

Despatched by the "British Beacon".

R.F.A. "British Beacon". — — — — — 3rd January, 1934.

634. Subject (Originals per "Falklands" via Port Stanley).

Sir. — Despatch No 633.

1. I confirm my last Despatch which was called by the "Balkans" on the 15th ultmo. I regret that owing to pressure of work I shall not be able to deal with your No. 1252 which arrived by the "Orion" on the 31st December, 1934.

2. Mr W.C. New has thoroughly inspected the Marine Superintendent's house and has, as I anticipated, condemned it with all outbuildings. I enclose a plan of the land on which a new house must be erected, and Mr Dean recommends that the building should be built out as far as possible. That is required in the following — dining room and Drawing room in front, with kitchen, scullery and bathroom on the ground floor, with four bedrooms upstairs.

3. I have made suitable arrangements for Mr Dean to visit the Company's stations and Port Stanley. The "Orion" arrived on the 31st December, and the "Falkland" will proceed to Port Stanley via you Bay on the 3rd January, and after proceeding round the West will return to Stanley. She will then, on the next trip, collect wool at San Carlos and go back, call for Mr Dean at Port Stanley, returning via Speedwell, North Bay and Walker Creek to Carcass where he will land. He will then ride in via Piterry and Port Louis, inspecting the giddy heights enroute on the way.

4. The "British Beacon" oil tanker has discharged about 9300 tons of oil. Full particulars of the work of discharges will be sent by next mail. We have not had very good weather, and the Christmas Holidays have also interrupted the work.

I am, Sir,  
Your obedient servant,

The Managing Director,  
London.

Manager.

Despatch No 634 per "British Beacon".

E N C L O S U R E S.

Duplicates. (Originals per "Ballena" via Punta Arenas)

1. Despatch No 633.
2. Journal October.
3. Statement on Accounts.
4. Remarks on Accounts.
5. Store Indent No 510.
6. Coasting Insurances - November.
7. "Falkland's" Account to 31/10/24
8. "Gwendolin's" do

ORIGINALS.

1. Despatch No 634.
2. Journal November.
3. Statement on Accounts.
4. Remarks on Accounts.
5. Store Indent No 511.
6. Remarks on Stores.
7. Coasting Insurances - December.
8. "Falkland" Manifests - 2 & 3<sup>rd</sup>.
9. "Gwendolin" do 10 - 13<sup>th</sup>.
10. Note re proposed new block for Capt. Roberts.
11. Copy of report sent to Ministry of Foreign Affairs Norway.
12. "Falkland" & "Gwendolin" Store freights.
13. Falkland Islands Magazine.
14. Copies of correspondence:-  
with Registrar of Shipping re "Sanson".  
- W.A.Thompson. re cadet.

S P E C I F I C A T I O N S.

Mark.	Wool.	Bone.	Skins.	Tallow.	Hides.
Daff.	179		30		
"	80				
N.A.	252		18		
X.C.	118		9 (9)		
G.G.	9		94		
S.	7				
H & H	74				

635. per "Ballena" dated January 10th.

"Islands. The Doctor he described was the same who was  
Dear Sirs. I am sorry about your question of whether our oil can be  
"Slaughter - it is to be avoided, as I have it in, we will  
"can be carried out at sea."

"Ballena"

1st January

635. P.D.S.D. would not think you were anxious to get away  
the expected increase of 3% to 7%.

Sir,

I confirm my 634 which was mailed on the 3rd instant  
December by the Oil Tanker "British Bencan" which proceeded to Port Moresby  
via Rio de Janeiro and Trinidad. Your 1252 which arrived by  
the "Ortega" on the 1st instant and which I had no time to  
deal with, is now under acknowledgement.

2. 1252 - 3. You will by now have received my 633 giving  
the correct area of Block 5 Port Louis. The matter of the  
exchange has been discussed between the Governor and Mr Dean  
and the former will, I am sure, give us the option to repurchase  
should the experimental farm be abandoned, if it is in his power.  
So far we have not received any official communication on the  
subject.

3. 1252 - 10. Mr Gresham is discussing the matter of boating  
facilities at Darwin and the Islands in the Sound with Mr Dean  
and Mr Slaughter, and will be writing fully on the subject by  
the next opportunity. Mr Dean and Mr Gresham also sent into  
the question of the "Speedwell" and Mr Gresham states as follows.

"I cannot emphasize too strongly that if any more engined  
boats are sent out that what is required is a sailing boat  
with an engine, and not a motor boat with sails as auxiliary.  
In 632/10 I reported that the engine had "seized" and since  
she has been repaired her magneto failed between Marwin and  
Walker Creek with the result that she had to run before the  
wind back to Darwin; half way the wind changed and she ran aground  
after several hours to get in to Walker Creek. Had either  
of these accidents occurred at the mouth of the Sound or along  
the South Coast she would have been blown right away from the  
and over to the mainland, and taken alongside the ship to be

The Managing Director,

LONDON.

635. Per "Ballena". 21st January 1925. 3.

"Islands. She cannot be depended upon in open waters and Mr Dean is going into the question of altering her rig with Mr Slaughter - if it is possible, as I think it is, the work can be carried out at Darwin."

4. 1232. 13. Clients have been advised that there is a rise in P.S.N.C. freights and that you were successful in reducing the suggested increase of 17/6 to 7/6.

5. 1232. 14. We were glad to get your cable of the 30th Deco her stating that the Board had sanctioned the purchase of two wooden lighters from the Coast. Captain Roberts and I are quite convinced that the life of wooden lighters under conditions prevailing in the Falklands is considerably longer than that of those built of steel. As regards the question of liability of the latter to damage we have avoided this only by placing them alongside the small boats in safe positions.

6. 1232. 17. I have told Mr Lester that if it is at all possible we will send Mr Peters out to advise him as regards the erection of his press. Mr Miller would also like him to go to Hill Cove for the same purpose. Mr Peters has naturally a great deal of work to do at present and I have therefore not given any definite promise that he will go.

7. 1232. 19. I am glad to be able to report that both Mr Slaughter and Captain Roberts are now as well as can be expected, the latter resumed command of the "Falkland" at the beginning of the year.

8. The Oil Tanker "British Beacon" arrived on the 15th December and sailed on the 3rd January having discharged 9000 tons, 7 cwt. of oil. During her stay the weather was certainly not good, causing stoppage in the work, and the work of discharge was also interfered with by the Christmas holidays. We find, with a vessel of the "British Beacon's" type that we can, weather permitting, receive 1000 tons per day. The barge "O.C. 82" full is towed to the Camber at 6 a.m. in the morning and emptied and returned to the ship about 11 a.m.; filled again by about 1 p.m. and emptied by 5.30 p.m. and taken alongside the ship to be filled for the following morning. The cost of receiving the

No. 685, per "millions", 21st January, 1925. £. d.

oil shows a deduction on the last cargo and works out approx-  
imately as follows:-

Due from Admiralty,

1/- per ton on T 9300, 7 cwt. £ 466. - 4.

Less:-

Labour of Chief Engineer, Engineers &c & Rates no longer  
and Servies. £ 96. 9. 2.

Marine Supt. 15. - This was laid down  
practicable to carry 15. - This was laid down

Use of Kali and motor boat 50.

Provisions supplied to men  
on oil barge. 7. 10. 0. 0. 0. 0.

Profit. £ 296. 17. 2.

The original estimate of the cost of receiving was £1 per

ton; the present shiffment cost 4.3 d per ton of removal of

Enc. I enclose delivery note on which the Admiralty will pay, enclosed

together with statement of weekly return of receipts and losses  
which should be forwarded, with the delivery note, in duplicate.

Enc. 9. I enclose Mr Peters's report on the Stanley motor boat,  
the engine of which <sup>has</sup> thoroughly overhauled. This boat has  
been in practically daily use for the last ten years and it is  
not surprising that her running parts are showing signs of wear,  
in spite of adjustments being made from time to time.

Mr Peters considers that all machinery abaft the engine  
should be renewed at the earliest opportunity, viz., Clutch,  
reversing standard, propeller shaft, propeller and stern tube.

The engine itself is in good condition and requires only  
a few spare parts which are being indented for. The necessary  
particulars as regards the stern gear are contained in Mr Peters's  
report. The hull of the boat is in very good order and will  
last for years.

10. Mr Graham went out in the "Palkland" to be at Darwin  
with Mr Dean, the foregoing having been drafted by him before  
leaving.

No 635, for "Ballena" 21st January, 1925. 4.

PURCHASES (II). The "Ballena" arrived on the 20th and is working here with a view to leaving tomorrow. She will, I hope, take State all the produce we have in Stanley, but this will be insufficient to fill her, as she arrived with 800 tons measurement more than over our allotment. We are shifting hides as formerly under their separate cards, as, I regret to report, it has

1. been found impracticable to carry out the scheme laid down
2. in the memorandum contained in your No. 1346.
3. regard. It is impossible to get clients to furnish detailed
4. specifications and, furthermore, there is, we find, insufficient
5. h. sent from on the "Great Britain" to salt them. Mr Groom
6. will report more fully on this subject on his return.

Enc. 7. Estab 12. I enclose two Lloyd's certificates of renewal of  
8. the Classification in respect of the "Falkland" which were received  
9. P. from Punta Arenas yesterday.

10. (a) Data of oil fuel on arrival. Below (in brackets)

I am, Sir,

(b) Date of estimated arrival.

Your obedient servant,

(c) Oil fuel used in Ballena

(d) Return on oil fuel burnt, less, or

(e) Recording of oil tank

(f) Delivery note

for Manager.

(g) Weekly Report of Receipts & Issues, R.R. 2nd Jan., 1925.  
(In duplicate)

(X.C. all the above are for the Manager).

11. Copies of (a), (b), (c), (d), and (e) above, for your reference.

12. Mr Peter's report on Stanley Motor Bus.

13. Lloyd's Classification certificates "Falkland", "Argus" and  
"Ballena".

14. "Falkland" - Coal record, Engineer's department, copy of last  
for voyages 1, 2, 3, 4, 5, 6, 7, 8, 9, 10.

15. F.I. Gazette 1st January, 1925.

P.T.O.

**ENCLOSURE**

DUPLICATES (Originals per British Beacon, 3/1/25)

Despatch No. 634      8/1/20.  
Journal Number.  
Statement on Accounts.  
Remarks on Accounts.  
Stores Indent No. 611.  
Remarks on Stores.  
Note re proposed new building for Capt. Roberts.

## ORIGINS.

1. Despatch No. 635.
  2. Statement on Accounts.
  3. Remarks on Accounts.
  4. Store Indent No. 612.
  5. Remarks on Stores.
  6. West Store Cash Voucher, December, 1924.
  7. Establishment & wages, Speedwell Island, Dec. Dr.
  8. Establishment & Wages, Marlin, Dec. Cr.
  9. P.S.N.C. account dated 31st December, 1924.
  10. (a) Data of Oil Fuel ex "British Reserves" (in duplicate)
  - (b) Data of Bolidder Engine
  - (c) Oil fuel used in boilers
  - (d) Report on Oil Fuel point, Dec. Cr.
  - (e) Sounding of oil tanks
  - (f) Delivery Note.
  - (g) Weekly Return of Receipts & Issues, S.E. 3rd Jan. 1925.

(N.B. all the above are for the Admiralty).

11. Copies of (a), (b), (c), (d), and (e) above, for your records.
  12. Mr Peters's report on Stanley Motor Boat.
  13. Lloyds Classification certificates, "Falkland" Engines, and  
Boilers. x
  14. "Falkland" - Coal report, Engineer's abstract, copy of log,  
for voyages L 11, 12, 13, 14, 15, 16.  
M O. 1, 2, 3, 4.
  15. F.I.Gazette 1st January, 1925.

## Specifications

Mark.	Feet	Skins.	Tallow.	Hides.
D H	168			
W C	68			
N A	317			
F S		50		
D H	84			
W C	76			
W P	107			
Z	110			
H & B	120			
J L T	203			
F R	33	4		
D & S	138			
J B	130			
M G	3	9		10
F	100	3		
W K C	84			

been rendered. They believe they were probably shot and killed suddenly from out range so as to be unable to get away. The gun was found near the body of the animal, and the bullet passed through the shoulder and right elbow, grazed the right knee, and passed through the left knee. The gun has been taken and tested, and the gun will be forwarded to you for examination.

General Island. It would be best to send the skins back to you in good condition although they have been delayed since the winter when many specimens collected at the general station in October. There are no skins from the general station the nine skins dried according to the ordinary skinskin station.

At all events when you receive the skins, send them to me for examination. In view of the small amount of time I have had to examine the skins, it would be better to have them sent to me from the general station, and my report will be forwarded to you as soon as possible.

The following skins have been sent to me:

One year.

1st February, 1925.

635.

sir,

My last Despatch No. 635, dated the 21st January, signed by Mr Vincent, is confirmed. I have nothing to add.

Mr Arthur Dow was visiting Speedwell, north of Port Stanley on his way back from Port Stokes. I took the opportunity of going out by the Falkland via the North East route and being with him at the company's stations. From Dwyka I returned to the Falkland whilst Mr Dow made back through the mountain range, taking in Pitcairn and Port Gould en route.

Brown Motor Boat. Whilst at Dwyka we have called the Brown Motor Boat with Captain Roberts with the result that she has been condemned. Just before our arrival at Dwyka she had to be run ashore suddenly from her engines as she was found to be sinking. On raising her off the next day we found very serious and right holes showed which render the engine will be taken out and bound and the hull which is out repair secured.

Speedwell Island. At Speedwell Mr Dow found the herring were in a bad condition although they have been dried six times during the winter since their disastrous haulings at the quarantine station in Stanley. There can be no doubt now that the nine men died exposed to an extremely strong exposure of dry and nothing else.

J. Clarke of Speedwell. In view of the excellent work done by J. Clarke of Speedwell, Mr Dow decided to increase his salary to £ X per month as from the 1st January, 1925.

The Managing Director.

LONDON.

No. 635, per "Oregon", 1/2/25.

2.

A.G. Barton of North Arg. Mr Barton's wages were increased to £16 per month from the same date; he is of great assistance at North Arg., and unless he receives some encouragement to stay in the Company's service he will find employment elsewhere. Mr Bon will discuss other matters in connection with the Faroe upon his return.

Enc. 3. In continuation of my 635/2 we have again gone carefully into the question of boating facilities in the Sound and Mr Leon, Mr Slaughter, J. Clarke and Captain Roberts are all of opinion that the "Speedwell" is unsuitable from several points of view, and that in order to work the Islands we require a much larger vessel. I enclose Captain Roberts' Report on the "Speedwell" and also his specification for a craft drawn up to meet Mr Slaughter's requirements. It is suggested that the building of the vessel be left into the hands of Mr Hobbs at Punta Arenas, and Mr Leon will be in a position to obtain a quotation in a few weeks' time. We suggest that the engine be of the hot bulb type made from home and installed in Stanley. Once the make of engine has been decided upon it will be necessary to send the plans to Mr Hobbs in order that the engine bed and the position of the stove which may be arranged for. One suit of sails for the voyage across could be made in Punta Arenas as part of the vessel's equipment and the other set made in Stanley or at Darwin.

It is most unfortunate that it was not realized at this end from the first that a craft the size of the am boat was not large enough for the work intended, and also that she would be unsuitable for coping with the rough weather constantly encountered on the South Coast and in the Falkland Sound. This mistake, however, is counterbalanced somewhat by the fact that now that the Darwin Motor Boat has had to be scrapped, she will be most suitable and do all the work required for Darwin and Walker Creek in the Chiloeul Sound. They have had far too many boats there up to the present, viz. Darwin Motor Boat, the "Gouverneur" Motor Boat, and the "Grobe", and by retaining the

No. 625, for "Governess", 1/3/25. 4. 3.

"Bredwell" the renewal of the former is unnecessary and the others can return to Stanley for sale. If we cannot obtain a purchaser for the "Governess" motor boat one will be obtained for our own motor boat and will be well looked after. It is also essential that we should only the surplus sheep from Lively to Goose Green every year and if this Island reverts to the Company such a boat as the "Bredwell", suitably rigged, will be absolutely essential. Mr Bean, who has been for a trip on this boat which he does, and will do, extremely valuable work in the carriage of material to Radio Creek, will discuss this matter when he returns.

In 623/10 I reported that the ballast had been taken out in Stanley, but I find that I was strongly informed - none of the ballast underneath the flooring was removed in 1910 and so it must have been stored incorrectly at home. It is only recently that we have found out that the real cause of the leak was due to a large nail being loose in the hold. This should have been found in England, and it was only found after the vessel arrived in La Plata.

4. We reported by last mail that we are unable to deal with hides as laid down in your No. 1245, and this is very much regretted, as if it were practicable there could, without doubt, be a large increase in the returns for this, provided any clients fail to furnish us with proper specifications and we are unable to give them proper attention in Stanley unless we build a salting pit ashore and employ more labour. I think that now we ship them direct better results should be obtained, especially if we refuse to ship any hides that are insufficiently salted and likely to contaminate the good ones. In future we shall not collect parcels of less than 15 hides.

5. We have been in touch for some months with Messrs Sidney & Poole and Mr Valverde Lyons, both of Buenos Aires, as regards shipping sheep away this season, but as it did not appear that anything would come of the business it has been decided to boil down our own sheep and those of a few other

No. 636 per Orressa, 1/2/25. 4.

East farms if we can obtain them at a reasonable price. So far we have agreed to take Mr George Bonner's fat wethers at 8/- and his ewes for breeding purposes at 6/-; we are also trying to make arrangements for shipping about 500 fat wethers from Lively Island at a price to be agreed upon later.

6. I have to report that the Bleeker Island wool has this year been brought to Stanley by Davis's cutter "Prefecto Garcia", in which Mr. J. W. Werner, Mr. A. F. Cabe's partner, has a half share. This cutter is uninsured, and, in the event of any question arising I shall be obliged if you will explain that this produce was brought in by this vessel absolutely contrary to my advice and instructions, which were given on Mr. Cabe's behalf.

7. The question of far endots and their place of site Mr Dean, and for the present it has been decided that none should be employed unless specially asked for by the camp managers, to whom they should be shown personally. The Board may decide that after the emancipation of negroes which has been carried out suitable quarters should be erected for endots but we have found in the past that they only remain two or three years with us and that no decisive little or no benefit from their employment.

8. The Government have recently decided to discontinue the grant for the extermination of rats, and regulations will in all probability be issued to compel farmers to effect this at their own expense. It is suggested that this should be done by poisoning, but it is extremely doubtful whether this means will prove effective, and so we have decided to pay for books and that cartridges should be sold on our stations at little or no profit. A supply of cartridges is being intended for by this mail.

9. I enclose copy of letter received from the Colonial Government setting forth the proposed exchanges of land between the Government and ourselves with a view to the establishment

No. 635 per Giro, em 1/1/1851.

of an experimental farm on our Block 5, Port Louis.

The proposals are as follows.

- (a) The Government to grant to the Company freehold of the Land Reserve estimated at 3000 acres, and freehold of Port Louis Reserve estimated at 424 acres.
- (b) The Company to convey to the Government 7300 acres more or less, being part of Lot 5, Port Louis, and 4 acres of land in the Dairy Pasture (for the purpose of building a reservoir in connection with the Stanley Improvement Scheme).

It is not proposed that any pecuniary sum shall be received of these transactions, but the Government have agreed to the stipulation that in the event of the experimental farm being discontinued the land shall revert to the Company.

I shall be obliged if you will send a copy of the proposals as agreed to, after discussion with Mr. Leon in order that the preparation of the necessary deeds may be expedited.

10. Great dissatisfaction is being expressed in the Islands at the present time as regards the lack of facilities for passengers wishing to go on holidays to the United Kingdom, and their complaints are certainly justified. Several factors have pointed out that they provide the freight for the Pacific Company and are only able to get away from the Colony with the maximum amount of discomfort, if at all.

