a line running North East four and a quarter miles from the North East shoulder of Mount Edgeworth to the sea at River Harbour. On the South West by stations 6 and 2 to the sea thence by the sea to the head of the North arm of Port Howard. On the Eastward by a line running from the head of the North arm of Port Howard five miles to the head of the West arm of Manybranch Harbour, thence by the sea to the starting point at the head of the South arm of White Rock Bay.*” [BUG-REG-2; pg 271]

On 23 November 1870 Lease 4 West Falklands was annulled and **Edward PACKE** was granted a new lease, under the 5th clause of the Amalgamation Ordinance of the Lease of Crown Lands No 6 of 1870, of 12,120 acres more or less for 21 years at an annual rent of £12-2-4 for the first 10 years and £20-4-0 a year for the remainder. Being “*all that portion of land lying Eastward of a line drawn North by compass from the head of the North arm of Port Howard until it meets the*

West arm of Manybranch Harbour.” West Arm Island was included in the lease at an annual rent of £1. [BUG-REG-2; pg 265]

On 27 March 1871 **James L WALDRON** was granted an occupation licence for White Rock Station for £21-13-4 containing 26,000 acres more or less and bounded “*on the South by a line starting from the head of the South West Arm of White Rock Harbour, running West three and a half miles to the head of a Lagoon on the East side of Port Purvis; on the South West by Port Purvis; on the West by Pebble Sound and Tamar Harbour; on the North by the Sea to White Rock and on the East by Falkland Sound and White Rock Harbour.*” [BUG-REG-2; pg 302]

On 27 March 1871 **Messrs Baillon and Stickney** transferred their lease of Station 2 West Falkland to **James L WALDRON**. Containing 28,920 acres more or less and bounded “*on the North East by a line running North West from the South side of Settlement Bay one and three quarter miles: on the North West by a line running South West fourteen miles to Hill Gap Stream. On the South West by Hill Gap Stream running one mile to the Sea. On the South East by the Falkland Sound and Port Howard.*”

On 27 March 1871 **James L WALDRON** was granted an occupation licence for Mount Moody Station containing 28,920 acres more or less and bounded “*on the North East by a line running North West from the South side of Settlement Bay one and three quarter miles; on the North West by a line running South West fourteen miles to Hill Gap Station; on the South West by Hill Gap Stream running one mile to the Sea; on the South East by the Falkland Sound and Port Howard.*” [BUG-REG-2; pg 303]

At 1am on Monday 7 October 1871 the *Lotus* in endeavouring to make a passage through the Tamar Pass became a total wreck in 5 minutes. The wind failed at a critical moment and the swell from the northwest set her on a rock. The crew and passengers landed with difficulty in boats. They straggled over the country and during the Monday twelve men arrived at **Mr WALDRON**'s house at Port Purvis. He immediately dispatched all his horsemen to guide the stragglers and on Tuesday sixteen men arrived. On the Thursday his gauchos found a young sickly sailor in a complete state of exhaustion lying under a rock. They revived him with a little brandy and brought him to Mr Waldron's house. **Charles FORSYTH**, master mariner, was lost in the Camp and supposed to have died from exhaustion and exposure as he was never found. **Emile BOYER**, a passenger on the *Lotus*, registered the deaths by accidentally drowning of **John HANIBAL**, age 40 and a seaman, **BURFEINDS**, age 35 and a seaman & native of Long Island, North America, and **Henry McQUILTON**, seaman. The first two were drowned as the *Lotus* went down and McQuilton died after on the cliff. He was given a decent burial by Mr Waldron. Mr Waldron maintained the surviving men for the best part of a week. The passengers were chiefly wrecked crews of other vessels being taken to Montevideo. On 20 November 1871 **Governor D'ARCY** called a meeting of Executive Council to propose bestowing a parchment with the Colonial seal attached, engrossing the thanks of the Board for the prompt, cheerful aid rendered to the shipwrecked crew of the *Lotus*. The engrossed parchment read: “*The thanks of the Governor in Executive Council are hereby presented to the Messieurs Waldron, for the effectual aid, and great hospitality rendered to the numerous Passengers and Crew of the “Lotus” who were shipwrecked in the Tamar Pass, on the morning of Monday, October 2nd 1871.*” [P1; 429: B15; 222: Death registers]

