

H

INWARD MISC.  
LETTER BOOK,  
GOVERNOR

10 July 1832 to  
11 January 1842

Copy of letter taken from Papers relative to the Origin and  
present state, of the Questions pending with the  
United States of America on the subject of the Falkland Islands.

Legation of the United States of America  
Buenos Ayres, July 10<sup>th</sup> 1832.

The Minister in Charge of Affairs of the U. S. of America near this Government, has the honor to inform His Excellency the Minister of Grace and Justice, charged provisionally with the department of Foreign Affairs, that he has received no answer to the inquiry which he had the honor to submit to him, in his communication of the 15<sup>th</sup> Ultimo, and which was of the following purport, that his Government wished to know, distinctly from this Government, whether it claimed on its part, any right or authority to detain or capture, or in any way to molest, interrupt a Imparte the Vessels & the Citizens of the United States of America while engaged in fishing in the Waters or on the Shores of the Falkland Islands and the other places included in the decree of June 10<sup>th</sup> 1829.

It appeared to the undersigned that no deliberation was necessary to enable the Government of his Republic to answer this plain question, and, therefore, he expressed the hope that the reply might be speedy.

But, inasmuch as several days have elapsed since it was made, he must take it for granted that the inquiry was considered futile by His Excellency, as the fact required of was of common notoriety, inasmuch as, the rights claimed by the Argentine Republic had been asserted in the Decree of June 10<sup>th</sup>, 1829, and in the correspondence between D. Thomas Manuel de Anchorena, formerly Minister of Foreign Affairs, and George W. Slacum Esq. Consul of the United States. That Minister having, in his communication to Mr. Slacum, of date Decr. 3<sup>rd</sup> 1831, denied the right of the United States to the fisheries in question, where he asserted the rights claimed by this Republic to be "unquestionable,"— and also having, in a communi-

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cation to the Consul subsequently made (viz on the  
9<sup>th</sup> of the same December) expressed the wish of Government,  
that the Consul would refrain "from persisting in the  
protest which he had made against rights which had  
been, and were, in possession of this Government, and which  
since the Minister, until this time, nobody has  
questioned," — and inasmuch as, in a proclamation  
issued by the Delegate Government on the 14<sup>th</sup> of February  
last, the Falkland Islands are claimed as a "dependency" of  
this Province, — and, in a circular issued by the same  
Delegate Government to the Provinces, Don Luis Bennet is  
styled the Political and Military Governor of the Falkland  
Islands, &c., — and inasmuch as, this Government now  
claims the American schooner Harriet, captured  
by virtue of this assumed power.

The Decree of June 10<sup>th</sup> 1829 — the Proclamation  
of February 14<sup>th</sup> 1832, and the Circular to the Provinces,  
and the process against the schooner Harriet, have  
never been communicated officially to the American  
Government or to their Representative here;  
and although the same right was asserted, in  
behalf of this Government by their Minister of  
Foreign Affairs, in the correspondence with Mr.  
Staunton the American Consul; yet, as the Diplo-  
matic character of that Gentleman was positively  
denied, and as he was subsequently suspended  
from his office by this Government — whatever was  
asserted in that correspondence, is not perhaps to  
be considered of a character so solemn as that of  
direct assertions of his right, made to an accredited  
Representative of the American Government here.

Therefore, the undersigned, fell some  
solicitude to obtain an avowal of this claim, from  
a Minister of this Government, made distinctly to  
himself, as the accredited Representative of the  
United States.

But, as His Excellency has not, as yet condescended to reply to the inquiry — he undersigned thinks himself justified in the presumption that the power and authority described in his application, are approved by this Government.

And, acting on this presumption, he will proceed to lay before His Excellency the view which his Government have taken of this question — and to present some facts, having relation to the question in issue, for the consideration of His Excellency, which he sincerely hopes may produce a happy termination of this unpleasant controversy.

To simplify the investigation upon which the undersigned proposes to enter, he will, in the commencement, take the liberty to state the question in this manner:

The Argentine Republic claims sovereignty and jurisdiction over the Falkland Islands, Tierra del Fuego, Cape Horn and the islands adjacent in the Atlantic Ocean by virtue of having succeeded to the sovereign rights of Spain over those regions.

As these sovereign rights thus claimed are altogether derivative from Spain — the first enquiry naturally divides itself into two branches:—  
1<sup>st</sup> Did Spain any sovereign rights over the abovementioned places?

2<sup>nd</sup> Did the Argentine Republic succeed to those rights?

If it can be shewn that Spain had no such rights, the question is terminated; unless the Argentine Republic should abandon all title under Spain, and claim an absolute vested sovereignty, original in itself.

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If it be shown affirmatively, that she has had such rights, then it must be as clearly shown that the Argentine Republic succeeded to them and if that can be shown, then it must also be shown that the Argentine Republic had authority to capture and detain American vessels and American citizens engaged in the fisheries at those places, without notifying the American Government or its Representative here, officially of such assumptions and such claims.

It must be premised that the United States of America claim no sovereign jurisdiction or exclusive privileges over the water or the soil of these regions.

They only claim such privileges as they have been accustomed to exercise in common with other maritime nations.

Civilized nations have claimed title to countries uninhabited, or inhabited, only by savage aborigines, in three modes:-

1<sup>st</sup> By prior discovery.

2<sup>nd</sup> By taking formal possession of such country.

3<sup>rd</sup> By prior occupation.

It has sometimes been contended that the first sight of countries never before seen by civilized and Christian people, given to a nation by whose subjects such discovery was made, a preferable title; but it does not seem altogether unreasonable that the discovery of a new region by ignorant marines, in consequence perhaps, of a casual storm, or a trifling accident, should give to their nations a valid title to valuable territories.

But, when skill and science are put in requisition, and expensive expeditions prepared,

prepared for the purpose of discovery, it would seem just that discoveries consequent on such enterprises, should be followed by some benefits to the persons by whom they were made, and to the nations by whom they were patronized.

It has also been considered that no title can accrue from mere discovery, unless such discovery be accompanied by certain formal acts, which generally are styled acts of possession.

Formal possession of uninhabited and wild countries has generally been taken by naval officers, and has always been attended with many ceremonies and solemnities amongst which are, landing in state, under salutes—raising flags—making inscriptions, and proclaiming formally that possession is taken in behalf of their sovereign or nation.

If Catholics, crosses are sometimes reared—and sometimes, coins are buried.

Some nations have admitted rights in savage aborigines of such countries, and have claimed subsequently, on occupation, what may be called a pre-emptive right, that is the right to extinguish the aboriginal title by voluntary agreement, to the exclusion of all other nations.

Other nations have denied the existence of any right or title to territory amongst uncivilized tribes.

On this point, no question can arise when the regions claimed are uninhabited.

In the discussion which took place in the British Parliament with respect to the proceeding of the Spaniards at Nootka-Sound, Mr Fox, who is justly ranked amongst the illustrious of British Statesmen, denied that discovery furnished any ground of title whatever, and rested the British title to Nootka on occupation alone.

Prior occupation, according to the more liberal and national usages of modern times, is certainly the least impeachable title to regions uninhabited; or inhabited only by savages.

The title founded on occupation may be strengthened, however, by the collateral circumstances of prior discovery and the formal act of taking possession, especially when there has been an occupation nearly simultaneous by two nations.

A mere temporary occupation, without the intention of remaining, neither gives title, nor furnishes presumptive evidence of title:— there is scarcely a desolate island in this hemisphere, that has not had its temporary occupants; but the occupation must be such as to furnish strong presumptive evidence of an intention to abide—and the evidence of the intention can hardly be controverted, if the occupation be effected in pursuance of the orders of the constituted authorities of a nation, and if actual possession be taken by a military force.

Such being the general principles which the wisest statesmen have adopted, with respect to countries uninhabited or inhabited only by savages; it is proper, for elucidation of the questions which have arisen between the United States of America and the Argentine Republic, touching the Falkland Islands, and Cape Horn Tierra del Fuego and the adjacent islands in the Atlantic Ocean, to ascertain from historical facts, how these principles will apply.

The undersigned does not pretend to say that Ferdinand Magellan, a subject of the King of Portugal, in the service of Charles 5<sup>th</sup> Emperor of Germany and King of Spain, commenced

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The first voyage of circumnavigation on the 20<sup>th</sup> of September, 1519, about twenty seven years after the discovery of America by Columbus.

Unfortunately, he did not live to complete it - having been killed at the Ladrones, in 1521.

In October, 1520, he entered the straits which divide Patagonia and Tierra del Fuego: he was, unquestionably, the first discoverer of the northern coast of the latter region.

More fortunate than Columbus, he not only left an enduring name to the Strait which he traversed, but he has fixed it eternally in the celestial regions of the southern hemisphere.

In 1527, Góvara de Loaisa, a Knight of Malta, in the service of Spain, undertook, with a squadron of seven ships, to follow the route of Magellan, and actually passed the Straits; but all his vessels were lost on the voyage, and he, with the remnant of <sup>his</sup> followers, perished in the East Indies.

Sebastian Cabot and Amerigo Vespucci, names of note in American history, made abortive attempts to pursue the same route - and Simon de Alcazara, whose crew, having mutinied before he reached the Straits, compelled him to return.

But the failure of Cabot, a name equally to be venerated by North and South America, can scarcely be regretted; inasmuch as, it enabled him to complete the discovery of the fine country of the Río de la Plata, and to explore, in several directions, those mighty waters, which flow through regions of matchless beauty and fertility.

These repeated failures, disheartened the Spaniards, and they gave over all attempts at discovery in this quarter, for many years.

On the 21<sup>st</sup> August 1578 Sir Francis Drake,  
an Englishman, and the first naval Commander  
who circumnavigated the World, entered the Straits  
of Magellan and named an island, which he dis-  
covered there, Elizabeth, in honour of his Queen.

After leaving the Straits, he was driven  
South by a succession of storms, as far as latitude 55°  
where he discovered a cluster of islands, <sup>of which</sup> he was  
spared by another violent storm, and was driven  
further South, even beyond the 57<sup>th</sup> degree; "where  
says the writer of his voyage we beheld the  
extremities of the American coast, and the con-  
fluence of the Atlantic and Southern Oceans."  
This was on the 28<sup>th</sup> of October 1578.

From these notices it would appear  
that the northern coast of Tierra del Fuego was  
first discoverd by Magellan, when in the service  
of Spain; and the South Western coast and some  
Islands in that direction by Sir Francis Drake,  
in the service of England— who probably dis-  
covered the southern extremity of the American  
Continent, now called Cape Horn.

So little was known of the southern  
and eastern coast of Tierra del Fuego as late as  
the year 1770, that Cook, the greatest of English  
navigator, while on his second voyage, when  
actually in sight of Cape Horn, could not ascer-  
tain whether it formed a part of that great  
island, or whether it was a part of a smaller  
detached island.

Cook, however, by exploring the  
eastern and southern coast of Tierra del Fuego,  
and laying down with mathematical and  
geographical accuracy, their several headlands,  
bays and harbours, deserves the credit of an  
original discoverer; as he unquestionably brought  
many things to light which was not known  
before.

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The undersigned cannot discover from any evidence within his command, that any nation has ever taken formal possession of Sierra del Fuego or any of the adjacent islands - or attempted to establish any settlements within their territories, or occupied them in any way.

The savage aborigines of those inhabited, have always remained without interruption or molestation; and without having been required to yield even a nominal obedience or allegiance to any sovereign or nation whatever.

Although it is highly probable that Sir Francis Drake was the original discoverer of Cape Horn and the Island of which it forms the extremity - yet, that discovery has generally been assigned to Jacob Le Maire <sup>a Dutchman, viz</sup> was the first European navigator who, by finding a passage into the Pacific Ocean round this terminus of South America, thereby enabling navigators to avoid the difficult and dangerous passage through the Strait of Magellan, has almost rivalled De Gama, who converted the Cape of Storms into the Cape of Good Hope, when the way was opened to those magnificent oriental regions, which, for so long a period, have poured their riches into the lap of Europe. —

It is material, so far as respects rights resulting from original discovery, whether this Cape or the Island of which it is a part, was first seen by Sir Francis Drake, the Englishman or Jacob Le Maire the Dutchman - the honor of the discovery was never claimed by Spain - the discovery was followed neither by possession or occupation, and the natives still retain undisturbed dominion over this wintry and storm-beaten region.

To the Strait between Tierra del Fuego and Staten Land, Le Maine has attached his name; but Statenland — still desolate and uninhabited — serves only to remind us of the <sup>ancient</sup> enterprise of ill-fated Holland.

It has been asserted, with confidence, that the first European who places his eyes on the Falkland Islands, was Davies, an Englishman and an associate of Cavendish, in his voyage to the South Seas, in 1592, during the reign of Queen Elizabeth.

Diven by storms within view of them, so imperfect was the discovery that he left not even the frail memory of a name.

In 1594 Sir Richard Hawkins, an English Admiral, in the service of Queen Elizabeth, saw these Islands, and, in honor of his master and himself called them Hawkins' Maiden Land.

In 1698 the States of Holland despatched a squadron to the South Seas under the command of Admiral Borhagen and Sebald de Wert.

These Islands were seen by the squadron and named Sibbel Islands under which appellation they appear in many ancient charts — and this or a name so similar as to indistinctly them, was retained until the year 1683; for Mr. Dampier, a celebrated English seaman, in the fourth edition of the relation of his voyages, published in London 1699, says on the 28<sup>th</sup> of January, 1683, "we made the Sibbel de Wors, which are three islands lying in the Latitude of 51°. 3.8 m. South and longitude West from the Lizard, by my account, 57° 28 m."

These islands of Sibbel de Wors were so named by the Dutch. In the map prefixed to this edition of his voyages, these islands, which

from their position, must be the Falklands, " are called Sables de Marins.

The name of Falkland, it is said was first bestowed on these islands by an English navigator, Captain Strong, in 1689.

This name was subsequently adopted by all the English geographers and men of science, particularly by Dr. Halley.

The journal of Strong yet exists unprinted in the British Museum.

Between the years 1700 and 1708 many French ships from St. Malo, sailed into the South Seas.

By some of these islands were discovered and the French name of Malouines was attached to them - which name the Spaniards have adopted.

The French claimed the honor of having made the original discovery: but Foyatier, a French author, whose relation of a voyage to the South Sea was published at Paris in 1716, admits that "ces îles sont sans doute les mêmes que celles que le chevalier Richard Hawkins décoverrit en 1598"; and his admission has been adopted by Matte-Brun, his countryman, the inimitable geographer of modern times.

There is not, on the part of Spain, the slightest pretence of having made the original discovery of these Islands.

Spain, indeed, does not pretend to have made it - but has <sup>now</sup> adopted the French name.

In the year 1764, a squadron was ordered to the South Seas by the King of Great Britain, George the Third.,

which squadron was placed under the command of Commodore the Honorable

Prob be Maine a Dutchman in the  
service of the states of Holland who in  
1616 re-discovered that which Drake  
had also covered before, perhaps,  
and left the name of Hoorn (now  
corrupted to Horn attached to the  
cape in honor of the Town of his  
name in Holland)

<sup>13</sup> John Byron, an illustrious name in the naval annals of Great Britain.

What follows is extracted from his instructions, dated June 17<sup>th</sup>, 1764, "and where His Majesty's Islands, called Peiry's Island and Falkland Islands, lying within the said tract, i.e. the tract between the Cape of Good Hope and the Straits of Magellan, notwithstanding their having been first discovered and visited by British Navigators, have never yet been so sufficiently surveyed as that an accurate judgment may be formed of their coasts and product, His Majesty taking the premises into consideration, and concerning no function so proper for enterprises of this nature as a time of profound <sup>peace</sup>, which His Kingdom at present happily enjoys, has thought fit that it should now be undertaken."

On the 23<sup>d</sup> January 1765, Commodore Byron went on shore at these Islands, with the Captains and principal officers of his squadron, "where the Union Jack being erected on a high staff and spread, the Commodore took possession of the harbor and all the neighboring islands for his Majesty King George III, his heirs and successors, by the name of Falkland Islands. When the colors were spread, a salute was fired from the ship."

Possession was thus taken, with all the usual formalities in the name of the King of Great Britain.

On the 8<sup>th</sup> of January, 1766, Capt Macbride arrived at Port Egmont with a military force - erected a block-house and stationed a garrison.

No traces of former habitations cultivation or people were perceived, but the English made some attempts to cultivate; and as there was no native wood, several thousand young trees, with the moulds about their roots, were transported from Port Tamin Bay, in one of the ships of Commodore Wallis' squadron, for the purpose of being re-set at the Falklands.

All this was done by the command of the King of Great Britain; and, as to all consequent rights, the occupation was complete.

It is true, that it is said that some Frenchmen had made a temporary establishment on one of the Falkland Islands, about this period; and that in consequence of a remonstrance made by Spain, the King of France ceded all his right to those islands to His Catholic Majesty.

If the doctrine assumed by Spain was correct, that France had not even a colorable title, the cession was a nullity; and it is a fact that Spain recognized it, and relied on her prior rights, alone in her subsequent controversy with Great Britain.

On the 10<sup>th</sup> of June 1770 a large Spanish force, under the command of Admiral Madariaga, dispossessed the British of their establishment at Port Egmont, by force.

The expedition by which this was achieved was put in motion by Buscarotti, the Vice Roy of Buenos Ayres.

At the time of the forcible dispossess, the title of Great Britain was, certainly, placed on very strong foundations.

she had prior discovery, formal possession and actual occupation to urge: and there were no aboriginal rights to be extinguished.

The act of dispossessing was disavowed by Spain and the territory restored by solemn convention: she, however reserved her prior rights.

The reservation was a nullity; incurred as she had no claim, either by prior discovery - prior possession - prior occupation, or even the shadow of a name.

The restoration of Port Egmont and the disavowal of the act by which she was temporarily dispossessed - after discussion, negotiation, and solemn agreement - gave to the title of Great Britain more stability and strength; for it was a virtual acknowledgement, on the part of Spain, of its validity.

Great Britain might then have occupied and settled all the islands, and fortified every harbour, without giving to Spain any just cause of umbrage.

With her rights again acknowledged - the emblems of sovereignty again reposed - and possession resumed by a military and naval force, Great Britain voluntarily abandoned these distant dominions - taking every feasible precaution, when she so did, to give evidence to the world, that, though she abandoned, she did not relinquish them.

It is true, that many years have elapsed since, under these circumstances, she ceased to occupy the Falkland Islands.

But the lapse of time cannot prevent her from resuming possession, if her own mettle

Copy of law be well founded — nullum tempus vacuit regi  
 and, that she persists in her claim, is evident from  
 the following Protest, communicated to the under-  
 signed officially by His Excellency Henry S. Fox.  
 now his Britannic Majesty's Minister Plenipotentiary  
 and Envoy Extraordinary near this Government,  
 and which is in the following words:—

“ The undersigned has the honor to  
 inform H. E. the Minister of Foreign Affairs  
 that he has communicated to his Court the official  
 document published by the Government of Buenos  
 Ayres on the 1st of June last containing certain  
 provisions for the Government of the  
 Falkland Islands.

The undersigned has received  
 the order of his Court to represent to H. E. that  
 the Argentine Republic, in issuing this decree  
 have assumed an authority incompatible with  
 His Britannic Majesty's rights of sovereignty over  
 the Falkland Islands.

These rights, founded upon the  
 original discovery and subsequent occupation  
 of the said islands, acquired an additional  
 sanction from the restoration, by His Catholic  
 Majesty, of the British Settlement, in the  
 year 1771, which, in the preceding year, had  
 been attacked and occupied by a Spanish  
 force and which act of violence had led to  
 much angry discussion between the Governments  
 of the two Countries.