In November last Mr. Will of the Liverpool Office stated that it was proposed that in future a mail steamer should be sent to take passengers home in April and bring them out again in October. This year they only offered a boat in March which is too early, and we could not obtain the requisite number of passengers to make it worth while her calling in which means that we have to rely entirely on cargo vessels. These boats carry about 212 passengers in all in five cabins, and in order to fill the accommodation we have to berth husbands apart from their wives and children etc. Even when they agree to this there is the discomfort of travelling on a boat with limited

No. 6397 per "Globeas," 1/2/25. 7. 6.

deck space and indifferent food and service, and no doctor.

On the 8th December last the Palmerston Office wrote:-

The outward sailing of inter-island steamers via Straits from Europe will be approximately every eight weeks, and during the wool season you will be well served with inter-island vessels homeward which will also take care of your passenger traffic.

The actual state of affairs is that the "Gallant" arrived here in January with ten cabin, by which we sent three passengers, we hear that the "Woollasso" is coming in March without accommodation, and that Palmerston are endeavouring to arrange to send the "Laguna" home via Straits at the end of April, placing the entire passenger accommodation (12 berths) at our disposal. As we had 28 passengers for England, some of whom wished to leave sooner, I wired Palmerston on the 23rd January saying that it was imperative that an earlier opportunity was provided and they have agreed to send the "Laguna" here about the third week in March to embark passengers only. This certainly helps, and I think we shall be able to get all interested passengers away so easily but I shall be obliged if the latter can be taken up with the Liverpool Office as regards getting a small boat to call in (via Straits) in April next year - March is far too early. Your obedient servant,

II. We hear on good authority that Messrs. Sarsfield of Punta Arenas have regularized farmers in the Islands offering to ship wool for them on a through Bill of Lading, via Punta Arenas at a cheaper rate than that now ruling. We have not yet seen one of those circulars and are trying to obtain a copy and hope to give you further particulars by next mail.

If you take the matter up with owners at home I shall be glad to learn in what terms you write, as at this end we might have to put the matter before some of the smaller farmers rather forcibly, pointing out that we cannot continue to run the "Palkland" to stations with material and stores unless we collect their produce at the same time. It will be realized that the Pacific Company would lose nothing by the wool being shipped to Punta Arenas, as their vessels would pick it up there.

No. 636, for "Oropeza", 4th February, 1936.

No. 636, for "Oropeza", 1/2/25. O & T R E S.

and would cease to call at the Falklands at all, leaving us without a mail and passenger service, even such as it is.

12. At the time of writing I have not received Mr Peters's Report on the work at Bodie Bridge, but I am glad to report that great progress has been made. The stone-crushing and concrete mixing plant sent out has worked splendidly and without a hitch, the large caisson on the Findlay Creek side is in position and one foundation should be completed this week. Great progress has been made with the track, which has had to be hewn out of very solid rock, from the bridge on the Darwin side, and a lot of this track work, as suggested by Mr Neave, is found to be unnecessary as Mr Peters will utilize the quarried rock for the construction of a viaduct over a small valley to enable sheep to run in safety much nearer the bridge than as shown on the plans.

13. Your Slaughter will be proceeding home or leave this year - probably early in March.

14. I am closing this Despatch two days before the "Oropeza" arrives, as my time will be occupied in viewing the Stanley Property and going into matters with Mr Dean.

14. P.I. Shipping Report. I am, Sir,

15. Post Returns, inclosing your obedient servant,

16. Yours, etc., D. H. H. 1/1/36

17. Y.I. Magazine, February, 1936.

Manager.

Correspondence:-

P.S. In continuation of your 9 I have to inform you that as the Governor is anxious to proceed with the work on Block 5 and the Dairy Paddock at once Mr Dean has agreed to the proposals on behalf of the Board. The 4 acres in the Dairy Paddock are of very little value to us, and supposing we asked the Government to pay for them at the rate of \$ 100 per acre they would ask us to complete the purchase of Block 5 for about \$ 690. We are therefore about £ 300 to the good by arranging the exchange in this manner. 15K

## ENCLOSURES.

DUPPLICATES. (Originals per "Ballena" 21/1/25)

Despatch No. 635.  
Statement on Accounts.  
Remarks on Accounts.  
Store Indent No. 612.  
Remarks on Stores and Coal Account.  
Mr Peters's Report on Stanley Motor Boat.  
Specification of "Ballena" Shipment.  
Letter to Managing Director re the above.

ORIGINALS.

1. Despatch No. 636.
2. Statement on Accounts.
3. Remarks on Accounts.
4. Store Indent No. 613.
5. Remarks on Stores.
6. Camp Manager's Report, 31st January, 1925.
7. Report on Cutter "Speedwell" - (Captain Roberts).
8. " " " " " (Mr Biggs).
9. Report on Bodie Bridge, 17th & 31st January (Mr Peters).
10. Establishment and Wages, Stanley.
11. " " Fitzroy.
12. "Falkland" Manifests, Nos. 3, 4 and 5.
13. "Falkland" Coal Report, Engineer's Abstract & Copy of Log.
14. F.I. Shipping Report.
15. 1st Returns, Land-marking, Speedwell Island.
16. " " Darwin etc.
17. F.I. Magazine, February, 1925.

Correspondence.

- "With Mr A.E. Felton re Battle Memorial.  
" Mr A.M. Bonner re carriage of produce.  
" P.S.N.C. Liverpool, re passenger facilities.  
Colonial Secretary (3) re exchange of land.

Specifications  
Mark. Wool. Skins. Tallow. Hides.

AFC

42.

J.L.W.

JX  
We

168  
15K

Lighterage

3.  
9.  
10.  
11.

Coal Fuel Report  
Constitutes a separate document

Buildings  
Lighterage  
Furniture  
Stanley Directors  
Berthavoeek  
Stanley Pay.

Express  
General Charges

Buildings  
Lighterage

Furniture

Stanley Directors  
Berthavoeek  
Stanley Pay.

## ACCOUNTS. 1924 - COMPARATIVE STATEMENT.

RECEIPTS.	1924	1923	INCREASE OR DECREASE
Rent	318. 17. 7	316. 7. 7	2. 10. 0
Interest & Commn.	736. 14. 11	198. 3. 4	538. 11. 7
Insurance	454. 13. 11	365. 15. 5	88. 18. 6
Store	7304. 1. 2	7342. 5. 3	38. 4. 1
Farm	71600. 16. 1	42179.19. -	29420. 17. 1
Fitzroy Estate	12810. 14. 3	5181. 14. 3	7629. -.
Speedwell Island	749. 5. 3	1454. 9. 6	705. 4. 3
Lighterage	905. 7. 9	905. 7. 9	562. 18. 7
Pacific Agency	646. 15. 5	1209. 14. -	797. 7. 9
Naval Fuel Depot	797. 7. 9	282. 14. 7	282. 14. 7
Consulates & Agencies			
Bad Debts recvd.	8. 10. 3	8. 10. 3	38367. -.
EXPENSES			
General Charges	391. 15. 5	325. 8. 9	66. 6. 8
Buildings	1598. 10. 10	1776. 14. 11	178. 4. 1
Lighterage		819. 10. 6	819. 10. 6
Furniture		7. 12. 10	7. 12. 10
Sundry Debtors	22. 10. 9	76. 1. 6	53. 10. 9
"Bertha" Wreck		55. 8. -	55. 8. -
2012. 17. -	3060. 16. 6	66. 6. 8	1114. 6. 2
INCREASE OF PROFIT			\$ 39415. 1
Stanley F.I. 31st December 1924			

notably, wages and delivery of materials being about the same as last year.

GENERAL TRADE £ 542. 7. 11. - 4th March, 1925.

637. This is really the only other regular account taken  
from the accounts, and is due to the term delivery of  
materials for services to Indians and French. These two are

Sir,  
~~general~~

I enclose herewith accounts for the year 1924 showing  
a nett profit of £ 94602. 4. 4. an increase of £ 39,415. . . 1.  
on the previous year's working. This increase is of course  
in the main due to the enhanced value of the farm produce,  
but I am glad to be able to report that other departments  
with two negligible exceptions show an increased profit.

Items on the credit side.

PARK, £ 71600. 16. 1. - Increase, £ 29420. 17. 1.

which figures remain about the same, the increase as shown in  
the abstract being accounted for by the 10% bonus granted  
to employees for the year 1923. Deliveries of milking,  
Fencing and Consumption materials have been heavier owing to  
the necessity for putting the farm in proper condition,  
Fencing alone having been increased by over £ 1000.

Travelling expenses and amounts spent on the purchase  
of livestock are naturally down considerably, although we  
have obtained ewes from Mr George Bonner and shipments of  
horses from the Coast.

The Canning material on hand at Goose Green has again  
been written down appreciably, which I trust rests with the  
Board's approval. Efforts are being made to find a purchaser  
for tinplate and the Babcock Boiler.

FITZROY ESTATE, £ 12810. 14. 8. - Increase £ 7629.

This increase is due to the enhanced value of produce

The Managing Director,  
LONDON.

No. 637 (Accounts 1924), 14th March, 1925. 2.

entirely, wages and deliveries of materials being about the same as last year.

SPEDDELL ISLAND, £ 749. 5. 3. - Decrease £ 705. 4. 3.

This is really the only marked decrease shown in this year's accounts, and is due to the large deliveries of materials for repairs to buildings and fences. This property was in very bad condition when the Company took it over, especially the fences. More money will have to be spent in 1925 to get the place in proper order.

The accounts do not show the true position as regards this section owing to large movements of sheep to the Park proper, upkeep of Merino rams, motor boat "Speedwell" etc, in connection with which no money passes.

INTEREST & COMMISSION, £ 736. 14. 11. - Increase £ 388. 11. 7.

due mainly to commission charged on mailing Companies accounts, which included large deliveries of coal.

LIGHTERAGE etc, £ 905. 7. 9.

- Increase £ 1161. 19. 8.

PACIFIC AGENCY, £ 646. 15. 5.

These accounts have been kept during 1924 as instructed. Mail Agency account has been abolished and the two accounts now show the true position. In 1923, as the two accounts were then run, there was a net profit of £ 380. 8. 6., whereas in 1924 there is a net profit of £ 1532. 3. 2.

In regards Lighterage account there has been over £ 700 more received this year for landing charges alone. Included in our Statement is the £ 500 for the conversion of the "Fleetwing", credit for which has not yet been passed to us.

This amount can be set against the £ 2047. -. 6. spent in the maintenance of and improvements to floating property in Stanley, as per detailed statement enclosed.

Remains about the sum of £ 65,000. 0. 10. although we have £ 6,000 worth of coal for delivery to the whalers were due last year. The Comparative summary of Stock of Goods at the

No. 637. (Accounts 1924) 14th March, 1925.

INSURANCE, £ 454. 13. 11. - Increase £ 88. 18. 6.

This increase is due to the greater quantity and value of coastwise cargo insured during the year.

NAVAL FUEL DEPOT, £ 797. 7. 9. - Now account.

This has certainly been a successful business, and should continue to be so, but this year's profit cannot be looked upon as any criterion as to the future, until the Policy of the Admiralty as regards the re-establishment of the South American Squadron is known. So far the running expenses have been small but it has to be remembered that the Depot was not when it was handed over, and we have received £ 74. 7. 7. for the actual receiving of oil which is unlikely to occur again, for some time at least. I mention this as I see in the draft Contract you forwarded to me (Para 4, Payment) that at the expiration of one year maintenance, administration and handling charges will be determined on the practical experience of that period. I do not consider that any reduction in the remuneration should be made. £ 500 per annum profit which we hope to make in normal years cannot be looked upon as any too much when the value of the property and occasional interference with our own work are taken into consideration.

CONSULATES AND AGENCIES. £ 282. 14. 7. - Now account.

The fees received for Consular documents and services rendered; Commission on Royal Insurance Company premiums, Lloyds agency fees, etc., which were previously for the Colonial Manager's account, are now credited to the Company. Some of the work in connection with the Consular appointments is practically unremunerative, but helps us in the general running of the business.

STORE, £ 7304. 1. 2. - Decrease £ 38. 4. 1.

The Stock of Stores on hand at the end of the year remains about the same at £ 56,034. 6. 10. although we have £ 6400 worth of coal for delivery to the whalers more than last year. The Comparative Summary of Stock of Stores gives

No. 637 (Accounts 1924) 14th March, 1925. 4.

rather a misleading impression can be taken in conjunction with the General Summary when it will be observed that there was only £ 1900 worth of goods in transit this year as against £ 13793 at the end of 1923.

All stock have been written down in the same manner as last year and care has been taken not to include anything which might be considered as "dead stock", of which there can be extremely little.

Particulars of Sales and Deliveries for the past four years are as follows:

	Sales.	Deliveries.	Total.	Stock of Stores.
1921	£ 55193.	24172.	79365.	74065.
1922	48085.	27305.	75390.	57190.
1923	56634.	26363.	82987.	56022.
1924	55047.	43446.	98493.	56024.

It will be seen that whilst the sales have decreased slightly the deliveries of materials have increased enormously, £ 10,000 being accounted for by materials supplied to Farm &c alone, which includes the Assistant Camp Manager's new house and cement for the new Wool-shed, and, further, by £ 6000 to Bodle Bridge.

Post, Dues, Rates, Clients etc.

Items on the Debit side:-

GENERAL CHARGES £ 391. 15. 5. - Increase £ 66. 6. 8d at due to the purchase of a new typewriter, loose leafed Binders etc." An abstract of this account is forwarded for the first time.

BUILDINGS £ 1598. 10. 10. - Decrease £ 178. 4. 1.  
A considerable amount of work has been done on Stanley buildings during the course of the year, especially as regards painting and repairs to roofs. Mr Gardian Dean, during his recent visit inspected all Stanley property, and will no doubt report on its condition. With the exception of the Marine Superintendent's house which was past repair and has been condemned, all buildings can be said to be sound and in

No 637 (Accounts 1924) 14th March, 1925. 5.

good repair. It is hoped that it will be possible to still further reduce the expenditure under this head during 1925.

UNDRY DEBTORS. The sum of £ 32. 10. 9. has been written off as a bad debt against which we have collected £ 8. 10. 8. for bad debts recovered.

This completes the remarks on items appearing in the Comparative Statement enclosed.

STANLEY OFFICE. £ 2579. 15. - compared with £ 2758. 9. 11.

The expenditure under this head is apportioned as heretoforeshowing the various accounts as per statement, which now shows the total amount received by the Colonial Manager, whereas before his salary was augmented by fees and commissions from Consulates and Agencies.

STANLEY WAGES. £ 10018. 17. 8 compared with £ 9345. 7. 7.

Wages have again increased owing to more work having been done, and last year's remarks apply. As pointed out under the heading of Lighterage account we have received £ 700 more for Landing Charges alone, so that the increase has all come back without taking into consideration work done for the Naval Fuel Depot, Store, Clients etc.

FAIRFOLD and GENDOLIN. These accounts were closed at the 31st October as last year, and accounts are now forwarded made up to the end of the year.

STANLEY BUTCHER. This business has paid very well during the last year and it is hoped that even better results may be obtained as the results of some recommendations made by Mr Dean during his visit here.

During the year 4920 sheep were killed in Stanley, the return realising -

Proceeds of sheepskins,	£ 2655. 18. 2.
	<u>2464. 19. 2.</u>
	5120. 17. 4.
Less Expenses,	546. - . -
A Nett profit of	£ 4574. 17. 4.

or 18/8 per sheep.

No. 687. (Accounts 1924) 14th March, 1925. 6.  
 At the beginning of 1924 there were 56 bales of skins on hand, whereas there are 35 bales unshipped at the end of the year.

STORE AND BUTCHERY DEBTORS. The amount owing by store debtors is about the same as last year, whilst the amount owing for meat supplied has been reduced by about one-third. There are several butchery balances which have been outstanding for some considerable time and which are gradually being reduced. Proceedings have been taken against some of the debtors whilst others are liquidating their store balances first.

As previously explained, nearly all the outstanding accounts at the end of December are paid soon after the accounts are sent out, early in the following month.

11. List of outstanding Debtors.

I am, Sir,

12. Statement of Store Debts.

Your obedient servant,

13. Statement of Creditors & Suppliers.

Yours,

14. Balance of Cash in Bank.

Gateshead. Pacific Agency (1)

15. Balance of Cash in Post Office.

16. Total value of Stock in Stores.

17. Total value of General Charges account.

18. Total value of Farm account.

19. Total value of Account in (Indians' Cess).

20. Details of contributions to funds.

21. Details of payment of Indian taxes.

22. Total value of Farm - North Hill.

23. List of Farm Consumption stores on hand.

24. List of Farm Building material on hand.

25. List of Farm Material on hand.

26. List of Cleaning material on hand.

27. Farm produce raised - estimated value.

28. Farm produce raised - cost of production.

29. Balances due to and from men on the farm.

30. Statement of expenditure on farm buildings.

31. Statement of Veterinary account.

32. Statement of Veterinary Veterinary account.

Despatch No. 637. 1924 Accounts. 14th March, 1925.

ENCLOSURES:

- ✓ 1. Balance Sheet. with Capital account (Auditors' Copy).
- ✓ 2. Profit and Loss Account. Stanley Stores.
- 3. Journal, December 1924. Stock and Port Assets.
- 4. Cash Book, December, 1924. In Commercial Materials on hand.
- 5. London Suspense Account - Items outstanding.
- ✓ 6. Deposit Account - items outstanding.
- ✓ 7. Interest Deposit account - items outstanding.
- ✓ 8. Statement of Advances to Plant.
- ✓ 9. Statement of Estimated Valued Furniture.
- ✓ 10. Statement of Fencing (now).
- ✓ 11. Summary of Stock in Stanley Stores.
- ✓ 12. General Summary of Stock on hand.
- ✓ 13. List of Store Debtors.
- ✓ 14. List of Butchery Debtors.
- ✓ 15. Returns on Store and Butchery Debtors.
- ✓ 16. Statement of Stanley Office account.
- ✓ 17. Abstract of Consulates & Agents account.
- ✓ 18. Adjustment of Head Office account.
- ✓ 19. Abstract of P.S.N.C. <sup>Agency</sup> account. (Pacific Agency %)
- ✓ 20. " Lighterage account.
- ✓ 21. " Naval Fuel Depot account.
- ✓ 22. " General Charges account.
- ✓ 23. " Farm account.
- ✓ 24. Statement of Farm Account (Auditors' Copy).
- ✓ 25. Details of Deliveries to Farm.
- ✓ 26. Inventory of Stores at Darnie Harbour.
- ✓ 27. North A.R.
- ✓ 28. List of Farm Consumption Stores on hand.
- ✓ 29. " Building Material on hand.
- ✓ 30. List of Fencing Material on hand.
- ✓ 31. List of Canning Material on hand.
- ✓ 32. Farm Produce unsold - estimated value.
- ✓ 33. Balances due to and from men on the Farm.
- ✓ 34. Statement of expenditure on farm buildings.
- ✓ 35. Abstract of Fitzroy Estate account.

- ✓ 36. Abstract of Pitcairn Estate account (Auditors' Copy.).  
 ✓ 37. Details of deliveries to Pitcairn Estate.  
 ✓ 38. Inventory of Stores at Pitcairn and Port Louis.  
 ✓ 39. List of Pitcairn and Port Louis Consumption Materials on hand.  
 ✓ 40. " " Building  
 ✓ 41. " " Fencing  
 ✓ 42. Balances due to and from you at Pitcairn & Port Louis.  
 ✓ 43. Pitcairn Estate - produce unsold - estimated value.  
 ✓ 44. Abstract of Speoneck Island account.  
 ✓ 45. " " (Auditors' Copy).  
 ✓ 46. Details of deliveries to Speoneck Island.  
 ✓ 47. List of Speoneck Island stores on hand.  
 ✓ 48. " " Consumption, building and fencing  
     of the Pitcairn & Port Louis consumption materials.  
 ✓ 49. Balances due to and from you at Speoneck Island.  
 ✓ 50. Details of labour and materials used on the buildings.  
 ✓ 51. " " Laundry, laundry & other etc.  
 ✓ 52. Millinery Stores Trading Account - can give details on the valuation of  
 ✓ 53. Abstract of Store account of a Drury Burrow, George, and I.  
 ✓ 54. Butchery Trading Account.  
 ✓ 55. "Falkland's" account - November & December, 1924.  
 ✓ 56. Reconciliation of above.  
 ✓ 57. "Gwendolin's" account, November and December.  
 ✓ 58. Auditors' Certificate - will give off a copy later on.  
 ✓ 59. Letter to Mr. G. Geddes.