On 3 March 1872 **Robert Christopher PACKE** paid £72-6-8 to **James McClymont** for 14,000 acres of land “*lying West and South of Hill Gap West Falklands, to be hereafter Surveyed; until such survey is completed the said R C Packe to pay the sum of fourteen pounds sterling (£14.0.0) per year for rent of same to James McClymont, Survey to be made and completed according to law before the expiration of nine years from this date.*” [BUG-REG-1; pg 341]

As he has stocked the station and built houses in it **James L WALDRON** was granted a lease under the Amalgamation Ordinance No 6 of 1870 of Mount Moody Station on 27 March 1873 for 21 years at an annual rent of £28-18-5 for the first 10 years and £48-4-0 for the remainder. Containing 28,920 acres more or less and bounded “*on the North East by a line running North West from the South side of Settlement Bay one and three quarter miles; on the North West by a line running South West fourteen miles to Hill Gap Station; on the South West by Hill Gap Stream running one mile to the Sea; on the South East by the Falkland Sound and Port Howard.*” [BUG-REG-2; pg 303]

As he has stocked the station and built houses on it **James L WALDRON** was granted a lease of White Rock Station on 27 March 1873 for 21 years at an annual rent of £26 for the first 10 years and £43-6-8 a year for the remainder. Containing 26,000 acres more or less and bounded “*on the South by a line starting from the head of the South West Arm of White Rock Harbour, running West three and a half miles to the head of a Lagoon on the east side of Port Purvis; on the South West by Port Purvis; on the West by Pebble Sound and Tamar Harbour; on the North by the Sea and White Rock; and on the East by Falkland Sound and White Rock Harbour.*” [BUG-REG-2; pg 304]



Waldron's wool shed, Port Howard circa 1878 – FIC Collection, JCNA

In 1876 **James L WALDRON** was reported as having about half a dozen houses at Port Howard as well as a large wool shed, dip, etc. Also, houses at Many Branch, Port Purvis, Shag Harbour and other places. [Dean History Remarks on Sheep Farmers; 188]

On 6 June 1881 **James McClymont** transferred part of Lease 5 West Falkland containing 14,000 acres more or less to **Messrs Packe Brothers** on the condition that they paid in advance a rental of £23-6-8 to the Falkland Islands Government on 5 February each year for the remainder of the term of the original lease. Bounded “*on the South West by Stations No 4*

for 7 miles; on the North West by Station No 5, one miles; on the South East by a stream running South East, 2 miles to a chain of ponds running North East till it cuts the North East boundary which runs in a South East direction to Hill Gap.” [BUG-REG-2; pg 284; BUG-REG-3; pg 149]