The withdrawal of His Majesty's  
 forces from these islands in the year 1774,  
 cannot be considered as invalidating His Majesty's  
 just rights.

That measure took place in pursuance  
 of a system of retrenchment, adopted at that

12 time by His Britannic Majesty's Government; but  
the marks and signals of possession and property  
were left upon the islands; when the Governor took  
his departure, the Dutch flag remained flying,  
and all those formalities were observed which  
indicated the rights of ownership, as well as an  
intention to resume the occupation of the islands  
at a more convenient season.

The undersigned therefore in execution  
of the instructions of his court, formally protests,  
in the name of His Britannic Majesty's Govern-  
ment against the pretensions set up by the  
Government of Buenos Ayres, in their Decree of  
the 10<sup>th</sup> of June, and against all acts which have  
been, or may hereafter be done, to the prejudice  
of the just rights of sovereignty which have  
heretofore been exercised by the Crown of  
Great Britain."

The Undersigned &c

(Signed) Woodbine Parish  
Buenos Ayres November 19<sup>th</sup> 1829

Copy

Parker & Gunn Extract from Captain Charles Ropie  
Vice-Admiral's Remark Book, when among the  
Falkland Islands, in R. M. Ship "Tigre,"  
Copy in January, 1833.

Received,

First Comr. Officer

At daylight saw the land. P. P. Q.  
stood within 5 miles of it, and then  
tacked off, as we were anxious to wait  
till we got our observations, not being  
sure, what part of the West Island we  
were off. Stand up at 12.50. as we  
supposed ourselves a long way to the  
Westward by the Chronometers: at 3.45,  
made a very small rocky island, which  
we supposed to be Ridge Island, off  
Edgar Chart; but upon nearing it,  
were surprised to find nothing to  
correspond with Ridge Island: sunset,  
stood off for the night, in doubt if it  
was Ridge Island, as we could see  
nothing like the entrance of Port  
Gibraltar, or any Harbour, as described  
by Weddell in his Book: stood in  
at daylight and discovered, what we  
looked for. Ridge Island to be the  
Eddystone, off the entrance of Falkland  
Sound: This Rock has a remarkable  
appearance; and on first making it  
from the Westward, is not unlike the

Dress

Bass Rock in the South of South, though not so high or large; while approaching it from the Northward, it has some resemblance to a light house: made out and stands close into the entrance of Falkland Sound. Cape Dolphin on East Falkland is five or six miles E<sup>W</sup> from the Eddystone, and is a long and rather a low point; between that Cape and the entrance of the Sound, the land is a good deal higher in general; about half way between the two, there are a good along craggy rocks, at the top of a high piece of ground, which have rather a curious appearance; White Rock point forms the Western entrance of the Sound, and is about 4 or 5 leagues SW from the Eddystone; it has a very appropriate name as it is a long and rather low point, very rocky at the extremity, and when the sun is shining on the rocks, they have a white appearance: there is a rock a little distance off this point, not quite so large, nor so high, as the Eddystone. I should have mentioned that the Eddystone has either a very remarkable spiral rock or a curtain of stones on its summit; in clear weather

weather, the Eddystone may be seen  
4 or 5 leagues from the deck and is a  
capital leading mark for approaching  
Falkland Sound. At the point on East  
Falkland, which forms the eastern  
entrance to the Sound, is much  
higher than the White Rock point, and  
terminates in a high cliff point, we  
found the soundings held way between  
the Eddystone and West Rock point.  
2.5 fathoms, fine white sand, and  
when we tacked within 4 or 5 miles  
of the point, we had 2.3 fathoms, same  
bottom. In running along the land,  
we were two or three times deceived in  
the appearance of some of the rocks on  
the face of the higher hills, some, when  
the sun was shining upon them,  
looking very much like small cottages,  
for forty miles to the Westward of the  
Eddystone, I should say the Coast  
was very bold, we found it so, whenever  
we stood in, and when running along  
the land, we were at different places  
not above 15, 16, or 17 miles off, very bold  
all round the Eddystone, it should  
say we were within two miles of it  
on both the Southern and Western  
sides; owing to Egmont being  
wrong

wrong, and thick weather, we did not get into Port Egmont till the 10<sup>th</sup>; at 6 AM on that day, weather very hazy, we made the two small Islands which we supposed on the chart to be Sedge or Creek Islands: as we had no previous reason to suppose we were wrong in that supposition, and that they were two small Islands laid down in Edgar's Chart, off the North End of Kappel's Island, bearing from it about N by E.

5 or 6 miles off, we bore up, and passed about half a mile to the westward of them, steering S. N E  $\frac{1}{2}$  E according to Weddell's directions. It was so thick we could see nothing like the entrance of an Harbor, and could merely just distinguish two or three high hills, but when about half way between these Islands, and a high hill we had a very little on the starboard bow, we made out we were standing exactly for the entrance of Port Egmont. Therefore we kept the starboard shore, Kappel Island, on board, in case there was such a rock as that laid down mid channel in Edgar's Chart: when passed this supposed rock, we left mid channel and rounded the low point on the starboard hand, about  $\frac{3}{4}$  of a

mile

mile off and then stood N.W. for the anchorage, anchored in 11 fathoms. Flag staff on Fort. St. George bearing N.W.  
 Watering place H.H. off which a little more than half a mile; we found this a large and excellent harbour, and completely landlocked; we were here two days, and I had boats away each day, to endeavour to discover the Rock laid down mid channel in the entrance on Edgars Chart. Although they sounded good channels and eight cables from shore to shore, they could not find it. The Master upon American Whaler whom we found here, said the Rock was about  $\frac{1}{4}$  of a mile or rather more to the westward of the high point of Kippel's Island, forming the northern entrance of the Harbour; sounding the Master in this direction, but he could not discover it, though it was low water, according to the Whaler's account, there is only nine feet on it at low water, but this must be incorrect, as it was blowing very fresh, when the Master sounded at both places, and as it was low water, he must have seen the water breaking over it, had there been only nine feet; as it was also low water, and blowing very fresh, indeed the

morning

morning we sailed, we likewise should  
 have seen the breakers on it, more  
 particularly, as I had men at the mast  
 head and jibboom (and so I am therefore  
 strongly inclined to think there is no  
 such rock, but as it was blowing very  
 fresh all the time we were at Port  
 Egmont, we could not sound so correctly,  
 or satisfactorily, as I could have wished;  
 what account, I should be very  
 unwilling to say positively that no  
 such rock exists, but I have no  
 hesitation in saying, that I do not  
 believe there is ~~any~~ such danger; I may  
 mention that the American Master  
had only been told, that there was  
 such a rock, and that it was outside  
 the entrance, and not inside, according  
 to Wedderburn of the Harbour, the depths  
 found 14, 15, & 16 fathoms, mid channel  
 at the entrance of the harbour, and on  
 the south side they found 7 fathoms  
 close to the edge of the reef, which extends  
 about a cable and a half from the south  
 side, from the Eastern point of Saunders  
 Island, which forms the end of the  
 Channel leading to the Harbour,  
 and which surrounded, at  $\frac{3}{4}$  of a mile  
 distance, across to the high black  
 ground, on Heppel's Island: we found  
 5, 6, 7 fathoms close to each shore,

and

and S. g. W. off fathoms every where else. At the anchorage off the Harbor both the holding ground is excellent, and our anchor became up covered with mud and clay. we made out a very heavy. We hove on the night of the 11<sup>th</sup>, with 100 fathoms of chain out, and took gallantly make & yards down. Although Port Egmont is such a splendid harbour, it is by no means easy for a stranger to find it out, in very hazy weather, which was our case; the puzzling theas is to be quite sure you round the proper two small Islands, for Edge and Wreck Islands, ten or twelve miles to the westward of the Kepel Keys, the name given to the two small low Islands off the entrance of the Harbor by the Whalers, are likewise toward much like them in hazy weather; then again, on the other hand, there are two low islands off the West end of Pebble Island, and to the Eastward of the Kepel Keys, and likewise, small low island, just within the entrance of Kepel's sound, which, in thick weather, as well as Wreck and Edge Islands, might be taken for the Kepel Keys, as the Keys, and Wreck

and

and. edge islands extend northward from  
 Saunders Island; in thick weather the  
 hills over it are of little or no use in  
 guiding you, as you can barely distinguish  
 them through the haze, and all the  
 hills on the larger islands about here  
 have much the same appearance, round-  
 topped, and of moderate height. I should  
 say the best guide was, to bear in mind,  
 that the distance between Creek and  
 Edge Islands, and the Kippel Keys,  
 is about 10 or 12 miles, whereas the  
 distance between the latter, and the  
 two Islands off the West end of Pebble  
 Island, is not above 3 miles. If then  
 you are sure you are between the  
 Kippel Keys, and Creek and Edge  
 Islands, you may run in keeping the  
 former about  $1\frac{1}{2}$  miles on the starboard  
 hand, and after sounding them, steer  
 S. S. E.  $\frac{1}{2}$  E. without fear, having the  
 high western rock of Kippel Island,  
 a little on the starboard bow, and  
 passing about  $\frac{1}{4}$  of a mile from it.  
 Just outside of the Keys, about two  
 miles off, you have from 203 to 27  
 fathoms: we were going too fast,  
 both going in and coming out to get  
 bottom, with the handleads, between  
 the Keys, and the entrance of the Harbour.

Four

Four or five leagues off Port Egmont,  
and scarcely due North from it, we had  
55 and 50 fathoms, and one night only,  
about 4 leagues off we had but little  
as 35, but a quarter of an hour afterward,  
no bottom with 50 fathoms, and in  
half an hour we were in his fine : all the  
bottom about here is very fine white  
sand.

Saturday 12<sup>th</sup> January.

sailed at daylight for Berkeley. Sound  
in East Falkland : on the morning of  
the 14<sup>th</sup>. we beat up the sound, and  
anchored in  $8\frac{1}{2}$  fathoms, about  $\frac{3}{4}$  of  
a mile above the East end of Goat's  
Island : East end of Goat's Island &c.  
small island between Goat's Island  
and Ellieu Island, West. Patch of kelp  
to leeward, East. Sea Lion Island  
P.H.D. about  $\frac{1}{2}$  a mile from Goat's Island  
and  $\frac{3}{4}$  of a mile from the. Main land;  
bottom soft silvery sand : this is a very  
fine island, and about 1/4 leagues  
deep : the entrance is formed by Cape  
St Vincent on the. North side, and  
Cape Simbroke on the. South side,  
both these Capes are low, and have  
rocks running out off them to the  
distance of nearly a mile; they are  
chiefly

chiefly above water, but the sunken Rock off Cape Vincent, that the French Corvette L'Uranie was lost on in 1822, is said to be  $\frac{3}{4}$  of a mile outside the Rocky Islands off the Cape - the distance from Cape Vincent to Cape Limbroke is about 5 miles; up the sound, it narrows to  $2\frac{1}{2}$  miles: it is quite bold on both sides, till you get as far up as the Sea Lion Islands; it then becomes rather intricate, and the Channel narrow.

Last to the eastward of the passage between Goat and Ellice Island, there lies a large patch of kelp, which must be avoided, and you must tack short of the other kelp, that extends some way off from the Sea Lion Islands. We beat up, blowing very fresh, between the Northern shore, and the large patch of kelp, to the Eastward of the passage between Goat and Ellice Island; I intended to have beat up into Port Louis Harbour, but it was blowing so fresh, and the channel high, up so very narrow, that I did not think it would have been prudent: we therefore anchored according to the before mentioned bearings: this sound is easily made, with the land on both sides rising gradually from the two Capes at the entrance

entrance, and forms chains of moderate sized hills. The sound opens nearly East and West, and only half way up, there is a capital anchorage in 14 fathoms, on either shore, and only open to three points of the compass: where we anchored, we were only open to two points, N. E. & S. E. I sent the Master to sound the channel up to Port Louis; he found plenty of water close to the Islands, Rocks and the reefs off them; but between the small Island off Goat's Island, and the rocks above water off Ellis's Island, he found the channel from reef to reef not above two cables lengths, so that I should say no square rigged Vessel should ever think of beating up, unless it was a very small ship indeed, and then she should not attempt it, unless the weather was very moderate, and the breeze steady: the principal, if not the only advantage, in going higher up, than we have, I reckoned in this type, is, to be nearer the Settlement, in case you want water, but we procured water from where we were laying, while it was blowing

a summer gale from SSW, the loaded  
boats having a fair wind. - The Master  
found  $5\frac{1}{2}$  and 5 fathoms, soft sand,  
about a mile from the small Island  
off Goat's Island; this he thinks,  
would be a most desirable anchorage.  
for a. ship of the size; if she  
had a fair wind and went up as far  
as Port Louis, you would then be  
within  $1\frac{1}{2}$  miles of the village, and  
the watering place; whereas, we were  
about  $5\frac{1}{2}$  miles off in the lynes: the  
prevailing winds here, are N.W.  
Westerly, and N.E., the latter being  
the worst, though the weather is generally  
very clear and sunny, with S.W.  
winds. The Northly and N.W. winds  
about all these Islands, invariably  
bring very hazy weather, which often  
makes it difficult to find out the  
Harbours: from the time we arrived  
at Port Egmont, to the day we left this,  
the Barometer ranged from  $29^{\circ} 10'$   
to  $29^{\circ} 91$ , and the Thermometer the  
night of the gale at Port Egmont, was  
down to  $29^{\circ} 10'$ ; I have no hesitation  
in saying. The Barometer is a great  
comfort among these Islands, and never  
deceived me.

The holding ground assigned  
in Berkeley Sound that we had  
some

some difficulty in getting a anchor up,  
with regard to Lieutenant Edgar's chart.  
I may remark that in some respects  
it is very incorrect; for instance, we  
found Port Egmont to be in  $50^{\circ} 15'$  by  
mean of three Chronometers rated  
three weeks before at Port Billegagnon,  
Bisidentines; whereas, Lieutenant  
Edgar lays it down in  $59^{\circ} 41' W.$ ; we  
also found the distance from the  
Kappel Island keys to the Eddystone,  
only 3.5 miles, instead of 5.21 by Edgar;  
he also made the Eddystone to be in  
 $51^{\circ} 10' S.$ , which makes it 6 miles  
farther to the Northward, than Edgar  
places it in. The soundings of Edgar  
are in general good, and the land  
about the Eddystone well laid down,  
as to the relative distances between  
it, Cape Dolphin, and White rock Point.

The rise and fall at  
Port Egmont, we found to be nine feet,  
and high water at full and change  
at about 7 o'clock.

Signed Charles Pape, Captain.

A. M. Pape, at sea, January 21, 1833.

in Lat  $50^{\circ} 29' S.$  Long Cham  $50^{\circ} 36' W.$

31

Extract from Captain Robert FitzRoy's  
Report of the state of the Falkland  
Fisher Islands, dated 21<sup>st</sup> March, 1839.  
Sir. Admirab.

Around the Islands and especially towards the South Eastern and North Western extremes, there are numerous islets and rocks, less or more dangerous to shipping, according to their size, or their distance from the shore.

Near the land there are strong tides, causing, in some places, rakes and ripplings, dangerous for boats and disagreeable for small vessels.

The tide of flood comes from the Southward towards the mass of the Islands, afterwards, varying in direction, as it winds through the various openings in the land.

At the west the tide  
is

is stronger than near the east extreme, and it sets to the Northward more strongly than in the opposite direction.

At the full and change of the Moon, it is high water at 5. The tide rises one fathom

The winds are variable, very violent, and seldom at rest.

During the summer, a still day is a phenomenon. Generally speaking the nights are less violent than the days; but neither by night, nor by day, nor at any season of the year, are the two Islands exempt from violent squalls, and heavy gales, which, for a few hours, blow with fury. They might well have been called the Southern "Bermudas."

Gales of wind, as well as passing squalls, are more sudden, and more furious from the Southern quarter, between South East and South West, than from other directions.

Wind from the east is rare,  
and

and still more rarely strong.

North east and northerly winds bring gloomy overcast weather, with much rain.

South east winds also bring clouds and rain.

During summer the winds are chiefly from the North west, and during winter, chiefly from the \*North west quarter.

\*Off. south Days are not infrequent occurrences, and seldom last through the day.

They sometimes accompany Easterly winds and settled weather.

Neither thunder nor lightning are at all common.

In the winter, there is not so much wind generally speaking as in the summer; in the former season, though colder, the weather is drier, and more settled.

The Barometer or  
- Hygrometer

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Sympiesometer, gives ample warning  
of every material change in the  
weather: it should always be consulted.

Mr William Lowe, knowing  
and known in these regions, said  
to me, "The Barometer is invaluable,  
some dislike it hereabouts, because  
it is always foretelling bad weather;  
but how often do we have any other?"

Adie's Sympiesometer  
is equally useful, far cheaper, and  
far more portable.

Seasons vary considerably;  
the weather may frequently be found  
better than it is here described.  
yet, as this account is the result  
of enquiry made in all quarters;  
I do not think their average  
character will be found very  
different.

January, February, and  
March, are considered the most  
windy though the warmest months.

May, June, and July,  
though cold, are less stormy.

But those who have gained the most experience, assure me that no dependence can be placed on periodical changes; and that they themselves can only suppose that if a month is fine one year, the next it will probably be the reverse.

If the climate were rather less cold and less windy, it might be considered that we might term the "Salad climate." It is never hot, neither is it ever extremely cold; but the average temperature is low, and being accompanied by high winds, and frequent showers, the cold is more abased than during dry and settled weather.

During the last twenty years, Fahrenheit's thermometer has once been at  $22^{\circ}$  at noon; and once at  $80^{\circ}$  in the shade. It has however been seldom below  $35^{\circ}$ , in the winter or above  $70^{\circ}$  in the summer.

The average height is nearly  $45^{\circ}$ . See has not been known

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to exceed the thickness of one inch.  
Snow seldom lies upon the  
low lands, or exceeds one or two inches  
in depth.

Rain does not continue  
falling for any considerable time, and  
owing to the strong winds, the evaporation  
is great.

The Climate is exceedingly  
healthy... I can hear of no disasters  
contracted on the Islands, more  
serious than temporary colds.

A harbour safe of access,  
and affording good shelter, with  
the very best holding grounds, abound  
amongst these Islands, and afford  
protection from the continental gales.

The Western Island was  
surveyed many years since by Lieut.  
Edgar, and his Chart bears a high  
character amongst those who have  
used it on the spot. Some exceptions  
are made: - the Jason Islands at  
the North West, and a reef near them  
on which a French ship struck,  
also a small portion of the Southern  
side, are said to be incorrectly  
laid

laid down.

Off the East Falkland, only Berkeley Sound has yet been carefully examined, but the positions of the two eastern, and most material points are well ascertained, and their places appear to be within a trifle the same as those assigned to them in the charts copied from Spanish originals.

The Plan of Berkeley Sound, which accompanies this paper, will guide a ship to the anchorages which suits her best, whenever she is within its limits.

The Valientes Rocks now stand under water, and should have a berth of two miles, until the exact extent of the reef is ascertained.

I should prefer making the Island from the northward, rather to the West of the Eastern extreme, so as to endure being to windward.

If coming from the southward, I should not approach the south east shore, south of Cape Pembroke,

for

for it is very dangerous, and, as yet, unanswered.

A stranger should be cautioned about the squalls and, when at anchor, should secure his ship well.

In approaching the land, and particularly when entering a harbour, a good look out should be kept for "fixed kelp; the seaweed which grows on all the rocks under water, and reaching the surface, points out like so many the lurking danger.

This useful plant grows upon all rocks, which are not more than five fathoms under water. Large masses of "drift kelp" are frequently seen on the surface of the water, lying in a confused heap; they need not be noticed; but, when long stalks, or branches spread out regularly upon the surface of the water, appear to be attached to the bottom, and lie all one way, avoid the spot carefully, until it has been well sounded.

