



Police Office

Stanley Nov. 18th 1870.

My dear Sir,

With reference to your Excellency's suggestions that in the draft Pilot and Harbour Ordinance forwarded to you the 2^d and 5th clauses should come under one head, as they relate to the same subject, the draft sent to your Excellency should not have had the word "Harbour" in the marginal clause as no mention is made of it in the clause itself. It crept in by mistake in the copying.

I think that the words "and shall provide a Pilot boat" being as your Excellency says about a matter of detail may be struck out without

His Excellency
The Governor



disadvantage, altho' in my opinion it would
be very desirable for the Government to have
boats of their own.

The fine of £100 for throwing ballast in
the harbour is the same as enacted in the
ordinance. It is certainly high, but was
so I suppose to prevent by stringent measures
the neglect of the safe navigation of
harbour shown by some masters of ships.

I beg to return the draft and to remain

Yours very obediently

E. R. Griffiths.

Police Office

Stanley Nov^r 18th 1870.

Sir, I have the honour to acknowledge the receipt of your Excellency's letter of the 11th inst. in which you inform me that several of the inhabitants of Stanley have expressed to your Excellency their great desire to purchase land in the town and the suburbs, provided that the upset price of land, which they say is excessive, and above their means, is altered, asking whether the price could not be altered by a short ordinance, and requesting my consideration of the matter.

In reply I have to inform your Excellency that I have done my best to give the subject due consideration, and beg

Excellency
Governor D'Arcy
to to.

and beg to submit to you the following remarks. The land in the town of Stanley has I believe from the first arrangement been sold at the rate of £100 per acre. So far from deteriorating in value the late sales show I think conclusively that the value has considerably increased. And, when I consider, that the value of the property in Stanley of persons who from the first have purchased the same from the Crown upon the faith of the value put upon it by the Government, would by the reduction in the price of other lands, after they have spent their money in buildings, cultivation and improvements, be altered and lessened to the same extent, if not more, as that reduction would amount to, I do not think that any reduction would be politic or desirable.

desirable -

3. I also beg to express my opinion to your Excellency that the experience we have had of the enterprise of individuals who have purchased land in Stanley or the suburbs does not show any reason why the land should be reduced in value. With regard to Stanley I know that some gentlemen have purchased land at the regular price, and nothing whatever has been done to make use of it - The land would not have ^{been} bought I apprehend if it had not been thought worth purchasing, and certainly not at the price. I think therefore we ought to presume that the land was worth the money. If the town spreads it will tend towards the Eastward, and the land there

would command proportionately higher prices.

4. with regard to the Suburban land, much of it is almost in the streets of Stanley - This land as far as I can

see has been put up at a small sum per acre; the land behind the Town Pump, I am told by Mr. Bailey, at £5 per acre. Captain Pache a year

ago purchased from Captain Hamond one of the lots just south of Fitzroy Road, sold originally by the Govern-
-ment for £5, for I believe £30,

and I have heard that Petaluga would have given £50 for it had he had the opportunity. In addition

to this when I see there are a num-
-ber of pensioners' allotments in

the suburban district which cost

them nothing, (some of them however having

having been sold) neither built upon,
 looked after, fenced, or improved, but
 simply held I suppose because the future
 value is looked upon as likely to in-
 -crease, I cannot help feeling obliged
 to express to your Excellency my im-
 -pression that it would not be desira-
 -ble under the circumstances to alter
 the value of either the town or suburban
 lands.

I have the honour to be
 Sir,

Your Excellency's obedient servant

E. R. Griffiths.

Abstract of "Foams" Log from Monte Video to Stanley between Nov 10 1870 & Nov 25 1870

Downward Passage

Date 1870	Lat	Long	Ther	Bar	Winds	Remarks
Nov: 10	35.36	56.08	nil	nil	South to SW	Heavy Gale - under close reef
11	37.30	55.40	"	29.70	SW to NW	Gale moderating - latter part fresh
12	38.47	55.56	"	29.60	SW to WSW	Stems increasing to double reef
13	39.06	55.18	"	29.45	SW	Hy Gale - high sea - here too
14	39.28	54.35	"	29.10	SW	Hurricane - here too - ship striking water
15	39.55	54.29	"	nil	SW to S	First part Hy Gale latter part moderate
16	41.25	55.17	"	"	SW to S	Moderate fine throughout
17	43.28	55.52	"	"	Went to SW	first part fresh - latter by the SW
18	44.57	55.58	"	29.10	SSW	Stems & waves breezes alternately
19	46.07	58.07	"	29.40	NE, E, SE	variable light winds
20	46.37	58.17	"	29.60	S by W	Moderate stems alternately
21	48.38	58.29	"	29.80	W, SW, NW	Moderate stems alternately
22	50.14	58.29	"	29.85	WNW	Moderate stems alternately
23	50.52	58.15	"	30.00	NW, NE, SE	Moderate fine
24	51.21	58.09	"	29.95	NW	Light winds and thick weather
25						10.45 am anchored at Stanley

Abstract of Weather at Point Pembroke Pt between Nov 10 1870 & Nov 25 1870

Date	Ther	Bar	Winds	Remarks	Remarks
10 Nov	43	29.400	WSW	Overcast	3 gentle breeze
11 "	38	29.150	SW	Cloudy	3 " "
12 "	44	29.50	S	Wild squally	11 Storm
13 "	42	29.200	S	Overcast	10 Increasing gale
14 "	43 1/2	29.850	S	Hazy	7 Moderate
15 "	37	29.700	SSW	Cloudy	5 Fresh
16 "	46	29.950	W	Overcast	3 Gentle breeze
17 "	52 1/2	29.500	W	Cloudy	5 Fresh
18 "	51 1/2	29.550	S. S. W	Overcast	3 Gentle breeze
19 "	39 1/2	29.300	S. W	Met & Cloudy	6 Stormy
20 "	44	29.850	S. W	Thick	4 Moderate
21 "	52	29.850	S. W	Hazy	5 Fresh
22 "	47	29.750	N	"	2 Light breeze
23 "	63	29.700	N	Foggy & Calm	0 Calm
24 "	63	29.700	S. E	Hazy	1 Light air
25 "	57	30.50	N	"	3 Gentle breeze
26 "	58	30.200	N E	Clear	1 Light air

Stanley 23rd Nov: 1870

To His Excellency
Governor Murray

I trust your Excellency will pardon my addressing you on the subject of the Pilotage, First of all I beg that your Excellency will pardon my seeming rudeness, I can assure your Excellency that I always wish to obey orders but I have been badly dealt with by some of the Merchants here Your Excellency will find on inquiry that I filled the Office of Harbour Master for more than a year during Mr. McVittles sickness on half pay less than a labourers wages, I never refused to Pilot a ship in when it was my turn, I went out to a ship in distress first because it knew that to be my duty. If your Excellency would kindly reappoint me Pilot I would obey cheerfully all your orders and regulations

I have the Honour to be
Sir

Your Excellency's humble
Servant

James Anderson

Police Office

Stanley

Novr 25th 1870.

Sir,

I have the honour to acknowledge the receipt
of Your Excellency's letter of the 22nd in
answer to mine of the 18th inst. and request-
ing my consideration of the desirability
of disposing of the suburban land in small
lots at the present upset price, and
beg to thank Your Excellency for the kind-
ness and courtesy expressed in it.

2. In reply I entirely concur with Your
Excellency in thinking it would be de-
sirable to dispose of suburban land in
small lots, and can see no reason why
you should not ^{have} the power to sell any
quantity however small, bearing in
mind

Excellency

Governor D'Arcy

to. to.

411
mind that the suburban lots abutting
upon the town land are nearly as
valuable for building purposes as
those of the town who have not the
water frontage. I am unable to
find out exactly what was done
with regard to the suburban land when
the place was first settled, but am
inclined to think that the suburban
land abutting on or near to the
town land was put up at a higher
price than the camp land, and have
heard that the upset price was
£5 per acre. I think from what
I can see that that would be a fair
price, and would not impede the
desire of any industrious man to
procure a freehold property for
himself with the advantage of
propinquity

propinquity of market and friends.