Yours faithfully,

MACLELLAN

KADDORE

638.

17th March, 1925.

I have to call your attention to the letter addressed to the  
**The Managing Director**, which you will I presume,  
 you see, **LONDON**, yesterday, the Associate  
 Director of Finance in this connection.

Dear Sir,

I have to acknowledge the receipt of your letter  
 of the 9th January enclosing copies of correspondence  
 with the Colonial Government on the subject of the Board's  
 meeting with Mr. Munro, for which I am obliged.

In reply, I beg to say that I have had one or  
 two conversations with the Governor on the subject of  
 the formation of a Sheep Breeders Association and I  
 gathered that it was not immediately necessary to call  
 the Farmers and Merchants together with a view to its  
 formation. This being the case I have not taken any ac-  
 tion in the matter especially as the Board's views may  
 be somewhat modified after discussions with Mr. Markham  
 Deen. I shall also have the advantage of going fully  
 into this matter whilst at home on Leave.

Yours faithfully,

*John Maclellan*  
 Manager.

1861 - 1862. 1862 March. 1862. 2.  
was not employed under him at the time, and might be associated  
with our regular trading and shipping business. D. Donaldson,  
who I regret to say has now passed away, was connected with Mr. Clegg's trading.

**MAGELLAN** 1862. and have done extremely well. We have  
**CHUTRO** 1862. by command of Clegg's Sons and Company 21st March, 1862.

638. Taking our very usual weekly and this just transmitted by cable to you the following little news about the River Murray.

Sir, In 1861/62 I directed that I had some accounts sent to me. I have to confirm my No. 636 which was mailed by the "Oroessa" on the 7th January, by which vessel I received your No. 1253 now under acknowledgement. The accounts from Dosaatah is forwarded by this opportunity.

2. 1253 - 2. So far Captain Roberts has had no opportunity of sounding Chartres River and the approach to Lively Island and will have to take this in mind on his return from La Trobe.

3. 1253 - 5. It was gratifying for us to hear that the Board have sanctioned the purchase of two lighters of the "Lansdown" type from Mr. Hobbs. we are confident that there is nothing more suitable offering at the present time.

4. 1253 - 8. Full reports on the "Credhill" will be forwarded this mail, and will be dealt with when I receive them from Darwin.

5. 1253 - 16. I quite realize the difficulties in obtaining a suitable man to fill the vacancy for Assistant Storekeeper. My difficulty has been that I am ignorant of Mr. Clegg's real condition and whether he is coming back or not. Whilst at Punta Arenas Mr. Clegg interviewed Mr. A.P.R. Haeres who was previously in our employ at the Banning Works, and wrote to me saying that he considered him suitable for the Assistant's post. He had had experience in our Past Store and as far as I am aware had kept the accounts accurately at Goose Green. Your cable stating that his appointment

The Managing Director,

LONDON. There is no reason and given for this intended alteration  
that others (probably at Punta Arenas) were missions.

No. 638. 21st March, 1925. 2.

was not approved made it imperative to make some definite arrangement as regards the stores and shipping business. T. Campbell, who is quite a young man, was put in charge with Croon Junior to assist him, and they have done extremely well. We have naturally missed Mr Croon's long experience in the matter of taking our very varied stock, and this has prevented my enabling you the profit for 1924 since about the 21st February.

6. In 636/11 I reported that I had heard that Gansing & Co. of Punta Arenas were offering charter freights here in that port; so far I have not been able to get any further particulars of their activities. No produce has been shipped there so far, but Captain Cameron instructed me to keep his skins aside and ship them by a vessel which is bringing him over some horses, for which the skins are presumably in part payment. He passed straight through on the "Oropeza" and has returned to England so I have had no chance to interview him on the subject.

7. The movements of Pacific vessels calling here, after various alterations and a certain amount of vagueness as to the dates of their arrivals here, are as follows:-

Arriving transatlantically.

"Lagarto" 21st March.

"Laguna" 25th April.

Proceeding home transatlantically.

"Lautaro" 3rd back in March.

"Magellan" End of March.

"Lobos" Beginning of May.

On the 8th instant I received a cable from Valparaiso as follows:-

"Can you as special favour release us your allotment in  
"Magellan we giving you instead Junia month later in  
"which vessel we can increase your space rapidly".

to which I replied,

"Regret to inform you it is impossible to agree to  
"cancelling Magellan".

As no reason was given for this suggested alteration it appeared that others (probably at Punta Arenas) were anxious

No 638, 21st March, 1925.

3.

to get their wool home early whilst ours could follow a month later. As they wished us to reply quickly I considered the best thing to do was to turn down the suggestion at once, especially as we shall have over 4000 bales ready for the "Magellan" which is quite as many as we want in the "Great Britain". I had already asked Valtaraiso to increase our allotment of 2500 tons measurement by 200 tons, but they have been unable to agree to this. This vessel is taking no passengers.

The "Lautaro" is calling in solely for 12 passengers as the result of the cable as follows:-

"We have 28 passengers 1st and 2nd Class. It is essential that opportunity offers before the "Laguna" ends of April. The "Laguna's" call here however down to the end of April was afterwards cancelled.

We shall get away a further 12 passengers in the "Lobos" at the beginning of May. The others, including Captain Roberts, two North American and myself will probably have to go by whaling factory so ourselves, via all the attendant discomforts. Mr George Somay and family are to go by cargo steamer and the basis of the Liverpool Office has arranged accommodation for them on the "Laguna" to Punta Arenas at the end of April.

The arranging of accommodation and passage has been most difficult, and the Pacific Company must give us a proper mail steamer next year in full for our passengers.

8. Captain Roberts's house, which has been demolished, is now being dismantled, and the ground should be cleared of all structures and materials by the middle of April. It was thought at first that we should pull the house down ourselves but it was decided to put it up for auction with the result that we have obtained over £ 130 for it and have not had to employ our own carpenters on the work of dismantling.

We should like the new foundation plans out as soon as possible as I think I can get a good man, who is in Government employment, to do this work in his spare time for

Government has granted a loan of £10,000, the Governor will supply the sum of £1000 to defray expenses. A 12 ft. wooden bridge over the "Goree" River will, will greatly facilitate the driving of sheep to market. The bridges will be maintained on the main road from all the North side east of Salomon. More the Governor has agreed to defray the whole cost of the Imperial. When will a sum to about £22, if we undertake the removal and erection, when will not be a loss either. This is an excellent arrangement for all concerned and will be of great assistance to us now that the majority of our Military Sheep are on the Port Louis section.

10. I enclose Mr Palmer's report on the engine of the "Speedwell" from which it will be seen that the forward main bearing has been allowed to become overheated through lack of lubrication. He also states that the engine is set at too big an angle to the horizontal and the trouble is bound to arise through ignition or a broken oil pipe. He does not consider that the pitch of the engine should be altered as this would necessitate boring another hole through the stern post as this could tend to weaken this considerably and would reduce the efficiency of the propeller by giving it less impulsion. See the one below encloses my letter.

This craft, after conveying two loads of cattle and Bodie Bridge started leaking to such an extent that she was pumping out every few days to keep the water clear of the hull. She has now been on the beach at Goose Creek for about 3 months and is being thoroughly overhauled by Mr. H. C. Smith who is a qualified shipwright. His report, which is enclosed, describes the very unsatisfactory condition of the engine. The copper plating has all had to be stripped off and the hull repainted. An average revision of this kind costs £1000 and with a small piece of the taken off of the hull it would be really conscientious to add £1000 more.

November 17th, 1858.

The cause of the leaking, as far as we can make out, is that the shattered plank below water has been over 80 ft. long replaced by three new planks for the ridge, no new rosin being used instead of being caulked. It is very difficult to�old money, and it will be a great

loss if the construction of the boat the false  
of keel is to five fathoms and is so badly placed that one can see  
daylight between it and the keel timber. The main beams of the  
deck are far too weak; two are found to be broken where there  
were bad knots in the wood, and the deck has warped. The  
boat, when built up, was not suitable strengthened to bind the  
old and the new work. It will be sufficient to have me lay  
out as soon. There is no doubt that the original hull is sound  
but the real defect in the boat is the new work which has been  
put into her, and all this should have been discovered by  
whoever advised the Board regarding her purchase.

I would mention that when the vessel arrived in  
Stanley we understood that she was in sound condition, and  
therefore attributed her leaking to her seas drying up during  
the voyage, and, as it was imperative that Mr Clark should give  
the ship of her in the Sound as soon as possible, we were not  
able to give her the thorough overhaul which she has now  
received. Stanley has sent word to us, and we are certain  
that it did when the work which is now being carried out is  
completed she should prove a very useful boat for the Chilean  
Sound.

The work at Bodie Creek continues very satisfactorily  
and if the good weather which we have lately experienced holds  
the bridge should be completed before our winter is very far  
advanced. Mr Peters reports that a considerable amount of trouble  
has been experienced on the Findlay Creek side as, owing to the  
water line in Mr Neave's measurements, the caisson is so far under  
water. This difficulty has been overcome and Crawford is  
now preparing abutment for the holding down bolts of the  
bridge. It is hoped to be completed by the 23rd instant. It then  
will be necessary to have the bridge removed and open  
the river to the sea, and it is to be hoped that the  
work will be completed and removed in time for the transmutation

No. 638, 21st March, 1935.

6.

The new stone crusher which was sent out continues to work splendidly and has already crushed over 500 tons of stone. Mr Peters has decided to construct the approach viaduct on the Findlay Creek side of wood instead of solid masonry which will be a great saving in expense and will not present such a big obstruction to the strong tides which sweep round this point. Report and photographs are enclosed together with a rough sketch of the approach road.

12. I enclose Mr Peters's sketch (not to scale) and specification which explain what rails are required for the new wool shed at Goose Green, and will be obliged if these can be sent out as soon as possible in order that the work of construction of the railway can be proceeded with.

13. The Assistant Game Manager's house at North Art. has now been erected by J. Craig who is returning to England this year, and I would suggest that he be interviewed, when you could get his impressions first-hand. I have also asked Mr Harding to forward his own report to the Board. A list of materials which had to be supplied from Farm stock for the completion of the house is enclosed, and it appears that we did not receive the amount of lining and boards as per invoice. All material received in Stanley was sent out to North Art., and we are certain that it did not go astray here.

14. I received your cable of the 3rd March stating that the Board are prepared to consider Mr Peters and Crawford contracting for the erection of the wool shed, and a cable will be sent you giving their quotation as soon as possible after receipt of your despatches of the 6th February.

15. Mr and Mrs Slaughter are proceeding to the Coast per "Lagarto" en route for England via Punta Arenas and Buenos Aires.

16. I enclose copy of letter received from the Government stating that as a Crown Grant has not been issued hitherto in respect of Lots No 40 and 41 and Penarrow Point, this has now been done. I shall be obliged if you will cause the Deeds of Conveyance to be cancelled and returned to me for transmission

No. 638 per L.M.R.O. 21st March

to the Government. One copy of Conveyance is enclosed together with Crown Grant which latter I also return. There is a slight alteration in the wording of the Crown Grant, as Lot 39, which is mentioned in the Conveyance, never belonged to the Government and was Admiralty land. The acreage transferred is of course the same and is delineated correctly on the map as before.

17. The late arrival of the "Magellan" which reached Punta Arenas and was sent back to Borries enabled us to acknowledge your Despatch No. 1254 which arrived by the "Lagarto" of the 21st instant.

18. 1254 - 6. We have had before us all along the possibility of landing some of the whalers' coal, but this is a most appalling laborious process here and we have no suitable place for dumping. The Sonsborg Company's vessel "Fleurus" obtains its own coal from their South Georgia station. We have not contracted with the Government for supplying the "Afterglow" and are doing very well under the present arrangement. During 1924 we supplied this vessel with 170 tons at prices around 82/6 per ton.

19. 1254 - 12. I note that any application made by Mr Langdon for passages to England at the termination of his Agreement will be favourably considered by the Board.

20. 1254 - 13. Dr Moir has been informed that the Board approves of his indenting for an operating table, lamps etc.

21. 1254 - 19. I am very glad to learn that you have been successful in obtaining a refund of the Liverpool/London Coastal freight incurred on the 91 bales per "Oriana", as it obviates my having to recover the amount "indirectly" at this end.

22. 1254 - 20. The Admiralty's Calibration Table for 8000 ton tanks is to hand. Mr Neave left with us two Calibration Tables, one for each tank, which differ from each other and we assume that these are now to be scrapped. I have not been able to talk the matter over with Mr Peters, and it is not quite clear to me how the new table can be applied to the

No. 638, por "LAUTARO" 21st March, 1923. 8.

tanks separately as they are not exactly the same size. The Admiralty should make this clear. They, of course, understand, but to make my point clear the following are figures taken from Mr Neave's tables.-

If there is 25' foot depth of oil in No. 1 Tank it contains 1,649,078 accumulative gallons, whereas for the same depth of oil in No 2 Tank there are 1,648,999 gallons.

23. 1254 - 24. With reference to your enquiry regarding the discrepancy in the number of "H.G.C." bales, we find that the tally per "Loriga" was wrong. 97 bales were brought to Stanley 95 only were shipped per "Loriga" the remaining 2 bales being shipped by the "Ballena" in January, 1923.

The importance of better tallying of all classes of cargo is always engaging our attention, and we now employ our Store Clerks for this work. That proper attention to marks is not paid is obvious, and the difficulty is that there are no better persons to employ. As regards the two "H.G.C." bales left on the "Great Britain" we would point out that these bales apparently bore no mark or same had become obliterated.

24. 1254 - 26. It is very satisfactory to have obtained some hay from Mr Cobb's farm, which is known to be quite free from disease. Instructions as to selling by weight have been noted and a report on its condition on arrival will be sent later.

25. 1254 - 27. We regret to say that one of the four rams for Pebble died during the voyage from causes unknown. Certificate of death and claim against Underwriters is enclosed herewith. We note that 10 bales of hay were for use of the rams on the voyage, and during the period of quarantine.

I am, Sir,

Your obedient servant,

Mangor.

No. 638 for "Falkland" 3rd March 1925.  
DUPLICATES: Store Indent 618 (supplementary).  
ORIGINALS. 1. Cash Book - January & February.

1. Despatch No. 638. February, 2nd March.
2. Cash Book - January.
3. Journals. January & February.
4. Statement on accounts.
5. Remarks on accounts.
6. Store Indent No. 614.
7. Remarks on Stores.
8. West Store Cash Vouchers January & February.
9. Coasting Tabular Acc. January & February.
10. Falkland Manifesto N 6,7,8,9,10.
11. Falkland Report. N 6,7,8,9,10.
12. P. & N.C. Accounts, 1st February & 31st March.
13. Mr Peters Report on Motor boat "Specwell".
14. W. J. Montague's Report.
15. Mr Peters' Report on Bodie Bridge with photos.
16. Camp Manager's Report 20th March.
17. Coal Account 20th March.
18. List of materials missing from N.C. House.
19. F.I. Shipping Report.
20. D.H. Cash Report February, 1925.
21. N.A.
22. Fitroy " "
23. Lamb Marking Return, Darwin.
24. " " Walker Creek.
25. " " North Arm.
26. " " Speedwell Island.
27. Lamb Marking, final return, 20th March, 1925.
28. Shearing Return, Darwin.
29. " " Walker Creek.
30. " " North Arm.
31. " " Fitroy.
32. Sketch for rails required Goose Green Wool Shed.
33. Claim - Pebble Island £ 50, 1 ram dead "Jagarto".
34. Claim - Anson & Loxton £ 110. 19. 3. - "Falkland"  
(Protest enclosed).

35. Memo for Minister regarding re formation of navigation.  
 36. " " re letter from H. Collardi - N. & G. to Mr. G. and I.  
 37. P.I. Magazine March & April.  
 38. P.I. Gazette 2nd February, 2nd March.

Copies of correspondence.

With P.S.N.C. Valparaiso re Ballena & Magellan.

" " re sailing of large vessels.

" " with Mrs. Collardi re deb.

With Col. Secretary re Carroll Brig.

re Exchange of Land (Crown Grant &

Corporation enclosed).

82. " " S. P. e o f t i c i o n s .

Mark. I expect my Boston. C. will be added to the  
Dissertation ediorial instant. The expense will be

about 156 dollars about 100 in B. & P. 49. -

J. H. Weddell You will have received by express on the 12th inst. a  
letter from J. E. Peitz asking price for the services of the three ships

specified. The quotation, without full calculation, will be

as follows: 12000 £ 12000 £ 12000 £ 12000 £

Renting that your steamer sea Crawford price £ 2,700 per

J. E. Peitz wants price for the services of the three ships

specified. The quotation, without full calculation, will be

as follows: 12000 £ 12000 £ 12000 £ 12000 £

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No. 628, "Tautaro" - 15th April, 1926. 2.

constant use, but as it is out of use for long periods no  
must be done to prevent its suffering damage.

5. The Governor is anxious that horses should have use  
of the land, but this is, of course, impossible, as sale for  
**"AUTED"**

889. 16th April, 1926.  
All horses have been surveyed. He has allowed us to inspect all

the property (which are very meagre) of the Company's Officers, and  
to take charge of any of horses and they are forwarded to

I confirm my Despatch No. 628 which was mailed by the  
"Expedition" on the 4th instant. The "Tautaro" which was  
scheduled to leave here about three weeks ago arrived to-morrow.

2. You will have received by telegram of the 13th April  
stating that Messrs Peters and Crawford quote £ 2,700 as  
their contract price for the erection of the Ocean Green  
shed. This quotation, without full examination, will  
have struck you as heavy, and I therefore add that it would  
be necessary to await letter by this office. It appears that  
it will be necessary to excavate something like 10,000 tons  
of earth, and that about 250 tons of sand and shingle will  
have to be procured from some distance away from the site.

The "Pakland", which is now engaged on her last  
trip to the West Falkland, will make her final voyage to  
Baptist with a load of wool and material.

3. The "Wendelin" is now ready to be hove down, which  
will be done when Captain Roberts returns. She will then be  
put into commission during the laying-up period of the  
Falklands as last year.

4. The Caretaker of the Naval Fuel Depot complains that  
a considerable amount of rain and snow enters the boiler so  
he may scorch down the coke stock. The Admiralty might be  
asked if they will supply any special fitting to prevent this  
or whether we had better deal with the trouble as we consider  
best. It would not be a serious matter if the boiler were in

The Managing Director,  
LONDON.

Manager.

No. 639 per "Lancaster" 17th April, 1905.  
No. 639, per Islington - 18th April, 1905. 2.

~~DUPLICATES~~ constant use, but as it is out of use for long periods something must be done to prevent it suffering damage.

5. The Governor is anxious that farmers should have maps of the land, but this is, of course, impossible, as only a few localities have been surveyed. He has allowed me to inspect all the surveys (which are very scarce) of the Company's Farms; I have taken tracings of any of interest and they are forwarded to you under separate cover. In most instances the areas shown are not large, but as they are drawn to scale they may be of use to Section Managers.

6. The Government now find that it will be necessary to take 4½ acres, not 4, as previously stated, in the Dairy Podiock. The additional half acre is of no value to us, being composed of rocks and clay and quite devoid of grass. A plan of the land required by them for the purpose of a reservoir is enclosed.

7. I have taken up with the Colonial Government the question of the employmenit of a man, on the s.s. "Falkland" possessing a Home Trade Master's Certificate. Recent events have shown that with only one certificated man in the Islands we are seriously handicapped. We require a man who can command confidence in case of emergency and who would be allowed to act as second certificated officer in voyages to the Coast. These questions have been put to the Colonial Government and their decision will be communicated to you as soon as possible. Difficultly always arises, as certain provisions or parts of the Merchant Shipping Act do not appear to have been included in the legislature of the Colony. This is one of the matters which I can discuss when I am at home.