The

39 13

The wrecks of three large  
ships, two American Whalers, and  
the French whaling ship, lie on the  
shores of Berkeley Sound, and  
warn the stranger to moor his ship  
securely, and to make her anchor off.

With good ground tackle,  
properly applied, and common  
precautions as to masts, and yards,  
such as would be observed in every  
English port, a ship will lie in  
absolute safety, as the holding  
ground is extremely good: but,  
if without common care, she rides  
with a short scope of cable, and  
keeps every thing alight ready for  
sea, it is not probable that such  
squalls as those which have wrecked  
ships, should pass her harmlessly.

In Berkeley Sound, the  
anchorage, which fleet unites  
safety, with ease of access,  
communication with the settlement,  
and convenient watering, is in  
Johnson's harbour, a inlet up towards  
the Northwest creek.

From

From the head of that  
Creek, the walk to Port Louis is short.

In Berkeley Sound, from  
nine in the morning until three  
in the afternoon, is, in general, the  
most windy part of the twenty  
four hours, while the weather is  
tolerably settled.

The holding ground is so  
good (being a pyritaceous clay)  
that, after being some time down,  
difficulties will be found in  
weighing the anchor.

Merchant vessels have  
hove up and down at low water,  
and weighed by the tides when  
they have found their windlass  
overstrained.

Signed Robt Fitz Roy,  
Commanded.

Copy  
Graham & Son  
Vice Admiral.

Teak's remarks  
on the  
Falkland Islands.

10<sup>th</sup> December 1834 to 17 January 1835.

Date

Port Louis Berkeley Sound, East Falkland Islands.

Place

51° 32' 30" S. by N. Wood acting Master of H.M.S. Snake.

Latitude

58° 08' 10" E. O. C. S. Loran by Commander Robertson

Longitude

12° Easterly. Commander Robertson.

Variation of the Compass

2°  
5° S.High Water at the Full  
and change of the Moon.

Tide current

Setting

Currents

Scarcely perceptible at the Anchorage.

Velocity

Outside the Island the Flood Tide comes from the Southward Their direction

About  
8 feet.

Rise

Yester

Fall

4 1/2 fathoms mud, at the Anchorage.

Proceedings

Moderately high with ranges of hills, rugged at the Summit.

Appearance of the  
Coast.

Cape St Vincent forms the Northmost Cape at the entrance of Berkley Sound; it is of a moderate height, and is known by a ridge of rocks above water, extending seaward, a little to the Southward of it, these rocks are called the Volunteer rocks, and three quarters of a mile WNW from the extremest lies a sunken rock, on which a French man of War struck. To the S.W. of Cape St Vincent, is volunteer bay, formed by that Cape and Eagle point. Cape Penrose is the Southernmost Cape at the entrance of Berkley Sound, it is a tolerably high rocky point, two Islands lie to the NW of it, close to the shore, the Eastern and largest called Nitery Island, and the Westernmost, Bird Island. These Islands cannot be distinguished from the land about the Cape in coming from the Northward and Westward, and are only open of the land when they bear WNW or SSW.

Cape Penrose bears from the Volunteer rocks NNE 8° by compass.

A ship bound to Berkley Sound, which lies at the NE angle of the East Falkland should make the land to the Westward of Cape St Vincent, and run along at the distance of 3 or 4 miles from it, taking care not to approach the Volunteer Rocks, to avoid the sunken rock, which lies off them. This sound is clear of danger as high up as the Lion Rocks, which show above water like two or three small boats at a distance;

Remarkable objects by which  
one party may be distinguished  
from another.

General remarks.

these rocks are to be left to the Northward in running in for Port Louis. They are well buoyed by sea weed; after passing the Sea Lion rocks the channel becomes narrower, being between the seaweed that extends from these rocks to a low point of land called Johnson's point, and two large patches of sea weed that lie to the Eastward of Long Island. The channel afterwards is between Long Island on the South, and Hog and Peat Islands on the North, where at one place it becomes contracted to little more than two cable lengths. In steering up the sound, Long Island cannot be distinguished from the main land, as it lies quite close to it.

Long Island, and Hog and Peat Islands, are covered with a rank grass of a much greener color than that on the main. After passing the narrow head to the Northward of a round island which lies off the West end of Long Island: you are then in Port Louis harbour which is nearly landlocked and in extent about  $2\frac{1}{2}$  miles from Eto I., and 3 miles from St. Hel. having from 5 to 3 fms water.

The settlement is at a creek on the North side of the harbour. The house auctioned, the Westpoint of the creek with a ruinous house on it, bearing NW by E, in four & a half fms, heavy sand bottom, and at about 3 cables length from the nearest point.

In the channel between Long and Hog Islands we had not less than  $6\frac{1}{2}$  and 7 fms, and 9 and 10 fms in the channel off the Sea Lion rocks.

The course from Eagle point to the Sea Lion rocks is W by S, and from thence to the narrows about N by E.

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Large ships having to communicate with the Settlement, and not able to lead through the narrows are recommended to anchor where the Yque did, that is, about half a mile East of Cat Island from whence they may communicate either by way of Fish Creek or direct to the Settlement, almost in all weathers.

The prevailing winds are from N.W. to S.E. and blow strong from these quarters. The Easterly winds seldom blow strong, but a heavy swell is thrown into the sound with them, which however is not felt in Port Louis.

The mean temperature at Port Louis between the middle of November and middle of December was  $55^{\circ}$ , the lowest temperature  $35^{\circ}$  and highest  $62^{\circ}$ .

Between the middle of December 1834 and 1st January 1835 the mean temperature was  $49^{\circ}$ , lowest  $36^{\circ}$  and highest  $63^{\circ}$ , observed on board every 4 hours in the shade. The mean temperature of the sea was  $57^{\circ}$  and never lower than  $48^{\circ}$  or higher than  $58^{\circ}$ .

Johnson's harbour, where ships may anchor in safety, is that part of Berkeley Sound, which lies NW of the Sea Lion Rocks, and terminates to the Westward in a shallow creek.

Port William lies immediately to the Southward of Cape Pembroke, that cape forming the northernmost point of the entrance, and a point with a ridge of rocks extending half a cable's length from it, bearing from Cape Pembroke  $110^{\circ} 200'$  forms the southern point, at at about  $\frac{3}{4}$  of a mile from

from this point are the South Seal rocks always above water. The entrance of the inlet is about 3 miles wide, it is clear of danger, and in a ~~few~~ gale, a ship not being able to fetch Berkeley sound, may, there, take shelter. Small vessels may run up this inlet until completely landlocked. There is likewise a good creek on the South side, where small vessels may anchor, sheltered from all winds.

Port Pleasant, lies SW from Port William 6 or 7 leagues, and the coast between the two ports may be approached within 2 miles in safety, there being only one rock which is always above water, bearing  $168\frac{1}{2}$  E from the South point of Port William, and 3 or 4 miles off shore. The northernmost point of the entrance to Port Pleasant is a bluff cliff of moderate height, with no danger off it. The South point of the entrance is formed by a long low Island, and near it, but more southerly are 3 small Islands. All these Islands are covered with long rank grass, similar to that on the Islands near Port Louis. The width at the entrance is estimated at upwards of 3 miles, and in the middle there is a patch of sea weed with a good channel on each side. The south shore of Port Pleasant is bounded by sea weed, having 48 $\frac{1}{2}$  fms at its outer edge; the North shore is clear of sea weed and shoals gradually to the beach. There is a clear channel in the middle, a mile in width, with 58 $\frac{1}{2}$  fms mud bottom. The best anchorage is well up the inlet, east of an Island in the middle.

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above this Island the inlet branches off to two long creeks. There is likewise a creek on the North side about 3 miles from the entrance, with sufficient water for small vessels. The entrance to this port cannot be well made out by a vessel in the offing as there are no remarkable features on the shore in the vicinity to point it out, the coast being uniformly of the same height, and the Islands at the South point being lower, and near the land, cannot be distinguished from it.

About 3 leagues N.W<sup>o</sup> from the Long Island at the entrance of Port Pleasant, are three small Islands near the shore bearing from seawards N.W<sup>o</sup> 2 W<sup>o</sup> and W<sup>o</sup> 2 E, surrounded with an extensive shoal having from 1/2 to 9 fathoms water; this shoal is pointed out by the sea weed. From those Islands to Pleasant Bay N.W<sup>o</sup> W<sup>o</sup>, about 13 miles, the coast is dangerous and should not be approached by strangers.

The entrance to Pleasant Bay, cannot be well made out in the offing, there being so many Islands of the same height and appearance near it; on the extreme North point of the entrance, is a round Island close to the point, and an extensive white sandy bay on the coast South of it: from this round Island to the three Islands before mentioned, is a continued tract of sea weed running parallel with the shore;

A boat

A boat however, can work along between the seaweed and the shore in smooth water. Several small islands lie in the middle of the entrance, and between these and the north point, are patches of sea weed and some rocks above water, which render the navigation into the inlet from the northward, difficult and dangerous.

The width of the entrance is estimated at six miles, and the south side of the inlet appears to be formed by an Island. The depth of this great inlet is estimated at eleven or twelve leagues, from the north point at the entrance, to the isthmus at its western extremity.

There are a great number of islands in the middle of it, particularly, towards the western part, and it contains some spacious bays and creeks on the northern shore, where ships may choose an harbour, with the precaution of keeping clear of seaweed. The southern shore is low, and no hills were seen on that part of the East Falkland, southwest of Chouest Bay. The Isthmus between Chouest Bay and Grautham Sound is about a quarter of a mile across a boggy valley, and the appearance of Grautham Sound from the Isthmus, is that of a lake studded with islands.

Some herds of cattle, containing upwards

of thirty head were seen on the north shore of Chidseal Bay. The south shore was not visited owing to the tempestuous state of the weather.

Note. All the bearings are by compass.

Signed,

W. Robertson.

*Copy*  
Worth be Lieutenant  
3

Spoke to Pte de la France  
13<sup>th</sup> Sept 1835

I have to desire that you send me of every opportunity the following reports  
 1 statement of all monies received by your sale  
 of Bullocks Fresh Beef Hides &c  
 2 of all payments made as wages

3 of all receipts of money for seal skins sold  
 4 of all Hides and Seal skins in store

I observe in the last vouchers  
 that 12 dollars have been charged for Bullocks  
 supplied to the Native this you will explain  
 6 dollars having been heretofore demanded  
 for a Bullock alive without the distinction  
 now made of 10 dollars for the four quarters  
 I have to desire that you inform me of whose  
 authority you have to assume the exclusive right  
 of fishing the North and South rocks not saving such  
 from His Majestys Government such assumption  
 having led already to various acts of violence and being  
 likely to produce much ill will to this Settlement

I am  
Sir  
Lieutenant Smith

Your most obedient  
and humble Servt  
Adam E. Hammond

*Copy*  
Wmtht H<sup>t</sup> Lieutenant

Apparrel  
Benton Rio Janeiro  
11 May 1835.

Giving direction that you deliver to Mr. Weston or his agent properly authorized all Hides Skins and Money which you hold in his account upon his other the claims of the men upon the Island who have been employed in their acquisition, so as to prevent any complaint from them against British authority

*To*  
Lieutenant Smith

I am

Sir

Your most obedient  
humble servant  
Graham Hammond

*Copy*

Wmtht H<sup>t</sup> Lieutenant

By order of the Commander in Chief of His Britannic Majestys Ships and Vessels on the South American Station The ~~Hastings~~ <sup>and Castle</sup> and Vessels in these Islands being the property of the British Crown all people are <sup>warned</sup> against taking such whatever supplies of the same to be furnished upon payment thereof at the prices fixed by the Commander in Chief which is never to exceed twelve dollars for the usual <sup>allowance</sup> as supplied to His Majestys Ships including all expenses of taking them including the Sholes and if killed a <sup>11</sup>/<sub>12</sub> part to Lieutenant Smith. I am Your most obedient  
Graham Hammond

J. Smith

Françal Whaler Ship Perseverant  
At Lorient B. France  
17<sup>th</sup> Jan 1837

Sir

One of my Seamen named Francis Gouraud  
on the 29<sup>th</sup> May last fallen from the Main Top Gall<sup>t</sup> Crotches  
~~the~~<sup>the</sup> compound bowline of the  
on deck and severely injured his right arm which has  
been gradually growing worse ever since and is now in  
such a state as in my opinion will prevent his ever  
regaining the use of it, <sup>if allowed to remain on board the</sup> ship  
Whales with eventually be the cause of loss of his life  
and being very anxious to proceed from reality on to  
my crew ground I humbly request your  
will allow him to be placed on board H.M.S. Hob<sup>t</sup>  
under your command under the care of the medical  
Surgeon specially to be taken to Rio de Janeiro  
to be delivered to the care of the French Consul & that  
city for transhipment to France

Copy 1  
Wmth R. Lint.

3

His Majestys Ship Chopard  
Berkley Sound. 28 Jan: 1834

Sir,

Should Mr. V. not return to the Island  
you will explain to him that no person  
can reside there without the Permission  
of the British Government which moreover  
recognizes in him no right or title whatever  
to the Wild Cattle he claims or to any grant  
or concession purporting to have been  
made by any Foreign State in his favour  
nor to privileges of any kind Whatever  
according to his power to take  
away any moveable property that belonged  
to him at the time of your arrival.

I have the honor to be

Sir

Your obedtient humb Servt

to Lieutenant Wmth R. M.

Geo. Gray. Captain

Berkley Sound

Copy of a letter from  
Captain Gray to Dr

Champt, relative to  
Hornets.

Hornets.

Wells, Hornet, Salt Island, <sup>from Capt. Gray</sup> ~~from Capt. Gray~~

Resident at the

Limestone Mills, Et.

Capt. Wm. Hayes. Esq.  
Capt. Wm. Hayes. Esq.

Wells  
Pepys

Table showing the state of the Barometer, and winds at the Falkland Islands, from the 9<sup>th</sup>. November, 1837, to the 29<sup>th</sup> January, 1838, during which time the average height of the thermometer at Rock was  $50^{\circ}$  the greatest height was  $55^{\circ}$ , and the lowest  $38^{\circ}$ .

	Days of the Barometer				Winds.	
	Week.	Month	9 A.M.	1 P.M.		
November						
	Wednesday	9	30.20	30.20	30.20	N.W. mod & fine.
	Thursday	10	30.20	30.20	30.20	N.W. mod & cloudy. Rain
	Friday	11	30.20	30.20	30.20	N.W. do
	Saturday	12	30.	29.94	30.00	N.W. do
	Sunday	13	30.40	29.70	29.70	N.W. light breeze & fine.
	Monday	14	29.90	29.95	30.	N.W. mod & fine.
	Tuesday	15	30.	29.95	29.95	N.W. mod & cloudy.
	Wednesday	16	29.70	29.60	29.60	N.W. light breeze. Rain
	Thursday	17	29.70	29.60	29.65	N.W. light breeze fine.
	Friday	18	29.60	29.90	30.	N.W. light east fine.
	Saturday	19	30.	29.90	29.90	N.W. do
	Sunday	20	29.90	29.80	29.80	N.W. fresh breeze fine.
	Monday	21	29.70	29.70	29.60	E.E. do
	Tuesday	22	29.	29.60	29.70	N.W. mod & fine.
	Wednesday	23	29.60	29.60	29.60	N.W. do
	Thursday	24	29.40	29.45	29.45	N.W. mod & cloudy.
	Friday	25	29.50	29.55	29.55	West light breeze & fine.
	Saturday	26	29.70	29.74	29.80	N.W. mod & fine.
	Sunday	27	29.20	29.70	29.70	N.E. do
	Monday	28	29.40	29.40	29.40	N.W. mod & cloudy.
	Tuesday	29	29.50	29.44	29.55	N.W. mod & fine.
	Wednesday	30	29.50	29.52	29.52	N.W. fresh breeze & cloudy
December						
	Thursday	1	29.55	29.40	29.44	N.W. mod & cloudy.
	Friday	2	29.74	29.65	29.60	N.W. mod & breezy.
	Saturday	3	29.65	29.66	29.70	N.W. fresh breeze & cloudy.
	Sunday	4	29.60	29.65	29.70	N.W. strong breeze & fine.
	Monday	5	29.90	29.75	29.85	N.W. mod & breezy fine.
	Tuesday	6	29.10	29.60	29.60	N.W. mod & breezy.
	Wednesday	7	29.40	29.43	29.40	N.W. mod & breezy fine.

Days of the Barometer.

Week.	Month.	AM.	1 P.M.	8 P.M.	Winds.
Thursday	8	29.50	29.40	29.40	- W. fresh breeze fine.
Friday	9	29.45	29.40	29.40	- W. light breeze fine.
Saturday	10	29.40	29.40	29.40	- W. - do
Sunday	11	29.45	29.45	29.40	- W. - do
Monday	12	29.70	29.80	29.85	W. - do
Tuesday	13	29.70	29.52	29.52	- W. light breeze hazy.
Wednesday	14	29.75	29.75	29.80	- W. light breeze fine.
Thursday	15	29.50	29.70	29.80	- W. W. mod breeze hazy.
Friday	16	29.52	29.52	29.80	W. W. mod breeze fine.
Saturday	17	29.50	29.50	29.40	- W. W. light breeze fine.
Sunday	18	29.55	29.52	29.52	W. W. light air with rain.
Monday	19	29.51	29.55	29.55	W. light breeze rainy.
Tuesday	20	29.70	29.70	29.70	W. W. fresh breeze fine.
Wednesday	21	29.55	29.55	29.55	W. W. fresh breeze hazy.
Thursday	22	29.20	29.22	29.40	- W. strong gales with rain.
Friday	23	29.75	29.75	29.75	- W. W. mod gale fine.
Saturday	24	29.80	29.85	29.80	W. W. mod & cloudy.
Sunday	25	29.40	29.40	29.40	W. fresh breeze with rain.
Monday	26	29.30	29.40	29.40	W. W. mod breeze fine.
Tuesday	27	29.45	29.45	29.45	- W. no breeze & cloudy.
Wednesday	28	29.40	29.55	29.50	- W. mod & cloudy.
Thursday	29	29.55	29.55	29.55	W. mod & fine.
Friday	30	29.55	29.55	29.52	W. light breeze fine.
Saturday	31	29.50	29.50	29.52	W. W. mod breeze with rain.
Sunday	1	29.57			
Monday	2	29.50	29.55	29.75	W. W. mod with rain.
Tuesday	3	29.45	29.40	29.50	- W. W. fresh breeze.
Wednesday	4	29.30	29.30	29.30	W. mod & fine.
Thursday	5	29.10	29.20	29.20	W. W. fresh breeze with rain.
Friday	6	29.35	29.20	29.30	W. W. cloudy with rain.
Saturday	7	29.50	29.50	29.50	W. W. mod & fine.
Sunday	8	29.50	29.50	29.40	W. light breeze fine.
Monday	9	29.70	29.70	29.75	W. mod breeze fine.
Tuesday	10	29.30	29.25	29.25	W. strong breeze & cloudy.
Wednesday	11	29.10	29.20	29.25	W. strong breeze cloudy.
Thursday	12	29.40	29.40	29.42	W. W. fresh breeze fine.
Friday	13	29.50	29.52	29.55	W. strong breeze hazy rain.
Saturday	14	29.45	29.50	29.55	W. W. fresh breeze rain.
Sunday	15	29.45	29.45	29.65	W. mod breeze fine.
Monday	16	29.45	29.45	29.43	W. light w. fine.
Tuesday	17	29.45	29.30	29.30	W. W. mod & cloudy rain.
Wednesday	18	29.45	29.45	29.45	W. W. mod with rain.
Thursday	19	29.25	29.25	29.25	W. W. fresh breeze rain.