I have the honour to be

Sr.

Your obedient servant

J. R. Griffiths.

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on
w
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her
ery

Business

If you think

that likely to

runes (wells)

Consult with

Bailey as to

Conveys it and

for the same

CIRCULAR No. 60.

T.

ADMIRALTY,

25th November, 1871.

(Issue of Preserved Potato in lieu of Compressed Vegetables to Troops.)

Appendix 55,
page 230,
Addenda
(1868) to
Admiralty
Instructions.

My Lords Commissioners of the Admiralty are pleased to direct that in future 2 oz. of Preserved Potato be issued to Troops and Women on passage, in lieu of 1 oz. of Compressed Vegetables, on the two days on which Salt Beef is drawn.

By Command of their Lordships,

VERNON LUSHINGTON.

To all Commanders-in-Chief,
Captains, Commanders, and
Commanding Officers of
Her Majesty's Ships and
Vessels.

Cape Pembroke Lighthouse
November 27th 1870.

Hon^{ble} H. Byng Esq^e
Colonial Secretary &c.

Sir

I have the honour to inform you, that the following articles are requisite for the Lighthouse for the forthcoming month of December 1870. viz^t

Boats, Soap, Halazard ropes and signal balls, & Washing soda

If you would kindly supply me for my own use, ^{with} some ruled and plain writing paper I shall be obliged.

I would respectfully suggest that in the event of signal balls being supplied, they should be of tin or light sheet iron, as they would not then be so easily harmed with wheather or exposure, and that they be supplied at each end with a swivel, and a large enough eye to admit of a rope or common sized halazard.

I am Sir

Your Obedient Servant

George. A. Clarke.

linders may }
can be wanted }

those forms of
it, expended for
aping Quarters
are needed.
&c.

With reference to application for
Government Stores. _____

A.M.S. "Reindeer"
Stanley 29th Nov^r 1840.

Sir

I have the honor to inform you
that I have received your requisition
for Stores for the Colonial Government
Schooner "Fram", but am not able to comply
with it, with the exception of a pair of
Stockings, the "Reindeer" having only
sufficient canvas & rope on board to
take her to England.

I have the honor to be

Sir
Your most obedient Servant.

Phares Commander

His Excellency
Colonel G. Murray
Governor of the Falkland Islands.

Colonial Land & Emigration Office,
London,

30th November 1870.

Sir,

I am directed by the Colonial Land and Emigration Commissioners to acquaint you, for the information of the Governor, that the sum of One hundred pounds has been paid to them by The Falkland Islands Company _____ as a Deposit for or towards the purchase of land in the Falkland Islands _____ and that they have issued their Official Certificate of this Deposit, for presentation in the Colony, numbered and dated as in the margin.

I have the honour to be,

Sir,

Your most obedient Servant,

W. C. O. A.
Secretary.

Colonial Secy
Land Islands.

2524.

requested that in any correspondence on this the above number, and of this communication, noted.

Ans. 21. A. Feb. 1871
B.

418
Exchequer and Audit Department,
Somerset House,
London, W.C.
1st December 1871.

Sir,

I am directed by the Comptroller and Auditor General to inform you that no reply has been received to Query 17 on the Accounts for 1869, (forwarded 27th March '71), calling for the following Annual Statements and Accounts, viz:

Military Advances and Repayments,
Advances and Repayments on account of the Board of Trade,
Assets and Liabilities.

Ledger,

Journal,

Account Current,

and

Colonial Secretary,
Falkland Islands.

and I am to request that the same may
be transmitted with as little delay as
possible.

I have the honor to be,

Sir,

Your obedient servant.

C. M. G. M.

Registered No. 584 W

426

In any further correspondence on this subject, the above Number should be quoted.

General Post Office, London,
15th December 1871.

Sir,

I am directed by the Postmaster-General to transmit to you, for your information, the enclosed Copies of the Time Table of the Brazil and River Plate Mail Packet Service for the year 1872.

I am,

Sir,

Your most obedient Servant,

Wm. G. Page

The Postmaster,
Falkland Islands

W.G.P.

TIME TABLE OF BRAZIL AND RIVER PLATE MAIL SERVICE

FOR THE YEAR 1872.

Approved by the Postmaster-General on the 22nd of November, 1871.

(The Time given in this Table is, in every case, LOCAL Time.)

OUTWARD ROUTE.					HOMEWARD ROUTE						
MAIN LINE			RIVER PLATE BRANCH		RIVER PLATE BRANCH			MAIN LINE			
SOUTHAMPTON TO RIO DE JANEIRO			RIO DE JANEIRO TO BUENOS AYRES		BUENOS AYRES TO RIO DE JANEIRO			RIO DE JANEIRO TO SOUTHAMPTON			
No. of Voyage	Leave Southampton	Arrive at Rio de Janeiro	No. of Voyage	Leave Rio de Janeiro	Arrive at Buenos Ayres	No. of Voyage	Leave Buenos Ayres	Arrive at Rio de Janeiro	No. of Voyage	Leave Rio de Janeiro	Arrive at Southampton
	6 p.m.	8 a.m.		8 a.m.	8 a.m.		4 p.m.	8 a.m.		8 a.m.	6 p.m.
1	January 9	February 3	25	February 5	February 11	2	February 14	February 21	26	February 23	March 18
3	February 9	March 5	27	March 7	March 13	4	March 16	March 23	28	March 25	April 18
5	March 9	April 3	29	April 5	April 11	6	April 14	April 21	30	April 23	May 17
7	April 9	May 4	31	May 6	May 12	8	May 15	May 22	32	May 24	June 17
9	May 9	June 3	33	June 5	June 11	10	June 14	June 21	34	June 23	July 17
11	June 10	July 5	35	July 7	July 13	12	July 16	July 23	36	July 25	August 18
13	July 9	August 3	37	August 5	August 11	14	August 14	August 21	38	August 23	September ... 16
15	August 9	September.... 3	39	September.... 5	September.... 11	16	September ... 14	September.... 21	40	September.... 23	October 17
17	September.... 9	October 4	41	October 6	October 12	18	October 15	October 22	42	October 24	November 17
19	October 9	November 3	43	November 5	November 11	20	November 14	November 21	44	November 23	December 17
21	November ... 9	December 4	45	December 6	December 12	22	December 15	December .. 22	46	December 24	January 17
23	December 9	January 3	47	January 5	January 11	24	January 14	January 21	48	January 23	February 16

NOTE 1.—When the departure from Southampton takes place on the 10th instead of the 9th of the month, the dates throughout are laid down in this Table one day later than they would have been under ordinary circumstances.

NOTE 2.—The stay of the Packets at Pernambuco and Bahia on the outward and homeward voyages to be Six hours of daylight; but, if the vessels anchor by 2 p.m., they may proceed the same evening, provided the Mails, Passengers, &c., have been landed and embarked, and the vessels are in all respects ready to start.

NOTE 3.—The Packet is to leave Rio de Janeiro and Monte Video on the outward voyage as soon as she is in all respects ready.

NOTE 4.—When a Sunday or holiday falls on either of the two days preceding that of the departure of the Packet from Rio de Janeiro, either outward or homeward, she may, if necessary, remain an additional day.

NOTE 5.—Whenever the time fixed for arrival at, or departure from, any Port is after dark, the Packet is at liberty to enter or leave the Port during daylight, either before or after the specified time, if considered necessary.

MEMO.—For further particulars, reference must be made to the Contract and the Company's Book of Tables of Routes.

Registered No. 777 V.

In any further correspondence
on this subject, the above
Number should be quoted.

General Post Office, London,

2nd December, 1870.

Sir,

I am directed by the Postmaster-General to
transmit to you, for your information, the enclosed copies
of the Time Table of the Brazil and River Plate Mail
Packet Service for the year 1871.

I am,

Sir,

Your most obedient Servant,

Wm. A. Palfrey

Postmaster

Tackland Islands

Medland Knoll
Bristol
England

423

Dec. 7. 1870.

To the Right Honourable
Sir.