Port Howard, Mr Waldron's, circa 1878 – Blake Album, JCNA

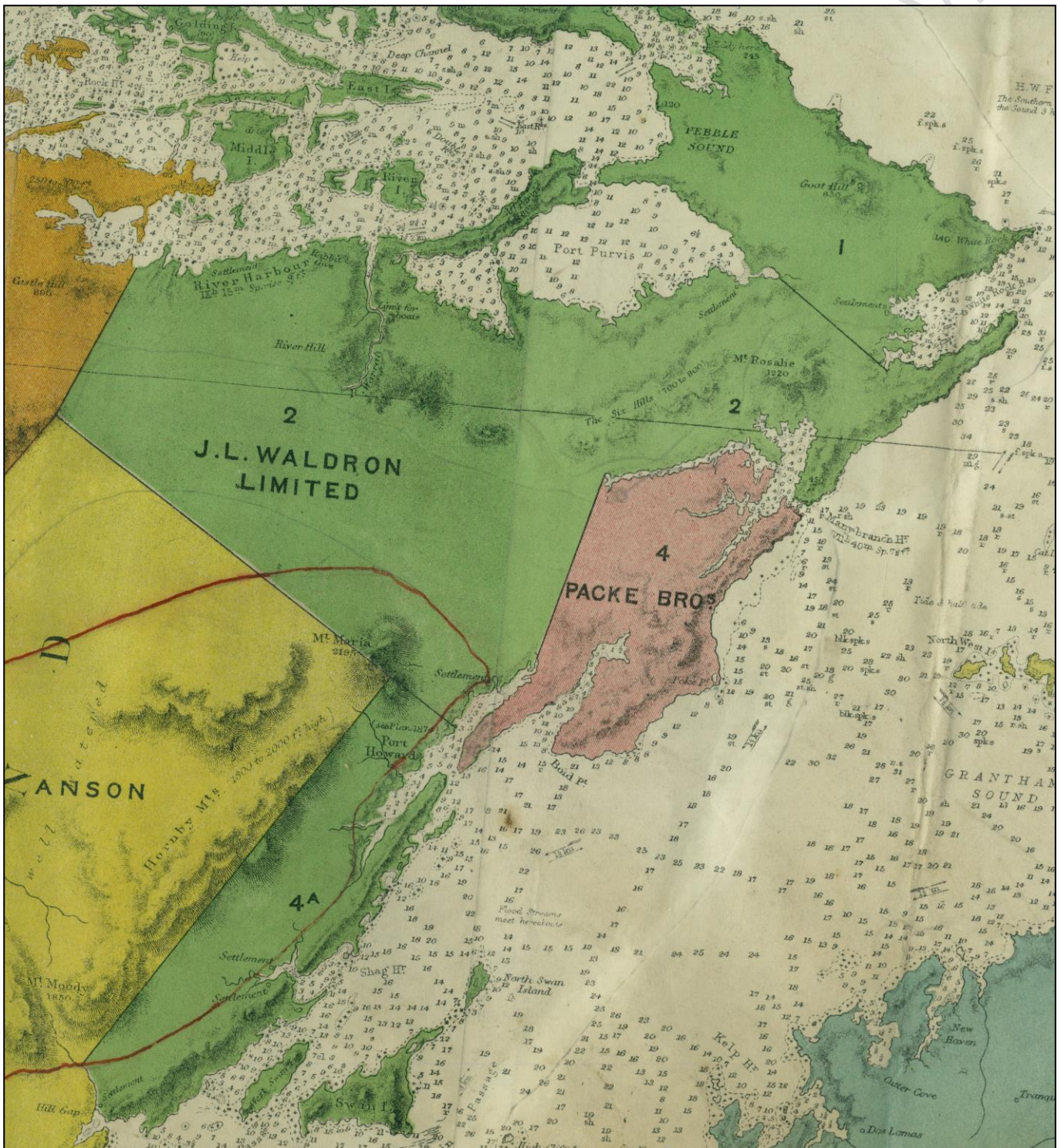
On 5 February 1889 the position of the Port Howard settlement was described as on the eastern slopes of Mount Maria overlooking Port Howard with 7 houses and 33 inhabitants. The Shag Cove house was built on the slopes of the Hornby Hills and had 2 adults and 6 children living in it. The boundary house at Hill Gap was built on the slopes of the Hornby Hills and was occupied by 1 adult. The house at Manybranch was occupied by 4 men and 2 women. There were two houses at The Plain occupied by 4 men, 1 woman and 3 children. The house at Purvis had one male occupant and the house at Mount Rosalie was occupied by two men. The house at White Rock was occupied by 1 man, two women and 4 children. Shepherds living on Port Howard station were **Charles LEE, Charles JARVIS, H CLARKE, Jacob LEE, K McLEOD, J KENNEDY, J LEE** and **F SIMPSON**. Labourers were **J HUTCHINGS, D McCASKILL** and **N PAICE**. Other occupants were **C DIXON**, engineer, **J SMITH**, cooper, **C DODD**, cook and **E J MATHEWS**, manager. On Packe's side of Port Howard there was a house on the creek at the top of Port Howard harbour with 3 adults. The Hill Gap house was built on the eastern slopes of the Hornby Hills and contained 2 adults and 4 children. [H43; 52; H44; 235]

At Packe's Port Howard on 26 June 1889 the house was occupied by **Donald McCASKILL**, shepherd and wife; cookhouse was only used at shearing time. The Hill Gap house was occupied by **J BUTLER**, shepherd, wife and 4 children. [H44; 235]

On 12 August 1889 Crown Grant 337 was issued to **James L WALDRON** for £74-14-0 being the compulsory purchase of 747 acres more or less on Mount Moody Station bounded on the north east by the boundary of Port Purvis Station 8,656 links, on north west by a line running SW 8,656 links, on south west by a line running to Port Howard 8,656 links, on south west by Port Howard. Lease 4A West Falkland. [CG 337]