Days of the Week.	Barometer.		Winds.	
Wind.	9 A.M.	1 P.M.	8 P.M.	
Friday 20 <sup>th</sup>	29.14	29.14	29.14	N.W. mod & cloudy
Saturday 21 <sup>st</sup>	29.15	29.45	29.50	SW do
Sunday 22 <sup>nd</sup>	29.60	29.40	29.70	SE do
Monday 23 <sup>rd</sup>	29.75	29.75	29.80	N.E. strong breeze rain
Tuesday 24 <sup>th</sup>	29.40	29.50	29.55	NE do
Wednesday 25 <sup>th</sup>	29.70	29.00	29.80	S.E. fresh breeze & cloudy
Thursday 26 <sup>th</sup>	29.90	29.90	29.95	SW light breeze & cloudy
Friday 27 <sup>th</sup>	30.02	30.	30.2	W.W. light wind head
Saturday 28 <sup>th</sup>	29.90	29.90	29.90	W.W. mod & cloudy & rain
Sunday 29 <sup>th</sup>	29.19	29.70	29.75	SW mod & cloudy

Copy

Christopher Beaumont

No. 3

Dabbu, Rio de Janeiro,  
6<sup>th</sup> March, 1837.

Sir,

With reference to your letter of the 25<sup>th</sup> Jan<sup>r</sup> requesting that one of your boat's crew may be allowed, on obtaining his discharge, to remain at the Settlement I have to acquaint you that no such permission can be accorded without the sanction of My L. C. Co., to whom I have referred the request and I have to desire that you do not grant permission even for a temporary residence to any but British Subjects; warning them also that your doing so is not to be regarded as investing them with any rights or privileges whatever of a permanent nature; but on no account nor you to extend such temporary permission to any person except in distress from shipwreck or other unavoidable accident, and in that case it is to be warned to put a be-powdered at the first proper opportunity.

L. W. Smith Esq.

I am...

Resident at the Settlement.

T. J.

(Signed) S. Macmillan  
Dear General.

No. 4

Dabbu Rio de Janeiro

9<sup>th</sup> March 1837

Sir,

With reference to my letter of the 5<sup>th</sup> Inst relative to the persons who may be permitted to reside at the Settlement and the warning to be given to them I have to direct that you make it a condition of residence that all spirits introduced into the Island shall be placed

in our Port, and only issued under your Sanction: and that  
no person be permitted to reside who will not subscribe  
to these Rules: that all Spirits found in contravention  
thereof shall be confiscated and the owner forthwith  
Compelled to depart or be sent away in the first  
Vessel of War. You will therefore make this Rule  
known to the persons now resident, and cause them  
to sign and agree to that effect or in case  
of refusal send them away as directed above and  
you will have it published on board all Ships  
arriving at the Settlement

I,

I am Sir

John W. Smith Esq;

L

Signed G. E. Hammond  
President of the Settlement.

Rear Admiral

No the undersigned Residents are agreeable to the  
foregoing orders of the Commander in Chief

Signed

Geo. Vancouver

Charles Kingley

Geo. Barnes  
<sup>mark</sup>

Geo. Campbell

Henry Arrott

Dominick Marshall

Cerroverez

John Penny

James Penny

Charles Melville

Joseph Lee

Pascual Recanty

No 5

*Copy*  
Wmth W Lieutenant

Dublin Rio de Janeiro  
9<sup>th</sup> March 1837.

Sir

With regard to the cattle on the Falkland Islands I have to observe that being the property of the Crown you are not at liberty to give away either Cattle or Beef without duly accounting for the same. The whole produce is to be carried to the credit of the Kings Government, the usual charges being of course paid: and in the event of your finding it necessary to give away any to people shipwrecked or otherwise in distress you are to make a particular report thereof to me.

I am Sir

J. S. Smith Esq,

President of the Falklands.

Lieut P. Hammond

Clear Admiral.

*Copy*

Wmth W Lieutenant

Dublin Rio Janeiro

Sir

4 August 1837

I have to acquaint you that the <sup>Spanish</sup> ~~Spaniard~~ will visit Port Louis for the purpose of inspecting the Settlement and giving you any assistance in my power. If you desire that her Commander may judge necessary and his time will permit and you will communicate with him accordingly and tell him every information in your power for these purposes you will send to me

6  
by him your journal with details of occurrences of the Island especially of any changes among the settlers particularly specifying how any that have left were disposed of and whence any new settlers may have come with the reason for their stay and their descriptions and country & employment &c

The Master of the Sparrowhawk will pay your boats crew their subsistence money up to the 31 July you first despatching to him the date of their ~~commencing~~ <sup>returning</sup> subsistence on shore and you will be pleased to afford the payment causing the ~~\$~~ men also to sign for the sums paid I have reason to expect that orders will arrive from England ~~or~~ long relative to the Falklands and I trust I shall then be able to send another vessel to visit the settlement

To Lieutenant Smith I am

Yours most obedient  
humble servant  
Graham Harmon  
Vice Consul

Signed by  
John G. Harmon  
Lieutenant

Mr. the undersigned, being settlers at Port Louis, Berkely Sound, East Falkland are willing to conform to all such orders and directions as may from time to time be promulgated by the Government of Great Britain by the Commander in Chief on the Station or by the Officer in charge of the Settlement, for the better regulation thereof and of the Islands generally.

In witness whereof we have hereunto set our hands at the time and place aforesaid against these.

Date	Place Where	Signature or Mark of	Nation	Witness to Signature or mark
4 <sup>th</sup> 1837	Port Louis Charles Steele	do	England	and Great Britain and Falkland Islands and Port Louis
" " "	do	Robert Lee	do	do
" " "	do	Richd. & Penny mark	do	do
" " "	do	F. Crol	Germany	do
" " "	do	Thomas Brown	Ireland	do
" " "	do	James French	England	James French Falkland Islands Port Louis

Place Where	Signature or mark	Name	Witnesses to signature or mark
Chat	h <sup>is</sup> mark	Ireland	x ✓
183 <sup>rd</sup> Dec Port Louis	Catrick + Rale you mark	do	.
do	Louisville Norfolk	do	x
do	Chat h <sup>is</sup> mark Kingsbuck	Hannoverland	x
do	Charles Fish	do	
do	Josquin Mandel	Portugal	x
do	Manuel h <sup>is</sup> mark Coronel	S. F.	
1838			
31 <sup>st</sup> Dec	do	John Barnes	Bathford
do	Henry Quatt	Chandlers	
do	John Campbell	Ireland	x
do	Louis Despreaux	France	
do	Alex <sup>d</sup> Rodriguez	do	
do	Francis H. Rongy	Bermuda	x

Date	Place Where	Name Signature or Mark	Nation of	Notes to the Signature
31 Jan 1837	Pet. Louis, John Hancock	Plymouth		
2 Feb.	St. Malo	French		
2	... " ...	James Schell & Gilliland	London	
2 March	" Frederick Pearce	"	London	Benjamin the Young American located
13 Sept. 1838	Joseph Addyman	"	Leeds	
30 March 1838	Gascuel Tocano		Gibraltar	
D.	Jose Lemos		Do.	
May 31 1838	Wm. his Spouse		White Yorkshire	London Baptized Wife
30 March 1838	James W. Guire		Plymouth	
5 July 1840	Pet. Louis	Rufus Briggs	Warwick U.S.	
"	" "	John Hill	Greenock	
		John Scully	Ireland	
		Henry Mitchell	Engl	
		Andrea Petaluga	Ital	
		Tho Parker	Irish	
		Antonina Rosa		
		Marcos Castille		

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List of Letters

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Our Majesties South American  
Augt 27 1838

Sir,

I have the honor to forward<sup>forward</sup> you an account of my proceedings at the Falklands w<sup>th</sup> H M Ship under my command in obedience to your Instructions. After a long and tedious passage accompanied with heavy gales of wind we arrived at make the land about Cape Cement on the morning of the 29<sup>th</sup> of November and anchored in Port Louis about nine the same evening. We remained here until the 9<sup>th</sup> of December when I left Bentley Sound with a Pilot on board (whom I could not obtain for less than the extra half dollar which under weigh) and proceeded to make the tour of the Islands and again anchored at Port Louis on the 31<sup>st</sup> of December where the Sparrow was moved just off the mouth of the R<sup>iver</sup> <sup>but</sup> Strait Smith not desirous of going to get the Sparrow into the Hudson. On the 4<sup>th</sup> of February the Bear being only three weeks breadon board sailed from Port Louis.

\* During our stay the Ships Company were employed some in gardens to the rock - others in an old ruin for the former and carpenter to make in & 1000 ft. Stock for Provisions &c & another set of debts, a Return of Provisions landed at Port Louis, a short time after the Sparrow came round the Falklands. Return of the Height of the Barren & Sherman's Long Vans by whom I have come to get down so late & least bring the Falkland Islands from the information I have been able to get

Wednesday 29 Nov. at daylight this morning land about Cape St Vincent was observed right about westward. The appearance of the coast is moderately high the hills being rugged at the summit and covered with a thin layer of grass. Ships approaching Africa bound E. S. from the North & are liable to mistake the South Sea rocks for those which lie off Cape St Vincent around the Volcanoes. They should be cautious when near the land to make Cape St Vincent which is the Northernmost Cape forming the entrance to Berthley Sound. This Cape is of moderate height off which lie the Volcanoes a ridge of rocks above water leading seawards. A mile N.W. by E. of these rocks outermost lies a Southern Rock which break at low water. A French Corvette St Maurice was lost here in 1830.

The S.W. of Cape St Vincent lies the Port Royal Bank between this Cape and Eagle Point. Cape Pembroke is the Southernmost Cape at the entrance of Berthley Sound. It is high and rocky. Two Islands lie to the N.E. of it close to the shore, the eastern and largest is named Medway and the westernmost Bird Island. These Islands cannot be distinguished from the main coming from the N.W. & are very open to the land when bearing N.W. or E.S. Cape Pembroke bears from the Port Royal Sby E. <sup>about 10°</sup> After your entry Berthley Sound it is free of all danger except up the Seal Lion Rocks which rise when water at a distance less than or three fathoms. In running for Port Royal you must be left to the North. The passage then becomes narrow being between the steep that extends from the Doctor's point a low point of land called Johnson point and two large patches of rock that lie to the East of Songy. The Channel afterwards is between Songy Island on the South and Bird and Peat Islands on the North. These Islands are covered a layer of long rank grass called Seastack much greater than that on the main. After passing the narrow steep to the North of Peat Island which lies off the West End of Songy Island you are then in Port Royal in a safe anchorage nearly landlocked. Standing <sup>the Harbor</sup> about 3 miles from the Land 2½ p.m. 8 h. 10. at 9.30 P.M. we anchored for 14 hrs about ½ mile from the shore agent holding ground.

Thursday 30<sup>th</sup>

Minds North

8 8

29 35 65

Dandys at the Settlement. Found Daniel Smith the <sup>below</sup> Seaman of the his Boat crew a German Sailor Frenchman with three women at the Settlement. The other being absent leaving the Viceroy to the sailor. Received from him a full copy of the Public orders letters under which he at present was commanded to have his orders and that he was to place himself with his Boat crew under my command.

<sup>68</sup> The gardens had been but lately planted and the different vegetables were just shooting from the ground. Found it was too late in the season to plant any of the seeds supplied me by Government and there being no place ready to receive them I shall keep them safely in the Cork until next year.

Slight Breeze and very fine weather.

Wednesday Dec 1<sup>st</sup> 1837 N.W. 29-25-63 } Drank impounded watercress from a Spring a little  
to the south of the Indian Water good and easily  
obtained. Mod Breeze - hazy weather.

Thursday 2<sup>d</sup> N.W. 29-25-63 } Thick misty weather

Friday 3<sup>d</sup> N.W. 29-25-60 } Mod & cloudy

Monday 4<sup>th</sup> N.W. 29-25-62 } Mod & fine

Tuesday 5<sup>th</sup> N.W. 29-25-62 } At 3.30 am weighed and made sail from Port  
Doris but the wind being light anchored again at 6 at 3 past again weighed  
and light and sailed at 12 sent a Post for the Master of the Friends  
Whaler La Perseverance from Havre de Grace, and came into Berkeley  
sound for refreshment & information regarding fish. Communicated  
to the Master the orders of the Government vis.

C. B. M. Hotel Sparrow

Post Office Berkeley sound

5<sup>th</sup> Dec 1837

Mr. B. M. Government deeming it proper to assert in this  
manner the Sovereignty of H. B. M. & to the Falkland Islands  
and every place having the right to prevent the Subjects of Foreign Nations  
from fishing within three miles of the shore of any Territory which belongs  
to it or mine and whilst it occupies the Islands I have received orders  
to account the Commanders of all Foreign Vessels found sealing or fishing  
within three miles of the shore of these said Islands that they and their passengers  
that they will not be permitted to return to the Falklands without getting  
or do not however wish to obstruct your fishing at present but simply  
to assert the right of the Majesty to these Islands and I have to request  
that you will not infringe by yourself or any of the crew under  
your command. I have also to acquaint you that the British

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Government, have given positive orders that the Cattle Herds are to be confined on these Islands by every means. Should you therefore require Fresh Beef Bullets &c they can be obtained on application to the Resident at Port Louis. Dearly bought at reasonable prices, but no ill treatment will be practised against the most summary manner & you can assure that they have acted in violation of the said Govt' orders.

To Mr<sup>rs</sup> Jeunesse

Muster of the Bond Whaler  
Fermeau's

have the most lie

Sir  
Your most obedient Servt  
Signed Robert Duncraig & Co

2 P.M. I became posted as on her way to Port Louis. At 3 P.M. I took my boat back to the Settlement found the Bond Whaler Fermeau's at anchor and that whilst I found from G. Smith was the Montgomery belonging to the Settlers.

Fine Weather with N.W. Breeze

Wednesday 5<sup>th</sup> East 29° 10'. 58 } Mod. from Weather

Thursday 6<sup>th</sup> North 28° 57'. 55 } At 11 A.M. all the Male Settlers & peasant at Port Louis were assembled at the Settlement house and Subscribed to the following Agreement viz "We the undersigned Settlers at Port Louis Pictorial named East Falkland Island are willing to conform to all such orders and directions as may from time to time be promulgated by the Government of Great Britain the same in being in the Station or by the Officer in charge of the Settlement for the better regulation thereof and the Islands generally. In witness whereof we have hereunder set our hands at the times and places noted against them."

Mod. signed with them

Friday 8<sup>th</sup> N.W. 29° 16'. 60 } Mod. fine Weather, so one boat of the said whaling to the Settlement as caught 143 fine fish. Said the Bond Whaler Fermeau's and the Settlement Schooner Montgomery.

Saturday 9<sup>th</sup> N.E. 29° 30'. 61 } At 5 A.M. Hughe and mate sail from Port Louis having obtained a Plot name that Melville one of the Islands late March drew at One dollar half per centum when under weigh and one dollar when at anchor. Starting out of Port Louis bound west Mod. breeze.

Sunday 10<sup>th</sup> 24.50 b3 <sup>8</sup> M<sup>o</sup>th  
More breeze and fine weather. Running along the land for Fanning's harbor at 8 AM crossed the Eddystone. This piercable rock lies off the entrance of Fathland Sound so meeting it from the East. It has the appearance of a round Island from the westward it looks like a sail. Count from this Rock to Philo Island 10.8 W. Cape Tamar bears from the Eddystone 10.8 N.  
On approaching the Cape you will find a hill of conical shape. Hove it a little on the starboard bow set with camp near to the Cape itself. The count from Cape Tamar to Cape Dolphin is 11. Give the latter a wide berth when abreast of it, it has the appearance of a Dolphin's head from which it derives its name. Fanning's head and white rock point forms the N.E. entrance to Fathland sound, Eagle Islands are Fox Point the NW - Count to Fanning's Harbor after passing the Eddystone from the East. sounding Cape Dolphin is South Fanning's harbor lies on the West side of the entrance to Fathland sound and is bound by a high cliff on the starboard hand called Fanning's Head which has a very remarkable appearance not easily mistaken when once seen. I have done round it and you will steer direct into the harbor. Then being no hidden danger always bearing in mind to avoid the Rock which is the Fathland Island it served as a Beacon for all vessels. In the centre of the entrance to Fathland sound lies a small rock which shows four feet above at high water it may be left on either side in passing for Fanning's harbor. Stand in for the sandy beach and anchor about 2 miles from the shore in 9 or 10 fms - your ship will then be completely landlocked. This harbor is one of the easiest of which I have ever visited and is I understand much frequented by American particularly Americans who come here for the purpose of getting Fresh Provisions. Found lying here an American Brigantine. Under the White Richard communicated to the Master the orders of the Government and received all the information he could give me relative to the numbers of Whales, seals etc existing the Fathland Islands -  
Monday 11<sup>th</sup> 26.35 b0 } Sent a party to go to obtain a Billhook for the Whale Company. They did not succeed. The Second Master myself employed sounding the Bay and Lagoons and found the different patches of oil & I should recommend Ships remaining long here to anchor in

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The W<sup>ard</sup> and S<sup>E</sup> Barrens on the San Carlos River where there is good anchorage from 7 to 8 fms. in both of which bights of any size may lay safely hauled up from all danger. Good water may be obtained in both Barrens and close to the anchorage off the beach.

Wednesday 12<sup>th</sup> 29-45-58 At 6. am Made sail out of Tummys Harbor for Grantham Sound. In sailing up Tummys Sound to get Grantham Sound the course is South a little Westerly until you pass the Island just named, on your right. Then haul up ESE which course will carry you clear of the Wind anchored in the Sound. The latter is completely landlocked and it would puzzle a person not on deck at the time the anchor to know what was the column of 8-30 Anchors in 70 fms 3 miles from the shore sent afoul to try to obtain a Bullock for the Staffs Company return to the sound unsatisfactory - Fresh Breeze and rain in the early part of the day about the afternoon when I blew a moderate gale - braces yards to the wind. This is also a place noted where the Americans anchor for the purpose obtaining Fresh Beef and I should recommend a vessel to be wary, during the season both in this place and Tummys harbor for without some check it will be impossible to prevent the people from trespassing on the Kite Cattle.

Wednesday 13<sup>th</sup> 29-20 Star bo. At Anchor in Grantham Sound - Fresh Breeze and cloudy

Thursday 14<sup>th</sup> 29-10 10. 2-30 am. Weighed and made sail from Grantham Sound but the wind being foul accompanied with rain at first thought it advisable to bear up for Tummys Harbor where we anchored at 3-30 am. Fresh Breeze with rain and Mist.

Friday 15<sup>th</sup> 28-58-18 06 3. am Weighed and made sail from Tummys Harbor for Port Egmont. The upper part of Cape Tamar is very remarkable having rocks on the top of it resembling bastions or the ruins of an old castle and when once seen can never again be mistaken. Tamar Pass is easily of access going through it, the road off the point on the leftward

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You should have a wide berth about a cable's length - You will then obviate  
a reef with ship on it on your starboard hand past to the left of it about a  
cable's length after passing the above rocks. Tamar Harbors are clear of all  
danger ~~at~~<sup>at they lay on both sides of the pass</sup> I should recommend the  
Starboard one as being most safe, but both are good. Round the next  
point on your left hand lies Robertson Harbor which is considered a  
very good one - You would lie point on your starboard hand and lie  
your latter Pebble Sound sailing as near as the Starboard shore or board  
Brown Island on your starboard hand - You will then strike  
a narrow pass called Hell Gates which I consider a very dangerous  
passage for strangers to attempt but we crossed through easily altho'  
blowing a fresh breeze at the time - entered St. Joseph Sound. The  
day being far spent I did not think it advisable to wait further  
to night and therefore came to in White Harbor at 6 P.M. Je  
very noisy harbor - quite landlocked. None of the officers went to  
shore however and returned in about two hours with 60 Lbland Geese  
18 Ducks & various small birds.