8. The first of the whaling factories, which I understand have had an exceptionally successful season, arrived to-day from the South. We expect that they will all pass through before the end of the month.

I am, Sir,

your obedient servant,

Richard J.  
Manager.

ENCLOSURES

DUPPLICATES.

Despatch No. 638.  
Journals January & February.  
Statement on Accounts.  
Remarks on Accounts  
Store Indent No. 614.  
Remarks on Stores.  
Coasting Insurance January & February.  
Mr Peter's report on "Speedwell".  
Camp Manager's Report dated 20th March, 1925.  
Claim, Aman & Laxton £ 110. 19. 3. - "Falkland".  
Shipment per "Magellan".

ORIGINALS.

1. Despatch No. 639.
2. Cash Book February & March.
3. Journal, March.
4. Statement on account.
5. Remarks on Accounts.
6. Store Indent No 635.
7. Remarks on Stores.
8. Stanley Ledger Balance 31st March.
9. "Falkland" Manifests N 11 & 12
10. Return of Establishment & Wages - Stanley, March quarter.
11. West Store Cash Voucher, March.
12. P.S.N.C. Account 15th April.
13. Coasting Insurance March.
14. Store freight - March quarter.
15. P.I.Budget 1st April.

Copies of Correspondence:-

1. With P.S.N.C. Valparaiso re delay "Lautaro".
2. With Col. Secretary re arms in Harry Paddock (with enc.).
3. With shipping master re certificated Officer - "Falkland".
4. With C.P.Peters re tender for erection woolshed.  
(Tender attached).

Memo to Managing Director with copies of telegram re delay to "Lautaro".

Advised him to pull it down if he considers it advisable. He says that the height of the present stock is excessive, and that if a new one is erected it need not be more than 50 feet high. The builder you have been to has

The Managing Director,

LONDON.

Mr. and Mrs. "Bowler", 20th April, 1925.  
I would like the paper you write to the undermentioned  
to be sent by air to St. Helena. Particulars of the air service  
Bowler "Bowler".

20th April, 1925.

610.

The Government will make no public announcement  
until our Minister arrives, would make a Bill for sending  
air.

If Depo No. 109 is the first graving to be completed,  
The "Laguna" arrives on the 2nd instant, and as I leave for  
the Levitha on the 3rd following the per Walter Bowler would,  
I shall be unable to reply to your next.

I enclose further info from photographs taken  
during the visit last October previous which was taken  
from the air at Devil's Heide. It will be seen from one of the  
photos that one tower is in position and another in course  
of erection.

Mr. Peters reports that the engine foundations  
have been finished, the approach road before on the Pindia  
Creek side has been completed and there only remains about  
50 feet of masonry and earth embankment to be constructed to  
complete the approach road on the Barcine side. Some indica-  
tion as to the amount of work which has been done on the  
Pindia Creek side is shown by the photo depicting the  
"Laguna" lying alongside the battery at low water. Given  
fine weather the heide work should be completed by the end  
of May.

Mr. Peters reports that the Goods Factor's  
battery is in danger of collapse owing to external corrosion  
and I have instructed him to pull it down if he considers it  
advisable. He says that the height of the present stack is  
excessive, and that if a new one is erected it need not be  
more than 50 feet high. The boiler now in use has to be

The Marine Director,  
LONDON.

No. 610 per Dealer "RONALD" - 29th April, 1923.

No. 610, per "Ronald", 29th April, 1923. a.

~~DUPPLICATES~~ worked with the temper shut owing to the excessive draught caused by an 80 ft chimney. Particulars of the old engine are given in his report.

2. Mr Macadam Dean whilst at Port Arafura endeavoured to find out whether anybody would make a bid for carrying material and machinery. In accordance with his instructions

ORIGIN I have forwarded a list to Mr H.W. Hobbs and Mr Vincent will keep you advised as to what transpires.

3. The "Faulkner" has to make one more trip to Pellew, Govea, Saunders, Hill Cove, finishing up at Darwin - the wall then be laid up. Captain Roberts will proceed home on the "Lobos" which was originally advised as arriving here at the beginning of May, then put back into the middle of May, and now again until the end of May. - Yours ex.

4. It would appear that the cargo house which, as the Valparaiso Office advised us, "would look after the interests of our foreign traffic", can all be expected here a month later than advised.

I am, Sir, your obedient servant,  
Your obedient servant,

Manager. *W.H.P. Faulkner*

W.C.

House.	1	2	3
B & G	8	8	8
Z	77	8	8
L	26	8	8

No. 640 per Whaler "RONALD" - 29th April, 1925.

E N C L O S U R E S .

DUPLICATES. (Originals per "Lautaro" 17th April.)

Despatch No 639.  
Journal - March.  
Statement on Accounts.  
Remarks on Accounts.  
Store Indent 615.  
Remarks on Stores.  
Stanley Ledger Balances 31st March.  
Coasting Insurance - March.

ORIGINALS.

1. Despatch No. 640.
2. Statement on Accounts.
3. Remarks on Accounts.
4. Store Indent No. 616.
5. Acting Camp Manager's Report - 15th April.
6. Mr Peters' report on Bellie Bridge - with photographs.
7. Return of Establishment & wages - Darwin - March Qr.
8. " " " " Fitzroy - " "
9. Camp Manager's general report 19th April.
10. Falkland Is. Shipping Report.

Copies of correspondence:-

With H.R.Hobbs re canning Material for disposal  
(list attached).

Mark.	Wool.	Skins.	Hides.	28
Heart.	61	3	1	your obedient servant,
D & S	8	6		
Z	77	6		for Mairgat.
L	36	5		

LONDON.

5th May, 1925.

Sir,

I beg to inform you that the last of the whalers, the s.s. "Falk", is leaving here tomorrow, but owing to pressure of work it has been impossible to send a Despatch.

I am, however, sending the Drafts given by the whalers by this opportunity, from which you will see that few of them have fulfilled their contracts for coal.

I have released them from the balance on the same terms as last year, viz., on payment of 4/- per ton, which I trust is in order.

A full statement in this connection will be sent by the "Lobos", expected here about the 26th instant.

I am, Sir,

Your obedient servant,

for Manager.

The Managing Director,

LONDON.

No. 631, per "Lobos", 2nd June, 1886.

Cook over the place. This was found well-stocked with flour and meal and will be bound to supply the crew for some time. The ship will be able to get coal at Callao or Valparaiso. The crew will be sent ashore to buy supplies.

"LONDON."

2nd June, 1886.

631. R. 1255 - 3. Your communication received on 22nd May.

Cook has cabled. A full account of your arrival will be given by Mr. Groomer in his report to you.

Sir, I have had pleasure from Mr. Groomer to inform you,

Cook: I beg to confirm Mr. Groomer's No. 630 of the 22nd April and my letter of the 5th May concerning coal supplied to the "Wallace". I have now acknowledged your No. 1255 which arrived by the "Magdala" on the 28th April.

2. R. Groomer left here for the "Wallace" on the 29th April and will, I understand, from Moresby on the 2nd May. On arrival he will at once report fully to you. Details omitted.

R. 1255 - 3. The condition of the Hart - Superintendent I have not been previously reported in Captain's Report but not complained about it, and it was not known that it was so bad.

4. 1255 - 4. You will by now have received the various reports sent you in connection with the "Speedwell II", together with Mr. Oneham's comments in 628 - 10. It further appears that the oil we have been accustomed to use in Stanley, will not be satisfactory for the stationary and Belpedar Engines with which we have had, is unsuitable for one of the "Speedwell II" type.

We cabled you on the 20th October last for 10 barrels of Price No. 445 par engine oil, which is Mr. Peters' recommendation, and some of this has been sent out to Darwin. We are obtaining supplies of a similar oil from Punta Arenas for the use of the "Gwendolin" and this will be used also for the "Speedwell II" - it is slightly thicker and has been found very suitable and economical with the small Thornycroft.

Clark was fully instructed by Mr. Peters before he left to take charge of the "Speedwell II" and he will be responsible for the management of the vessel.

The Managing Director, has issued orders and left orders for the

LONDON. In the absence of a day or two digital watch can be used much more easily for setting the time, but on return from

No. 641, per "Lobos", 2nd June, 1925. 2.  
 took over the boat, but the Board will realize that for an unskilled man to become thoroughly conversant with the working and management of an internal combustion engine takes a considerable time.

5. 1255 - 9. Your instructions regarding an apprentice for Crawford are noted. Before receipt of these we had appointed a young man named Dickson from Port Burwell - I think at Crawford's own request. The Agreement is for 6 years with wages at the rate of £ 86 for the first year, <sup>the</sup> subsequently £ 90, years to be decided later when it is seen how useful he is.

6. 1255 - 12. The Knowles Electrical Co. Ltd have been in communication with us direct, and the instrument you may refer to has arrived. Mr Lash, the local wireless expert, has very kindly undertaken to supervise the installation, and with <sup>this</sup> end in view has been testing the apparatus at his station. It appears that there are a number of adjustments to be made before any result is obtained, but he has apparently got it into good working order.

Enc.

I enclose a copy of Mr Lash's report to the Government on the instrument, from which you will see that we shall probably be able to use it only on wave lengths between 300 - 550 metres; as on a 600 metre wave the oscillating of the receiver would be heard at the Government station and interfere with their reception of messages. A copy of this gentleman's technical notes for the maker is also sent you for your information, similar copies having been sent to the Knowles Electrical Company by this opportunity.

Enc.

I am now waiting for permission to erect the installation which, you will observe, Mr Lash suggests should be granted provisionally.

7. 1255 - 13. I regret that Mr George Dean considers he has reason for complaint regarding our handling of his motor-boat. The boat appeared to be safe for some time as far as we could see, and was towed ashore and left there for the meantime. In the absence of a key we did not consider that there were grounds for forcing the door, but on return from

No. 641, per "Lebec", 2d June, 1925.

The meal she was found to be half full of rat poison, and turned with the falling tide. We then immediately broke open the door and all possible was done to improve our condition, engine being cleaned and oiled, the barrels taken apart and oiled over, and the caskets are dried.

8. 1255 - 15. I regret that you were not advised of the condition of the caskets ex "Ballena".

These arrived here in much better condition than previous shipments, very few being actually broken. The barrels by the "Lagarto" were only slightly broken when the "Ballena" came, the wooden heads having a tendency to become loose in. In my opinion the difference is not sufficient to warrant the extra expense of the former.

Mr Slaughter's statement that about 1250 barrels had burst is rather apt to be misleading. All containers of cement contain a large number of casks full of cement, but little cement is lost from them, and out of a shipment of 1250 sent to Goose Green and Radio Creek, 100 damaged can be considered excessive. Some of them were damaged by the fall of a mine load, but out of the entire 1250 there cannot have been a loss of more than about 5 whole barrels.

9. With reference to 639 - 7, I enclose copy of letter from the Colonial Secretary on the subject of a second certificated officer on the "Malibran". Although the Governor is decidedly non-committal Mr Graham saw the Governor on the subject before leaving and was satisfied that if the emergency again arose no difficulty would be presented about his taking command.

Mr Graham will doubtless have informed you fully on this subject and have asked you to send out the kind of man we require.

10. It is doubtful whether the system of paying ourselves for "goose beak", as explained in 636 - 8, is likely to prove very satisfactory as it would appear from conversations with clients that beaks from outside stations are being imported

No. 641, post / "Loban", 2nd June, 1925.

into Darwin so that we are really paying for the destruction of other farmer's geese in addition to our own.

M. G. J. Felton's suggestion is that a man should be employed for three months about Springtime who should be supplied with cartridges and whose sole work is the killing of geese. He points out, however, that all farmers must do this, as otherwise it would merely serve to drive the birds from one place to another.

This might be a matter for settlement by the Sheep-breeders Association when that body comes into being.

Etc.

11. I enclose statement showing the quantity of coal supplied to the whalers from which you will see that taking into account the sums paid as consideration for ~~canceling~~ contracts, and deducting £ 172 as interest on locked-up Capital we have benefitted to the extent of £ 632. 9. 0. At last year the undelivered quantity will be sold at a bigger profit than we should have got from the Comptroller, the Government paying us £ 4. 8. 6. a ton.

Our dealings with the whaler this year have produced a profit of approximately £ 1295, made up as follows:-

Profit on coal,	£ 632.
Profit on mutton & Stores supplied,	222.
Consular fees,	62.
Interest & Commission,	<u>278.</u>
	£ 1295.

The figure given for Interest & Commission is only approximate, as it includes £ 5 on the credits left with us by the various ships to cover disbursements to be made after their departure. It will probably decrease slightly as in each instance I took rather more than I expected we should need.

12. I have to report a small leak in the "Kelp's" boiler and the wearing away of one or two rivet heads. McNicoll has, however, covered these with iron-cement and has tested the boiler to a water pressure of 90 lbs without a recurrence of the trouble. I do not consider there is any occasion for

No. 611, per "Loborn", 2nd June, 1925.

Anxious in this connection, the boiler was being in a state of  
last apparently several more years.

19. With reference to 1851 - 26, I am glad to report  
that the hay from Mr. Cobb's farm arrived in good condition,  
though, owing to rough handling during transit, a large number  
of bales were burst. It is in general a fine and appears  
to be accepted at least on a par with other commodity  
we have had.

14. When the "Gwendoline" was beached last year for the  
installation of the engine, it was noticed by a Personalty  
low tide that some of the copper sheeting on the bottom of  
the keel was torn, but as it did not appear very serious and  
no more anxious to put her into commission, it was decided  
to run her for the season and to have her dry docked at the first  
opportunity thereafter.

This has only now become possible, owing to Captain  
Robert ~~Freight~~<sup>Refugee</sup>, and the vessel was moved on the 21st  
May, when it was found that about 15 feet of the false keel  
had been torn off from the end of the stem band, with a piece  
about 4 feet in the bulk of the mainmast chafed through. For  
a distance of 6 feet from the stempost the false keel is  
worn.

We presume that this damage has been occasioned  
either by the vessel grounding at some time unperceived to  
us, or when she grounded in Starley Harbour on the outer edge  
of the hurricane referred to in 607 - 8. Captain Robert's  
opinion is that it is the result of successive groundings during  
the time that she has been running out here.

Unfortunately the vessel is of such a heavy type,  
with so much permanent ballast, that we are unable to heave her  
down sufficiently to bring the keel completely out of water,  
and it is therefore impossible to renew the false keel until  
the low tides in the Spring - the only time when the keel is  
exposed being at a really good low tide such as we only rarely  
obtain at this time of year. Under the circumstances we are

No. 641 post "Leboz", 2nd June, 1926.

Just trimming off the remaining portion of the false keel, putting a wheel piece to protect theudder in the event of any further grounding, and re-shoeing the keel for all ast.

The vessel is now refloated, the sternward side having been completed as far as possible. After the "Leboz" has left she will again be hove down to enable the port side to be done. On Mr Petore's recommendation we have not removed the engine as this could not be re-installed properly without his supervision. Although a considerable amount of water seeps when she is down he is of the opinion that if the engine is removed and the exhaust plugged, no damage will occur to the engine. The former was, of course, done some time ago, and the exhaust will be plugged before the next heaving down.

15. You will see from Mr Hardinge's report that Mr Barron has accepted the Management of Pebble Island, but I understand that he will not be leaving us until next winter. I send herewith, in an open cover, an application addressed to the Camp Manager, from Mr Alex Moir for the vacancy, which no doubt you will discuss with Mr Slaughter and Mr Graham.

16. The "Falkland" returned to Stanley on the 25th May, and is now laid up. The "Gwendoline" will be put into commission as soon as work on the keel is finished.

17. Mr Polo-Evans tells me that Monongahela Brothers are to be interested in the purchase of live sheep again next year; in all probability they will require 30,000 sheep altogether and the Board may wish to dispose of the Company's surplus through these channels. Mr Evans is leaving for home by this opportunity and you can therefore discuss the question with him should you wish - as you are doubtless aware, he supervised the shipments this year.

18. The "Leboz" arrived to-day (2nd June), and will, I expect, leave on the 4th, taking the balance of produce in Stanley, and the following passengers amongst others:-  
Mr V.H.Luxton, Mr G.Dean, Captain Roberts, Mr and Mrs Jason Hansen, Mr and Mrs P.A.Evans, Mrs Roy Falton.

REPLIED TO: This opportunity I received you No. 1236, but regret that I am unable to answer it by this mail, the next opportunity being the "Duxford" via Valparaiso.

Store indent No. I am, 81,  
Duplicate of letter to the same, October 5, 1900, certifying your credit in amount paid per Duxford  
SAILING.

1. Reopened No. 621
2. Cash book, April
3. Statement on account
4. Receipts on account
5. Store indent No. 817
6. Receipts on account
7. Remained from Manager a month later, May, 1900.
8. Return of statement & copy of statement to him
9. Final trade working return, return
10. Merlin Creek report
11. Merlin Creek Report
12. Merlin Creek Creek Report
13. Pitman Creek Report
14. Goose Creek - averages various sections
15. Goose Creek - statement of cost of selling down
16. Usen Doctor's report, 1/16 to 4/6/00
17. Letter from Mr. A. W. to your Manager.
18. Statement to you referred to above.
19. Coal contract for last year, 1900
20. P. C. Company document
21. White Pine - statement to you
22. Various reports of Mr. A. W. to you
23. Copy of report of Mr. A. W. to you
24. Contract between you, April
25. West Shore Coal Company, April 3
26. P. C. Company, May 1900
27. P. C. Company, May 1900
28. P. C. Company, May 1900

FOR MANAGER.

No. 541, per Lobon 2nd June, 1925.

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P. S. N. C. & U. R. A. S.

DUPPLICATES (originals per Ronald, 29th April).

Despatch No. 641.

Statement on Accounts.

Remarks on Accounts.

Store Indent 616.

Duplicate of letter to Managing Director 5/5/25 (original per Falk)

Duplicate of Statement on Account 5/5/25 (original per Falk)

ORIGINALES

1. Despatch No. 641.
2. Cash Book, April.
3. Statement on Accounts.
4. Remarks on Accounts.
5. Store Indent No. 617.
6. Remarks on stores.
7. Assistant Camp Manager's Report 11th May, 1925.
8. Return of Establishment & Wages - Speedwell Island.
9. Final lamb marking return, Fitzroy.
10. Darwin Camp Report.
11. North Arm Camp Report.
12. Walker Creek Camp Report.
13. Fitzroy Camp Report.
14. Goose Green - Averages various sections.
15. Goose Green - statement of cost of boiling down.
16. Camp Doctor's report, 1/11/24 to 30/4/25.
17. Letter from Mr A.G. Moir to Camp Manager.
18. Statement re coal supplied to whalers, 1925.
19. Coal account to 1st June, 1925.
20. F.I. Shipping Report.
21. Falkland Manifest N. 13.
22. Falkland reports N 11, 12, 13, 14.
23. Copy of report re Listening-in set.
24. Coasting Insurances, April.
25. West Store Cash Voucher, April.
26. P.S.N.C. Account, 15th May.
27. F.I. Magazine, May.
28. F.I. Gazette, 1st May.

20. Copy of letter from Colonial Secretary re 2nd Mate for  
Falkland.

20. Claims, F. 10. & 38. 3. 5., & 3. 1. 11., & 8. 2. 4., & 3. 8. 4.  
31. Claims - Pelvanted Blks, & 13. 2. 5.

S p e c i f i c a t i o n s.

Mark.	Wool.	Skins.	Tallow.	Rides.
	3	6		
G Q				108
M V	36	3		
H & M	2			
	5	1		5
	38	6		
G P.			5	
Triangle	84	3		
J L W	8	2	5	
J H D	137	12		
K	29			
	54	3		
H & B			42	
Mc G		10	3	21.
J R	10			31

Enclosed also, duplicates of stock sheets.

high value to meeting training needs. As a result, many students will be able to attend the conference without financial burden.