On 20 August 1889 Crown Grant 338 was issued to **James L WALDRON** for £376 being the compulsory purchase of 2,320 acres more or less on Port Purvis Station bounded on the south west by Mount Moody Station 8,656 links, on the north west by a line running NE 200 chains, on the north east by a line running SE 128 chains, thence to the head of Port Howard and thence by the NW shores of Port Howard to the starting point. Lease 2 West Falkland. [CG 338]

On 20 August 1889 Crown Grant 339 was issued to **James L WALDRON** for £69-6-0 being the compulsory purchase of 693 acres more or less on White Rock Station bounded on the north east by a line running NW 83 chains 25 links from White Rock sand beach, on the west by a line running SW 83 chains 25 links, on the south west by a line running SE to White Rock Harbour 83 chains 25 links, on the south east by White Rock Harbour to the starting point. Lease 1 West Falkland. [CG 339]



Farm boundaries 1899 – part of Admiralty Chart, JCNA

On 14 March 1890 **Edward PACKE** sold his four equal eleventh shares of the partnership of **Packe Brothers** to **John Stella GOODHART** for £5,000; this new partnership of **Robert Christopher PACKE, Russell Henry BUCKWORTH** and **John Stella GOODHART** to be known as **Packe Brothers & Co.** [BUG-REG-4; pg 188]

On 7 September 1891 Crown Grant 344 was issued to **Edward PACKE** for £32-12-0 being the compulsory purchase of 326 acres between Port Howard and Manybranch on Lease 4 West Falkland. [CG 344]

On 7 September 1891 Crown Grant 346 was issued to **Packe Brothers** for £156-13-0 being the compulsory purchase of 1,560 ½ acres on Lease 6 West Falkland. [CG 346]

On 1 December 1891 **Packe Brothers & Co** were granted an occupation licence of Section 4 Manybranch for an annual rent of £43-14-8 containing 12,120 acres more or less and being “*all that portion of land lying Eastward of a line drawn North by Compass from the head of the North arm of Port Howard until it meets the West arm of Manybranch Harbour including West Swan Island.*” [BUG-REG-2; pg 265]

On 1 December 1891 **James Lovegrove WALDRON** was granted an occupation licence of Section 7 Port Purvis for an annual rent of £290 containing 87,000 acres more or less and bounded “*on the North by a line running four and a quarter miles from the head of the South Arm of White Rock Bay through the North Shoulder of Mount Rosalie to the sea at the East end of Port Purvis. On the North West by the shores of Port Purvis, Pebble Sound and River Harbour (including River Island). On the West by a line running North East four and a quarter miles from the North East shoulder of Mount Edgeworth to the sea at River Harbour. On the South West by stations 6 5 and 2 4 to the sea thence by the sea to the head of the North arm of Port Howard. On the Eastward by a line running from the head of the North arm of Port Howard five miles.*” [BUG-REG-2; pg 271]

On 19 June 1892 Crown Grant 350 was issued to **Packe Brothers** for £109-15-0 being the compulsory purchase on Station 7 West Falkland of 1,097 ½ acres. [CG 350]

Circa 1893 **John Crook SMITH** constructed a bridge over the Warrah River near Green Hill, Port Howard Station, a little to the west of the quick sands in the river. It was 168 ft from bank to bank and 12 ft above the bed of the river. It rested on 6 piers and was 5 ft wide. On Good Friday 1893 the river flooded 3 ft above the bridge but no damage occurred. [FIM Jan 1894]

In 1894 **John Crook SMITH** was constructing the first “Long Dip” in the Falkland Islands at Port Howard. The dip was 80 ft long at the top and 633 ft at the bottom, 21 inches wide at the top and 14 inches at the bottom, 5 ft high, with the slope out 18 ft long. [FIM Jan 1894]

On 23 May 1895 **James Lovegrove WALDRON** was granted a lease of White Rock Station for 21 years from 27 March 1894 at an annual rent of £86-13-4. Containing 26,000 acres more or less and bounded “*on the South by a line starting from the head of the South West Arm of White Rock Harbour running West 3 ½ miles to the head of a Lagoon on the east side of Port Purvis on the South West by Port Purvis on the West by Pebble Sound and Tamar Harbour on the North by the Sea and White Rock and on the East by Falkland Sound and White Rock Harbour.*” [BUG-REG-6; pg 55, 62]