Fresh Breezes and fine

Saturday 16<sup>th</sup> - 29<sup>th</sup> 68 8.30 A.M. Moderate Weather. Weighed and sailed from  
White Harbor for Port Egmont On nothing for this place being the only passage  
Leave St. Joseph Island on your starboard hand and sail into Port Egmont  
bearing in mind always to give the steep a good berth. You will  
find on the S.E. end of St. Joseph Is<sup>t</sup> a small sandy bay called Rock Bay  
a cable's length from which is a reef of rocks under water with no  
berth on it. Do not approach nearer than three cable lengths  
at 12 P.M. Anchored in Port Egmont soft muddy bottom with good holding  
ground - Port Egmont <sup>may be</sup> is crossed by a cliff having the appearance  
of a cluster of rocks. Consider it to be a very good harbor for Ships  
but there are ashes in its vicinity much more sandy for smaller boats  
With a strong breeze from E. or E.N.E. a heavy sea must set in  
In the afternoon planned to visit the remains of the old English Settlement  
the walls still being standing. They are fourteen in number with a Barr<sup>et</sup>  
exterior apparently for Scutum their tools. The soil here appears  
much the same as at the other places which I have visited but the  
grass round about the settlement was much finer, no doubt from  
having been manured. Robt. Goss. Capt. 20 mrs. 10 mrs. 10 mrs.

Wild Pigs were abundant formerly on this Island, but American sailors and whalers have nearly destroyed it, while we did not see any they having it is said given to the opposite end of the Islands.

Sunday P.M. 4 to 8 & 20-28: } Sent the Master to sound in the rock supposed to be in Mud Channel (not so marked in Edgar's Chart) of the soundward side near port this port. He returned in the evening & reported that he descended on the spot marked on the chart, where there was deep water found in every part 13 fms and upwards. The ship bearing ENE from the said port of Sandefjord Island and N.W. by N from the North point of Stogsfjord Island. A ship or boat entering Port Egmont by this passage should keep close to N.W. by N. Island until they have passed the spot where the supposed rock is said to lie. I visited Bixby Harbor with the Pilot Officer Board to be very snug but at Sandefjord acted purely as a place of shelter principally by the French Whalers.

Monday 18 29-10 En. at 6 AM got under way from Port Egmont for Bixby Harbor and New Island. The passage to the Southwest from that port to Bygrent Sound is very intricate and requires a good look out to the left to avoid the shoals and should not be attempted by a stranger without with a commanding knowledge of the flood tide would soon let you on the reef which are all covered with reefs. Going through Bygrent Sound, leave Bull Island on the Starboard Hand. After passing off the passing the South point of Sandefjord Island the course to West Point is N.W. Upon then pass Whale Harbor, and Barren Islands off the S.E. point of the latter lie a cluster of rocks which much resembles the Needles in the English Channel and are so called by the Settled People called Gull Rock lies near but in my opinion it resembles a Steeple more than Gibraltar & should be so called. At 12-15-16 arrived in Ship Cove, N.Y. harbor. It is free from dangers and easy to enter and a very safe anchorage for small vessels, but not for ships as there are several patches of sweep to pass through on which I found bottom at 9, 10 and 12 fms. Vessels should not anchor in the open part of this harbor as it is open to North W.C. Wind. Sandefjord, but found nothing in the shape of houses or huts but the ruins of the old walls which I understand are occasionally made use of the whale oil for heating, there are other ruins in place therefore if well examined this harbor I went to land and made such for

Newland Counted 600 Fish distant 55 Miles - At 9:30 Am. anchored in  
the Harbor. Newland for 9 days Port Island & Mr. Sandy back to N.W.  
Found tarpaulin bag An American Schooner tender to the General Williams  
(about 100 fms) not to much a brand and an old American Flag  
the 1st 600 to charge of Mate and Boy.

Wednesday 19<sup>th</sup> 29. 56. 66 Communicated to the Master of the Esper Boque  
the orders of the Government and left with him a letter on Service addressed  
to the Master of the General Williams containing the same information  
This old vessel has been kept at this place for nearly three years as a  
Depot for supplying - 300 Sailors ships employed who are about  
these Islands, Cape Horn & the Coast of Patagonia. This is considered  
the General rendezvous for all whalers particularly those belonging to  
the United States. There is however nothing like an establishment of any  
kind on shore, Barrels of oil, and Spars I found laying on the beach  
and an old pier which from the marks of fire about it appears to have  
been used for the same purpose as those at Hope Harbor

Although a general & the principal rendezvous for Whalers and sealers  
it is not a good harbor there being no protection from the East wind  
which at times blows strong into this place. It can be entered on  
either the east or west sides of Seal Island - is formed on the south  
side by two round Islands called the Golden Bolts and on the north  
by an Island just off the North Point of the entrance which is not  
named. Good water may be obtained here with difficulty.

Wednesday 20<sup>th</sup> 29. 56. 66 Landed at Neo Island and proceeded to visit  
a colony of Penguins or Rock Hoppers. Their numbers are incredible  
extending over a space of five or six acres. They are employed at this  
season in hatching their young. You can walk amongst them  
with difficulty the birds not moving from their nests, but making  
a most horrible noise. I interested in one or two instances the way  
in which a small bird of hawk called by the Indians Shung Rock  
destroys whole <sup>birds</sup> colonies of their eggs and young. Not daring to attack  
a Rock Hopper singly two of them will commence the affair. One  
places himself in front of the nest & makes a fierce attack while  
the other appears to be regardless of what is going on stands a little on  
one side. No sooner however does the Rock Hopper leave its nest to  
repel the attack of the enemy in front than the other swoops on the other

and flies off with whatever it may contain, so that immediately followed by its companion when they leave the spot. They make no appearance in the interior. A large black cormorant (Melly Mello) also performs the function of scavenger in the midst of the penguins, but on nest-lays about 18 inches from the ground. The eggs of these birds and the penguins are very good when boiled, and thousands are annually taken by birds frequenting the Island. The Skua is also a bird for them.

Wednesday 21<sup>st</sup> 29-40. 65 At 9. am Wright and mate sail from New Island 35° with the master of the Esper a letter communicating the orders of the Government addressed to all Commanders of Foreign Vessels entering at Ship Harbor which he presented to take care of and get copies by the Masters of all Vessels arriving. Received from this paper a statement of all Vessels which frequent this harbor and other information relative to them as far as he could recollect. On leaving New Island for Beau and Beau 35° 44' Steer south to pass by pointe Vache rocks called the Goliats which appear at a distance like two Days under sail and are said reported to me as such they may lie approached close to you then steer out Fish Bay Beau Island, both this and New Island are I understand made up only as places of shelter from bad weather offering nothing in the shape of an establishment nor stores of any kind at either. Anchored in Fish Bay at 12 noon in four fathoms N.W. & S.W. and is a safe anchorage, there is no danger in entering. The tide rises here 8 feet. But a party fishing a mile west 190 fm. <sup>off mouth of river</sup> away of about 10 to 12 fm. laid their line may be obtained in nowise at nearly all the Islands and would form a lucrative trade between them and the neighbouring continent.

Friday 22<sup>nd</sup> 29-26. 65 light winds with rain.

Saturday 23<sup>rd</sup> At 4.30 Wright and I sail from Fish Bay Beau Island to Port Stephens. Steer 35° through Hell Gates (this being the Inside Passage) Tern Island bearing S.W. & Pass outside Sea Dog Island and then steer 38° S towards the Snow Island on which is a roosting place of Rock Shags. On leaving Tern Island pass should the weather be thick and the tide against you steer south to clear Sea Dog Island as the tide acts strongly near the coast. It may be passed inside or out at convenience. Stay to pass on the outside of three points north on the high land near Cape Ward. It called for two Brothers which are

very unmarketable and not easily marketable - Between this land and the cliff  
of Cape Merideth lies Port Stephen. On entering this harbor you have  
the three breakers on your starboard hand the passage marked in Egoes  
chart giving 16 feet which I found correct. Sailed thro' this passage  
and found a rock on your starboard hand and then made a  
convenient as I find in good holding ground the rock bearing  
West and the centre of the Breakers 18 by 8 when you will be in  
a most convenient harbor completely landlocked. Found nothing  
laging here nor any establishment of any kind or house.

Sunday 24<sup>th</sup> 29 58 - 68

Monday 25<sup>th</sup> 29 59 - 70 This morning I proceeded with my boat  
up the different Lagoons but did not find houses or teams of any  
kind. In walking down to the beach I found a large Dog fox  
standing nearly three feet high poised with the assistance of its  
front legs we succeeded in killing.

Tuesday 26<sup>th</sup> 29 55 - 64 At 11 AM weighed and made sail from Eagle  
Island. In sailing found Cape Merideth should the wind be  
light you must give it astern of about five miles to avoid the  
tide which runs strong with a heavy swell, but with a good east  
wind it may be approaching with safety within a mile. We  
passed close to and looked into Owl Island's Fox Bay but found  
nothing by there I am informed they are visited merely for  
shelter in bad weather. I sail from Cape Merideth intended  
to go through Fairstland Sound a NNE course well carrying you to  
Iron Island you will then clew up running head on the NE  
entrance of the sound ships approaching the Southern Islands should  
be very cautious for there are reefs running off it in a W N W  
direction more than a mile from the Western Point of Iron Island  
and the flood tide sets strong thro' Fairstland Sound from the  
Ridge a bank of two miles at least in passing, if intending to go to  
Spectre or Eagle Islands both of which possess good harbors -  
it can anchor in Jacks Harbor Cape Island in 10 fms. Water  
have 11 1/2 good holding ground in quite landlocked

77

Pigs, Sheep, Geese, Rabbits, Ducks, &c. are very abundant at the Islands & the Soil appears here to be a much former cause by these very sheep get woolly. Sheep would in my opinion have been our supply well. Good water is also easily obtained.

Wednesday 27<sup>th</sup> 29. 50 - 64.

Thursday 28<sup>th</sup> 29. 58. 61 at 11 Weighed and made sail from Eagle Island for Port Pleasant. towards the south Point of the East Falkland you will observe several small Islands to outside of th. which I do not stand so near the shore as the Coast is dangerous and abounds with reefs. Spouts of Souther Wind. There was a passage at and the E. Falklands but not much used even by small vessels. At Bull Point <sup>16 miles distant</sup> the southern extremity of the East Falkland in a NNE direction lies Wolf Rock which is always above water. Give it a broad g. about a mile then steer of outwards to go to Port Pleasant Sound or Port Pleasant. We to clear all dangers.

Friday 29<sup>th</sup> 25. 63 at 6 10 <sup>mo</sup> Anchored in 5 fms to Port Pleasant. This port may be known by the Island a round island one the long way to the east and the round to the west. To the westward of the round Islands about six miles are some small Islands not named. After passing them you enter Port Pleasant which is a good anchorage for small vessels.

Saturday 30<sup>th</sup> 29. 10. 65 at 4 30 Weighed and made sail from Port Pleasant for Louis at 3. Anchored off Goat Island. Best of sound.

Sunday 31<sup>st</sup>. At 11 am Weighed and made sail for Port Louis and at five anchored just off the mouth of the Baton River with single thank at eight to command. Charles McLittle as a most excellent Pilot for the Falklands. He is acquainted with every part of them which knowledge he has acquired from being Master of one of the sealing Schooners belonging to the Settlement and whilst on board the Barrow contracted himself to my future protection. He was engaged by the Govt of S. Australia to crew off and bring her

a French Whaler & Soba lochrite Fracter, had called up to explain the  
own ~~new~~<sup>old</sup> ~~and~~<sup>but not bad</sup> Scams on board communicating to him the orders of the  
Government. The foregoing Sir is an account of all the Ports and places  
I have visited at each of which according to your Instructions I caused  
the Union Jack to be hoisted during our stay. At none of these places  
was there any thing like an establishment nor was there any foreign  
Flag flying on shore. The Masters of all vessels to whom I communicated  
the Government orders were civil and promised faithfully to observe  
them. The weather was favorably few during our tour as well  
as seen by the accompanying Table of the Height of the Barometer  
and Thermometer and State of the wind & weather - never having had  
occasion to suffer taste in sail on account of the Freshness of  
the wind. The Soil on all the Island appears to be much the same  
the same sort of birds, Rabbits &c are common to all in great  
numbers. East Falkland possessed advantages over the other Islands  
for settling in consequence of the Wild brother which increases in plenty  
numbers and are now estimated <sup>probable from 15000 to 50000</sup> at 30000 <sup>at present but it may</sup>  
<sup>however</sup> <sup>be more</sup> easily be transported to the West Falklands but would  
require protection for a few years - Settlers at Port Egmont and  
Tranquillity harbor which in my opinion are the next best places  
after Port Louis, would at first labor under great privation  
and would have to bring with them at least twelve months  
Stock of Bread and Flour and Wood for building. Herbs  
are abundant and Peat for fuel may be obtained all  
the Islands Vegetables such as Potatoes, Cucumbers Turnips &  
c. I have no doubt grow in any of the Islands as they succeed  
well at Port Louis but must be protected from the wind  
by high walls as the wind blows occasionally strong during  
the summer months. Come on this account as well as from  
the shortness of the warm weather I think would never succeed  
and therefore Settlers would have to depend on Foreign Country  
for supplies of Corn - Wild Grases are abundant particularly at  
Cape Island which from the absence of its soil company

With the others, would make a good Ship from

In the protection of the Wild Cattle, Indians, and Rockeries on the Islands it would require two vessels of the former size and complement of one to cruise during the season between Granville Sound and Penning's Harbor which are the ports of American Vessels when they come Fresh Provisions, the other half protection of the East Rockeries and Fisheries on the West a Island with an old 28 gun Ship or Bomba Station as a Guard Ship at Port Louis as a Depot for Provisions and Stores to supply the Cruisers with a complement of 40 Men to be employed in Gunpowder building &c With this force these Islands would be effectually protected from Despises and the want of the Rockeries would again soon become abundant. The Settlers the latter have been very successful having taken 5000 Bushels

The number of Settlers at present belonging to Port Louis about 18 Men three women and their children.

The gunsles at present employed in catching the wild cattle are 2 Hand Boys, 100 leather lins and one of the Park Boys but these are not sufficient and it will be requisite to obtain others from Mackinac. I pray however it will be difficult to induce them to come under the Officer in charge of the Settlement with guarantee their being paid for Provisions. Necessary

The Garden plants by Sam'l Smith are in a flourishing state and I have no doubt will furnish a fine crop of Potatoes. Onions are for the winter. The Settlers are very poor but sufficient vegetables are not given to supply the necessary quantity.

Neither who would at first make up their mind to suffer a little hardship would in a few years snuff money for instance the present settlers who have all come here since I last arrived without a cent piece in their pocket now possess ten fine houses and are making money rapidly. There are at present 200 Head of Game cattle 500 Hds for pasture and about 60000 lbs of 100 lbs dry and

40 and his wife - will be pleased to have him beg to enclose a copy of a letter  
written to me arrived to find Whales this day and Perseverance  
to the Master, of whom commands the Govern' orders, had put  
in for refreshments.

On the 15<sup>th</sup> I proceed in my boat to visit Johnston's harbor. Port  
Louis is far preferable anchoring<sup>d</sup>, as Johnston's harbor is five miles  
from the settlement - by land a long and tedious march.  
Large ships might find a good anchorage under the sea lion  
Rock if it should not be thought advisable to wait of  
for Port Louis.

Buenos Ayres 14<sup>th</sup> March 1838.

Lieut,

Commander Robt Lowry

On board of H. B. M's Cutter Sparrow

Sir,

Having been informed that you have been at the Falkland Islands lately, I beg leave to ask the favor of you to answer me the following questions:

- 1<sup>st</sup> When were you last at the settlement of Port Louis?
- 2<sup>d</sup> Was there any one at that time acting as my agent and if so, who was it?
- 3<sup>d</sup> Do you know whether my movable property still exists on the Island or whether it has been shipped according to my directions by Lieut Smith's Son, who some time had charge of it, and may probably have left the Island, as I have not had a line from him since Decr. 1835 - and if it has been shipped where has it been shipped to and in what vessel?
- 4<sup>th</sup> If the skins & hides have not been shipped do you know what quantity there was? and whether there is a sufficiency to make it an object of freighting a vessel?
- 5<sup>th</sup> Is it true that Lieut Smith is going to be

the Settlement of Port Louis and that an other off  
is going to take charge, and when?

I hope this may reach you in time to  
receive from you the wished for information,  
which you in that case will have the kindness  
to transmit to me of the Packet Eufrasia  
which usual returns to Buen Ayres 48 hours  
after her arrival at Montevideo.

Not having had any account regarding my  
said property I was just about freighting a  
small vessel, and go down in her, for the sole  
purpose of getting that property to Buen Ayres  
or Montevideo, and to pay suitably for his trouble  
whoever may have been or is my agents in  
the care of such property. From this you may  
judge how anxious I am to obtain the desired  
information, and if the property is still there  
I shall in a week or two proceed to the Island.

Pray sir excuse the trouble of giving  
you, and which I assure you will be thankfully  
remembered by

D. Sir

your most obedt<sup>t</sup>  
umble servant  
Lewis Verner

P.S. If my property has not been shipped yet

I wish it may not be done, and would be obliged  
to you to communicate this to whoever may be  
in charge of it -

The Same  
Verdict

In

I had the honor to receive your letter of the 14<sup>th</sup>  
this month and a I shall <sup>smt</sup> soon have on Saturday I hasten  
to inform you that Mr Smith has been ~~assigned~~ <sup>in</sup> the  
charge of the Falkland Islands by myself with respect  
to any property belonging to you upon the Island  
I can just say that I know of none of a pecu-  
nial nature

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Alvarez  
Lieut Robert Alvarez  
Commander of H.S.S. U.  
Cutter Sparrow  
at  
Montevideo. —

<sup>85</sup>  
Montevideo.

A.M. Spain March 16<sup>th</sup> 38

Mr. G.

In reply to your letter of the 14 Inst. I beg to acquaint you that upon my arrival at the Falklands, Mr. Smith will return to England. He does not know what you mean about ~~property~~ of yours upon the Islands. I know of none; nor do I believe there are any. I have known that there are in the hands of settlers a large amount of ~~property~~ ~~titles~~ in your name for which no value can be received. But if you think you have any claim for the recovery of ~~movable~~ ~~Property~~ you must apply in the proper quarter.

I am

Your humble s.

W. W. W.

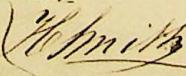
Mr. Lewis. Verne  
Buenos Ayres.

2

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This is to certify that I made a verbal agreement with  
Antonina Rose in April 1834 if she would tame cows  
that is to mate with cows of those caught by the Gauchos.  
I would give her every other calf of every cow she so  
tamed. I did this as I had no funds to pay her  
for her labour, and I followed in some measure the  
example of Mr Lewis' Servant who gave the German  
families located under him every calf after the first.  
I thought that too extravagant and only gave  
cows other and I do further certify that this woman  
labor has been the means of my having so many  
fine cattle.