● 楊曉 周易與易學研究 1996年第1期

1960. The author has been unable to find any reference to this species.

the first time. I have been in the same place for 20 years, and  
I have never seen so many people at the same time. It's  
a miracle that anything still works around here, and  
it's amazing how much energy there is.

在這裏，我們可以說，這就是我們的「新」文化。這就是我們的新文化，這就是我們的新文化。

Quesada, who had been a member of the  
Senate since 1948, was born in Bogota, Colombia,  
on April 10, 1898. He studied law at the  
University of Bogota and received his  
degree in 1922. He then taught law at  
the University of Bogota until 1926.  
He was a member of the Colombian  
Senate from 1948 to 1958.

in England. The last day of August he returned  
to America by the Cunard liner "W.M. Tullis"  
and the return to New York was made  
on the 24th of September. He had  
arrived in New York on the 27th, and  
had been in the city until the 30th, when he  
left for Boston, where he remained  
until the 1st of October, when he  
again took a boat to New York.

卷之三

the same, though the latter is more  
likely to be the case, according to the  
present state of our knowledge.

The best way to get at the true position and  
the real nature of the matter is to study  
the two sets of observations in detail, to see  
what they tell us, and then to draw conclusions.

The first set of observations is  
as follows: The author has  
seen a number of cases of  
cancerous growths in which  
there was no history of  
tuberculosis.

The second set of observations is  
as follows: The author has  
seen a number of cases of  
cancerous growths in which  
there was a history of  
tuberculosis.

It is clear from these observations that  
there is a definite relationship between  
cancer and tuberculosis, but it is not  
clear whether the one causes the other or  
whether they are both caused by some  
common factor.

The third set of observations is  
as follows: The author has  
seen a number of cases of  
cancerous growths in which  
there was no history of  
tuberculosis, and in which  
there was no history of any  
other disease.

The fourth set of observations is  
as follows: The author has  
seen a number of cases of  
cancerous growths in which  
there was no history of  
tuberculosis, and in which  
there was no history of any  
other disease.

The fifth set of observations is  
as follows: The author has  
seen a number of cases of  
cancerous growths in which  
there was no history of  
tuberculosis, and in which  
there was no history of any  
other disease.

My husband and I had been talking about getting a dog for a while now and we finally decided to go for it. We chose a Golden Retriever puppy named Charlie. He is a very sweet and gentle dog. He loves to play fetch and go for walks. He is also very good with children. We are so happy to have him as part of our family.

My wife and I are looking forward  
to your arrival. We will be at the  
train station to meet you. If you will come  
and stay by the lake until the new house

However, from now on, we will always be forced to be  
independent. Well, I suppose / this means it will be a  
problem which will plague us throughout our life time  
but, as it is an important part of our life and we have to  
face it again and again. So, I hope that we can  
overcome it, the, or that we can learn to live with it  
or that we can learn to live with it and to  
make the most of it. By that I mean that  
we may, at first, feel bad, as such is often the  
case. But after living with it for a while, we  
will begin to like it, as such is often the  
case. And finally, we will come to  
accept it as a part of our life.

and the rest of the time, we had a  
series of meetings of various kinds, and  
we had several hours of work, and  
of discussion, and writing, and  
then we had time to go around town, and  
have fun. This is a good time and  
good place to go, because it's full of  
good opportunities to meet people,  
and to establish contacts, and  
to make new friends in the business world. The  
! business "During your stay, I would like you to  
make the most of your time.

1. *Leucosia* *leucostoma* *leucostoma* *leucostoma*  
2. *Leucosia* *leucostoma* *leucostoma* *leucostoma*  
3. *Leucosia* *leucostoma* *leucostoma* *leucostoma*

卷之三

the Government has to pay interest upon the money it borrows, and the  
Government has to pay dividends on shares it holds in  
corporations. You have to pay tax on your wages and on your  
Government pension. It would be impossible to estimate exactly  
what the additional amount will be, but it is likely to be  
considerably more than the £100 million which the Chancellor  
announced yesterday. I hope that the Chancellor will take  
into account the fact that the cost of living has risen  
considerably since he made his statement.

the first time I have seen it. It is a very  
handsome tree, and I hope to get some  
seed from it.

10. *Leucosia* *leucostoma* *leucostoma* (Fabricius) *leucostoma*



and Speedwell Island - after leaving Hill Cove she put into  
"Duendes" 14th July, 1925.  
Island for some days owing to the weather. She is now  
loading for Darwin with stores and as much of the balance of  
the wool shed material as possible, on the way back she will  
Sir, get produce from Lively Island and Pitcairn North.

I confirm my No. 641 dated 2nd June sent by the "Cobos"  
which vessel brought your No. 1256 under reply.

2. 1256 - 4. Your remarks regarding hides are noted and it  
is satisfactory to learn of the improvement in their condition  
on arrival. All shippers consigning to the Company have been  
advised of the difficulty in accounting strictly accurately  
for the proceeds, as per copy of my circular letter enclosed.

3. 1256 - 5. The arrangement to pay Mr Bonner 8/6 for fat  
wethers was made between Mr Gresham, Mr Slaughter, and, I think,  
Mr Markham Dean, though I am not certain of the latter's suggestions.

4. 1256 - 6. I understand that Mr Munro's method of  
poisoning geese ran on the lines of spreading grain or pollard  
poisoned by boiling with phosphorous, on ground habitually  
haunted by these birds, though other and less harmful life  
would suffer by this means.

5. 1256 - 8. I enclose copy of a letter addressed to the  
Crown Agents by the Government from which you will see that  
the amount of the annual payment in respect of Book 5 is  
calculated at £ 52. 17. 11, and that consequently the amount to  
be paid by us in future on the 1st October each year is £ 587. 1. 11.  
commencing with this year's payment.

6. The "Gwendolin" was hove down again after the departure  
of the "Cobos" and the keel cleaned up as far as possible. I am  
glad to report that, owing to the special care taken in caulking  
seams, hatches etc, very little water entered the vessel - not  
sufficient, in fact, to reach the engine. I am advised for this work, and  
shall be after being refloated she was prepared for sea and  
sailed on the 22nd June. She returned to Stanley on the 9th  
of this month with 121 bales of wool and 5 of skins, having  
called at Hill Cove, San Carlos South, Port Howard, Egg Harbour,  
Teal Inlet etc. This vessel belongs to Mr John Hamilton who has  
arranged for Messrs Samsing & Co. to manage her, and it is  
expected that she will make one more trip. I have agreed to

and Speedwell Island - after leaving Hill Cove she put into  
ebble Island for some days owing to the weather. She is now  
loading for Darwin with stores and as much of the balance of  
the wool shed material as possible. On the way back she will  
collect produce from Lively Island and Fitzroy North.

7. Work on the "Samson" is making good progress, the interior  
of the hull being clear and the deck cut for the hatch. The  
bottom of the hold has been cement washed and the sides painted  
and the next step will be putting in the floor. On Captain  
Roberts's advice the hatch is being made 20 feet long to facili-  
tate arrangement alongside with other lighters alongside vessels  
discharging. There would appear to be a lot of space in her  
and I think she should hold 130 tons comfortably.

8. I received your cable of the 9th June referring to the  
new wool shed and now enclose Mr. Eters's sketches and suggestions  
from which it will be seen that no saving would be effected by  
raising the floor on concrete pillars instead of excavating as  
originally proposed. In addition to the additional cost, which  
you will see would be an extra £40 for each additional foot in  
height, a great deal more work, with consequent delay, would  
be involved - you will notice from the sketch that the end  
pillars would be lift 6 ins in height, and will realise the  
difficulty of filling a caisson of this size with concrete.

The scheme now submitted to provide shelter for sheep  
is to excavate as shown by the red line in the drawing. By  
stepping the ground down about 2 feet in the middle of the  
shed a minimum headroom of 4 feet is obtained giving in all  
shelter sufficient for 2320 sheep, allowing 5 sq. feet per sheep.

I now await the Board's decision in the matter.

By this opportunity I am indenting for sundry spanners,  
a tape and level bulbs that will be required for this work, and  
shall be obliged if you will ensure their despatch by the first  
available opportunity, on this station or whether it is to be

9. I have to report the arrival of the Motor-schooner  
"Morven" from Santa Anna with a cargo of timber for the Government,  
Teal Inlet etc. This vessel belongs to Mr. John Hamilton who has  
arranged for Messrs Samsing & Co. to manage her, and it is  
expected that she will make one more trip. I have agreed to

undertake the Agency for her here on the usual terms, viz.,  
5/- on all disbursements. She left Stanley on the 8th instant  
and I took the opportunity of sending some of the more urgently  
required stores to Salvador Forts in her, a matter of 27 tons, as  
there is little prospect of the "Gwendolin" being able to go  
there before the beginning of September.

10. I send you herewith Mr Eters report dated 20th June  
on the work at Bodie Bridge, together with a further photographs  
of various stages of erection, the last of which depicts the  
ironwork of the bridge finished with the exception of the adjust-  
ment of the suspender rods, some of which can be seen to be slack.  
This has since been done, and there only remain the approach road  
on both sides to be finished, and the two stone walls in contin-  
uance of the timber approach to be made and filled in with rubble.  
The green "Rowanite" bituminous paint that Mr Eters mentions  
is being ordered by this opportunity.

11. With reference to previous correspondence on the  
subject of produce brought to Stanley by local cutters I have to  
inform you that the Governor enquired at an interview I had with  
him recently, what charge the Company would make for shipping  
such produce if it were stored in the Customs Shed here. His  
idea was apparently to obviate our extra charge of £ 2. per ton  
and so provide these vessels with a return freight when taking  
out stores, and the idea has, I believe, originated with Mr  
G.J. Felton.

I pointed out to the Governor that the "Gwendolin" was  
run solely for the convenience of clients at a loss to ourselves,  
and that unless we could rely upon their keeping these odd  
parcels it would be impossible to continue doing so.

There are, however, occasions when it suits us for outside  
vessels to collect wool etc, such a case being Sea Lion Islands,  
and I shall be glad to know whether require the extra charge  
being made on produce from this station or whether it is to be  
waived in view of the saving of time etc, to our vessels.

12. The "Duendes" arrived on the afternoon of the 12th  
instant and expects to leave tomorrow morning. I am taking the  
opportunity of shipping the wool and skins brought in by the

4.

"Gwendolin" on the 9th instant, in order to give it the possibility of being included in the September sales if it is desired.

By this vessel I received your No. 1257, but regret that the pressure of work precludes my answering it by the same mail.

Sir,

I am Sir,

Your obedient servant,  
Valentine C. A. Johnson, which last name is the right  
name. I have now under ready your No. 1257 which arrived  
by this vessel.

for Manager.

S. 1257 - a. The notice of advertisement is now about confined  
in this "vessel" and in view of your instructions concerning  
the arrival of the "Gwendolin", referred to below, I have  
been obliged to message for the arrival by express, as  
otherwise there would have been no possibility of messaging  
on the vessel. There has been some delay in conveying the  
building plans for the arrival of a steamer not being available.

S. 1257 - b. It is noted that the sailing of the vessel from  
concerning the 10th of next month with the vessel said ex-  
-changed ship to be paid would be sufficiently early, and that  
these were being sent. Unfortunately, no bill of lading  
is included, and these should be sent off as soon as possible  
if they have not already left.

S. 1257 - c. I send herewith the necessary Demand Note  
No. 1257 for the amount for the 11. tons of oil fuel due.  
The sum in the sum above is due for discharging the two vessels  
that have been here, and have included this sum in the  
monthly return of tonnage and taxes to the State, June  
which is also enclosed. The original letter of credit will  
paying 17. tons, but any balance must have been cleared up  
as the sum above for the "Gwendolin" and 5 for the "British  
Empire".

The Managing Director,  
London.

No. 100. ~~Re: Request for information.~~

1. 1257 - 1. I hope you will note that arrangements are in progress for Mr. Roberton to advise us up to the condition and running of the Deyak, and his assistance will be most valuable.

2. 1257 - 2. Half-yearly reports on the installation to both  
"GARIB" and to start by this or shortly, ~~1st September, 1903~~ 1.  
643. you will forward to the Admiralty.

3. 1257 - 3. As you are taking a risk in creating the  
Sir, question raised by Liapau I need merely say now that their

I beg to confirm by last despatch No. 612 mailed in  
valuable or a s.s. steamer, which left here on the 15th  
July. I have now under ready your No. 1257 which arrived  
by that vessel.

4. 1257 - 4. The Marine Superintendent's new house arrived  
in the steamer and in view of your instructions to hasten  
the arrival of the steamer, referred to below, I have  
been obliged to arrange for the erection by contract, as  
otherwise there would have been no possibility of starting  
on the vessel. There has been some delay in commencing the  
building owing to the services of a mason not being available

5. 1257 - 5. It is noted that the makers of the rails for  
connecting the stay at Goose Creek with the wool shed con-  
sidered that 14 lb rails would be sufficiently heavy, and that  
these were being sent. Unfortunately, no switches were  
included, and these should be sent off as soon as possible  
if they have not already left.

6. 1257 - 6. I send herewith the necessary Demand Note  
S - 1342 in duplicate for the 11 tons of oil fuel drawn  
for use in the over House in discharging the two vessels  
that have been here, and have included this issue on the  
quarterly return of Receipts and Issues to the 30th June,

which is also enclosed. The Admiralty letter of 2nd April  
quotes 17 tons, but our returns must have been misread as  
5 tons were drawn for the "etroleum" and 6 for the "British  
Beacon".

The Managing Director,  
LONDON.

No. No. 643 for Roberts 3/3/25.

Having been I note that arrangements are in progress for Mr C. Roberts to advise us as to the condition and repairs of the boat, and his assistance will be most valuable.

Fwd.

Half-yearly report on the installation to 30th June is sent to this opportunity, and I shall be obliged if you will forward it to the Admiralty.

5. 1257 - 18. As you are taking up with Mr Gresham the questions raised by Lloyds I need merely say now that their assertion that their letter of the 9th July had not been relied to is incorrect, as on the 6th October last Mr Gresham wrote saying that he regretted forms of had not been used in the case under discussion, and that a supply of these forms had come to hand and would be used in future in all cases of damage to and shortage of goods.

6. 1257 - 19. I beg to convey the thanks of all participants to the Directors for the Bonus of £10. in respect of wages earned in 1924. However as regards to the New Zealand Govt with reference to your letter of the 20th March last to Mr Gresham, quoted in the final paragraph, I have gone very carefully through last correspondence and enclose a summary of the rules laid down, and which we have followed. These will account for the various small amounts appearing in the 1924 Bonus List.

Fwd.

7. In reference to your No. 1248 - 11, there appears to be no prospect of getting the tin late from Goose Green to Montevideo, as in reply to our enquiry the S.N.C. Alvarino inform us that their homeward bound coal burning vessels only call at Montevideo for bunkering and effect no cargo operations whatever, and, as we are aware, the motor vessels do not call there at all.

It is possible, however, that if any offers are received from rates for the machinery, as discussed in our 640 - 4, we may be able to dispose of it in that quarter.

8. The wireless set has not been installed in the manager's house, a provisional licence for three months

No. 643 per "Segundo" 3/9/25. All无线电器件待由政府  
having been issued by the Government. They are now used for

I am glad to say that very satisfactory results have been obtained from it, stations in Buenos Aires having been heard very distinctly. The chief drawback, as far as can at present be seen, is the small capacity of the accumulators supplied - these only last for eight running hours and have then to be sent to the wireless station for recharging, which usually takes 8 days and raises difficulties in the matter of transport.

The services and the working of the Government wireless station also cause some interruption though the latter will not be heard when their new installation is completed.

Enc. 9. In consequence of a communication from the Government, a copy of which is enclosed, I cabled you on the 15th July stating that the Governor was prepared to ask the New Zealand Government to allow Mr Maro to select the sheep required for the Islands, and to order all farmers' requirements at the same time. I understand that Mr Maro will make his selection from a large area, thus obtaining a variety of stock and giving the Islanders the opportunity of intermixing in later years.

By the same cable I advised you that the cost of providing fittings and fodder for a shipment of not less than 300 sheep would amount to 30/- per head.

Your message of the 13th August giving various farmers' requirements came to hand, and I passed the contents on to the Government, the numbers given bringing up the total requirements to over the 300 necessary. I note that you wish to be advised of the date of shipment, and will send you a telegram when this is known.

From your cable there would appear to be some doubt as to Messrs. Aches Brothers Co's requirements, but

I have read the expression "total cost price not to exceed £850" to mean that this is the figure they are required to pay for their rams landed in the Colony, which is, I trust, correct.

The Governor is anxious to make a similar importation next year, as the Government will need 16 sheep for the Experimental Station, and I shall be glad if you will advise me as soon as possible whether any will be required by owners at home in order that we may ascertain whether the requisite 300 will be forthcoming and also to enable the order to be placed by letter and so obviate a long and expensive cable to New Zealand.

10. The third trip of the "Gwendolin" this season can only be described as singularly unfortunate.

When she left the Inner Harbour on the morning of the 31st July the weather was calm and visibility good, but after passing through the Narrows she ran into a thick fog. Osborne then took the wheel himself and set his course by compass, but he went too far to the North and ran hard aground on Rock Point, to the East of Sparrow Cove.

It was reported to me in the afternoon that she appeared to be in difficulties and I sent the motorboat out with some of our best hands to investigate, the vessel's engine being dismantled at the time. Later, the motorboat returned, bringing the passengers and the information that the "Gwendolin" was well aground, her water line forward being 8 feet out of water at high tide. I immediately sent out a lighter with all hands to discharge the cargo, and at 6 p.m. went off myself. The hold was practically empty by midnight, and we then ran out one of the schooner's anchors astern as the hedge anchor failed to grip.

Eventually, by means of hauling on this anchor, towing with the motorboat, and the vessel's own engine going hard astern, we succeeded in refloating at 2.30 a.m.

By good fortune the day had been exceptionally

calm and the beach sandy, otherwise the boat must have been a total loss as there were rocks on either side.

As the swell was now increasing we returned to Stanley at 4.30 a.m. and commenced re-stowing the vessel. The work was completed at about 11 a.m. the same morning (Saturday, 1st August), and as she was not making any water and was apparently undamaged, the "Grandolin" sailed for the West via Speedwell Island, but at midday on Monday the wind increased to hurricane force from the S.E., carrying away the jib. The vessel had to run before it, emptying paraffin to prevent the seas from breaking on board. The deck closet was washed overboard and the ship's dinghy carried away. There was a considerable amount of water in the hold, and pumping had to be continuous. Early on Monday morning the main sheet carried away, splitting the sailall to ribbons.

The weather now moderated, and the vessel limped into Stanley under a storm trysail, arriving on the morning of Wednesday, 5th August.

From the accounts of passengers I learn that the crew all behaved splendidly in the crisis, and it would appear that only the skill and experience of Osborne enabled the vessel to reach port at all. He latter informs me that it was the worst gale he has seen during his 32 years' experience in the Colony.

Had the services of the engine been available the vessel could have reached shelter before the height of the gale, but unfortunately the non return valve on the exhaust pipe broke on the Sunday morning and the cylinders and valve chests were flooded, thus rendering the engine useless. It will be remembered that the same trouble occurred on the second day of the first trip of the boat after the engine was installed. In order to obviate similar trouble in future an extension of the exhaust pipe is being fitted, leading up the ship's side, so that in the event of the star valve breaking adrift a wooden plug can be put in to prevent water from entering.

Enc.

I at once noted protest against both occurrences, and as the damage to the vessel appeared serious I decided that a survey was necessary and accordingly requested Messrs R.B. Roseley and V. J. Biggs to hold one, at the same time arranging for an under water survey by a diver. The resultant reports are sent herewith together with the report on damage to the cargo.

The damage occasioned by the grounding is as follows -

Lower portion of stem band torn away and part missing.  
Copper sheathing forward hanging loose for about 9 feet, exposing the keel also a scarf loose.

Keel damaged for about 10 feet and badly chafed.  
The diver believes that the damage to the bottom rudder gudgeon, both port and starboard, is due to the heavy seas during the gale swinging the rudder heavily round.