I beg to entreat your kind
attention to my petition of
You would kindly send
a ship with crew to go to the
island of South Georgia near
the Cape Horn to see whether
there is any cast aways left
on that desolate island. I beg
to say that a ship called
Matonka with first class
passengers & also £50,000 in

+ 28

So^r Sovereigns left Lythelton in Zealand
on the 14th May 1869 for the South, which
has never heard nor spoken of. It is a general
impression in Australia the Ship must have
been wrecked off Cape Horn and very likely
the Castaways have escaped there. Through a
report of a Captain saw a large fire on a
cliff on the island of South Georgia of course
I do hope you will hasten to their rescue out of
humanity. if so God will bless you & all
One of my Sons was a passenger in that

ill fated Sheep Hutooka. He was only sup-
 plement in New Zealand to see whether he will
 like to stay as Sheep farmer. According to
 the bad times. He thought it will be the
 best for him to come home. We are very
 much distressed to lose such a beloved
 young boy - and feel assured you would
 make an allowance for my feelings to
 trouble you with this as a favour of sending
 out your Sheep to the use of the Castaways
 at South Georgia or any islands so desolate
 near to that will be thankfully remembered
 by us. Hoping to hear from you in reference
 of the search. successfully or not.

Believe me Right Hon^{ble} Sir

Your Obedient Servant

Henry Wilman

Department of the
Director of Transports.

(Circular)

426

Part T. 609

Admiralty,
9th December, 1870.

Sir,

With reference to my circular of the 17th Ultimo, N^o. T. 609, informing you of the revision of the Charter party for Troop Freight Ships as regards the number of Lay-days and payment of freight, - I request that, in future, you will immediately report to this Department by post the arrival of the ship, and at the same time any amount which should be abated or withheld from the freight on account of cash advances or supplies made.

It is to be observed that the balance of freight cannot be paid until receipt of the above report.

I am, Sir,

Your obedient servant,

M. M. M. M.

His Excellency
The Governor
Falkland Islands.

Director of Transports.

Government Emigration Board.
8. Park St. Westminster.
13th December 1870.

Sir,

I have the honor to transmit herewith a copy of the Agreement under which the Emigrants named in the enclosed List have been provided with passages to Stanley in the Ship "Chidellhurst," which vessel is appointed to sail from London about the 14th Inst.

These Emigrants were provided with passages in virtue of two deposits of £100 each made by the Falkland Islands Company for the purchase of land in the Colony as advised in my letters of the 30th ultimo and 10th Inst.

I beg to call your attention to the 8th Article of the Agreement, and to request that the Master of the Ship be furnished with the Certificate therein mentioned (if he is entitled to it) in order that we may be in a position to pay the 2nd moiety of the passage money.

I have the honor to be,

Sir,

Your obedient Servant
Walcott

to Hon.
The Colonial Secretary
Falkland Islands.

May 1865.

No. on Embarkation Order	Name		Married		Single		Children				No. on Embarkation Order	Name		Married		Single		No. on Embarkation Order
	Surname	Christian Name	Man's Age	Woman's Age	Man's Age	Woman's Age	Boys		Girls			Surname	Christian Name	Man's Age	Woman's Age	Man's Age	Woman's Age	
							1 to 12	Under 1	1 to 12	Under 1								
	Brought forward..											Brought forward..						
	Carried forward..											TOTAL.....		3	32	3	3	

SUMMARY.

	Men	Women	Children	Souls	equal to	Adults.
Married Persons	6		6
Single Men	2	"	2
Single Women		"	
Children from 1 to 12		"	
Boys	2	"	1
Girls	3	"	1 1/2
Children under 1	2	"	
TOTAL.....				15	equal to	10 1/2

Signature of Master Thomas Bryson
 Signature of Surgeon J. H. Humphrey, M.D. (Emigration Inspect: Inspect)
 Counter Signature of Immigration Officer J. H. Humphrey

PASSENGERS PROCEEDING AT THEIR OWN COST.

CABIN	INTERMEDIATE	STEERAGE
Frederick Hardy	Jane Matt	Alexander Mercer
Mina "	Agnes Mercer	Mary "
Frederick "	Jane "	Alexander "
William "	Louisa Hardy	Douglas Stennett
Mary "		
Alfredina "		
Charles Williams		
Madeline Bolton		
John Langdon		
Ann "		
Rauben "		
Arthur Hardy		

N.B. Insert the Names of Children under 12, as well as adults.

Signature of Master Thos Bryson

May 1865.

Copied



THIS AGREEMENT, made this 3rd day of December one thousand eight hundred and ~~sixty~~ seventy between STEPHEN WALCOTT, Esquire, on behalf of Her Majesty's Emigration Commissioners of the one part, herein-after called the "party of the first part," and Frederick Coleman Esquire for and on behalf of the Falkland Islands Company of No. 39^a Gracechurch St in the City of London of the other part, herein-after called the "party of the second part:"

Witnesseth, That for the considerations herein-after mentioned, the said parties mutually agree as follows:

I. That in case the Ship "Chiselhurst" shall after survey and examination by the Commissioners' officers be approved by the Commissioners, the said "party of the second part" shall provide with a Steerage passage in the said Ship, and land, free of expense, at the usual place of disembarkation, at Antigua, Falkland Islands such persons to be approved by the said Commissioners, as the Government Emigration Officer at the Port of Embarkation, or such other person as the said Commissioners may name for the purpose, shall certify to be on board and proceeding in that Ship as mentioned in Clause VII.; together with an allowance of Luggage not exceeding 20 cubic feet of measurement, or half a ton in weight, for each Statute Adult so proceeding in the Vessel:—that the said party of the second part shall fit up the said Ship with proper Berths in the between Decks, and furnish the said Commissioners' passengers with other suitable accommodation in all respects to the satisfaction of the said Commissioners: AND FURTHER, shall put on board for the use of the said Commissioners' passengers, Provisions and Water for 105 days' consumption, ~~of a quality and of the kind and quantities specified in the enclosed Dietary Scale, marked C.~~ which are to be approved by the said Commissioners or their Agents, and shall duly issue during and until the completion of the voyage such Provisions and Water in a sweet and good condition to the said Passengers: AND FURTHER, shall provide for their use proper Lights, Cooking Apparatus and Fuel, and Utensils for use on board, ~~according to one of the Scales hereto enclosed, marked A or B, as the case may require.~~

II. That the said "party of the second part" shall put on board a supply of Medical Comforts and Medicines to the satisfaction of the said Commissioners for the use of their passengers, ~~and shall also provide and pay a duly qualified Surgeon, to be approved by the said Commissioners, who shall take medical charge of the said passengers, but the Commissioners may, if they think fit, appoint a surgeon in which case he shall be entitled, at the expense of the owners, to a Cabin, to an allowance of 40 cubic feet of space in the hold for Luggage, and to diet at the Captain's table. The Commissioners however will, in the latter case, pay him for his services.~~

III. That unless the said Ship is ready to receive the passengers, in the London Docks by noon, on the fifteenth day of December the said "party of the second part" shall, until they actually embark, provide for their proper accommodation and maintenance to the satisfaction of the said Commissioners.

IV. That the Commissioners shall be allowed, after the Ship shall be ready for the reception of Passengers, one clear working day for the embarkation of any number of Passengers not exceeding 20; two clear working days for any number between 20 and 50; and three clear working days for 50 and upwards; and, if required by the Colonial Authorities, a like number of days in each case shall be allowed for landing the Passengers after the Vessel shall have arrived at the usual place of disembarkation aforesaid.

V. That the price of passage, including ~~the~~ the expense of landing the passengers and their luggage, shall be eighteen pounds (£18) for each person above the age of twelve years, and half that sum for children between the ages of one and twelve years, and that no charge shall be made for children under one year old.

VI. That of this price one moiety shall be paid within 15 days of the delivery to the said Commissioners of a claim for such passage money, and of a "Certificate of the final departure" in duplicate of the said ship from Great Britain with the said Commissioners' passengers on board; and the residue within 15 days of the delivery to the said Commissioners of a claim for the same, and of a "Certificate of the safe landing" of the Passengers at their destination aforesaid.