On 6 June 1895 **James Lovegrove WALDRON** was granted a lease of Mount Moody Station for 21 years from 27 March 1894 at an annual rent of £96.8.0. Containing 28,920 acres more or less and bounded “*on the North East by a line running North West from the South side of Settlement Bay 1 ¼ miles on the North West by a line running South West 14 miles to Hill Gap*”

Stream on the South West by Hill Gap Stream running 1 mile to the Sea and on the South East by the Falkland Sound and Port Howard.” [BUG-REG-6; pg 55, 62]

On 17 July 1895 **James Lovegrove WALDRON** was granted a lease of Port Purvis Station for 21 years from 16 November 1891. Containing 87,000 acres more or less and bounded “*on the North by a line running 4 ¼ miles from the head of the South Arm of White Rock Bay through the North Shoulder of Mount Rosalie to the sea at the East end of Port Purvis on the North West by the shores of Port Purvis, Pebble Sound and River Harbour (including River Island) on the West by a line running North East 4 ¼ miles from the North East shoulder of Mount Edgeworth to the sea at River Harbour. On the South West by stations 5 and 4A (in the Lease numbered 6 and 2 respectively) to the sea thence by the sea to the head of the North arm of Port Howard on the Eastward by a line running from the head of the North arm of Port Howard 5 miles to the head of the West Arm of Many Branch Harbour thence by the sea to the starting point at the head of the South Arm of White Rock Bay.*” [BUG-REG-6; pg 55, 62]

In 1899 at Port Howard “*The school is being held in the cookhouse at the Second Creek kindly lent by Mr Waldron; were it not for this we should have had the school in our own house. Having use of the cookhouse, two families have joined together, enabling the School master to remain one month each visit. As the young children grow up in the Settlement, we hope to have two more weeks joined on; this will make a longer time for the children.*” [FIM Aug 1899]

James Lovegrove WALDRON, age 72, died in Bournemouth, England 2 March 1901. On 28 October 1903 **Mary WALDRON**, widow, granted all of her interests in the lands and hereditaments known as Port Howard Station to **James Lovegrove Waldron Limited** for £2,365. [FIM Apr 1901: BUG-REG-6; pg 56]

On 18 June 1914 an agreement was made between **Orissa Catherine Anne DEAN & Charles George Archibald ANSON**, owners of Chartres River Sheep Station, and **James Lovegrove Waldron Limited**, owners of Section 2 Port Purvis and 4 Mount Moody, about the boundary disputed in 1910 between their stations. After a survey iron standards were driven into the ground three or four feet and surrounded by cairns of stones or peat. The new boundary was set as “*Section One – from the Triangle on the North East shoulder of Mount Edgeworth as defined by the report and plan of the said Ernest Percival Cotton along the line determined by him in the direction of the summit of Mount Maria as far as an iron standard erected by the said Ernest Percival Cotton in a peat bank nine miles and one furlong from the said triangle on the North East shoulder of Mount Edgeworth.*

Section two – Thence that is to say from the said iron standard running two miles more or less south south east to Black Hill stream crossing the same and running two hundred yards more or less south south west thence one and a half miles more or less south south east to the Saddle in mountain range and continuing in the same direction three quarters of a mile and two hundred and seventy yards more or less to the south west head of Baillons Stream.

For the purpose of fixing the boundary defined by Section two Iron Standards distinctly marked shall within twelve calendar months from the date hereof be driven in the presence of Mr Pole-Evans the Manager of Messrs J L Waldron Ltd, and of Mr William Henry Luxton the Manager of the said owners of Chartres River Sheep Station at the following points in such boundary that is to say (I) at or near the bank of Black Hill Stream before the boundary crosses that stream (II) At a point two hundred yards (more or less) south south west from the spot where the boundary crosses Black Hill Stream (III) At the Saddle in mountain range one and a half miles (more or less) south south east from Standard (II) and (IV) At the South west head of Baillons Stream where the fence on the boundary described in Section 2 joins the fence on the boundary referred to in clause 5.

The line of the dividing fences which have been erected on or so as to follow such boundary with such deviations only as the physical features of the ground render necessary shall henceforth be considered as the boundary line between the said Stations.