You will observe that he also states that repairs cannot be carried out unless the ship is at or near the quay, but this difficulty can be overcome by having her down in the slip.

The above water damage appears more serious, the ship being generally strained and the counter started. Twelve bulwark stanchions to port and three to starboard are broken and will have to be renewed in addition to a great many other repairs.

Having ascertained the extent of the damage I then extended the protests.

Enc.

I enclose a separate memorandum dealing with 'Claims' and the various documents sent in support thereof.

The "Gwendolin" was sounded on the 26th August, when 14 inches of water were found, the increase of 1 inch probably being due to drainage, as on the 27th the depth was the same.

Enc.

You will see from the estimate enclosed that Biggs places the cost of repairing the hull at £ 610. to which

No. 643. per "Lagarto", 3/9/85.

must be added the running gear, masts etc., or, say, a further £ 90.

In view of the extensive nature of the repairs necessary, of the large amount of cargo to be distributed before wool collecting commences, and the shortage of stores at North Arm, Darwin and some of the West stations, I cabled to you for permission to run the "Falkland", but note from your reply that this cannot be sanctioned. I have taken steps to supply the more urgently required stores in the "Shamrock" and "Refecto Garcia" - your cable arrived at midday on Saturday the 10th August and the "Shamrock" was loaded by the afternoon of Monday the 17th, but did not leave until the morning of the 21st owing to contrary winds. This will help the stations but will make practically no impression on the congestion in Stanley; so by the time the "Lagarto" has discharged our storage capacity will be severely taxed, and it will probably be necessary to leave goods in lighters for some time.

On the board I considered it advisable to acquaint you of this difficulty in my cable of the 15th August.

By your cable I confirm the various cables exchanged in this connection as per copies enclosed.

Instantly after Harding's request I enquired whether the "Shamrock" could be given our wool for a return freight, though I was of the opinion that this would not be allowed. I note from your reply that your views are confirmed. Lighter is now complete Mr Harding has arranged with Davis of the "Refecto Garcia" to collect the wool lying at Swan Island and deliver it to Speedwell Island as it cannot be left any longer unrotted without being completely ruined.

On 11th I regret to report that what appears to be a recurrence of scab has broken out on Speedwell Island. At the instance of the Colonial Stock Inspector I have shipped in the "Shamrock" 3 casks of sulphur and 6 of lime for dipping. This has been landed at North Arm and will be conveyed to

No. 648. per "Lagarto" 5/9/23. S.

No. 648 Speedwell Island in the "refecto Gereia" which boat will also take the Inspector to the Island from North R.M.

12. With reference to my 641 - 12 I have now had the  
boat's boiler thoroughly examined by C. Peters and a copy  
of his report is enclosed from which it will be seen that  
the final remark in the paragraph quoted above regarding the  
apparent length of service was somewhat too optimistic, Peters  
now stating that even working at the reduced pressure of 12  
95 lbs per sq. inch the boiler will not be safe after another  
18 months.

13. In your No. 1252 - 3 sanction was given to the proposed sale of a half-acre lot to F. Mc Herson, a Company's pensioner, but as already reported Mc Herson died suddenly on the 29th March. In view of the fact that all arrangements had been made and the agreement signed I have informed the widow that she may continue with the house on the same terms as if her husband had been alive, which I trust meets with the Board's approval.

14. In accordance with the instructions contained in your cable of the 12th August I terminated the agreement of J.C. Craig, the Chief Engineer of the "Falkland" on the 15th instant, and he leaves on the "Lagarto". Peters was in Stanley at the time and took over the charge of the Engine Room and contents in good condition.

15. The conversion of the "Samson" into a lighter is now completed with the exception of the fitting of the hatches and laying of the floor, but as all carpenters are engaged in erecting the new conservatory at the Manager's house and repairing the "Gwendolin", we shall not be able to finish her off in the near future.

16. The "Lagarto" arrived in Stanley on the 2nd instant, and expects to leave on the 5th. I regret I have not now time to answer your No. 1258 that arrived by this opportunity, but will reply fully by the "Loreto".

No. 643 per "Lagarto", 3/9/25, 9.

17. With reference to Paragraph 8 above I since learn from the Governor that he has heard by this mail from Messrs Mack Brothers & Co. Ltd that they are prepared to pay up to £ 700 for their rams landed at Fox Bay, and their number has therefore been increased to 35.

I am, Sir,

Your obedient servant,

ORIGINALS

No. 643 per Tagarto dated 3rd September, 1925

27. ~~MANUFACTURES & STORES~~

~~DUPLICATES~~ (Originals, or ~~Duendes~~)

- Shipment per Duendes 15th July, 1925.
- Despatch No 643
- Journal, April & May
- Statement on Accounts
- Remarks on Accounts
- Store Indent No 618.
- Remarks on Stores
- Coasting insurance, June.
- Statement re shipments of produce
- Coal account to 1st July
- List of Farm Returns
- Specification N.M. 30 bales wool

ORIGINALS

- 1. Despatch No 643
- 2. Cash Book - June & July
- 3. Journal June & July
- 4. Statement on Accounts
- 5. Remarks on Accounts
- 6. Store Indent No 619
- 7. Remarks on Stores
- 8. Assistant Camp Manager's report, 29/8/25
- 9. Coal Report to 2/9/25
- 10. P.T. Shipping Report
- 11. Memo for Steaming Director re "Gwendolin" - with enclosures
- 12. Estimate of cost of repairing "Gwendolin"
- 13. Stanley Bonus List - 1924
- 14. Farm
- 15. Fit.roy
- 16. Summary of instructions received re Bonus,
- 17. Boiler Report - Help - G.P. meters
- 18. Return of Establishment & Pages - Farm
- 19. " Speedwell I
- 20. Coasting Insurance, July & August
- 21. "Gwendolin" Manifests - G.N. 1 & 2
- 22. List of Stanley Ledger Balances - 30th June
- 23. List of Store Debtors - 30th June
- 24. List of Butchery Debtors - 30th June

25. Remarks on Toy & Supplies etc.  
 26. West Store ref. Stores 1st and July  
 27. P.S.N.C. account to 30th July, 1915.  
 28. Report on Oil Fuel Depot to 30th June.  
 29. Weekly return of Receipts and issues, Oil Fuel Depot.  
 30. Demand Note B - 134 a (for Admiralty).  
 31. Islands - Camp Report.  
 32. F.I. Magazine August & September.  
 33. F.I. Gazette - 1st August.

Copies of Correspondence.

- With P.S.N.C. Liverpool re shortage of cuttura "Pallene" (2)  
 Valparaiso re alteration in Itinerary "Iagarto"  
 Col. Secretary re shipments of sheep from N.Y. (2)

S e c r i f f a t i o n s.

	Wool	Skins	Fallow	Rides
J.B.D.	33	62	14	7
H.O.C.	111	8	3	
S.I.	96			
J.P. Reddell	72			
<b>P.S.</b>		<b>26</b>		

I am sending you a copy of my letter to the Board of Trade dated the 2nd instant. I have to inform you that no application has been made to the Board for the issue of a license, no application having been made by me till yesterday.

I S. 1900 & 1911 state such rights that no other authority is entitled to collect tolls and customs at a rate of 4/- per ton. I am certainly authorized to deduct the 4/- per ton paid by the port of Valparaiso in view of your decision to dock - & we will thank you for the amount that passengers have been charged for the "overhead" money, and I will be glad to know whether the same amount must be officially deducted by, or whether the Board are required to make some arrangement for allowing the miners to cancel them, as suggested in the Circular Letter of 27th April, 1914.

The Managing Director,  
 The N.M.C., Liverpool, 10th July, 1915.

No. 644. re "Lureto" and timber, etc.

6. No. 1258 engine has been sent back to the Board by the Marine Engineers' contractor who is now engaged in laying the foundations. The cost of the new engine was £1,000 of slight repairs, one of the labourers on the M/V "LURETO" of the Esquimalt having been paid £100 for services. Repairs were completed at the end of June.

No. 644. 7. A portion will be ready for you to take on board the return leg to continue by No. 643 which left by the flag ship on the 2nd October, and to acknowledge the receipt of your No. 1258 which arrived by the same vessel on the 2nd October 1930 - a factory to the Admiralty's factory, will you please inform them that the standard engines have been repaired and are suitable for the purpose for which they are required. Enclose the dimensioned sketch of the screw connections for which they ask.

No. 645. 8. I note that supplies of lubricating oil have not to be obtained from India ports, and care will be taken to ensure that stocks of the oils recommended by the makers of the various engines are available in Bombay or Madras in time. No. 645. 9. A copy of Johnson's "reattachment" agreement is sent herewith for your information. Johnson is informed that his firm has been taken on at the latter's desire, no arrangement having been made by us with Bradford.

No. 645. 10. I very much regret that an error was made in releasing the whalers from their coal contracts at a payment of 4/- per ton. I certainly entertained no doubt that the Board would approve of these transactions in view of your remarks in 1927. 6. We shall learn from you in due course what contracts have been entered into for the forthcoming season, and I shall be glad to know whether the terms agreed must be strictly adhered to, or whether the Board are prepared to make some arrangement for allowing the whalers to cancel them, as suggested in Mr Graham's letter of 27th April, 1924.

on the subject, together with the following

The Managing Director,

LONDON.

No. 644 per Loretto 5th October, 1925.

6. Much progress has been made with the erection of the Marine Superintendent's house since the season finished laying the foundations. Two of the metal doors were in need of slight repairs, one or two latches having been broken off, and some of the framework having been bent, but the necessary repairs were executed without loss of time. I anticipate that a portion will be ready for habitation when Captain Roberts returns.

7. The installation of the central heating apparatus in the Manager's House is now completed and the finishing touches to the conservatory, such as fitting of shelves and pointing the brick wall are in hand.

8. In consequence of a personal dispute with the Foreman two of our carpenters left us last month, and not being able to fill the vacancies thus caused locally, I cabled you on the 8th September asking for two to be sent from home by the first opportunity.

There are now only 4 carpenters (excluding the man on contract on Captain Roberts' house) and two boys at work in that section, and consequently I have not yet been able to commence the repairs to the hull of the "Condor", though work on the running gear, sails, etc are proceeding satisfactorily.

9. A slight alteration in the procedure in connection with the exchange of land between the Company and the Government has been made by the Governor. He has issued a Crown Grant to the Company in respect of the total area of Lot 5, Port Louis, which he has subsequently cancelled, and has given as a consideration of the surrender thereof Crown Grants in respect of the 1111.4 acres at Port Louis and of the 5224 acres comprising Parvin and Port Sussex Reserves, these latter having been declared by Proclamation to be no longer Reserves.

Enc.

I enclose a copy of the Colonial Secretary's letter on the subject, together with the following -

Proclamation No. 2. - 1925.

No. 644, per "Loreto" - 8th October, 1925.

E N C L O S U R E

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DEPT No. 644 per "Loreto" - 8th October, 1925. 3.

Shipment per "Loreto".  
Despatch No. 643.

Journal, Crown Grant - Darwin & Port Essington Reserves.

Statement on accounts.

Remarks on accounts. - 1111.4 acres Port Louis.

Store Indent No. 619.

Remarks on Conveyance to the Government of 4.6 acres Fairy Paddock.

Coal Report, 2/9/25.

None for now. Will you please have the last named executed and

Stanley Bonus list - 1924.

Bol. Return - "Kelp" - Contractors.

Coasting insurance - 1925 & usual.

List of 10. The "Loreto" arrived on the 6th instant bringing

your No. 1259, dated the 25th August. The 20 Hornby Marsh

spans for the Company and the berdeens Angus bull for Messrs

George Donner & Co. Ltd on board all appeared in good condition

and were landed the same day.

2. Coal 11. 1259 - 3. At the time of despatching my message of the

16th August detailing the damage sustained by the "Wendolia"

4. I realised that such a lengthy message might be considered

5. superfluous, but in view of the varied nature of the damage

6. and with a desire to keep you as fully advised of the position

7. as possible, thought that it was better to give you all the

8. more important points.

9. 12. 1259 - 4. Every care will be taken to ensure the build-

10. ings for Congo and Estancia being forwarded complete to their

11. respective destinations.

12. North 13. 1259 - 5. The contents of the Admiralty's letter of

13. the 27th July have been noted and attention will be given to

14. their instructions at an early date.

15. P.I. Shipping Report, 7th October.

I am, Sir,

16. Store Freights - "Wendolia" half quarter.

Your obedient servant,

17. Coal account, 6th October.

18. West Stores Cash Vouchers, August & September, and similar to be

19. Sketch of hose connection of the "Loreto" to be attached to the

20. P.S.N.C. account, 31st September. for Manager.

21. P.I. Magazine, October.

22. P.I. Gazette, 1st September.

23. Correspondence - 7th Col. Seoy (2) re exchange of land.  
(Crown Grants & Conveyance attached.)

With Col. Seoy. re importation of sheep  
from New Zealand.

No. 644, per "Torste" - 3rd October, 1926

E N C L O S U R E S .

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DUPLICATES (Originals per "Lagarto" 6/9/25.)  
Shipment per "Lagarto".  
Despatch No. 643.  
Journal, June & July  
Statement on Accounts.  
Remarks on Accounts.  
Store Indent No. 619.  
Remarks on Stores.  
Coal Report, 2/9/25.  
Memo for Managing Director re "Gwendolin" with enclosures.  
Stanley Bonus List - 1924.  
Boiler Report - "Kelp" - C.P. Peters.  
Coasting Insurances, July & August.  
List of Stanley Ledger Balances, 30th June.  
List of Store debtors, 30th June.  
List of Butchery debtors, 30th June.  
Report on Oil Fuel Depot to 30th June.  
Specification - S.I. 9 b/s wool, 4 b/s skins.

ORIGINALS.

1. Despatch No. 644.
2. Cash Book, August.
3. Journal, August.
4. Statement on Accounts.
5. Remarks on Accounts.
6. Store Indent No. 620.
7. Remarks on Stores.
8. Asst. Camp Manager's Report, 1st October.
9. " " " " General Report, 30th September.
10. Darwin Camp Report.
11. Walker Creek Camp Report.
12. North Arm Camp Report.
13. Fitroy Camp Report.
14. Copy Agreement, Charles Dickson.
15. P.I. Shipping Report, 7th October.
16. Store Freights - "Gwendolin" Sept. quarter.
17. Coal Account, 5th October.
18. West Store Cash Vouchers, August & September.
19. Sketch of hose connection for Fuel Depot.
20. P.S.N.C. account, 21st September.
21. P.I. Magazine, October.
22. P.I. Gazette, 1st September.
23. Correspondence - with Col. Secy (2) re exchange of land.  
(Crown Grants & Conveyance attached.)  
With Col. Secy. re importation of sheep  
from New Zealand.

Mr. Gresham has been the master in the case for this to be rebuilt within the original cargo, as when the masters informed us that the owners had sold out their cargo, we were obliged to tell the owners consignees nothing more about

## "DROPS".

5th November, 1925.

645.

In accordance with your instructions my office will forward the following copy of the agreement which was forwarded after being entered into:

Sir,

Since my Despatch No. 644 written on the 3rd October, which I now confirm, I have received your No. 126 by the 2nd

3. 1260 - 4. I trust Mr Gresham may be able to arrange matters satisfactorily in connection with the car drivers. The men who left certainly would appear to have cause for complaint at their treatment by Mr Biggs, but in view of the position held by the latter I deemed it advisable to support him. As men with Mr Biggs's knowledge of ship training would be difficult to obtain it has been necessary to overlook many things in connection with him, and it is a matter of continual anxiety to ensure smooth working between him and the foremen of other branches of the Company's work.

3. 1260 - 5. I have advised Peters and Stamford of the gratuities granted to them and they request me to convey their best thanks to the Board of Directors.

Mr Harding advises me that work is now completed at the Bridge.

I note that steel girder work is being supplied for the Findlay Creek bridge. In this connection I cabled you on the 29th September asking for the plan and specification to be returned as both Mr Harding and Mr Peters had omitted to keep a copy thereof.

4. 1260 - 7. Your remarks regarding the delivery of outward cargo have my attention, and I note that Mr Gresham has been acquainted therewith.

The Managing Director,  
LONDON.

No. 645, per "Oroesa" - 5th November, 1920.

It has not been the custom in the past for this office to submit claims for clients' cargo, as when the shortage becomes apparent the invoices are seldom available here, and we have relied on the respective consignees sending their claims to us.

In connection with your instructions not to await for overcarried cargo to be returned after being carried round the South American Coast, I presume these do not apply in the case where cargo for this port is landed atunta rems, and we are advised that it is there. Such an instance has occurred with the "Loreto", which landed inunta rems 349 coils of wire and 4 cases of sundries. These will be returned in the "Falkland" or the "Losada" in January.

5. Although I very much regret that it has not been possible to commence the repairs to the hull of the "Gwendolin" every effort will be made to hurry on the work when the carpenters are available.

In connection with the claims submitted in respect of the "Gwendolin" I can find no record of whether the vessel is insured against loss of anticipated freights as the "Falkland" is. I enclose a statement, however, showing a loss of £ 799.9.11 in outward freight that would ordinarily have been secured by one or other of our vessels. Outside vessels have also brought to Stanley 23 barrels of tallow, 27 bales of wool and 2 bales of skins.

All the shipments have been made at the express request of the farm Managers concerned. In the case of the "Norven" to Hill Cove, I had particularly instructed the Captain of the vessel, before he left for Fox Bay, that we had no further cargo for him, as I anticipated that the "Falkland" would require all that remained. Mr Miller, however, sent him back to Stanley and telegraphed instructions to me to ship all his cargo that was in Stanley.

6. With further reference to 1259 - 5 I should be obliged if you would ask the Admiralty to supply two light telescopic

No. 645, per "Oropesa" - 5th November, 1925. 3.

ladders with a maximum length of 32 feet, for use in the emergencies under contemplation.

7. In my No. 648 - 11 I raised the question of whether the extra charge for hulk hire on produce brought to Stanley by outside vessels should be made in the case of the Sea Lion Island wool, in view of the saving of time, etc., to our own vessels.

A further case has now occurred. The "Prefecto Garcia" brought to Stanley from San Carlos N. 23 barrels of Tallow marked "F". This ordinarily would have been lifted by the "Grendolin" but as this was not possible Mr Pelton had to make arrangements for the cutter to move it from San Carlos as the space occupied in the shed there was needed. Will you please inform me whether the charge of £ 2. per ton is to be made on this consignment.

I am, Sir,

Your obedient servant,

for Manager.

No. 645 per "TORRESA" - 5th November, 1925.

E N C L O S U R E S .

DUPPLICATES.

Despatch No. 644.  
Journal - August  
Statement on Accounts  
Remarks on Accounts  
Store Indent No. 620.  
Remarks on Stores  
Coal Account - 5th October.

ORIGINALS.

1. Despatch No. 645.
2. Cash Book - September.
3. Journal - September.
4. Statement on Accounts.
5. Remarks on Accounts.
6. Store Indent No. 621.
7. Remarks on Stores.
8. Stanley Ledger Balances, 30th September.
9. Assistant Camp Manager's Report.
10. Return of Establishment & wages, Sept. 1 - Stanley.
11. " " " Darwin.
12. " " " Speedwell.
13. " " " Pitroy.
14. Wool Statistics - 26th October.
15. Statement of freight lost by "Owendolin", her East Indies.
16. Coasting Insurances - September.
17. F.I. Shipping Report.
18. Coal Account - 5th November, 1925.
19. F.I. Magazine - November.
20. F.I. Gaffettes - 1st October.
21. Specification S 33 hides.

"Tejedor" to Buenos Aires  
646.

17th November, 1885.

Sir,

I beg to advise you that I returned to the colony by the "Proesa" from Montevideo on the 4th instant. Mr Vincent's last despatch dated the 6th instant was mailed by that opportunity, and I now have to acknowledge your No. 1261.

2. 1261 - 6. The views of the Board as regards the construction of a slipway will be communicated to the Governor in the near future. I have already mentioned the matter to him, but since the arrival of the "Proesa" our time has been taken up by the formation of a sheep breeders' association. I will refer to this later.