Her earnings and the produce of them are ~~seen~~ <sup>five</sup> cows  
five cow calves three open and one late the whole  
known by my son and the Capataz that no money  
of any agreement has been rendered to the Commander  
in Chief for the information of the Government and  
her might acknowledge

Given under my hand the 5<sup>th</sup>  
Wednesday day of April 1838 at Fort Davis  
Texas. <sup>By authority</sup> <sup>of</sup> Captain  
Bartley Brown & John Brown  
 W. Smith Adj't of Muskop Dabbs

18

In the continuation of  
the history of Missouri  
and the gradual change  
of the settlement of  
that State, Beginning at  
the time of its admission

John H.  
Smith  
and G. M. Dutcher

# Sailing Letter

For the protection of Ships owned by British Subjects but not entitled to the privileges of British Ships duly registered and navigated

I Robert Hesketh Her Britannic Majestys Comr at Rio de Janeiro Brazil do grant this Sailing Letter as above designated for the use and navigation of the Schooner Montgomery, whos Charles Melville is at present Master and Owner.

And I hereby make known to all Her Britannic Majestys Ministers appointed to reside in Foreign Countries, and also to all other Officers in Her said Majestys Service both Civil and Military and also to the several constituted Authorities in Foreign Countries that the said Schooner Montgomery is the property of a British Subject that she is therefore entitled under the Laws of England to assume the British Flag on all her voyages and to claim the Protection of that Flag as a Material distinction in all matters relating to the rights of Property.

But I do at the same time make known

Known that by this Sailing Letter there are given  
to the said Vessel no Rights of Trade and  
particularly no license whatever to exercise  
any privilege of Trade or navigation which is  
by the Laws of England confined to British  
Ships properly so called, and provided with  
Certificates of British Registry which is the only  
legal evidence of their title to that Character  
to exercise any privilege of Trade or Navigation  
which by the Laws of England is confined to  
the Ships of any particular Foreign Country  
Owned and navigated by the Subjects of  
such Country.

But in as much as the British Laws of Navigation  
and Registry do not preclude British Subjects  
from employing Ships other than British  
Registered Ships in voyages between Foreign  
Countries between which they trade nor in  
certain other cases this Sailing Letter is granted  
to the said Schooner "Montgomery" in  
order that she may be duly protected as  
British Property while employed in any such  
unrestricted voyages. —

And for the more certain Identification  
of the said Schooner for which this Sailing  
Letter is granted, I do hereby certify that  
the said Schooner "Montgomery" has one deck  
and two Masts her length being fifty Nine feet  
eight inches, her breadth Thirteen feet two  
and half inches, her depth Seven feet four  
inches

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miles that she is Square Sterned, has no Gun  
Galleries, no head, no deck and is Schrimmer  
Rigged. And that she measures by American  
Advertisement Seventy one 45 tons.

Written under my hand and  
Seal of Office at Rio de Janeiro  
the Fourteenth day of April  
1838 —

  
Robert Herkell  
R. R. M: Jns:

16  
Circular Address  
to Boston Anti  
Opposition Cominued  
and sent to Boston  
Government houses  
a record.

---

To Major of His Magesty's  
Naval Forces 24 M<sup>r</sup>d 1858

Sir

In transmitting the accompanying Ops  
affter from the Admiralty and Foreign Office, which have  
reference to their respects letter of the 10 July containing  
Instructions for your guidance as the Naval Officer at the  
Falkland Islands, have to call your attention to the fact  
that upon these parts of the present communication, relative  
to the manner in which the Foreign Boats, fishing  
within the territorial limits are to be treated, for which  
reason I have placed in your possession, by the earliest  
opportunity, the views of the Foreign Office, as well as of my  
Lds Commissioners of the Admiralty, to enable you to act  
up to the spirit of their directions, in this will they  
appear more for your confidential information and  
guidance than to be given to the public.

I have the honor to be

Sir

Lieutenant

Your most Obedt Servt

Commanding

Her Majestys' Schooners  
at the

Herbert C. Parker

Falkland Islands

Wednesday 7<sup>th</sup> Oct 18

Mr. Secretary of State  
By returning Instructions for the guidance of the  
Customs Office at the Falkland Islands, in the west  
of Foreign Waters, fishing within the territorial  
limits, I am commanded by Mr. Secy. State, commanding  
of the Admiralty to transmit to you the accompanying  
copy of a despatch from the War Secretary of State  
to the Foreign Office enclosing such Instructions as  
he desired, for your information and guidance; and  
you are to give effect to the tenth and following  
Article 3<sup>d</sup> section at the Falkland Islands, in  
conformity therewith.

I am

Truly

Your most Obedient  
Son & Servt

Customs Officer

of His Ships & Vessels

No. 2. Luttrell

Frigate Charles Wood

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Copies of a Copy.

Rockingham, Foreign Office, <sup>the</sup> Decr. 1, 1837.  
Sir. Admiral

Sir,

I have had before  
Viscount Palmerston your letter  
of the 29<sup>th</sup> Ultmo, transmitting  
Copies of a despatch, and of  
its enclosures, from Vice-Admiral  
Sir Graham Ramond, from  
which it appears that the  
American Whalers are in the  
habit of killing the Wild Buffalo,  
on the Falkland Islands.

Lord Palmerston directs  
me to acquaint you, for the  
information of the Lords  
Commissioners of the Admiralty,  
that he is of opinion that  
when there be a force at the  
Falkland Islands, adequate  
to prevent the depredations  
complained of, the Americans

Sir John Barrow, Bart. should

should be requested to desist,  
and if they persevere in such  
practices, they should be  
presented. But his Lordship  
thinks that it would not be  
proper, or expedient, to interfere  
with them, so long as they only  
resort to the Islands for shelter  
and refreshment. -

I am, &c  
Signed W. F. Brangwyns.

Sept 1835

Fr. Vincent  
Piney

Dated Offr 20 August 1811

I have had the honor to remit to you Sir of the 11 instant upon the subject of the  
Instructions issued to the Officer commanding at the  
Falkland Islands, with regard to Foreign Ships  
sailing within the territorial limits of the Island.

It is only desirable to state briefly  
in reply to the information of the 20th Committee  
of the Admiralty, that on enquiry I find from among  
the papers of the 5 July 1811, from it had occurred, in  
the first of the record of Admiralty, a misapprehension  
of the meaning it was intended to convey, Lord Palmerston  
wrote that the Lieutenant commanding at the Falkland  
Islands, should inform the Foreign vessels  
that they are trespassers; and that he should also  
tell them that it is possible that he may at a future  
time, receive instructions to prevent them from  
returning; but Lord Palmerston did not intend the  
said Instructions should at present be given to the  
Officer.

Lord Palmerston directs me to add further  
to the above, considering the state of our relations  
with the United States, and the incertainty of  
making amends partly any loss I may sustain.

Charles Fox Esq

Esq

for me for me

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between the two Governments, concerning their territories.  
Sufficient for you to see your first despatch referred to  
these Islands in considerable number, and considering  
also that our present occupation of those Islands is  
obviously without a legal, and to make more for the  
purpose of ascertaining our right of sovereignty, than with  
any immediate view to an effective and complete  
settlement, the best course to be pursued seems to be  
to ascertain what treatment, not in regard of his voyage  
in search of supplies, but not to consider it part of  
his duty to keep them off; but in any circumstances  
which he may have with any of them, to take an  
opportunity of stating to them that, though Great  
Britain for her own convenience, has for some time  
past withdrawn her Garrisons from those Islands,  
she is now determined to occupy them again, and  
that a reoccupation of them will of course be attended  
with a full assertion of all the rights which by the  
law of nations attach to Sovereignty; and among  
these rights must be considered the exclusive use  
of the shores and of the waters within her territorial  
jurisdiction. But the Officer sends State that  
he has hitherto not received my instructions to make  
to Major Forbes any communication on that head,  
or yet to remove him or above stated and he  
reminds to them that their resort to the Falkland  
Islands is peremptory and not of right.

I am etc

Signed W F Shargroves

Foreign Office

relative to American

Voting Practices

2<sup>nd</sup> July 1855

Settlement, Falklands  
Port Louis 9<sup>th</sup> Nov 1838

I Sir Robert Sorley Commander of Her  
Majestys Frigate Sparrow, also Governor of the Falkland  
Islands, do agree to allow Pascual Recano his wife  
Angela Espino, and her Son Andres Pitalega to  
rebuild a part of an old House situated in a  
valley leading about S. W. from Government House  
and measuring twenty one by twenty two feet or there  
about. The above house I give to Pascual Recano  
Angela Espino, and Andres Pitalega whilst they  
remain as a whole or individually on these Islands,  
They the said repairers Pascual Recano, Angela  
Espino, and Andres Pitalega, rebuilding the said  
house at their own expense with the understanding  
that all future Governors will recognise this my  
Contract as I consider it doing good to the  
Settlement

Settlement by rebuilding old ruins, and showing  
an example to the present settlers or residents.

~~W. W. Smith~~ Sir J. Commiss<sup>r</sup> of H.M.  
Hatch Sparrow, Ofc<sup>r</sup>,  
in Charge of the Falkland

Witness  
Frederick Pierce

C<sup>t</sup> No 35

Peter Green to Nathan C.  
Reeves to Charles Monroe

Jan 10 1811 John Green  
does not know -

Copy.

## British Licence.

To trade between the Falkland Islands and  
any Foreign Country or place.

This is to certify that I Thomas  
Ball Sullivan C.B. Commander of the Second Staff,  
and Senior Officer Commanding Her Majesty's  
Ships and Vessels on the East Coast of South  
America, being thereto authorized by the Lord Com-  
missioner of the Admiralty, &c. do grant this licence  
as above designated for the use and navigation  
of the Vessel called the Montgomery whereof Charles  
Melville is at present Master, and whereof Charles  
Melville of the Falkland Islands is the sole or  
principal Owner.

This licence is granted in order that  
the said Vessel called the Montgomery may be  
treated at the Falkland Islands by all British  
Authorities in the same manner as a British Regis-  
tered Vessel in respect of all voyages between the  
said Islands and any Foreign Country or place.  
and also in order that it may be known in all

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Foreign Countries, that the said vessel is the  
property of British Subjects, and is entitled to  
protection as such.

At the same time it is hereby  
made known that the said vessel is not entitled  
to any of the peculiar advantages of Trade  
with any Foreign Country, which are secured to  
British Registered Ships by the terms of any treaty  
of commerce or navigation concluded between  
such country and the United Kingdom.

And for the more certain idea  
of the said vessel for which this licence  
is granted; I do hereby certify that her length  
from stem to sternpost for tonnage is fifty  
seven feet, and that her breadth is eighteen  
feet from Skin to Skin that she has two masts  
and one Deck, and that her burthen is sixty  
three  $\frac{1}{3}$  Tons according to the mode of ad.  
measurement prescribed by the British act  
for the Registering of vessels passed in the  
year 1825. and repeated in the similar renewal

105

act passed in the year 1833.

Given under my hand and seal  
at the Government House, East  
Falkland Island. Eleventh March  
In the year of our Lord One Thousand  
Eight hundred and thirty nine.

W. Sullivan  
Commanding and  
Senior Officer.

City of Vienna -  
Gmina Stary Mostowiany  
by Antoniak Stefan

British Licence

To trade between the Falkland Islands  
and any Foreign Country or place.

This is to certify, that I, George  
Hall, citizen, No. 15, St. John's Lane, London,  
and Senior Officer Commanding Her Majesty's  
Ship and Guard on the East Coast of South  
America, being thereto authorized by the late  
Secretary of the Admiralty to do so, grant  
this licence in the designated form for the use  
and navigation of the vessel called the  
Alouette whereof Richard Price  
is the present Master and whereof Richard  
Price of the Falkland Islands is the  
late principal owner.

This licence is granted in order  
that the said vessel called the Alouette  
may be traded at the Falkland Islands  
by all British Subjects in the same name  
as a British Registered vessel in respect  
to all voyages between the said Islands.

108

and any Foreign Country or Place, and also  
in order that it may be known in all  
Foreign Countries, that the said Vessel is the  
property of British Subjects, and is entitled  
to protection as such.

At the same time it is hereby  
made known that the said vessel is not  
entitled to any of the peculiar advantages  
of Trade with any Foreign Country; which  
are allowed to British Registered Ships by  
the terms of any Treaty of Commerce or  
Navigation concluded between such Country  
and the United Kingdom.

And for the more certain identi-  
fication of the said vessel for which  
this license is granted, I do hereby certify  
that her length from stem to sternpost  
for tonnage is Fifty three feet and  
that her breadth from skin to skin is sixteen feet  
and that she has two masts and one deck  
and that her burthen is forty eight &  $\frac{3}{4}$  tons  
according to the mode of measurement

109

prescribed by the British Act for  
the Registering of Bills passed in  
the year 1825, and repeated in the  
similar named act passed in the  
year 1833.



Given under my hand and seal  
at the Government House, Port  
Falkland Island, March twenty,  
In the year of our Lord the thousand  
Eight hundred and thirty nine.

*P.B. Wilson*  
Commodore and  
Post Officer

110  
"Mysot  
of  
Athena

Worth of the Gauchos at Port Louis between the 1<sup>st</sup> Aug & 31 October

Date	Prix Achille Guillot, Esq.	Amount dols. Dollars
Jan 1 to 5 <sup>th</sup> work done at Port Pleasant, my catching animals for species		54
Feb 7 <sup>th</sup> Montezuma cutting cattle and getting 2000 head of cattle at Port Pleasant.	16 52	2 32
March 6 <sup>th</sup> 66 head of animals on the West Falkland	44 1	
April 3 <sup>rd</sup> Bringing from the Country 24 animals 2000 head calves 53 - 5 3 days work at the Settlements	17 5	3
Bonus to Gaucho for animals 45 in all + 2 more a head	23 8	
April 1 Received the above Sum of \$104-44.		
	Prix Achille Guillot	107 4

### 10th Espino Gaucho

Date			
Feb 1 <sup>st</sup>			
Feb 7 <sup>th</sup>	3 <sup>rd</sup> work done at Port Pleasant catching animals 2.	16	52
	3 <sup>rd</sup> share of landing 66 animals on West Falkland.	44	0
March 3 <sup>rd</sup>	Brought from the Country 24 years old 5 calves 5 <sup>th</sup>	17	5
	8 <sup>th</sup> 24 cattle after battle.	8	0
25 <sup>th</sup>	4 days work at Settlement	4	0
	April 1 Received the above sum for \$10 2 <sup>1</sup> / <sub>2</sub> the Espino.	90	2 <sup>1</sup> / <sub>2</sub>

### James McGuire Gaucho

Date			
Jan 1 <sup>st</sup>			
about 7 <sup>th</sup>	5 <sup>th</sup> work done at Port Pleasant.	16	52
	3 <sup>rd</sup> share of landing 66 animals on West Falklands	44	0
March 3 <sup>rd</sup>	of 24, two years old 5 calves from Country.	17	5
	8 <sup>th</sup> 24 cattle after battle	8	0
25 <sup>th</sup>	3 days work at Settlement	3	0
	Received the above sum		
	\$89-2 <sup>1</sup> / <sub>2</sub>		
	James McGuire	89	2 <sup>1</sup> / <sub>2</sub>

### Almoe Baronet Gaucho

Date			
Aug 24 <sup>th</sup> about 3 months work for 24 cattle 23 dead 1 young animal per head	81	0	
	" Head " here		0 0
March 3 <sup>rd</sup>	6 days work at battle		

Date

## Account.

due date

Joseph Oddymann

Aug 1. Paid 14	Shuttle 86 miles : 1 $\frac{1}{2}$ pds each	16	1
-------------------	---	----	---

Pineapple, Tahiti

Aug 28 Paid 13	30 days work in camp : 1 dol per day	15	0
-------------------	--------------------------------------	----	---

111  
W. P. M. A. G. Capt., commander of Millot  
sloop, office in charge of  
the Falkland Islands -

These are to certify that the several sums of money due to the seven persons named in the foregoing account were actually paid to each party in the respective sum therin set forth amounting in the whole to four hundred and six dollars and two mill.

Given under our hands at  
Port Louis East Falklands  
the 1 April 1837

D. Rice

~~Stretcher~~

4 - 4 -

2 - 2 -

89 - 2  $\frac{1}{2}$ 

81 - 0

0 - 0

16 - 1

15 - 0

405 - 2

J. P. L. Commander  
R. P. M. A. G.  
Cheese  
A. P. H. D.

24. Thomas. & N. Lubbock. Esq.  
Adm' Commodore of the Second class  
and Senior Officer Commanding  
Gunships and Frigates  
the East Coast of Africa.

You are hereby required and  
directed to encourage the settlers by  
allowing them to enclose a piece  
of ground for cultivation with the  
understanding in writing that by so  
doing, they are not to enjoy the privilege  
of freedom, but are to give it up whenever  
they may be required to do so by order  
from Government.

You are, should anyone enter-  
take to tame Wild Cows to allow  
them to do so, and they may enjoy the  
benefit of the milk for their families  
and keep every third Calf they rear  
for their trouble.

You are to despatch

After due trial at the Settlement to  
the best advantage, placing such  
persons to the credit of Her Majesty's  
Government.

Any settlers wishing to  
purchase wild cattle on their being  
brought in are to be allowed to do so,  
having a Bill of Sale given them; after  
which they must put their private  
mark on them in presence of the Officer  
Resident at Port Louis, in respect of  
which the cattle are still to be considered  
Government property,

A Register of all cattle is to  
be kept as a public document for  
reference.

The above direction will be  
subject to the approval of my Lord  
Commissioner of the Admiralty,

You are to encourage the

breeding of Cattle as much as possible on the Settlement, and you are not to sell the Cows, or young Heifers, until after they have had several Calves. The breeding of Horses on the Settlement must be also particularly attended to, to avoid the expense of bringing them from the Continent.

You are to collect the parts of any wrecks there may be on the Islands (after the Master shall have signed their claim to them) and convey them to Port Louis for the use of the Settlement.

Given on board the Ag. Webster

Island. March 12. 1830.

S. Scott

P. Govey

James & W. Stevens

and Officer in charge of

the Falkland Islands  
by command of the Commander  
Charles W. Elliott

Such animals are to be allowed  
under his immediate care  
from morning and be it to be answer-  
able for them in the case of their being  
killed or otherwise injured.

P.B.C.

Instructions from owner.

= Modes & seasons / relative  
to tame, corral, seal  
Moss. Horse selected

14<sup>th</sup> March 1839

for pecuniary & other account which  
such an officer of account may state  
in all cases the specific date of day as well as  
that amount or such description above as  
above contained.

The Accountant will make the payment  
the Jockey for taking care of Cattle to be paid to  
Leather; whereas in the last quarter of the year  
charged for the service for board of ₤ 5 5 0 - less

The list of payments made to the  
jockey may be still made out upon the sheet,  
but should be signed by each man at the foot  
in respective account in receipt of payment, and a  
Bill of Exchange signed by two persons in the form attached  
is placed at the foot of one bill and with the  
payments hereunto referred would give the  
Document a sufficient credit.

In a General Assembly, held at London on  
the 20th January instant in the Year 1745, it was  
Resolved to give the following Answer, that  
Every payment or instalment is to be paid to the  
Master Farmer or his Agent, accounted for, in  
order, however, to determine as the case may  
be, and limit the sum of money, and will  
point out to him how to procure the Master  
in the first place which the Agent and others  
are to be admitted.

John Robinson

In writing, & in his account of Budget and Disbursements, which he is to transmit to the Comptroller in a few days, prior to their being transmitted to the Auditor.

History Jan 2, 1866

This his time the 2-6-2 will be paid as above at the Auditor who will in account No. 1000 \$100 which will now be forwarded to the Comptroller.

The last section of the Bill should be accounted for the amount transmitted by the Auditor in day of the same.

The last section of the Bill should be accounted for by the Auditor transmitted by the Auditor.