The fence along the line of Section two of the said boundary four and a half miles and thirty yards in length more or less shall be erected and kept in repair by the said J L Waldron Ltd at their own expense. The fence along the line of Section one of the said boundary shall be kept in repair at the expense of the parties hereto in equal moieties.

The boundary between the said Stations 4a (Mount Moody) and 5 (Chartres River) begins at the south west head of Baillons Stream but it is hereby expressly declared that this agreement does not affect or relate to the position of such boundary between such head of the stream and the sea at Hill Gap.

[BUG-REG-8; pg 175]

On 6 December 1923 **J ROBERTSON** made a report on the Packe Bros & Co buildings at Port Howard. The manager's shanty required flat ironing and painting and the cookhouse on one end and side wanted flat ironing and painting. A new galley had been put on the cookhouse which was very necessary. The woolshed and bale shed were in good order and clean but wanted painting. The shed was very low and needed altering sometime. [N/FAR/FBE/11#7]

On 14 April 1924 **Packe Bros & Co Limited** was registered as a private company with a nominal capital of 45,000 divided into 45,000 ordinary shares of one pound each and having as one of its objects the acquisition and management of the business of **Packe Bros & Co**.

In an agreement dated 18 June 1924 **John Stella GOODHART, Vere PACKE and Rosetta BUCKWORTH**, partners in **Packe Bros & Co**, sold the partnership to **Packe Bros & Co Limited** as a going concern from 14 April 1924. John Stella GOODHART to receive 12,000 shares, Vere PACKE 6,600 shares and Rosetta BUCKWORTH 14,400 shares. The business was valued as: goodwill £500; freehold and leasehold lands including houses etc £13,128; plant & machinery, furniture, implements and utensils £3,313; fencing £3,691; livestock £13,307; stores £524; cash in hand and bank £1,533; investments £364; debts owing to business and securities £534; the residue to pay and discharge all debts and liabilities of the vendors. The sale to be completed on or about 1 July 1925. [BUG-REG-9; pg 226]

On 6 February 1925 **John Stella GOODHART, Vere PACKE and Rosetta BUCKWORTH** conveyed Crown Grant 344, Crown Grant 346 (Dunnose Head), Crown Grant 350 (Fox Bay East) and Crown Grant 364 (Manybranch) to **Packe Bros & Co Limited** for 5 shillings.

[BUG-REG-9; pg 254]



Port Howard settlement – Clement Albums

Circa 1925 the Port Howard settlement was moved from Second Creek to its present position.

On 30 August 1937 Crown Grant 480 was issued to **James Lovegrove Waldron Ltd** for £20,724 being 138,160 acres known as Port Howard Station comprising of Section 1 White Rock Station; Section 4A Mount Moody Station, containing 141,920 acres more or less, less 3,760 acres compulsorily purchased under CG 337, 338 & 339. [CG 480]



Port Howard settlement with the manager's house to the left - JCNA, FIC Collection

A new manager's house was built at Waldron's Port Howard in 1952. After the sale of Port Howard farm it became the Port Howard Lodge.

The farm properties of Packe Brothers on West Falkland of **Fox Bay East, Dunnose Head** and **Packes Port Howard** were offered to the **Falkland Islands Government** for £500,000 25 October 1982. The farms were purchased in 1983 and run as one unit by FIG from 30 April 1983 to 30 April 1984. Dunnose Head was sub-divided into four sections: South Rincon; Centre Camp; Cattle Ground Creek; Little Chartres. Packes Port Howard was sub-divided into two sections: Packes Port Howard South (Bold Cove) and Packes Port Howard North (Manybranch). Fox Bay East settlement was developed as a Government Village after subdivision.

J L Waldron Limited offered Port Howard Farm to the **Falkland Islands Government** in 1986 for £750,000 on the understanding that the farm was transferred to local ownership but not sub-divided. This was agreed to as the farm was well-managed and maintained and the managers and employees were opposed to subdivision of the farm. Ownership of Port Howard Farm passed from J L Waldron Ltd to the Falkland Islands Government 1 February 1987. Port Howard Farm Limited was created with a capital of £610,000 divided into 610 shares valued at £1,000 each and shares were offered to the managers and employees with the Falkland Islands Development Corporation holding 10% of the shares. The Falkland Islands Development Corporation operated the Land Transfer Policy on behalf of the Government. [Various: Penguin News 16 Mar 1987; 11]