3. 1261 - 7. The plans of the iron bridge over Finlay Creek have been handed to Mreters, and the timber for decking and shuttering will be ordered from Antwerp as instructed.

4. 1261 - 10. The hands (16) for Larvin and North. rm all arrived per "Proesa". The "Falkland" on her first trip was, of course, crammed with passengers, and seeing that it would cost us about £ 100 to keep them in Stanley until the "Falkland" could take them out, and that we should get no work out of them, I chartered a cutter to land them at Larvin and North. rm for £ 40.

The agreements of these men are to hand, and also those for P.B. Crittenden and W.J. Willoughby. These two men have not arrived, and I understand from Mr Slaughter that the former at the last moment decided not to sail. Possibly both these agreements should be cancelled - kindly inform me.

In future would you kindly give us any information  
The Managing Director,  
Larvin & North.

No. 646, for "Tejuen" to Buenos Aires, 17/11/25.

you receive as to shipments of men for clients as they often look to us to obtain lodgings in Stanley for them. By the "Proesa" arrived 4 men for Hill Cove, 3 for Carcass Island, 3 for Roy Cove, 2 for Port Howard and 1 for Chartres.

5. 1261 - 11. Agreements for D.Wiley and Charles E. Allen First Mate and Steward respectively for the s.s. "Malikand" are to hand.

6. The "Proesa" arrived at daylight on the 4th instant with 106 passengers and 770 tons of cargo, and left at 3.30 on the following afternoon. This can only be looked upon as an excellent despatch, but it was only made possible by the Governor placing H.M.C.S. "Fergie" at our disposal for the working of the vessel.

7. In 642/12 Mr Vincent reported that the pressure on the "Help's" boiler had had to be lowered to 55 lbs per sq in and we find that this great reduction renders her practically useless, even for towing lighters, when working out to Port William. She would not have been capable of towing a half the size of the "Fleetwing" had it been necessary. It will be remembered that when she was sent out it was not anticipated that she would have to tow large craft such as the "Lady Elizabeth" and the 500 ton oil barge. In the case of the "Proesa", just sailed, we had to obtain the assistance of the "Fergie" to tow lighters and to deal with practically all the passenger traffic. This is, of course, an impossible situation for us to be in. We must be able to cope with any eventualities, within reason, that may arise, as for instance the carrying away or drifting of hulls and lighters in heavy weather.

The question is, therefore, that we must either have a new boiler for the "Help", or a new boat, and it is the unanimous opinion here that the former will in no way see us out of our difficulties. She is neither powerful or large enough for our work as we now have to tow heavier craft, and greater expedition in the despatching of vessels is expected

No. 646, per "Ejua" to Buenos Aires, 17/11/85. 3.  
of us than heretofore. Difficulty in handling craft used to be experienced on occasions even with the sea tug "Tresor" and we now have to cope with heavier hulls with a tug about one third her size and power.

As regards the carriage of passengers, both Captain Roberts and myself are always extremely anxious, and we have continually to impress upon the crewman of the tug the danger of carrying too many. Captain Roberts does not consider her safe with more than 50 to 60 people on board, and it frequently happens that we have that number of workmen alone. In cases of vessels like the "Propesa" there are about 200 to 300 people carried between the vessel and the shore. We have to provide facilities for transit passengers landing, as in other ports, and getting them back again, in addition to cargo work.

A new boiler for the "Ejua" should last for 15 to 20 years whereas the hull could not be expected to last anything like that time owing to her being built of very thin plating and frames. It should not be understood that we mean she would suffer from marine corrosion, but that as she has already had 9 years wear and tear and the severe handling she gets here is not conducive to longevity. She was really built for dock work, and not to be subjected to the weather conditions prevailing in the Falklands.

I much regret to have to ask the Directors to embark on heavy expenditure at a time when considerable sums are already being spent on major works, but something must be done as soon as possible to get us out of this very serious difficulty.

After full consideration with Captain Roberts and Mr. Peters we think the Board will be well advised to purchase a wooden tug on the following lines -  
65 feet long between perpendiculars.

16 ft. 6 in. beam (not including belting).  
Not less than 8 feet draft aft and 6 feet forward.  
Fitted with an high powered an engine as space will permit  
with boiler to cover end

No. 646, per "Tejua" to Buenos Aires, 17/11/26.

Enc.

I forward herewith plan of the type of tug required, built by the Compania Grande Company (who built our wooden lighter "Lawson") for Henrique Santos in 1914, and we feel sure that nothing more suitable can be obtained. We suggest that the vessel be built at Lawson Island, or, alternatively, that the Ministry Schools should be asked for a quotation, for delivery ~~Tabley~~<sup>and Mr. Evers</sup> in both instances. If it is built at Lawson Island Captain Roberts would have an opportunity of seeing it during construction when the Falkland goes over for wood next September.

In conclusion I would add that I fully realize the question of expense, but the need for a larger and far more powerful craft is really imperative.

Enc.

8. You will observe from a letter enclosed that the Falkland Islands Sheep Breeders Association is a fait accompli. Two days after the "Tejua" arrived a preliminary meeting of owners and managers was held which resulted in a delegation waiting on the Governor.

On the 5th a further meeting at my house was held at which the following were present

H.E. The Governor	Mr H.C. Hardinge
The Colonial Secretary	Mr R.C. Old Evans
Hon Geo. Bouyer	Mr R. Greenfield
Hon H.H.R. Gresham	Mr J.W. Dean
Mr Robert Blake	Capt. J. Keith Cameron
Mr W.H. Linton	Mr Jason Hansen
Mr R.W. Carter (Stock Inspector)	

The Hon. G.J. Feilton, Messrs Pitauga Brothers, and the Estate of the late H.J. Pitauga were also represented, making a total of fourteen owners - or representatives of owners of approximately 460,000 sheep.

It will be observed that the association has been formed on the lines suggested by Mr Hugh Munro (vide his Report, page 51, Appendix B) the bye-laws being adopted provisionally pending consideration of the draft bye-laws in detail at a later meeting. The Entrance Fee and the Annual Subscription have been

No. 646, per "Tejeda" to Buenos Aires, 17/11/26. 5.  
 fixed at £1. His Excellency pointed out at the Meeting that  
 the main source of revenue for administrative purposes would be  
 on the basis of a voluntary assessment in accordance with Section  
 14 of the bye laws, and stated that he would be prepared to ask  
 for a contribution being paid from public funds. His suggestion  
 is that the Government should contribute for a period of three  
 years an amount equal to that raised by voluntary assessment  
 provided that the amount in any one year does not exceed £100.  
 I may add here that the Governor is desirous that the association  
 should be a real live "going concern" as soon as possible and  
 he hopes that its formation will be conducive to co-operation  
 amongst the farmers which can only be for the good of the sheep  
 farming industry of the country.

If the Company become members of the association, which  
 I understand is the intention of the Board, there are points,  
 some of which were discussed when I was in England, which need  
 consideration.

- (1) I suggest that the Camp Manager be the Company's  
 representative, who shall exercise the votes of the Company  
 under Section 18 - in other words, be what is described (see 2)  
 as the financial member.
- (2) That the Colonial Manager be a non-financial member,  
 which would enable him to attend meetings and watch the interests  
 of the Company, but without voting power.
- (3) The question, which you have already considered, of  
 the purchase and shipment in bulk of fencing material and  
 other stores on account of members will be a matter which  
 is bound to arise, and on which I should like the Board's  
 views.
- (4) The voluntary assessment (Sec 14) for providing funds  
 for administrative purposes only. Assuming that the assessment  
 be on a basis of 3/6 per thousand sheep the Company  
 would pay on 210,000 sheep £ 36. 15. -- per annum, whereas  
 a farm of 30,000 sheep would only pay £ 5. 5. --, which must  
 be taken into consideration when considering -

No. 646, per "Tejua" to Buenos Aires, 17/11/25. 6.

(5) - the number of votes that may be exercised by any "owner". (See 18). It will be seen that the Company will (with the exception of Mr Marquham Dean who will presumably exercise 5 votes) only have two votes more than a farm having about one tenth our number of sheep.

Mr Blake raised this question with the Governor who explained that where the interests of the Company were concerned the Company would exercise their own six votes plus the votes of Mr Blake and Mr Marquham Dean. This, to my mind, does not follow, as some point is quite likely to arise on which Mr Slaughter might vote one way and the Directors referred to another, in the interests of their own farms. It is evidently the Governor's idea that we should not hold too much power, and in asking for more votes I think we should proceed rather cautiously.

I can also say that His Excellency thinks that now a lead has been given to the farmers in the formation of the Association it is better for them to run it themselves rather than be dependent on the Government or the Company.

I shall be glad to learn whether the Board agree to my suggestions (1) and (2), in which case it will be necessary for you to address a letter to the Secretary of the Association, and also to have your comments on any other points.

9. You will observe from a copy of letter enclosed that the Carnegie Institution of Washington are extremely grateful for facilities given to their representative Mr Lindsay whilst conducting survey work in the Colony. With the approval of the Colonial Government he visited various points on the East Island, notably Navy Point and Pitroy where we were able to help him with the transport of his instruments.

10. I find that Mr Incent handled the trouble with the carpenters in the only way possible under the circumstances, and although I have not yet had time to make suitable arrangements I shall probably ask the Board to retire Mr Biggs at an early date. He is not as energetic as he should be, and the

No. 646, per telex to Buenos Aires, 17/11/26.

time has come when a change is desirable and, in fact, imperative. We do not pull with our other forces which, needless to say, is essential. My next mail I hope to have made suitable arrangements for a change, but am not going to rush matters at present.

11. On arrival in Stanley I found the conservatory at the Manager's House and the installation of the central heating apparatus completed. The former is well constructed and the latter gives every satisfaction and will, I am sure, make an immense difference in the winter months. I have to thank the Board for supplying the installation.

It was also very satisfactory to see that the Marine Superintendent's house was nearly completed, and Captain Roberts and family were able to move into some of the rooms a few days after arrival. This is really good work, seeing that most of the weather during erection was abominable. Mr. Riggs's report, with any suggestions necessary, will be forwarded when the house is finally completed.

12. Work on the "Gwendolin" is proceeding as fast as possible but it will be two months before she is ready for sea. Templates have been made for all parts necessary and the carpenters are now waiting for the wood to be loaded ex "Argosy". The vessel will, of course, have to be hove down and time for this is included in the two months estimated. The exhaust valve, which has now failed us three times, will be closed, and a pipe led a short way up the rigging, which should obviate the engine flooding as on the occasion of the last disaster. This will be an improvement in another respect, as with the old valve in the side of the vessel the exhaust gases nearly always enveloped the man at the wheel.

13. Stanley improvement schemes have gone ahead rapidly during the last seven months and an account of the work done will be sent you when I have had an opportunity of inspecting the reservoir and pipe line with the Governor.

14. In your despatch No. 1267/15 you instructed us to inform you if any further casualties occurred amongst the 3

No. 646, per "Tejua", 17/11/26.

rams for Pebble Island. They have now been there 6 months and Mr Betts informs us that they are all alive.

15. It is quite impossible to send the "Falkland" to the coast for wood at the present time. I estimate that we are at least three weeks behind hand, and we must get Stanley clear of the cargo which has been accumulating here for so many months. If the Board approve I shall probably send her over some time in September for one load of wood, and two if requirements warrant a second voyage. I understand that the Board will be satisfied if we can show a moderate profit or cover running expenses.

16. The German research vessel "Meteor" which is carrying out investigations between here and South Africa called here on the 25th September and sailed on the 29th ibid. Messrs McLean & Stapledon cabled us that she would require coal, and we sold her 118 tons at 3/-6, payment being effected in English currency.

17. Mr Vincent wishes me to convey his thanks to the Board for the furniture and car etc recently sent out for Telia Cottage.

18. The Stanley Improvement Scheme has put business in our way which I hope will continue. We have recently supplied over 300 tons of sand to them which has resulted in a profit of about £ 90. The price paid by the Government is 9/- per ton.

19. I shall be glad of the Board's sanction to sell the "Plym" for what she will fetch. No offers have been made from the Coast and she is worth nothing here except for conversion into a cutter, being too small for our purposes as a lighter. She is at present only an expense as we have to look after her. We might find someone to bid about £ 25 to £ 30 for her - certainly very little more.

20. During the last voyage of the s.s. "Norven" across from the Coast her propeller dropped off soon after leaving Punta Arenas. We had her up on the beach in front of the Office and fitted a spare one. The work was carried out quickly and we understand that the Master is highly satisfied with the work.

21. By last mail we indented for some earthenware pipes. Mr Harding informs me that Crawford recommends these for his

No. 646, per Tejua to Buenos Aires, 17/11/25. 9.  
 house at North Rm instead of a septic tank built of brick. The sewage will now be carried down to the top creek and will be far more hygienic in every way.

22. At the meeting of the Sheep Breeders Association the question of the shipment of sheep from New Zealand cropped up. The Governor informed us that a hitch had occurred in the matter of freight, Shaw, Saville & Co. now trying to increase their freight from £ 8 to £ 10 per sheep owing to strikes. The Governor is naturally very much annoyed and is doing all in his power to make the shipping om any stick to their bargain. He has cabled to the Crown Gents and also sent a very long telegram to the Secretary of State pointing out the great necessity for the importation of sheep, and requesting him to use his influence. The farmers present at the meeting, who have given orders for sheep, informed him that they would not let him down and agreed to pay the increased freight rather than not have the shipment, and I concurred in this on behalf of the Company, which I trust meets with the Board's approval.

23. We find that the handling of the lime which is being sent out causes us a great deal of trouble. The first shipment of 100 tons which arrived for Hill Cove was discharged into the "Afonin" and we were lucky to be able to get 70 tons of this away in the "Morven". The trouble is that the seams of the bags decay which necessitates a lot of rebagging, and whilst this is in progress it blows all over the place, making our lighters in a horrible mess. The men also complain, and say that it is very much worse to handle than coal. Is there no other way of shipping out further consignments?

24. In 1883/10 the Board approved the sale of about 1 acre of Stanley land to Thomas Bettieff. This man has now erected a suitable house on the plot and has paid the purchase price of the land, viz., £ 75. A Conveyance Form is enclosed for execution by the Board, which please return.

John Talcott completed his house on a similar plot adjoining Bettieff's on the West Side, and the widow of Peter

No. 646, per "Tejucá" to Buenos Aires, 17/10/25.

Morerson is continuing the construction of another at the West

end of the plot. There are considerable outcrops of rock between  
Walsh's house and Mrs Morerson's and there will be difficulty  
in erecting houses on these sites.

25. Since writing paragraph 10, and after full consideration  
I have decided that Mr V. A. S. Biggs does not fill the position of  
Foreman Carpenter as he should. After Mr Marshall Dean's last  
visit to Stanley I informed Mr Biggs that I looked for increased  
supervision on his part, which for a time had the desired effect.  
He has, however, not kept up to the standard required, and during  
my absence has certainly been slack. I have therefore told him  
to finish up at the end of the year. Mr Hannaford has been  
appointed in his place, who, though not a shipwright, will I  
trust make a more energetic foreman.

Mr Biggs started as an apprentice in our carpenter's  
shop in 1886, and has been foreman for 23 years, making a total  
of 40 years in the Company's employment. He is now 56 years of  
age, has a house of his wife's to live in, but has had a large  
family to support - seven of whom are still alive. Three of the  
children are still under wage earning age. I give these particulars  
for your consideration when deciding on the question of  
pension. Particulars of wages paid to Biggs are enclosed.

26. The above was written to be mailed by the "Tejucá" which  
was posted as sailing on the 17th November, but to the time of  
writing (21st) she has not arrived.

27. Mr Greco states that he was paid full salary during the  
voyage and whilst at home, and we notice that Captain Roberts has  
only been receiving the usual payments of £ 25 per month to his  
Bank. Kindly inform me what arrangements were come to as regards  
pay on voyage and whilst in England.

I am, Sir,  
Your obedient servant,

Manager

No 646 per Telex via London Reg 21st November 1926

L. V. L. & R. H. G.

u dicates

Despatch No 646

Journal - September

Statement on accounts

Remarks on accounts

Store indent No 646

Remarks on stores

Stanley eager balances 21st September

Coasting insurances - September

Cash account S £ 11.25

Statement of freight cost to Cleveland

Specification of 34 hides

originals

Despatch No 646

2 Cash Book October

3 Statement on accounts

4 Remarks on accounts

5 Store indent No 646

6 Remarks on stores

7 Falkland Islands shipping Report

8 West Store Cash Voucher - October

9 Memorandum for Managing Director re office supplies

10 Coasting insurances - October

11 Record of service V. H. Biggs

12 Conveyance T. Letticeff

13 Plan of Wooden Launch

14 Letter re Sheep Breeders Association

15 Falkland Islands Gazettees 2nd & 16th November

Copies of Correspondence

With Colonial Secretary re services aftergown  
Carnegie Institute re assistance to Lindsay  
S.N.C. Liverpool re "Groves"  
S.N.C. Maracaibo re "Agarto"

S E P A R A T I O N S .

Wool skins

S.I.	26	
W.K.C.	295	25

وَالْمُؤْمِنُونَ وَالْمُؤْمِنَاتُ وَالْمُؤْمِنُونَ وَالْمُؤْمِنَاتُ

1061953 106

Henry Black had been used to some of the difficulties  
of his life and although he was not at all of the age he  
had been educated, he was for the time as being any.  
and the knowledge he got from some of the best men has  
been of great service.

and many of the people of the world have  
been educated to do this, and it is now  
the time when we must begin to do  
the same. I have called this "The Great  
Revival" because it is the great work  
of God's people to bring all men to  
the knowledge of the truth, and to  
make them understand it. This is  
the great work of God's people, and  
it is the great work of the world.

No. 647, per "Losada", 9/1/26. 2.

No. 647  
line.

that we recommended the acceptance of his new estimate. The Contractors' letter enclosed herewith gives the reasons for which they have made this large reduction. Of course we should not pay contract and ordinary wages at the same time, and we replied to your cable enquiring about this accordingly.

3. Work on the "Gwendolin" is proceeding as fast as possible but it will be another two months before she can be finished, as directly we really started the heavier repair work we found that the frames beneath the counter were in a rotten state, and many will have to be renewed. Unless we make a thorough job of it the Surveyors will not pass her, and it will be understood that in cutting frames for the counter of a vessel such as the "Gwendolin" considerable care has to be exercised. Unfortunately at this part of the vessel only three or four men can work at the same time owing to limited space.

4. In 646/22 I reported that the Governor was experiencing difficulty in making Shaw Saville adhere to their freight on sheep which they originally quoted at £ 5 per head. He has now succeeded in doing this, and also in getting them to send a vessel in in April, which is sooner than they originally intended. I have given an undertaking that the Falkland will take the sheep out to the respective stations immediately upon arrival, which I think will meet with the Board's approval.

5. Owing to the Board's decision to boil down, and the bad winter, there will be no sheep shipment from the Colony this year. The only person who approached us was Mr Manso and therefore it is doubtful whether any business would have been done.

6. On the 18th ultimo we received a radio from Mr Hobbs saying that the Pacific Company quoted £ 250 each for the towage of lighters from Punta Arenas to Stanley plus freight on timber inside. This seemed to us excessive and we therefore cabled you to see if you could arrange some reduction with the Liverpool Office. As there had been another breakdown in the radiographic communication with Cerrito, and we heard nothing from you I was forced to wire to Hobbs in answer to a second message, that we

No. 647, per "Osaka", 9/1/26, 5.

accepted the freight subject to revision by Liverpool on the 6th instant we received your cable of the 3rd December stating that the lighters must be towed by the "Falkland", so we immediately cabled to Hobbs and the P.S.N.C. that they must not be sent over. It is a pity, as we need them badly.

7. I telegraphed you that Mr James Clark of Speedwell wished to proceed home on leave this year and I received your reply sanctioning same and stating that he would not receive a free passage or pay whilst on leave. Mr Slaughter is, of course, agreeable to his going this year.