VII. That the "Certificate of final departure," above mentioned, shall be signed by the Master of the said Ship, and countersigned by the Government Emigration Officer at the Port of Embarkation, or by such other Person as the said Commissioners may name for that purpose, and shall be to the following effect:—

" We hereby certify that the Ship Christ Church is this day starting on her voyage to Stanley Falkland Is. and that the Emigration Commissioners' Passengers, consisting of the following persons, are duly on board to proceed in her."

[Then must follow a List, giving accurately the Names and Ages of each individual of the party.]

VIII. That the "Certificate of safe landing," above referred to, shall be signed by the Government Immigration Agent at Stanley aforesaid or by such public Officer as may be named for the purpose by the Governor of the Colony, and countersigned by the Governor himself, and must be to the following effect:—

" We hereby certify that the persons named in the subjoined Schedule, who received a passage in the Ship ' _____ ' under a contract with the Emigration Commissioners in England (a counterpart whereof hath been produced to us), have been safely landed in this Colony, and appear to have been sufficiently provided for, and properly treated on the voyage, and that no bounty hath been paid in respect of any of them."

[Then must follow an exact List of the Christian and Surnames and ages of every individual of the party landed alive in the Colony. The signatures must be placed immediately after the last name in the List, and the names of any who may have died on the voyage are to be stated at the foot of the List, with the date of the death. The ages stated in this List are to be the ages at the time of Embarkation.]

IX. That the second moiety of the passage money shall not be payable except on the delivery as aforesaid of the said "Certificate of safe landing," and shall not be payable in respect of any person who may die or leave the Ship during the passage.

X. That the said Commissioners and their Agents shall have every facility for the inspection of the Ship, her Fitments, and of all her Provisions, Water, and Stores, and that the same respectively shall be to the entire satisfaction of the said Commissioners or their Agents. Their approval, howe shall not in any degree lessen the responsibility under this Contract of the Owners or the said " _____ of the second part."

XI. That the present agreement shall be taken to be made by the Commissioners in their official capacity only, and that no liability whatever, arising out of it, shall attach personally to any of them, nor to the said "party of the first part," nor to the private estates and effects of any of them.

XII. That a correct copy of this Agreement shall be given by the said "party of the second part" to the Captain of the said Ship, to be by him delivered immediately on his arrival in the said Colony to the Government Immigration Agent or Colonial Secretary there.

In witness whereof, the above-named parties have hereunto set their Hands the day and year first above written.

Signed by the said Stephen Halcott and Frederick Coleman } Signatures Stalcutt and Coleman
in the presence of Frederic Deane } Secy. G. Co.

Department of the
Director of
Transport Services.

Admiralty, Whitehall, S.W.

13th December 1870.

Sir,

I beg to acquaint you that the Freight
Ship "Delaware" left the Thames
on the 8th Instant for the Falkland Islands
having on board Marine Clothing Stores
for that Station.

It is desirable that every reasonable expedition is to
be used in discharging the Stores, and I request that you
will report to me, by the first opportunity, the date of the
arrival of this Ship; and that, should there appear any
serious injury to, or deficiency of the Stores, you will report
the circumstances.

I am,

Sir,

Your obedient Servant,

Robt. Collins

for Director of Transport Services.

Excellency the Governor
Falkland Islands

Custom House London

15 Dec^r 1870

Sir.

As directed by the 64th Sect
of the Passenger Act 1855 & 1863
I beg to enclose the Bond for the
"Chiselhurst" bound to the
Falkland Islands with Passengers.

I am Sir

Your Obedient Servant

Edward Sheppard

pro Collector

To
The Colonial Secretary
Falkland Islands

KNOW all Men by these Presents, that we,* *Thomas Bryson*
Master Mariner, and George Henry
Payne, Owner, both of 5 Cullum Street
in the City of London

*Insert here the Christian and Surnames in full, with Occupations and Addresses of each of the two Obligors.

are held and firmly bound unto our Sovereign Lady Victoria by the grace of God, of the United Kingdom of Great Britain and Ireland Queen Defender of the Faith, in the sum of Two THOUSAND POUNDS of good and lawful money of Great Britain, to be paid to our said Lady the Queen, Her heirs and successors; to which payment well and truly to be made we bind ourselves and every of us jointly and severally, for and in the whole, our heirs, executors, and administrators, and every of them, firmly by these presents. Sealed with our seals. Dated this *thirtieth* day of *December* One thousand eight hundred and *sixty* *Seventy*

WHEREAS by the "Passengers Act, 1855," it is amongst other things enacted, That before any "Passenger Ship" shall clear out or proceed to sea, the master, together with the owner or charterer of the ship, or in the absence of such owner or charterer, or if the master be the owner or charterer, one other good and sufficient person, to be approved by the chief officer of customs, at the port of clearance, shall enter into a bond to Her Majesty, Her heirs and successors, in the sum of two thousand pounds.

Now the condition of this obligation is such that if the ship, *Chiselhurst* whereof the above bounden *Thomas Bryson* is master, bound to *Falkland Islands* is in all respects sea worthy,* ~~and if the said ship shall call at the port of~~ ~~and there shall be shipped on board at such port pure water for the use of the passengers, sufficient in quantity to afford an allowance of three quarts daily to each statute adult for the period of~~ ~~days on the voyage from such port to the final port or place of discharge of such vessel,~~ and if (notwithstanding any penalty by the said Act imposed, and whether the same may have been sued for and recovered or not), all and every the requirements of the said Passengers Act, 1855, and of the Passengers Act Amendment Act, 1863 (except such of them as relate exclusively to passage brokers and runners), and of the Emigration Commissioners acting in the manner prescribed by the said Act, and of any Order passed by Her Majesty in Council relating to "passenger ships" and now in force, shall in all respects be well and truly performed† ~~and if the master for the time being of the said ship shall submit himself, in like manner as a British subject being the Master of a British passenger ship, to the jurisdiction of the tribunals in Her Majesty's possessions abroad, empowered by the said Act to Adjudicate on offences committed against the said Act,~~ and if moreover all penalties, fines, and forfeitures which the master of such ship may be adjudged to pay for or in respect of the breach or non-fulfilment of any of such requirements as aforesaid shall be well and truly paid, and if all expenses incurred by the Secretary of State or any Governor or British Consular Officer under the Provisions of the said Acts shall also be well and truly paid, then this obligation to be void, otherwise to remain in full force and virtue.

* Strike out the Clause in italics if the Ship does not call at an intermediate Port to take in Water.

† Strike out the Clause in italics in the Case of a Foreign Passenger Ship not proceeding to a British Colony.

Signed, sealed, and delivered by the above-bounden *Thomas Bryson* and *George Henry Payne* in the Presence of †

Thos Bryson L.S.
G H Payne L.S.

W. Shauland

† Insert Names and Addresses in full of the Witnesses.

§ I hereby certify, that the above Bond was duly signed, sealed, and delivered according to the Law of Great Britain by the said *Thomas Bryson* Master of the said Ship *Chiselhurst* and by the said *George Henry Payne*

§ Certificate to be signed by the Chief Officer of Customs and forwarded with the Bond to the Colony.

(Signature) *Edward P. ...* (Chief Officer of Customs for the Port of

(Date) *15 December 1870.*

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Parsonage House, Stanley,
Falkland Islands, Dec. 17th 1877

My dear Mr. Byng.

I enclose the list for the
School Stationery and Books.
I dare say you will get back
some £20 or thereabouts for them in
the course of a few months!

Can you spare for our use
a dozen lead Pencils and
2 quires of Blotting Paper
and 6 Bottles of good Ink
and 1 Red Ink before it
is all gone. A good
Memoranda Book for me
would be exceedingly useful.

I do not know what to do
with the 57 Land marks of
English History.