At my further request of Feb 1 and 2, you will account  
receivable by me on credit account, disbursements above sum  
transferred to the Auditor prior to the discharge of the  
Audit through the agency of the Comptroller, and the  
same affording the general bill in full which could then be  
put into the hands of the Auditor prior to the  
disposition of the original bill to him. It would however be to your  
Bill's advantage done in this way, as the audit of the  
same, if you wait until after the Bill receives its final  
form of which I will however furnish such with the  
account to the Comptroller as soon as possible  
so as to give him the earliest opportunity to make out  
the bill's audit account and the same be so  
done for making his account.

The same process will be adopted

115  
Service

Rec'd to

145.  
miles  
III

Tr. Fines & Bill from Clerk in Chancery  
transferred to Mr. & Mrs. Edwards  
to S. Price who incurred it

Tr. Cash received from John Ladd  
for extra bill of \$12.00 due to him

Tr. Cash from Clark for extra bill of  
 $\$12.$   $\frac{1}{2}$  paid to him to be paid to

Tr. Cash from — — Paid to Dr. C. H.  
West at 2.5% at 50? Equal  
to — —

Tr. Cash from Alderman for 22.00  
extra bill of \$12.00 due to him to

Tr. Cash received from the American  
Sewing Society to pay off the first 12  
= 12.00 to \$55, which is 52.00

it. The Cash account for the bill & c. &c. should be made up in the same manner as before.

5. These instructions apply also to Presidents on the other side of the hill contained in the letter or the Committee giving direction and instructions and the signature given by the first person. The signature given, must be placed against the letter applying to him; and last the document should be witnessed by some person to give it the character of a check which should be given in duplicate to him who is in the neighborhood.

6. All Cash of the present & subsequent bills should be date stamped and name of the Bank & Banker should be noted, and a copy sent to the Master of the Mint received, in somewhat the following form and given a check to —

Philadelphia  
June 12 —

Received towards the Pay — — — — —  
from James E. Brown in charge of the Fifth  
District — amount of Cash Paid at his command  
and for which I have had him to sign — — — — —  
Bank — City of — — — — — paid —

Received payment  
of — — — — —

of — — — — —

Trade  
Receipt.

May  
Index

No. 7. Balance remaining on hand on  
1st Oct 1822 upon account of Dr. L. C. 1

Balance of bill from Electrolysis  
with interest for 3 months at 5%  
per dollar to \$ 65-5 which adds = 1

Balance of Bill from Proctor & Gamble  
for 6 months at 5% = 200 per dollar  
to \$ 15-5 which adds 5-5 = 3-

Cash received from the General  
and Naval Company, dated \$ 25  
January 1st 1823 = 4-

14-

Instructions from  
General Sibley C.P.  
as to accounts

Z

Mr. J. H. American Ich. Benjamin de Wolf  
Terry his Master, represent himself as being an  
Officer with U.S. Service and employed under <sup>that</sup> Government  
I am informed fishes and kills Deer on those  
wharfs - he took from this place two of the  
letters without permission or the right of it

Lieutenant B. S. Delano

A. M. K. Arrow

South America

Buen Ayres 22<sup>nd</sup> August 1839.

Lient Robt Lowcay

H. R. M. S. Officer in Charge  
of the Falkland Islands.

Sir,

I wrote you on the 14<sup>th</sup> of March  
of last year asking of you as a favor, to be informed  
whether you had any knowledge of the existence of  
my moveable property at the Settlement of the Falk-  
land Islands, or whether the ox hides seal skins &c.  
had been shipped by Lient Smith's son according to my  
directions, he having had some time before charge of my  
property, and might perhaps have left the Islands, as I  
had not received a line from him since December 1835.  
And if they had been shipped, whereto had they been shipped  
and in what vessel.

To this letter you replied that you did  
not know what I meant by property of mine upon  
the Island, that you knew of none, nor believed there  
was any — that you knew however there were in the  
hands of settlers a large amount of promissory notes  
in my name, for which no value could be received. And  
finally you concluded by stating, that if I thought I had  
any claim for the recovery of moveable property I must  
apply in the proper quarter.

After this I received a letter from Com  
mo dove

# My directions went for H. R. M. S. Commodore in Oct 1836.

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Madame Sullivan Commander in Chief of H.M.S.  
naval forces on the Brasil Station of which the annex  
is a copy, by which it would appear that my movable  
property on the Falkland Islands still exists there,  
therefore beg leave again to request you to inform me  
for my guidance the real state of the case.

Lastly as regards the promissory notes you allude  
to in your letter I should be glad to obtain some explanation  
as to the nature & tenor of them, their amount, and who  
of the settlers held them, as I was not aware that our  
agents had left any uncashed, and am inclined to think  
there is some misunderstanding on the subject. There were  
formerly some paper tokens in circulation at the colony,  
the current money of the country, which I was informed  
by my agents they had redeemed, whether some of these paper  
still exist I know not. I must yet observe, that I hold  
letter from Lieut Smith dated July 1835, and another of  
Dec<sup>r</sup> of the same year (when he had been nearly two years  
in charge of the Island), stating that he had delivered my  
property to his son, as my agent, who was holding it  
at my disposal, but not a word was said by these gen<sup>r</sup>  
men regarding promissory notes or tokens or any  
claims on me, in their letters to me, which circumstance  
makes the appearance now of such papers still more  
accountable to me. And especially so, as when questioned  
their arrival at Rio Jan<sup>r</sup> from the Falkland Islands, my  
the lieut Smith &c &c they answered to my Correspondent  
Boston Dutton & C<sup>o</sup> that in consequence of the British  
having now taken entire possession of the Island, there  
not at present the slightest probability of any thing being  
restituted to me; but regarding promissory notes not

word was said.

Hoping to hear soon from you either direct or over Rio Jan<sup>o</sup> under cover to my friend Mess<sup>rs</sup> Rostrom Dutton & Co<sup>o</sup> of that place on the foregoing subjects and whether you would be willing to deliver any of my property if sent for it. —

P.S. The departure of H.M.S. ~~3~~ your most ob<sup>d</sup> &  
Grecian affords me the first direct opportunity of writing you to the  
Falkland<sup>s</sup>. —

Sir

~~your most ob<sup>d</sup>~~

humble Servt  
Lewis Vernet

*Copy*

Her Majesty's Ship Stag  
Buenos Ayres Oct 17<sup>th</sup> 1838.

Sir,

I am directed by my Lord's commissioners of the Admiralty, to inform you in the most distinct manner that if you should persist in declining to remove your movable property from the Falkland Islands, you must impute to yourself any deterioration which that property may sustain, and that under no circumstances will Her Majesty's Govt consent to become responsible for the preservation of such property, or for any damage which may be done to it.

To Mr Vernet

Montevideo

River Plate

I am Sir

your most ob<sup>d</sup> Servt  
H B Sullivan  
Commodore & Commander in Chief

To Lieut Robert Lowry  
Mr. H. B. M. I. S. Officer  
is charge of the  
Falkland Islands.  
H. B. M. I. S.  
Grecian Capt Smith

681 22  
March 6 1852  
Dear Sirs  
My dear Sirs

Copy

129

A. Hutch Arrod Esq<sup>r</sup>  
Bridley Sound Court  
Falkland 8<sup>th</sup> December 1833

In accordance with instructions  
furnished me from His government

It is my duty to warn you  
or any Foreign Ships from sailing the  
West Coast, fishing or sealing the Coasts,  
waters, or Islands of the Falkland Group,  
and that you are not again to return  
another season to those Islands, as Great  
Britain has now asserted her rights to  
them, and by the law of Nations  
which attach to Sovereignty the exclusive  
rights of all the ~~the~~ fisheries on its  
Coasts, Fish, and Waters.

Lau

Son of the Court

— Smiley Master  
of the Schooner  
Brigantine de Wolf

Yours  
A. Hutch Arrod  
Commodore of  
the Falkland Islands  
Office in Chay  
Falklands

On practice  
I am to employ  
Under a Board  
the following  
time Saturday

P. T. Louis, 1 Berkeley Sound  
East Falkland 3<sup>rd</sup> Feb 1840

Sir,

The North and South rocks at the entrance of Berkeley Sound have been latterly so much harassed, that it is to be feared of suffered to be sealed in the same manner as formerly viz taking all kinds at all seasons, the seal will in a short time quit the rocks altogether; I therefore propose to you Sir, that I will take a lease of the rocks for three years at One hundred Pounds per annum to have the exclusive right of sealing them for that time, and to be protected in that right as far as lies in your power; as I am well aware that by giving the seals rest for twelve or eighteen months the rookery will again become abundant, and if not it will altogether be destroyed.

Lieutenant John Syfret  
Commanding

For M<sup>r</sup> Mansby's R<sup>t</sup> Pet<sup>t</sup> Sparrow

Officer in charge of the Falkland Is<sup>ls</sup> Master of the Steam Mountjoy

I have the honor to be  
Sir  
Your most obedient  
humble servant

John McHill

S<sup>r</sup> Feb 1840  
W<sup>m</sup> Charles Melville

Relating to Rocks of  
the month of the Second

D

Page.

Settlement House. Pathouis.

East Falkland. 4<sup>th</sup> Feb'y. 1840

Sir

I have the honor to acquaint you that the Sparrow arrived at this place from Rio de Janeiro on the 19<sup>th</sup> of December last, on the 24<sup>th</sup> took charge of the settlement from Lieutenant Robinson who sailed on the prosecution of his Survey on the 28<sup>th</sup>.

The ships company of the Sparrow have been employed in roofing the Storehouse, which is now completely finished on the outside, making a barrel which was much wanted at the Settlement and in secondary other jobs.

The gardens are well planted and every thing above ground looks well. All the domestic animals thrive well there are now about 160 head of cattle in the settlement including 140 head cows & calves, 2000 of which are fit to kill. Horses are greatly wanted as those at present here are old and all have one backs. This year is nearly over and no arrivals have taken place in hence I heard of any vessels passing about the Islands with the exception of a ship which was seen by the French off Cape Horn first standing to the East.

The Sparrow will leave Pathouis in about a fortnight in obedience to your orders to search for the Aurora Islands by her I shall send the Journal and the Returns.

I have the honor  
Signed. John Jefferys.

J. B. Sullivan. J. B.

Rio de Janeiro

Settlement House. Port Louis  
East Falkland. 4<sup>th</sup> Feb'y 1840

Mr.

I beg leave to enclose the copy of a letter received from Mr. G. Merivale Master of the Schooner Montgomery relating to the sealing the rocks off the mouth of Berkeley Sound, and as it appears by his proposals, it will be advantageous to Government as well as a means of preserving this Fishery from total ruin. I have to request that you will be pleased to authorize me to enter into the said contract.

I have &c  
G. Sykes

J. B. Sullivan Esq.  
Vx Vx Vx

Sett. House. Posthouse

East Falkland. B.M. Feb. 1840.

Sir.

I have the honour to acquaint you that a female settler named Petrona Pearce having been deserted by her husband and left in a helpless condition at this place in December last. Lieut Robinsons of H.M. K. Sparrow caused her to be admitted at  $\frac{1}{2}$  allowance of Bread, Beef and Tea, and on my taking charge of the Settlement I continued the same measures.

This is the wife of one of the packers brought from Monte Video in the Sparrow, and altho' Thomas had been discharged from work previous to his quitting the Island, yet the terms of the contract entered into at Monte Video provides them a free passage back to that place should they wish it. I have accordingly at the request sent her by H.M. K. Sparrow to Rio de Janeiro on her way to Monte Video, it being the only immediate conveyance to that port.

I have &amp;c

J. Sykes

J. B. Sullivan Esq.

48 88 8<sup>1/2</sup>

Page 4.

Settlement House. Port Louis  
East Falklands. 15<sup>th</sup> Feb 1840

Sir.

On the 20<sup>th</sup> of January last on entering into contracts with the poachers they objected to the smallness of the sum given for taming Wild Horses, viz 5 Dollars. on my asking the Captain whether he considered a fair price for the labour he named 8 dollars a head and thinking it not too much I caused the alteration to be made. viz 2 dollars for catching and 8 for taming Wild Horses which I hope will meet with your approbation,

I have etc

J. Sullivan

S:

J. B. Sullivan Esq.  
Commodore & Co

Page 5.

Settlement House Portraits. East Falkland  
March 1<sup>st</sup> 1850

Sir,

By the way Merchant Seaman, I take

the opportunity of communicating direct to inform you further information of their less compromised of the Admiralty my proceedings since I took charge of the Falkland Islands.

I have the honor to acquaint you that I arrived here in the Sparrow upon the 19<sup>th</sup> of December 1850. on the 21<sup>st</sup> took charge of the Settlement from Lieut. Robinson of the Royal who concluded the prosecution of his survey upon the 28<sup>th</sup>

The Ships Company of the Sparrow have been employed in roofing a Store House, making and repairing different boats, the Gardener and various other jobs hence fitted to the Settlement.

There has been little or nothing done towards the cultivation of the Islands yet by any of the inhabitants. I have endeavoured to persuade them to build houses make gardens but only one person at present has a garden. Mr. Addyman an Englishman the things that appear to grow best are turnips and onions say all sorts of vegetables.

Sir

Chas Wood Esq<sup>r</sup> M.P.

4c 46 4x  
Admiralty.

I have etc

There an American Pine which Commodore Sullivan left about a year ago, about 2. inches high and a few Silver fir just come up from seed are the only trees upon the Island. but Mr. Hollsmith the Master of the Wave has just given me no different sorts of tree seeds which I intend to sow at a favourable season they are from a Gardener at Hobart Town.

I have also obtained all the information from several of the passengers of the Wave that could be relating to the soil &c where they are most likely to answer.

I have now given my opinion on the cultivation of the Islands although I had formed it sometime since, having been but a little more than a year on shore for this last 15 years, my experience upon farming will hardly allow me to hazard one, but as 3 or 4 passengers on board the Wave are old experienced gentlemen in farming and their opinion coincides so much with that of mine I will be bold enough and have the honor to give my opinion as far as my little knowledge upon this subject will allow.

I have ridden over several parts of the Island and I think there are few places where the plough could be advantageously used, and shall any settlers think of coming out. I do not think any set of people could make it answer but good sheep and cattle farmers the soil is well adapted for both although generally very boggy the water seldom lays upon the surface of the ground and the few sheep that have been upon the Island have neared suffered from neither nor any other diseases they are so much subjects other would grow well which is very requisite there being no wood.

A great quantity of Potash might be made from the Kelp which is very abundant and some few other things might be turned to good account. Oats might do very well but wheat would never sufficiently ripen and I think would suffer from the furious winds.

The Wild Cattle of the Island are getting more difficult to catch every year. The Capatazy (who is an active and good servant to her Majesty) informs me he thinks there are about 40,000 heads of cattle and 4000 horses upon the Island and about 100 heads of cattle upon the West.

Riding Horses are greatly wanted as those at present are old and wornout and not able to catch the wild ones.

There are 15 Milch Cows upon the Island and now about 190 tame cattle including calves.

I have had no trouble with any of the Islanders since I have been here and I think if my Lords Commissioners of the Admiralty would be pleased to authorize me to give any person a small piece of land and insure it to them as their own personal property that I might be able to persuade some to build and do something beneficial to the Island but under the present circumstances they do not consider it safe to do so as it would rather失利 in small dirty Tuf houses where than run the risk of laying out the little money they possess in building.

The Capatazy has built every good house which I hope he will be able to get into this winter and that the others will follow his example.

8'

The Sparrow left here upon the 17<sup>th</sup> February in  
pursuance to orders given some time ago by Capt. Sullivan and  
In search of the Aurora Islands from thence she is  
to proceed to Rio for provisions.

Thebae is the first vessel that has touched  
here since I arrived but I have every reason to  
believe vessels will frequent this harbour.

Nothing of any importance has occurred since I  
took charge.

I have

The honor etc

P. Sykes.

66

9

Settlement House, Patmos.  
28th March 1850

Sir

Nothing of any consequence has occurred since my last communication to His Highness the Governor. The gouchas arrived the following week after his departure with 35 head of wild cattle and one Wild Horse. They caught a few days since, are all the necessary stocks which I hope will be sufficient for the winter. The Marines have been engaged variously as most dangerous to the Settlement.

To day I have them all employed transporting cattle to Hog Island for nearly a year, and the latter end of next week it is my intention to go with the gouchas to endeavor to catch a few wild horses, as riding horses are greatly wanted, those at present being old and wornout.

The Isaac Merchant Barque Mr & Goldsmith Merchant arrived here on the 25<sup>th</sup> February 44 days from Hobart Town. Sailed for England direct upon the 3<sup>rd</sup> March by which opportunity I have the honor to enclose a copy of a letter I sent to the Admiralty.

I have the  
I. S. Sydenham.

I. B. Sullivan Esq.  
Commodore U.S.A.

Settlement House Port Louis  
East Falkland. 25<sup>th</sup> Jan'y 1840

Sir.

H.B.M. Government deeming it proper to assert in the strongest manner the Sovereign right of H.B.M. to the Falkland Islands, and every state having thought to prevent the vessels of foreign Nations from fishing within 3 miles of the shore of any territory which belongs to It de jure and which it occupies de facto I have received orders to acquaint the Commanders of all foreign vessels found sealing or fishing within 3 miles of the shore of those said Islands that they are trespassers and that they will not be permitted to return to the Islands for that purpose.

I have also to acquaint you that the British Government have given positive orders that the cattle, horses and wild animals on those Islands be protected by every means. Should you therefore require fresh Beef, Bullocks &c they can be obtained on application to the Resident at Port Louis Berkeley Sound, at a reasonable price but that all trespassers will be proceeded against in the most summary manner on proof being shown that they have acted in violation of the said Royal Orders.

I have also to request that on your arrival in the United States you will communicate this notice to the owners of the La Grange

Mr. Rufus Briggs

Master

of the U.S. Whaling Schooner  
La Grange.

at Port Louis.

I have &c

J. Sybene  
& Co.

Settlement House, Port Louis  
6<sup>th</sup> July, 1840

Sir,

I have the honor to acknowledge the receipt of your letter dated by H. M. R. Sparrow which I received here from Rio de Jan<sup>o</sup> on the 25<sup>th</sup> April.

On the 5<sup>th</sup> of May I proceeded in boat to Port William for the purpose of getting Wild Horses the distance being about 10 miles. Pomery Cockeye charge of the Settlement coming over myself occasionally to assist it.

On the 13<sup>th</sup> of June we arrived at Port Louis bringing 13 Wild horses, 19 Mares & colts and 11 Wild horses but from the severe frost & snow which prevailed for 10 days after our arrival the horses suffering freezing point during the day and 43° during the night not 1-2 horses and calves passing up a hill from their legs having been very much entangled in securing them and the frost getting hold of the wound, and also from their slipping their foals.

They least to transmit a plan of the trap constructed for catching Wild Horses which was undertaken at the suggestion of the capataz.

I have the  
J. Syperc.

J. B. Sullivan Esq.  
Commodore.

P 12.

## Settlement House

6 the July 1824.

Sir.

on the 5<sup>th</sup> ult<sup>m</sup> the master of the U.S. Whaling  
schooner La Grange of Newington walked over from St.  
Salvador bay where the vessel was at anchor and reported  
her in such a weak state as to be unable to proceed  
home. I recommended him to bring her round to Port Louis  
to ascertain if she could be repaired with the little  
means we possess.

The Sparrow having arrived from  
Port Williams on the 21<sup>st</sup> of June the master requested  
me to order a survey on her herself of which I  
brought forward. He was accordingly put up  
at auction the next day and bought by the Captain of  
P.A.G. Gilleas for 4260 dollars. He being a  
British subject I granted him a sailing license  
similar to the ones granted by you to the Alonso  
and Montgomery. subject to your approval

The crew of the La Grange has been dis-  
posed of as follows Master and mate having  
signed the agreement have become settled.

Two Seamen have joined the Montgomery  
and the remaining 3 have signed up in the Sparrow  
as discharged American Subjects.