I do not think it is good in
his place to teach children
that Queen Elizabeth
"was thin faced, sandy haired
& scruffy necked" - p. 99
that James 1st was "ridiculous
from his grotesque nose" & that
"his vanity was equal to his want
of sense" & that he looked
like an enormous pig
easily provoked for existing
when his tongue was too big for
his mouth"

offence" III. Narrow minded Goff
Hippi's tail and top boots more
damproni than the sword of
the Edwards - page 254

George IV. pursued his career
of profligacy & falsehood,
he neglected ^{his wife} imitated the
vices of her husband.

William IV. plain bluff man
affected the rough freedom of
his profession

Bishops not elevated for
50 years the character of the
Church received their
punishment for personal
sympathy & political
betrayal -
how in my opinion *justly*

Can make such a
 people this P. & B. do
 pay ask the women
 to allow them to be returned
 to England & a bronze
 the journey, though a
 Mr. faithfully
Chas. B. B.

ms. No. 767 V.

correspondence
the above
be quoted.

General Post Office, London,
20th December, 1870.

Sir,

I am directed by the Postmaster-General to acquaint you, that, in future, Patterns or Samples of Merchandise of no intrinsic value may be sent from *Falkland Islands* to Spain and the Balearic and the Canary Islands, through the United Kingdom, subject to the following Regulations:—

1st.—The Postage must be prepaid.

2nd.—There must be no writing, or printing, in addition to the address of the person for whom the packet is intended, and the address of the sender, other than a Manufacturer's or trade mark and numbers, and the prices of the articles.

3rd.—The Patterns or Samples must be sent in covers open at the ends, so as to be easy of examination. Samples, however, of seeds, drugs, and so forth, which cannot be sent in open covers, may be enclosed in bags of linen, paper, or other material, tied at the neck with a string, so that the Officers of the Post Office may be able to satisfy themselves as to the nature of the contents.

4th.—No Packet of Patterns must exceed two feet, British, in length, or one foot, British, in width or depth.

No article likely to injure the contents of the Mail Bags, or the person of any Officer of the Post Office, may be sent through the Post as a pattern.

If either of the foregoing rules be infringed, the packet must not be forwarded.

The rates of postage (exclusive of the Colonial Inland rate) to be collected and accounted for to this Department will be as follows:—

For a Packet

Not exceeding 2 ozs.	Above 2 ozs. and not exceeding 4 ozs.	Above 4 ozs. and not exceeding 8 ozs.	Above 8 ozs. and not exceeding 12 ozs.	Above 12 ozs. and not exceeding 1 lb.	Every additional 4 ozs.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
0 3	0 6	1 0	1 6	2 0	0 6

ester

Packets

kland Islands.

Packets of Patterns will also, in future, be forwarded from Spain, the Balearic and the Canary Islands to Falkland Islands through the United Kingdom, and will be delivered over to your Office without any claim, and, consequently, they will be liable, on delivery, to the Colonial Inland rate only.

I am,

Sir,

Your most obedient Servant,



ment of the
Director of
Transport Services.

Admiralty, Whitehall, S.W.

20th December 1870 .

Sir,

I beg to acquaint you that the Freight
Ship "Chislehurst" left the Thames
on the 13th Instant for the Falkland Islands
having on board Marine Clothing ~~Stores~~
for that Station.

It is desirable that every reasonable expedition is to
be used in discharging the Stores, and I request that you
will report to me, by the first opportunity, the date of the
arrival of this Ship; and that, should there appear any
serious injury to, or deficiency of the Stores, you will report
the circumstances.

I am,

Sir,

Your obedient Servant,

Robt. Collins
for Director of Transport Services.

The Governor
Falkland Islands

Stanley Court House

December 20th 1870.

Sir, I have the honour to tender to your Excellency my resignation of the office of an Inspector of Schools in this Settlement.

It is with very great regret that I have felt obliged to do so, but my time is necessarily so much occupied that I am unable to pay the attention that the importance of the office requires, and the welfare of the School demands.

I have therefore the honour to request that your Excellency will accept my resignation, but at the same time will believe that I shall always have at heart an anxiety for the well-being of the

His Excellency

Governor D'Arcy

H. H. H.

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the schools, and do my utmost to pro-
mote their prosperity in all things.

I have the honour to be
Sir

Your obedient servant

E. B. Gibbitts.

Dec 445

My dear Sir

I am much obliged
for your kindness in
sending the Copy of the
Amalgamation Ordinance,
which I beg to return
herewith.

Permit me to return
you my sincere thanks
and also those of my
Partners for the very full
and liberal manner in
which you have considered
the interests of Settlers

in the West Falklands.

And believe me to remain

Truly Dear Sir,

Yours most sincerely

L A Baillon

His Excellency

Colonel D'Arcy

&c &c &c.

Montevideo 23 Dec 1870

Sir -

as there is frequently unnecessary delay to the Boats at this port awaiting packages said to be in the Custom House here directed to Your Excellency and other officers resident at Stanley. owing to a want of formality of some person to take charge of such packages when landed from the Southampton Mail Steamers, London Agents should be desired to enclose receipt or Bill of Lading to the British Consul or any other party; Humphreys & Clark the Mail Steamers Agents perhaps would be desirable to look after them.

I am Sir
 Your obedient Servant
 Robt Littlejohn

Colo D'Arcy
 Governor of the
 Falkland Islands

Thursday

My dear Colonel Barry

Thanks for your kind
kind note - I have extracted
from my book of "Fram" all I could
and now have the pleasure to
return it - I shall be glad
to have the Log from Lieut
Horne -

By the way I forgot
to tell you Mr Dean and
your humble servant
have great pleasure in
presenting you with the
two Guns and Trip
as Souvenirs of Barbary
They will be both useful to you -
With best regards -

I am

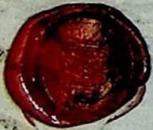
His Excellency My dear Colm Barry
Colonel Barry Yrs sincerely
I Seeley

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Le Kante

Ny Byng
Esquire

GD.A.



Stanley Dec^r 24th 1870

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Sir

I have the honor to apply to
your Excellency for a renewal
for twenty one years
of Lease, under the new Land
Act of the following districts
taken under the proclamation
of 1849. And which will
terminate as follows

No 3 Long Island	31 st March 1871.
15 Port Fitzroy	16 th April 1871.
16 Swan Inlet	16 th April 1871.

I have the honor to be

Sir

Yr obedient Servant
R. P. P. P.

Colonel Grey
Government House
Stanley

13
Mrs. Callaney

Colonel D. Wrey

Freemasons House

Sturley

~~24~~
 "Barque Jhelum"
 24th Dec: 1810.

— Young Esq^r

Sir

I beg to inform you that the
 interest of my endeavours was
 used yesterday, to obtain money
 in order to discharge the remain-
 ing portion of my crew but without suc-
 cess, offering a high premium for same,
 to all Merchants & Ship Masters -
 you will advise the applicants
 I know, how to act. They have
 earned their money by hard work, and
 my feeling is towards them that
 they should be paid for it -
 The Ships freight is due and will
 be drawn in Liverpool remaining

Sir your
 obt^d

C. G. Beazlehole

To the
 above
 sitting

u
H Mas Dayⁿ 453
Port Stanley

His Excellency G. D. Arcey

Respected Sir

I humbly Crave you will spare me a few Minutes of your very valuable time for the perusal of this petition, and I beg to assure you I am not ignorant of the very great favour you will be conferring upon me, since comes from one who feels himself degraded by being an inmate of a Prison.

I will not presume to encroach by giving a detailed account of what I suffered (at the hands of Capt Gillis) during the voyage but suffice to say that I was only ~~gl~~ too glad to avail myself of the one loophole of escape - that of running away from the Ship - I was accused of writing a Note to your Excellency signed by all hands on board, which I denied (but admitted putting my Signature) and Capt Gillis warned me that he intended to make me suffer for so doing when at Sea He also refused to discharge me saying that he required me for his own purpose (or words to that effect) thereby leading me to understand that he intended to illuse me, some little time afterwards He shipped a French Mate who after He had been on board 2 days locked me up in my room telling me my Services were no longer required, and reported the same to the Captain who said that He (the Captain) would put me further forward bye and bye, the day I ran away I begged again to be discharged telling the Captain I thought I would not suit him He told me he would not discharge me but appoint a 2nd Mate when the Ship got outside, that He would take me too and then I would find out (to my sorrow) what for. I also beg to Inform your Excellency that some little time before the Ship arrived here while working with my watch on deck the Captain complained that they were slow in their Movements

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and ordered me to use a belaying pin about their heads, but I told him I could not do that I had never been used to it - but any man I had been brought up differently after which Capt. treated me shamefully -

I would also beg to inform you that I do not think the Board of Trade at Home would compel me to sail in a Ship with a French Mate having a French Certificate or that I should be allowed to ship on board of an English vessel at all. Certainly I could not understand one half of what he said - I will now conclude hoping your excellency will be pleased to pardon this my first offence assuring you that I will trouble you no further. for I assure you the chief cause of my unhappiness has been caused by being too strict in observing my duty towards my neighbour for I never knew an hours happiness after refusing to make a Bully of myself as is seen in the sequel -

I beg to remain your Excellency's
Very Obedient Servant
William St. Jones
Late Mate of the Adriana

Many of the above facts I have already related to Mr. Bury who no doubt perceiving my heartbroken condition would have every reason to believe have discharged me had it been in his power for which I shall ever feel grateful to that Gentleman, and I humbly beg that your Excellency will be pleased to bestow upon me your "goodwill" and so give me an opportunity of commencing a new year in happier circumstances and also cause me to step out of this prison determined to prove (by my future conduct) that your Excellency has bestowed your "goodwill" on one whom Providence has blessed with a grateful heart.

A. M. J. Speedwell, as Stanley.
 Falkland Islands, 26th Dec: 40.

Sir,

I have the honor to enclose a list of Articles saved from the wreck of the German Schooner "Vampyr", and placed in the Falkland Island Company's Store.

The Captain of the "Vampyr" states that he struck on what he supposes to be a rock, not marked on the Chart, two cables S. E. of the Kelp patch which lies 2½ miles S. E. ½ E. of Bull Point, and at first he hoped to be able to continue his Voyage, but the vessel making a good deal of water, he tried to return to this Port, but was obliged to run her ashore

Yours

A. O'Neely

Governor 40.

Falkland Islands.

to

List of Stores saved from wreck of Schooner "Vampyr", by
 W. M. J. Speedwell, and landed at Stanley on 14th, 19th and 23rd December 1870.

Quantity	Packages	Contents	Marks	No.	Remarks
2	Bales	Coffee Bago	EL Guatemalan		
3	"	Muncher's	HM 76	13 15 16	
2	"	Blankets, Colored	NO 76 JS	31 31 3	
1	"	Counterpanes	NO 76 TB	12 3	
1	"	Cakes	NO 76 R	91	
2	Cases	Piano fortes	J.S.		
1	"	"	TR		
1	"	"	AM		
1	"	"	JMM		
94	"	Gin	ME		
88	Demi-johns	Crushed	S 76		
49	Cases	Ale (6 doz)	A	16 200	
45	"	" (4 doz)	A		
59	"	" (6 doz)	G	16 100	
36	"	" (4 doz)	G		
96	"	" (6 doz)	PA	16 100	
11	"	" (6 doz)	G 7 B H		
87	"	Soap	S.P.	26 5 442	
8	"	Vinegar	HM 76	6	
3	"	Spanish Olives	"	5	
1	"	Pictures	MAL Guayaquil		
1	"	Phosphorus			
1	"	Percussion Caps	MC	100	
1	"	"	SM	9	
12	"	Large Knives	NO 76	35 6 67	
2	"	Oahuais Stores	Guayaquil Guayaquil	1 2	
20	"	Olives, Pres. Pigon's, Luscious Sauce, Castor 7 Salad Oil, Pickles, Ginger, and various	GAM Cila Rica	9 6 40	
2	"	Glass	MC	10 40	
2	"	Mortars Pickles	SM	19 21	
5	"	Preserved Provisions	"	50 6 55	
1	"	Ammonia	EB	190	
6	"	Acid	B 7 S Quapala	52 6	
1	"	Paraffin Oil	IL	3	
1	"	Ether	EB	189	
11	"	nut lumps	NO 76	36 75	
4	"	"	NO 76 R	86 6 89	
2	"	"	JFA 76	146 234	
4	"	"	HM 76	86 49	
8	"	"	SM	16 6 56	
1	"	"	fastwright Guayaquil		
1	"	"	M 76	7	
1	"	"	MC	16 37	
1	"	"	B 7 S Quapala	94 6 196	
1	"	"	BL	36 10	
1	"	"	St. Louis Cos. Guayaquil		
1	"	Patent Tools	JRG	1	
1	"	nut lumps	EM 76	16	
27	Sacks	Salt			
38	"	Pack Saddles	EB		
2	Staplers	Furniture Varnish	SM	58 100	
2	Crates	Hardware	MC	29 30	
18	"	Crockery	E S	46 6 96	

Continued

Quantities	Packages	Contents	Marks	No.	Remarks
33	Iron Drums	Turpentine & Oil	BYS	156 to 191	
6	"	"	JMT		
38	"	"			
1	"	"			
4	"	"	SM	114	
6/8	Tins	Paint	BC	2 to 25	
2	"	"	BYS	101 to -	
1	Box	Cartridges	J.L.	1. 2.	
1	"	Samples	T.T.		
2	"	unknown	T.B.		
1	"	"	GAM (Pala Rica)	1. 2.	
1	Case	Chemicals	S.P.		
1	"	unknown	BYS	55	
2	"	"	BYS	82	
33	"	hardware	GAM (Pala Rica)	3. 4	
8	"	unknown	M.C.	1 to 40	
1	"	"	H.M.C.	41 to 53	
1	"	"	SM	116	
2	Navy Biscuit	Navy Biscuit	BYS	82	
4	Keys	unknown	84 lbs, 92 lbs		
2	"	"	GAM (Pala Rica)	5 to 8	
8	"	Epsom Salts	BYS	188. 189.	
16	"	Iron Pots	BYS	58 to 78	
12	Barrels	Ale			
45	"	"	SM	30 to 41	
6	"	"	Jc	1 to 50	
19	"	"	M.C.	16 to 37	
14	"	"	H.M.C.	4	
1	Parcel	Samples	A	1 to 29	
1		Subs Well Apparatus	NO 40	2	
1		Cooking Galley			
1		Wheel and Steering Apparatus			
8		Spars & Yards			
		A quantity of muree rigging, blocks, &c.			

If this is likely to be a change in weight buy it for the Govt & by it at the End each of the Iron Galley the Date of the galley

J. J. [Signature]

to save her from foundering in deep water.

I consider it would be advisable for soundings to be obtained around this Patch, should the "Loam" be in the neighbourhood.

I have the honor to be

Sir,

Your most obedient servant

J. Jones, Commander.

Primer

Beaten the

Switzerland so long at

the way - & get it

now if possible before

we "freehold" etc

return - It will

show the R N, etc

are with to people

by a good

the system - to &

to me after his mother
is down, send him

with - PP
to the West of

Fox Bay

December 27th

1840.

Sir,

We have the honour
to acknowledge receipt,
through Mr Cobb, of the
lease of Number eight
Station on the West
"Falklands."

The lease states that
we hold our land subject
to the conditions of the
"Amalgamation Ordinance
Number six eighteen-
hundred and seventy."

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It will be therefore necessary
that we should have in
our possession a copy of
the above mentioned
Ordinance, which we beg
you will be kind enough
to forward to us.

We are also in complete
ignorance of the conditions
of the last issued Ordinance
relative to the leasing
of Crown Lands in this
Colony, and do not
doubt but that you will
see the expediency of
advising Leases of

Crown Lands resident on
the West Falklands of
any laws or regulations,
which may be framed or
come into force, in any
way affecting them.

We respectfully beg to
suggest that a single
copy of any such law
or regulation, being sent
to the postal station,
could be from thence
circulated amongst the
different holders of land
on this Island.

We remain that our
lease is numbered eight.