I also enclose her former Register  
for your disposal.

Isaac H.

P. Syfert.

J. B. Sullivan & J.

Commodore.

Settlement House 6<sup>th</sup> July Recd

Sic.

As I found great opposition from the inhab.  
ants to Mr. Melville taking the Seal Rocks  
in charge some of whom wished also to own them,  
I thought it better to allow them to remain  
in their present state until the final decision  
of the L. C. A is known.

I have given the settlers notice  
of the probability of their being rented shortly,  
when sealed tenders will be required.

I have &c

J. Tyrell.

J. B. Sullivan Esq. C. B.  
Commissary.

Settlement House. Sept<sup>15</sup> 22<sup>nd</sup>

Sir.

I have to acquaint you that upon the  
 19<sup>th</sup> ult the Swedish Ship Andrea Anchored in the  
 sound 28 days from Copiapo bound to Swansea.  
 Nothing of any importance has occurred since my  
 last communication. The Goon has left the Set-  
 tlement upon the 21<sup>st</sup> for the Camp for the purpose  
 of catching Wild cattle this being the first ship  
 they have been able to make on account of the  
 length of the winter. The gardener has sown  
 the tree seeds which I procured from the Barque  
 Wave as well as a few potatoes and some early  
 kitchen garden seeds which I trust will be  
 of service to any vessel calling.

H. M. K. Sparrow left for Rio de  
 Janeiro upon the 8<sup>th</sup> of July her return I  
 am expecting daily.

All well and quiet upon the Island.

I have. &c

J. Liffen,

Chas Woodsgf.

&c &c &c

147  
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Settlement House, Octr 9<sup>th</sup> 1840.

Sir,

I have the honor to acknowledge the receipt of your letters of Sept<sup>r</sup>. 10<sup>th</sup> 1840 requesting me to inform you what land can be allotted and encouragement held out to persons desirous of settling at the Falkland Islands and if I can facilitate their conveyance.

In reply thereto I beg leave to acquaint you that my orders are to encourage settlers on their arrival as much as possible but in the present state of these Islands (there being no houses &c) for their reception it would be impossible for me to state definitely what can be done for them.

With respect to land being given to them I have no orders to that effect but of course any battle they may bring with them will be allowed to graze at pleasure.

Having written to the Government on the subject I am now awaiting their reply on the receipt of which I will take the earliest opportunity of informing you what arrangements have been made respecting people wishing to settle at these Islands.

I have &c

John Sykes

H. M. Settlements  
Go. &c &c

Settlement House. Port Louis

East Falkland. 13<sup>th</sup> Oct 1840

Sir.

The settlers named in the margin having  
unjustly behaved in a most impudent manner in  
disturbing the peace of the settlement and last  
night in particular in having broken the windows  
and entered the house of the Capataz of the Gouchas  
with drawn knives, and finding from the evidence  
of the Capataz and others that this outrage was  
of the most impudent kind, and without the slightest  
provocation inasmuch that Jones entered the house  
without permission & on his behaving impud-  
ently he was requested to leave it which he refused  
making use of indecent language, he was however  
put outside the door when he took up a large  
stick threw it through the window and broke cups  
sauers &c. He soon after returned with Collings,  
both drew their knives & were with great difficulty  
pulled out of the house.

Having acquainted with this distur-  
bance I did the Marines to apprehend them  
and placed them in confinement.

I have therefore to request you will be pleased  
to receive the enclosed copy of the above  
communication to Valparaiso & hope on your  
arrival you will cause them to be punished  
as far as the laws permit, this being the 3<sup>rd</sup> time  
they have broken into the houses of the  
settlers.

Robt. Rupell Esq.

Captain

H. M. S. Albatross

Thos. G.

J. Tyssen

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Post Office  
Robt. Williams Esq. M.P.

Sir, By the Box Merchant Brig which arrived at Port Louis from Hobart Town on the 13<sup>th</sup> inst. I take the opportunity of communicating direct to inform their Lordships of the proceedings at the Settlement since my last letter by the aforesaid Swedish Merchant Ship 22<sup>nd</sup> Sept. last. G. H. Garrison which was then absent at Rio de Janeiro returned to this place on the 9<sup>th</sup> Oct. of the same day having arrived the previous day & landed four steers, thirteen sheep, ducks &c. The Ships Co. have been since employed in rebuilding the 1<sup>st</sup> & 2<sup>nd</sup> Corals situated by St. Salvador Bay & are at present constructing a new one near the San Carlos river. The Susan, Brig with Mr. Whittington arrived on the 16<sup>th</sup> Oct: he has since been busy building his house.

The wild horses caught last winter at Port William that were cut & banished, have, from their being no enclosures to keep them in strayed away to their old haunts & are therefore lost & are hard to be traced for which have escaped, such I see no probability of

R. R. S. Finsdale Esq:

Admiralty  
London

effectually

effectually preventing their shooting until  
large enclosures are made which with my  
limited means would take years to accomplish.  
I have tried every other means in my power  
to keep them about the Settlement. The sheep  
have remarkably well. Great quantities of  
different seeds have been sown this Spring  
but from the badness of the weather a good  
crop cannot be expected. The tree seeds  
from Hobart Town planted in September  
last have not yet made their appearance.

The seeds received from Rio planted some  
time before are just coming above ground.  
From information I have received I firmly  
believe that American Vessels visit this Port  
to the Westward solely for the purpose of killing  
the wild cattle & from the difficulty of detecting  
them in the act they pursue this robbery with  
impunity. On the 10<sup>th</sup> Ult<sup>m</sup> the Countgomery  
Schooner of this port arrived from the Westward  
bringing an American Seaman who had been  
left against his will on Spectre, or Eagle  
Island on the 5<sup>th</sup> of Oct<sup>r</sup> last from the American  
Schooner Plutarch which vessel was cut to  
with another Schooner the Penguin, both of  
which he informed me visited the Falklands  
for the purpose of killing the wild cattle.

On the 14<sup>th</sup> inst. the Countgomery again  
arrived here & the Master reported that two  
American Seamen had been left on one of  
the

The Islands or Sebaldine Islands for their  
purposes of sealing, the names of the Vessel or  
Master to which they belonged could not be  
ascertained, & that the Benjamin de Wolff  
American Schooner William Singier, Master,  
had again made ~~these~~<sup>her</sup> appearance on the Banks  
of these Islands having been last year driven off  
by St. J. Robinson of R.M. R. Arrow. I have therefore  
the honor to request that their Sealships will be  
pleased to point out the steps to be pursued in  
regard to such Vessels & men found in the situation  
above referred to, as the Settlers justly complain  
that while they on their Prairie round the Islands  
are obliged to pay for all cattle killed for their  
hens, Farmers pay nothing -

I have the honor  
to be  
(Signed,) John Lissaw

Sett. Home - Port Louis  
C. Falklands Decr. 31<sup>st</sup> 1840

Sir. I have the honor to acquaint you  
that the Seal rocks off the mouth of Berkeley sound  
viz. North, Whalers & South rocks were let for three  
years on the 27<sup>th</sup> Oct. last to W. C. Melville of this  
place who has the exclusive right of using them for  
that period - I have therefore to request you will  
acquaint the Masters of the Vessels now in port  
under your orders & any other which may arrive  
of this circumstance in order to prevent any trespass  
being committed on the said rocks -

J. A. Huntington Esq.  
Port Louis

I have the honor  
to be  
(Signed,) John Lissaw

20. 18

Sgtt. House Port Louis  
E. Falklands Jan 7/8/41

Sir

In reply to your letter of the 16<sup>th</sup> inst. in which you claim certain lands in the Falkland Isd. on behalf of Mr. George Whittington of London I beg leave to inform you that I have no authority whatever from H. M. Govt. to place you in possession of such lands.

J. B. Whittington Esq.  
Port Louis

I have the honor  
of  
(Signed) John Eysen

Settlement House Port Louis  
E. Falklands Jan 7/8/41

Sir

Having received directions to let the rocks off the mouth of the French River to the settlers having been given that such would be the case in June last I issued a notice requiring sealed tenders a sum for which was also given on the 24<sup>th</sup> Oct: 1840. Mr. Addyman's tender was the highest but not having sufficient security & being unable to pay with the assistance of the securities mentioned in his contract which I thought it necessary to require he withdrew his tender mentioning at the same time he saw how things were going.

On the 27<sup>th</sup> Oct: 1840 the rocks were let to Mr. C. Melville of Port Louis for 80£ per annum security of W. & Ross, Merchant Rio de Janeiro.

London and Subsidiary Co.

I have the honor  
to be  
(Signed) John Eysen

Copy.

Commodore.

Admiralty  
13. February. 1800.

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Sir - /

With reference to your letter of the 3<sup>rd</sup> December last No 366. and its Enclosures from Capt: Robinson, commanding the Arrow, wherein he proposes that horses should be purchased for the Settlement of Port Louis, in the Falkland Islands, at the rate of 10 dollars a head - that the Salt & Dry Hides lying there should be disposed of; - and that Rewards should be offered for the destruction of the wild dogs which infest the Settlement; I am commanded by my Lord's Commissioners of the Admiralty to acquaint you that they are pleased to approve of these suggestions being carried into effect -

h - h - h

To

/ 2d/ Sir Barrow

(Commodore Sullivan Esq.

L - h - h

H. M. S. Star.

Plant Tyron

Mr de Jonvois  
3 April 1840

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Cir/

I beg to acknowledge  
the receipt of your letter of 3<sup>rd</sup> Feby  
asking to sell 500 small slides and  
1700 Cutted slides. I am sorry that  
I cannot get to the Falkland, to inspect  
the small slides nor can I forward  
any one from my establishment, but  
I have empow'rd Mr Shandie McShille  
to act for me and on my behalf  
and whatever arrangements he may  
enter into with you I bind myself  
totally responsible for, therefore should  
he make the purchase I will feel  
obliged by having the slides sent up  
to Mr de Jonvois with all possible

dispatch / it being understood at my  
expense) for should the Blockade  
be off Burnis Lysps before the Ships  
arrive which is expected to take  
place very shortly it will make  
a considerable difference in the  
Markets there being at Burnis Lysps  
such quantities waiting for shipment.

Should the Rocks be rented  
to Mr Charles Webb as proposed  
I also strictly bind myself to be  
responsible for the sum agreed on  
for the rental of the same

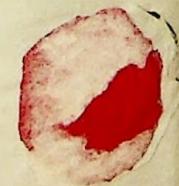
Yours ever truly  
Charles Cropp

3<sup>rd</sup> April 1840

Mrs. T. &

relative to Sholes & Bowditch

Print off of  
Mint with Collier  
to be for  
Chalkblanks  
i. shap



157

His Majestys Ship frag.  
Río de Janeiro - May 4 M<sup>r</sup>

Sir

I enclose a copy of a letter from the Lords Commissioners of the Admiralty, wherein they are pleased to approve of Mr. Robinson's suggestions concerning the purchase of Horses at 10 dollars a head - that the Sott. and my Hides laying at the Falkland Islands should be disposed of, and that Rewards should be offered for the destruction of the wild Dogs which infest the Settlement; it is therefore my direction that you carry the same into effect.

Have the honor, to be  
Sir

Your obedient Servt

P. J. C. Fletcher

Commodore  
S. B. Office

To

Sr. T. Tyron

Post. Master Sparrow  
to - to - to

Falkland Islands

Aug 14<sup>th</sup>

Connec-

relative to mill house

Miller white Rose

CD

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Copy of Register of British brig "Takau"

No. 210 - Certificate of British Registry No. 2

This is to Certify, that in pursuance of an Act passed in the Fourth Year of the Reign of King William the Third, intituled, "An Act for the Registration of British Vessels":

George Thomas Whitington of Adam Street, Philadelphia,  
in the City of Westminster, Merchant  
having made and subscribed the Declaration  
required by the said Act, and having declared that

the sole Owner for the proportion specified on the back  
hereof of the Ship or Vessel called the Sultan of Takau  
which is of the Burthen of Ton, One Thousand Two hundred  
and twelve of George Carron Master, and the  
said Ship or Vessel was Registered as Reg. in the  
British and Portuguese Court of Mixed Commission  
in Sierra Leone on the 11th December 1838, for being  
engaged in the illicit traffic in Slaves as appears by  
a Certificate of Registry granted at Sierra Leone 23 March  
1839, & is now released up and cancelled  
and the Board Surveying Office having certified  
to us that the said Ship or Vessel has One Deck and  
Two. Masts, that her length from the main part of the  
Main Mast to the fore part of the Starboard aft is  
seventy five feet, her breadth in Middle is Twenty  
Four three fourths, her depth of the hold at Middle six  
Ten feet over studd, that she is square rigged, with a  
Mizzen, Bowsprit, is square sterned, broad built,  
has no galleries, and Woman Ball Head, and the  
said Subscribing Owners having Certified and agreed  
to the above Description, and having caused sufficient  
Security to be given, as is required by the said Act.  
The said Ship or Vessel called the Sultan has been duly

16<sup>o</sup>  
Registered at the Post of London this fifth  
Day of June in the Year One Thousand Eighty  
Hundred and Forty

(Signed)

Proper Collector  
R. H. Sally & Company

Statement under Statute  
of 5th Will. 4 - Cap. 56 -

Amount received of Master 324 £. 6s.

Cap. 55 - — 178 9/10 Years (Signed) Wharf -

Name of the several Owners within Province	Number of Vessels for which he holds by each
George Thomas Whiting (Signed) R. H. Sally & Co	Sixty four — 64 (Signed) Proper Collector

Term of Employment for Charge  
of Master

Custom House

Dated

has now become Master  
Collector -  
Campbell -

Copy

N<sup>o</sup>. 80

Admiralty

12<sup>th</sup> August 1840

de

With reference to the application  
of Lieutenant W. G. Robinson of the Survey  
in his letter of the 22<sup>nd</sup> of Oct. last, upon  
the subject of the disposal of the Hides  
at the Falkland Islands, I am commanded  
by my Lord Commissioners of the  
Admiralty to acquaint you that the  
Call of Raw Hides in England of 27 lbs.  
the minimum of Contract is 17/-  
and the Cost of a Tanned Hide in  
England of 27 lbs. is 26/2<sup>d</sup> per cent.  
Saying formerly at the Falkland  
Islands, consider the value of the  
Hides there take 10/- for the dry  
and 5/- for the salted Hides, and that  
Mr. Whittington who is about to send  
20000 lbs. tanned leather to  
the rate of 8/- per hide for the  
dry & 5/- per hide for the salted, and

Commodore Sulivan CB.

their

Rio de Janeiro.

their Lordships' desire that you will  
order the Lieutenant to charge of the  
Islands to dispose of the same in  
the most suitable manner.

I am

L<sup>r</sup>i

Your most obedient  
humble servant

(Signed) /  
Mo Bannon.

Admiralty

On application  
of Richard Street  
granted to the Queen in  
commission at the Admiralty  
RE

A. M. Ship Star  
Kio Sancio Aug<sup>t</sup> 28<sup>th</sup> 1840

Sir

I am commanded by  
my Lords Commissioners of the  
Admiralty, to acquaint you  
that the cost of raw hides in  
England of 27lbs the minimum  
weight of the contract is 19/- and  
the cost of a tanned hide in  
England of 27lbs is 20 $\frac{1}{2}$ /. Mr<sup>e</sup>  
Whittington who is about  
to send two vessels to the  
Islands, has offered at the  
rate of 8/- per hide for the dried  
and 5/- per hide for those sal-  
ted; and on the arrival of

To  
Lieut<sup>t</sup> J. Ysser

(any)

in charge of the  
Falkland Islands

any such vessels you are to  
dispose of the Sides in the most  
suitable manner.

I have the honor to be  
Sir

Your most Obedient  
humble Servt

J. B. Calvert  
Commodore

28 August 1770  
Commodore  
Relating to brands  
of Sides

St. Helena, April September 19<sup>th</sup> 1848

Sir:

I have received applications from some British subjects, residents in this Province, who are desirous of establishing themselves in the Falkland Islands, to know what encouragement they would meet with there, if they went there as settlers. One family consisting of a man and his wife, two sons and two daughters is ready to go immediately; they could bring with them Horses, Sheep, and a thorough knowledge of all that relates to the rearing and treatment of cattle, and the breaking in of horses; — and in this respect I should consider them as a valuable acquisition to the colony.

I shall be much obliged to you to inform me by the earliest opportunity if you have authority to receive them as settlers in the Island under your command, what

Supt John Tyson. R.N.

laid.

land, if any, can be allotted to them, what encouragement they would meet with, and if you can facilitate their conveyance there.

I have the honour to be,

Sir,

your most obedient  
humble servant  
W. Manderville.

Mr Manderville

Relative to settlers at

the oak hills



10<sup>th</sup> Sept: 1840.

I Charles Melville Settler at Port Louis East  
Falkland being desirous of Renting the South  
Rock which lie on the south side of the entrance  
of Berkley sound do hereby offer the sum of  
Forty Pounds Sterling per annum for the rental  
of said Rock for the Period of Three years and  
name Mr Charles Trop of Rio de Janeiro  
as my security for the fulfilment of my  
Contract

Dated at Port Louis East Falkland  
the 27th day of October 1840

Charles Melville - Settler

691  
2  
*W. Miller*

Wickham Park Esq.  
from Mr. Pitt's Chancery  
and this a copy  
of his letter.

120

I - Chas. Melville & Sons, at Port Louis East  
Falkland being lessers of Leasing the Northern  
and Volunteer Rocks which lie on the North  
side of the Entrance of Berkley sound doe  
herself offer the sum of Sixty Pounds sterling  
per annum for the Rental of said Rocks for the  
space of three years and Name Mr Chas. F. T. of  
Rio de Janeiro as my security for the  
fulfillment of my Contract

Dated at Port Louis East Falkland  
this 27<sup>th</sup> day of October 1840

Charles Melville - Son

11  
Lent me your Letter  
and MSS. Please  
and often as I may  
will send it



I Chas Melville settler at Port Louis East  
Falkland being Desirous of Renting the North Park  
Volunteer Rocks and South Rocks by the entrance  
of Berkeley Sound doe hereby offer the sum of  
Eighty Pounds per annum for the Period of three  
years for the Rental of said Parks and name  
Mr Charles Troop off Rio de Janeiro as my  
security for the fulfillment of my Contract.

Dated at Port Louis East Falkland

This 27<sup>th</sup> Day of October 1840,

Chas Melville — Settler

I understand John Giffard  
Duke of Bedford's Grace  
and this in charge of  
John Giffard

I Charles Melville, citizen at St Louis East Falkland Island, having this day entered into an agreement with Lieutenant John Sisson Officer in charge of the Falklands, on behalf of Her Majesty's Government, to run the rocks off the mouth of Berkeley sound, by the North, Volunteer and South Channel, do hereby bind myself to pay for the rent of the same Eighty pounds per annum, for a period of three years commencing this day. The sealing seasons to be punctually observed according to the conditions of the contract.

I have under my hand at Port Louis East Falkland this 27<sup>th</sup> day of October 1840.

Witnessed to the signature.

W. W. Johnson  
James P. Smith

Charles Melville

Mr. Muller's agreement  
about venting the North

J. C.

## Falklands

Joseph Espino and Basilio Juliane as Settlers of Port Luis East Falkland Islands is Desirous to Rent the Volunteers Rocks which is at the North side of Berkley's Sound Offers for the said Rocks per Annum Two Pounds Sterling more than the Highest bidder £2. Sterling Security will be given either in Montevideo or in Rio de Janeiro

Port Luis Oct<sup>r</sup> 28<sup>th</sup> 1840

Joseph Espino

Basilio Juliane



as often too hard

Snow for all month