Being under the impression
 that our former lease was
 numbered three, and having
 made application for our
 present lease under the
 number three, we should
 be much obliged if you
 would inform us whether
 there has been any change
 in the numeration of stations
 on the West Falklands.

We have the honour to be

Sir

Yours obedient servants

Paillon & Stickney

To the Hon^{ble} Henry Bony
 Colonial Secretary
 &c

Barque Ocean of Bray
 Stanley Dec 27/44,
 Colonial Secretary of the
 Falkland Islands

Sir,

I shipped on board
 above ship as Carpenter
 Boatswain on the 18th May
 1840, leaving half pay to
 my wife to the amount of
 £2. 15^{/-} per month, which
 was paid for 5 months,
 and then stoped, which
 has left my wife quite
 destitute. I now beg of
 you to send the Board of
 at home respecting

the matter so that it may
be seen with as early as
possible.

I remain Sir

Yours respectfully,
Peter Evermann.

P.S. I shipped in the Port
of Swansea before the
shipping season of that port

Paul [unclear]

Dear Sir

Would you
 be so kind as to take
 charge of my Father's
 letters when they
 arrive. The late Captain
 of the Vicar of Bray.
 The Private letters
 which are from home
 wish to receive, &
 the business letters
 I will leave to you
 sir as you know best
 what ought to be done

with them grants
me this favour
you oblige your
servant.

Yours Truly
J B Callenan Jr

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Falkland Islands
Stanley, 27th Jan. 1870.

Sir,

I beg leave to draw Your Excellency's attention to one of the inequalities existing between the several Land Proclamations of 1849, 1861, and 1867.

2. The proclamation of the 4th April, 1861, was notorious by a failure, and is, I believe, admitted to be one of the worst ever framed. By requiring the erection of a house on each section it tended to encourage a system of "small-farming," which was soon proved to be a fallacy, and Your Excellency's own Government appears (judging from the West Falkland proclamation of 1867) to have acknowledged that it was so. This,

however, is
His Excellency,
Governor Robinson.

see note inside
W.A.

4th April 1867
Falkland

however, is not the object
of the present letter.

3. By the procla-
mation of 31 July, 1849,
land was leased for a period
of twenty years; in 1860 the
new proclamation reduced
this time by one-half. But
in 1867, when the proclama-
tion of 24th June was framed,
His Excellency appears, as
in the case mentioned above,
to have seen the error com-
mitted in 1861, and again
fixed the term of the leases
at twenty years.

4. It may be urged, that
the proclamation of 1860
provides a remedy against
the landholder being deprived
of his land, by granting him
permission to purchase the
whole of it, before his lease
expires; but I should say, in

I do not consider that it would be at all advisable to comply with Mr. Webb's request.

Any year I think is long enough for the small stations on the East Kentucky line, and as to which an extension of 5 years may be granted at the expiration of the lease. The Company never know when to be satisfied.

I should have said "no" to Mr. Webb at once, even if it were that the result of the Governor's decision will apply to a time subsequent to my return of affairs, & therefore I think it better to leave the question to be dealt with

written by my successor.

W.D.
1 April 1870

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reply, that the person who
thinks it would pay him to
repent £2400 on a single ses-
sion, after only ten years occu-
pancy, must be of a more tan-
quine temperament than I can
give myself credit for.

5. There would be no
difficulty or irregularity in
extending leases from ten to
twenty years, as a precedent has
already been set by the proclama-
tion which doubled the time for
stocking the West Falkland Lands,
and as the alteration would
injure no one, but on the con-
trary be of advantage to the
Colony. I hope that Your Excel-
lency in Council will take the
subject into consideration, and
provide by proclamation for
the extension I ask for.

I have the honour to be,

Ser.
Your Excellency's very obedient servant,
Edw. Loob.
Colonial Manager.

W. J. B. ...
... of ...
... the ...
... ..

Answers from

Mr B. ...

1. The

... ..

... ..

... ..

2. ...

... ..

... ..

X

3.

... ..

... ..

... ..

... ..

Mr B. ...

...

Stanley May 12th 1870.

Sir

I have the honor to apply to
Your Excellency for the renewal
of a grazing license on Lot No 1
lying to the South of Port
Harriette leased to Capt Sullivan
and Partners and since transferred
to me containing 6000 acres.

under the Proclamation of 1849
I much regret that during my
absence from the Colony this
lease dated 22nd December 1849
should through a miscalculation
on the part of Mr Turpin have
expired without a renewal
having been applied for.

I hope that Your Excellency will
see fit to renew this license
for the same number of years
it was originally granted for
viz. twenty

His Excell.^y
Col D'Arny.

I have

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I have also to apply to your
Excellency at the same time
for a similar renewal of the
grazing license on Lot No 4
on the South Shore of Berkeley
Sound granted to Mr Thomas
Bowden and duly transferred
to me This twenty years lease
of 6000 acres expires the twenty
ninth day of June next.

I have the honor to be
Sir

Your obedient servant
Geo R

Blair

His Excellency.

Colonel D'Arcy.

Government House

Stanley.

422
Stanley, 10th May, 1877.

My dear Sir,

Since our conversation of this morning it has occurred to me that, two letters mentioned on my list being un-official, they may not be on record. Therefore send a copy of one, and extract from the other as far as relates to the subject of the correspondence.

I have spoken to Captains Packer and Mr. McLymont about my proposal that West Falkland rents should be payable in London if desired by the Lessee, and they agree with me that such a regulation would be very beneficial.

This Day

Governor D'Arcy,
H. H. H.

Yours, my dear Sir,
very faithfully yours,
Edw. Cook.

45

Dear Madam
 in the
 year
 1780

Stanley May 15th 1870

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My dear Colonel

Many thanks for
your note of May 11th enclosing
the Proclamation of Aug. 1st 26th
1867, which I beg to return
herewith. I should have
answered it before but I
have been away in the
Camp.

The land held by my Brother
& myself on the West Island
known as station No 1. lying
between Mang Branch &c on
the North and Port Howard
on the South was not only
applied for, but was actually

held by My Brother for one
year under the Proclamation
of 4th April 1861. But at the
request of Governor Robinson
My brother allowed it to lapse
to Government through non
compliance with the conditions
contained in that proclamation
Mr Robinson told him that
unless he did so he could
not alter the Proclamation
of 1861 for the West Falkland
of course My brother at the
time had no suspicion
that the Governor meant
to take the advantage that
he did of receiving the wild
cattle as of course the

Proclamation of 61 gave the
right to them
437
I was the first applicant
for land on the West Island
by a letter to Governor Mackenzie
the answering of which he
bequeathed to his successors

Believe me

Yrs sincerely

R. L. Parker

P.S. Your Excellency will perceive
by this that the land was
applied for before even the 17th
Proclamation of 1867 was
issued and that therefore
we are entitled to the wild
cattle on that land.

Copy.

Falklands
1 March, 1870.

47E

My dear Sir,
I have thought over our last conversation respecting the purchase of land on Stations held under the old Proclamation, but am not prepared to go beyond 1000 acres on each station without further reference to the Secretary of State. I am writing to His Lordship upon the subject by this mail.

I may say to you that I am not opposed to placing land holders under both Proclamations on the same footing as regards the purchase of land, though I do not feel at liberty to do so without first telling the Secretary of State why I refused in the first instance.

I am, my dear Sir,

Yours very truly,
Signed, William Robinson.

J. H. Cobbley
L. L. L.

Over

Extrait from private note of 2nd Sept.

"I have also handed on to him (Colonel D'Arcy) your letter of the 27th Jan^y respecting the East Auckland land regulations. I did not think it right to give any decision the results of wh^{ch} could not be felt till after my departure from the Colony." —

480
16/3/70
Parsonage, Sunday

My dear Governor -

I am sure your Excellency
will pardon my putting down
a line or so on a subject you
which recollects me some
a few days ago! It seems

the East Falklanders are
now in full feather that
they will obtain all kinds
of privileges & their farms!

I am told that they argue
upon the ground that
MacLinnont has got his
lease corrected in such
a way as to give him the

right to catch and tan
wild cattle ^{and sell} without paying
any loyalty to the crown;
and therefore as the
West-Indians now
are evidently in a better
forting than the East, the
East have an equitable
claim which longer
leases and fewer restrictions
as to building! — This
I hear only as a rumour,
I know nothing about these

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gentlemen and are
less about their cabals &c.
but as a member of
Your Excellency's Council,
it is I conceive my duty
to mention such matters.
I don't know in what
grounds or on what ^{considerations}
the King got his special
privileges or whether they are
the special privileges that
is, whether what Your Excellency
predecessor fought for and
carried with the sanction
of the Colonial Office against
the Law and Equipage

1882
Provincers is the
surrendered. Against
these commissioners the
West Falland cattle were
retained as property of the
Crown and a trace of become

The West Falllanders, so
MacClinton tells me, now
boast that Macdonald has
got the right of cattle &
that Mr Macdonald has
stuck his claws
receiving the cattle out
of his lease. and this

Sam told on the ground
that the Proclamation about
the cattle was subsequent to
the date of his lease:

Unless I am greatly in error,
and as it is a matter of
date I may be, the leases
are subsequent to the Proclamation,
if not otherwise, & I must
like be entitled to the cattle
if that ground holds! -

But it is like remembered
that the whole of the
Correspondence & investigation
went on the supposition
that the Cattle were deceased.

The Gray's Licenses don't
 in any degree govern
 the Leases - they would be
 taken I suppose as proving
 leases on conditions
 hereafter to be settled
 by the government!

I trust your Excellency
 will pardon my intrusion -
 MacClinton may after
 all be under a misapprehension.
 I wanted him to speak

try your Excellency on the
 subject, if I am
 misinformed it will only
 be necessary to put this
 note into the file.

Otherwise I believe the
 matter to be serious! I should
 then believe that perhaps
 unintentionally your
 Excellency had been
 misinformed as to the
 date of the leases &
 the legal bearing of Gray's
 Licenses as compared with
 leases! But it is

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Singular that such
an unintentional mistake
would prove so profitable.

~~Whereas~~
~~whereas~~
~~you~~
~~of~~
Any advantage gained by
a misrepresentation intentional
or unintentional must be
given up in law or
Equity.

Very faithfully
Yours Excellency's Obedt ^{Serv}
A. K. Kelly for Burr
Colonel Drury

Private

Parsons 24/1/40.
New York 1/40.

My dear Governor,

In sending up an
Official application
for a power deserving to
strongly Scotchman with
no end of a family, will
Your Excellency pardon me
for saying that though
I have been for many
years opposed to Land
Monopoly, I have always
kind

advocated great
liberality in dealing
with the sheep of the
Boys of this Island.

If there is like a change
of policy as to Cattle
and Land would it not
be well to amalgamate
Land Regulations of the
two Islands (taking care
that no one should be
able to claim compensation
for grazing, manure, or
wages, &c.) under

the old Regulations of
the two Islands.
The wild cattle have
always been & always will
be a trial to the Government.
The routine custom is that
reserved flocks may be
wanted they will be paid
off &c. so the only way is
to encourage competition -
help the owner farmers.

May I also remark that
there is a danger of
spoiling the Islands that
a man takes a piece
of land here, a piece there,

488.

interesting pieces
 his becoming worthless.
 should point the
 out to you & encourage
 on a chart. I am
 some many of these
 questions are full of
 difficulty to Government.
 What would you ex-plain
 by selling Reserves to the
 advanced occupied on
 there being by for
 the matter there - this is
 not business but Government
 politics - You act to the

Mr. [unclear] all [unclear]

copy

Eagle Buildings.
July 29. 1848.

Sir,

I have been informed by Mr. Greenshield who holds some land in the neighbourhood of Valvador to place the following facts before your Excellency.

Mr. Greenshield had for some time charge of the Company's Sheep at Darwin, when his engagement ceased he took of the Sheep of the Company to district 9 and 10 on terms. He then secured Districts 47-48 and built houses upon them. The Government Reserve of "Pineon del Moro" not being available for sale or occupation he was obliged to take up 2 Districts to the North and North West of the Reserve: obtaining from Governor Robinson permission to kill thereon 50 Bulls - but he

found

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found permission had been already given to
kill to other farmers who to reach the reserve
had to ride over his leased land - it is supposed
that these Reserves have now been thrown open.

If so, may I ask your Excellency to be kind
enough to have Mr. Guenshield's prior claim
to this Reserve duly recorded. I understand that
Pincón del Tecayo is to be taken up by the
Felton's if so my struggling client Mr.
Guenshield's deserves consideration. Your
Excellency will see by this Map how essential
it is that his Property should be in one block -
I can testify to the exertions he has made and to
the Money he has spent on his farms.

Your Excellency's kind
consideration of this subject will greatly oblige

Your Excellency's
obedient humble Servant
signed

H. E. Governor D'Acosta Charles Bull.

Private

Copy

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Tarsonage.

Wednesday 29 June 1870.

My dear Governor.

I'm sending up an official application for a poor deserving and struggling Scotchman with no end of a family - will your excellency pardon me for saying that though I have been for many years opposed to Land monopoly, I have always advocated great liberality in dealing with occupiers of the Boys of this Island. If there is like a change of policy, as to cattle and land would it not be well to amalgamate Land Regulations of the two Islands taking care that no one should be able to claim compensation for erecting lumberless useless buildings under the old regulations of the East Falklands. The wild

cattle

⁹⁹²
cattle have always been and always will be
a trial to the Government, the routine notion is
that reserved flocks may be wanted. Beef
will be $\frac{1}{2}$ a ^s lb. If it be so the only way is to
encourage competition — help the owner
farmer.

May I also remark that there is a
danger of spoiling the Island, that is ~~men~~^{men}
take a piece of land here, a piece there,
the intervening pieces thus becoming worthless.
I should point this out to your Excellency on
a chart. I am sure many of these questions
are full of difficulty to Government. What
would your Excellency say to selling Reserves to
the adjacent occupiers on their agreeing
to pay for the cattle thereon — this is not business
but Government Policy.

Your Excellency's obedient Servant
signed Charles Bull.

To H. E. Governor De Grey.

Times I have paid the Colonial Government sums of money
on account of fattle killed there, I have always considered
it a great hardship to do so, as when my offer was accepted
I enclosed I considered that the fattle in the West would
be under the same regulations as on the East Island,
I hope your Excellency will favourably consider the above, and
so will remit me the sums I have paid for Hides, Cattle &c
I will pay the order I gave Mr. Bygones in April last
year.

I am
Your obedient Servant
Jas. L. Waldron

Stanley Sept 4th 1870

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My dear Colonel

Mr Turpin informed me last night that there was a slight difficulty in the amalgamation of the land laws in regard to the two Islands. The difficulty seemed to arise in clause No 5.

I might suggest that the new law should be applicable only to those who have occupation licenses granted on either island on or after the 24th July 1867 the date of the 1st occupation license on the West Island. I do not think that more than 3 or 4

occupation licenses have been taken out since that date.

The date of the 1st Lease is July 24th 1868.

Should you think proper to allow those who choose (I shd make it optional to save refunding) to take out fresh leases or occupation licenses let them pay for it as it will give a good deal of extra trouble in the Office.

As for the renewal of the leases which have expired or which may at any future period expire I should put the same rent on them as they had been previously

paying

In the suggestion I made previously about the stock on the runs being increasing I meant the percentage named to be on the original stock required to be put on the land.

I hope you will excuse the liberty I take in making these suggestions but I thought they might possibly be useful.

Will you allow me at the same time to express my thanks to you (in which I am sure I may include those of all the other settlers) for the great liberality you have shown in your treat-

ment of the Land Office
 which shews that you have
 the success and well do
 of the settlers at heart
 instead of trying to squeeze
 as much money out of
 them and put them to
 as great an expense as
 possible which has hitherto
 been the course pursued.

Believe me

Yours very truly

W. P. A. Robertson

W. L. Colonel Darcy.

2 4 6

Government House