8. I am now able to give the Board an account of the work actually done in connection with the Stanley Improvement Scheme. The outline of the proposed work as given to the Legislative Council by the Governor last year (vide my 630 of 20/8/24) has been adhered to and exceedingly good progress with the work has been made.

WATER SUPPLY. The catchment pit on Mount William, above Bender's Farm, has been completed, and the pipe line has been run from that end for a distance of about 1 miles, and the parts for the remainder are all on the line so that the completion of the other 1 miles should not take long. The Reservoir in the Dairy paddock has been excavated, floor concreted and dividing wall erected. The sides have still to be cemented and the outside embankments allowed to settle before it is advisable to allow any considerable influx of water. There is, of course, a great deal of work still to be done, but the Engineer expects that the water will be flowing into the Reservoir in February after which it should not take long to run the mains along the principal roads.

DRAINAGE. The drainage mains, which will have three outlets into the harbour, have been commenced, and some at the West end of Stanley are completed.

ROADS. Work on these has already been commenced but has been delayed considerably owing to a mishap to the steam roller. The work in progress now and to be completed first is comprised

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in the area (as shown on the map) bounded by the south shore of the Harbour, Reservoir Road, St Mary's Walk and its continuation John Street, and ~~Baillou~~<sup>Baillou</sup> Street on the East leading to the Town Jetty.

The Company's houses included in this area are, from ~~East~~<sup>West</sup> to ~~East~~<sup>West</sup>:

- (1) Marmont Row Cottages, including Millinery Store and the "Ship" Hotel.
- (2) Manager's House.
- (3) Chief Clerk's House.
- (4) West Store.
- (5) Chief Storekeeper's House.
- (6) Stanley Arms Hotel.
- (7) R. Hanaford's House (Lean Street)
- (8) Marine Superintendent's House.

Please kindly inform me what houses should be connected with the water and drainage systems when these are completed.

The Governor is anxious to improve the main thoroughfare Ross Road and it has been decided that a pavement and gutter will be made on the South side of the road, which will be re-made, and a gutter placed on the North side. As regards Victory Green it is considered that a general grading of the green will be an improvement, especially if a foot walk is erected on the edge of the sea wall. It is also proposed to remove the unsightly Government buildings near the East end of the Town Hall, which will leave a clear space extending from the Hall to the Company's Sea opposite the West Store.

3. Dr Noir's Report for the period 1st May to 31st October discloses that although the winter was extraordinarily severe "colds" amongst Camp hands, who has been a serious nuisance in former years, have been practically absent. The four cases of chronic appendicitis have been brought to Stanley and have been operated upon by Dr Deane in the Hospital. Two outbreaks of an infectious nature occurred, viz., mumps and measles. The former affected practically all sections but the latter owing

No 647, per "Losada", 9/1/26.

5.

to the careful isolation precautions taken, obtained no hold at all. In Stanley things were very different as about 50% of the inhabitants had mumps and 75 fell victims to measles. The Doctor points out that the Islands can no longer be regarded as free from infectious disease, as was formerly the case, and has therefore ordered a small quantity of smallpox lymph and anti-diphtheric serum. The microscope and apparatus all arrived in excellent condition. The former has already proved most useful.

I enclose copies of correspondence with Mr Evans on the subject of delay to the Falkland whilst at Port Howard.

It should be noted that this was the first voyage of the season and owing to the disaster to the "Gwendoline" farmers were anxious to obtain supplies and one or two who had been away from the Islands wanted to return to their farms.

The vessel arrived in Port Howard at noon on the 16th November and commenced unloading immediately after the men had had dinner. Mr Evans stated that he would not work later than 5.30 p.m. and before that time arrived asked that no more cargo should be put on the jetty as his men would not be able to remove it before 5.30 p.m. This, of course, is preposterous in itself as it cuts down our time for discharging. When Mr Evans asked the ship to stop discharging there only remained two 400-gallon tanks, and the loading of 35 bales of wool and skins, which was effected the next morning in 1½ hours. Captain Roberts would have cleared out and left the wool and skins behind, but he had no receipt for his cargo.

Had Mr Evans permitted the 1½ hours overtime the vessel could have left Port Howard and caught the morning tide at Tamar Pass, reaching as far as Hill Cove the same morning evening. Both Captain Roberts and myself saw a good deal of Mr Evans in Stanley and no mention was made by him that he would work no overtime at all. Mr Blake was on board and can bear witness that the facts are as stated. We shall be very glad if you will bring this matter again to the notice of J. L. Waldron's Board, as it seems erected for that purpose. He is insistent also that the foundation

No. 647, per "Losada", 9/1/26.

6.

unbelievable that they can support Mr Evans in this extremely childish behaviour.

They get one of the best services in the Island from the boat, and not only do we not get paid for it but are subjected to delays and annoyances for apparently no reason whatever.

11. Statements of the Working Accounts of the "Falkland" and "Gwendolin" for the year ending 31st October 1925 are enclosed. The accounts as rendered show a loss of £ 31. 9. 3. on the Falkland but we have not yet received credit for the shipment of produce per "Lobos" which should amount to about £ 1800.

A loss of £ 1183. - . 5. is disclosed on the "Gwendolin" but here again credits have to be received for "vendes" and "lagarto" shipments and about £ 200 probably recoverable from Underwriters.

Memoranda dealing with these two accounts are enclosed.

12. Owing to shortage of labour due to Stanley Improvement Schemes we have not been able to get on with the shoring up of the "Tigria" by concrete piles, which is imperative. I shall be glad if you will ship out by the first opportunity the necessary gear and also give us all the information you can procure as regards construction of the piles.

I see no chance of commencing the cargo shed alongside the last jetty in the near future, but this will be started immediately it is found possible.

13. I have had several conversations with the Governor as regards the erection of a slipway in Stanley, but early in the discussion it was quite clear that he will not part with the site surveyed by Captain Roberts unless he is assured that the slipway, gear and necessary workshops would be erected to the satisfaction of the Government. In reviewing the previous proposal which fell through owing to the abandonment of the idea by the Discovery Committee, he told me that he did not suppose the Company would go beyond the £ 14,000, which they said was their limit, and that he did not consider a slip suitable for the Colony could be erected for that sum. He is insistent also that the foundation

No. 647, per Osada, 9/1/26.

work must be fully approved and passed by a qualified Civil Engineer.

choice, as unless the Board can put before him some concrete proposal with figures in support and the assurance that the foundations will be approved as he desires, I fear nothing further can be done at this end as regards the site in question.

Enc.

The correspondence on the question which I enclose took place, of course, after the conversations referred to, simply in order to place the matter on record. It is found possible to 14. Mr R. Aitken who has been in the service of the Company for 40 years is no longer fit for work. He is now 76 years of age and has, since his appointment as Gardener in 1909, lived rent free in one of our houses. A record of his service is enclosed for the Board's information when considering the matter of pension.

Enc.

15. In 1904 Mr W. Allardice asked the Government whether they would consider the question of allowing the Company to purchase, amongst others, Crown Reserves of 1120 acres at Fitzroy North. This suggestion was turned down by Governor Allardice. In the same year, however, Governor Grey Wilson granted the Company a 21 years' lease of this land, expiring in 1926, which has now been renewed for a similar period until 1946, at the annual Rental of £ 5. 17. 7. The Government now ask whether the Board are still desirous of purchasing, and as it is only a matter of £ 168 I assume that they will do so. Kindly let me know their decision. Copies of correspondence are enclosed.

Enc.

16. I enclose copy of letter from the Manager of San Carlos North, (written by Captain Cameron) requesting a reduction of freight per Falkland. It is quite a good port, but a reduction in this case will naturally lead to similar applications all round.

17. Mr McMath Wilson who recently came out as Assistant Storekeeper, shows no signs of ever being any use to us. His figuring is extremely slow, his knowledge of groceries nil, and he appears to experience difficulty in understanding quite simple instructions or store orders which are given him. He strikes everybody here as what I can best describe as "not being quite

No. 647, per "Losada", 9/1/26.

all there". Mr Greece certainly made a most injudicious choice, and if there is any way of cancelling his Agreement or coming to some arrangement with him I shall be glad to know, as I should like to be clear of him. He has not infringed the terms of his Agreement, - he is simply no good to us.

My official letter, dated the 4th October, 1924 describes the type of man we require if it is found possible to dispense with Wilson's services.

18. The "Losada" is due from Punta Arenas to-day and should take away about 2100 bales of wool and skins, and, if they will accept them, some tallow and hides.

I am, Sir,

Your obedient servant,

Manager.

The Manager, Esquimalt.

SONDIA.

Dear Sirs:

In re writing 647/26 I have again consulted the matter with Captain Roberts and I think that he will be able to give you a better idea than the Concrete office. Therefore kindly do nothing as regards this until next mail when I will send you full particulars.

Yours faithfully,

W.H. Richardson.

Esquimalt, Esq. Esq. November 1926.

RECORDED IN ACCOUNTS NO. 13-10-124-11-26

No. 647 per "Lesada" - 9th January 1926

26 items including 6 G.S.U. Receipts which also  
DUPLICATES of those at Tidworth dated 27th December

Statement No. 646  
Statement on Accounts - January 1926  
Remarks on Accounts  
Stores Indent No. 622 dated 1926  
Remarks on Stores  
Memo for Managing Director re Office Supplies  
Casting Insurances - October  
Record of Service Cash Vouchers  
Date 26/11/26

ORIGINALS

1. Statement No. 647
2. Cash Book - November
3. Journal - October & November re laying up Falkland
4. Statement on Accounts re 26th Dec 1925 not enclosed
5. Remarks on Accounts
6. Stores Indent No. 623
7. Remarks on Stores
8. Main Manager's Report 5th Jan 1926
9. Main Report - Islands
10. And Marking - 1st Returns, B.B., S.C.N., Lt Roy, Speedwell
11. Casting Insurances - November & December.
12. Falkland account to 31st October 1925
13. Memo re above
14. Mendolin account to 31st October 1925
15. Memo re above
16. Certificate re laying up Falkland 1924
17. do do do 1925
18. do do Mendolin 1924 & 1925
19. Stores Freights October 1
20. Falkland Manifests 1924, 5 & 6
21. Tender for Goose Green Shed 30th Nov 1925
22. Report re Goose Green Shed 28th Oct 1925 with photos
23. Record of Service - R. Fisher
24. Last Store Cash Voucher November 1925
25. M.S.G.C. accounts 26/11/26 & 31/12/26

- 26. Camp Medical Report - 31st October 1925
  - 27. Copy of letter from State War Cameron
  - 28. P.I. Shipping Report
  - 29. Cash account 11th January 1926
  - 30. P.I. Mago Inc - December 1925
  - 31. P.I. Warrantes 1st December 1925
  - 32. Index to P.I. Warrantes 1924
  - 33. Copies of Correspondence -

With Col-secetary re supplies from the catalog

GO (a) ~~slimy~~

30 (3) **WITNESS OF AND TO THE RECENT**

• [View Details](#) • [Edit](#) • [Delete](#) • [View Log](#) • [View History](#)

Table 1. The following trees were used.

10. The following table shows the number of hours worked by 1000 workers in a certain industry.

NAME	AGE	SEX	WEIGHT	STRENGTH	TYPE	TESTS
F	b	178	125	26	3	+
J. E.	w	174	60	19	4	+
D & S	m	5 months	value	20	2	+
J. H. P.	w	174	84	21	1	+
R	m	2	130	100	5	+
H & B	m	10	146	46	2	+
R	m	20	146	27	7	+
R. P.	m	20	146	26	7	+
J. L. T.	m	20	140	26	7	+
Z	m	20	140	23	7	+
M.C.	m	20	140	23	7	+
D. H.	m	20	146	26	7	+
V. C.	m	20	133	26	7	+
N. A.	m	20	133	26	7	+
F.	m	20	133	26	7	+
P. I. C.	(ex Chico Marquez)	20	166	30	8	+

and the right power of the law - the one, having no precedent  
for such a step, that the naval rules are overruled will  
be tested. Now Sir John Napier, unless the local government  
will do so, will bring his suit.

Yours affecly yours,

17th January, 1863.

648

I am not anxious that you should know the name of your  
local government, as it may be liable to suit.

As far as I can see, little good of this letter being sent  
now, as it is likely to be superseded by other news before  
it reaches you.

I would like to make it a point to send you the  
local news by this mail or by the boat we just received,  
but it is better, I think, to give you a hurried account of  
what has been done about the bill and of what is regular.  
I have written to the Admiralty, to the Chinese admira-

lity, and to the Chinese government on this subject.

The following article was read for me by  
the Admiral.

- a) I allow this consignment 7.5.1863.
- b) I will
- c) I grant my permission to the Chinese  
authorities managing port to do so.
- d) I release values
- e) I release all single fees from the port  
authorities managing port.
- f) I grant rights 3 million
- g) I do

In consequence of your information concerning the bill  
I arranged here the letter in which I told the Chinese  
authorities that I had given permission to release the  
values, and that a currency expert had been appointed, after  
examining one bill then alive, but also that the authorites  
should, until they had died of old age.

After consultation the Chinese advised that no  
such bill were to be issued or demanded cash or silver in  
the local waters of the country. But when we came, the  
story is, as far as it is possible to know, a fact of this very  
serious disease and who has, of course, greatly increased  
the amount in the Asiatic measures they have taken.  
The Chinese are now powers no longer as custodians to do  
the managing services. He tells me that the Admiralty have given  
instructions for bills to be done. Owing to the outbreak of

180, 171 25

and the 1st & 2nd class passengers, as far as I can see, having no precedent whatever to go by, and the stock which are overcarried will be a total loss to the insurance, unless the local Government will stand for the liability, as insurance is done in the United Kingdom and the insurance should not imagine that insurance will cover the loss of 1st & 2nd

There is very little prospect of the Master being  
able to leave them in this or another country now that the death  
of the animal has been stated as being due to anthrax. The  
Master is bound by law and his action by the Health Officer here  
and elsewhere, have to report the outbreak and the  
fact that the animals are quarantined, to the Indian Authori-  
ties at the earliest. The more affair is most disastrous in  
that you will look at it. The quarantine station has of course  
always been in individual enclosure, quite unsuitable for the very  
specimens for which it is intended - it will not hold cattle  
properly in the first place, it is far too small even for a good  
cow and calf. There is practically no grass in it and it  
is also divided only by a single fence from the main thoroughfare  
leading, I believe, from the station through to our colony  
quarters. I send for your information copies of all documents  
in connection with this, in order that you may have the whole  
picture before you. You will also see that no cargo has been  
loaded, and this means further explanation.

On 13 January 1900 the Governor informed me that he had received news that Foot and Mouth disease was worse than ever in England, and he cabled to the Board of Agriculture enquiring whether it was safe to land hay which was on board the "Aiglet" for the Government. They replied that it could be landed but must be stored out of the way of all stock for two months. He then suggested that it should be stored in the Naval timber sheds, and I said that I could not do this as by so doing its visibility - we have no power as custodians to do anything of the kind. He tells me that the Admiralty have given permission for this to be done. Owing to the outbreak of

No. 648, for Ogata via Valparaiso, 17/1/26. 3.

There are 2000 bales of wool on board, however, he has decided that the 222 bales of hay for the Government, 19 bales for Mr. Stephens, and 7 for Mr. Hume, must not be landed.

I have sent a long cable to Valparaiso on the Master's behalf, asking for instructions, but these will arrive only just before the boat leaves today - or more probably afterwards.

As you know the animals will in all probability have to be slaughtered, unless the R.S.N.C. can make arrangements for them to be transported in Chile, and shipped back again if permission is given later to land them here. I have given the Master a letter to say that if such arrangements are made, to keep me advised, and I can then see what is best to be done.

If they are destroyed I shall require full particulars of cost, freight and other charges in respect of items (b) and (c) - John & Co., (e) A. Morrison from Jacob & Co., and (d), (e) and (f) - John Hamilton, from his solicitors, Gedgeson, from whom I have received no letter advising shipment.

Item (a), our own gallows which are dead, will be the subject of claim against Underwriters, and I shall want full particulars of any expenses, such as telegrams, Mr. Willcock's expenses etc, etc, which are not specified in our ordinary accounts.

It is possible that the Government may make compensation for the animals and hay destroyed or overcarried, and I shall require this information as soon as possible.

2. There is one other matter which is urgent, and that is that we must receive Wool Landing Certificates for the 1926 work. The whole of our agreements with the Government for 1926 have been held up for months owing to Carpenter & Son not furnishing these. Would you kindly write to them pointing out the urgency of this matter?

I am, SIR,

Your obedient servant,

Manager.

1926, at 0600 hrs. Exercise, 17th January, 1926.

✓ Veterinary certificate re falloway bulls - death of  
cows from the sector of stock forbidding landing of animals  
destined to the port of Valparaíso

✓ Certificate from Master of a s.s. - ogata

✓ Veterinary certificate for shipment of falloway bulls

✓ Veterinary certificates for shipment of animals overcarried

Refugee to the "CROPSA" are proceeding as fast as possible, but we are very short-handed as regular porters, and odd jobs which must be done by us once are always turning "CROPSA".

649.

Dear Managing Director, We will be glad to give you full account and information as to various items exterior company. We will send all the information required.

SIR,

I beg to acknowledge your S. 1262 per "Hoggs" which arrived here on the 14th January, and to confirm my short 648 which was mailed by her via the coast. owing to the fact that the "Hoggs" Station being under repair I have not yet heard what the actual fate of the overcarried animals has been. our motor boat, and 2. 1262 - 5. The letter to the managing dated 12th October, 1916, dealing with the question of bonus has been cancelled as instructed. I have sent up slaughterhouse of 11. 2. 3 and have informed him that the instructions were in strict adherence to and that he has full power to refuse the bonus to any cuts which he considers undesirable.

3. 1262 - 7. I do not think it is quite a natural question to ask why an alteration was not made to the exhaust pipe of the condenser after a warning was given on the first voyage, although we do know that it was only it was not done. Although the first occasion we were dealing with an entirely new installation which was not run in and we had no cause to think that if mended properly it would again fail to set. Our correspondence with Hornycroft shows that they do not consider their non return valve as reliable as a make shift affair suggested by Mr. Evers, and, after the event, tell us that a stop valve is obligatory in board of Trade installations. Had we known this we should certainly have taken steps to fit something at this which could have obviated a second occurrence of the trouble.

The Managing Director, week. 1st year, £ 1. 7. 0. per week, 2nd year £ 1. 17. 6. per week.  
from LONDON. £ 2. 6. per week. 3rd year, £ 1. 17. 6. per week.  
5th year 1/- per hour. 6th year 1/2 per hour. 7th year 1/4 per hour.

No. 649, per "Torres", 3/2/26.

Repairs to the "Mandolin" are proceeding as fast as possible, but we are very short-handed as regards car-tenters, and odd jobs which must be seen to at once are always turning up and interfering with this essential work.

If our price information for average adjusters has been completed but we still require the firm repair account and information as to values from outside sources. We will send all the information we have by the "Argentinian".

4. 1263 - S. The Governor has lent the "Fergie" to Stanley to assist us with the "Torres", and things have not been complicated by the breakdown of the Government launch engine. We shall therefore use the "Fergie" and our motor boat, and lend the "El" for official work to the Government - in charge of our own men of course.

5. 1264 - S. After discussing the matter with Captain Roberts I do not think that J.C. Craig, late engineer of the Falklands should receive, or is entitled to, any coal bonus. The arrival of coal is always an extremely difficult thing to gauge accurately, and we have no cause to think that he has been extravagant. On the other hand we do know that he endangered the vessel by being intoxicated whilst in charge of the engine room, and I consider that he would not be well advised to press his claim. He received lenient treatment out here as we were not in a position to dispense with his services at once, but I should imagine that the Board of Trade would deal very severely with him if the facts were brought to their notice.

6. 1262 - H. The Board's suggestion as regards the employment of suitable young men as car-tenters & apprentices had already been carried out. With the retirement of Mr Biggs two new apprentices were taken on and one retained. They are at present on trial at 16/- per week, and the Foreman reports on them very favourably. The rates of pay for car-tenters are as follows - 1st year, 15/- per week 2nd year, £1. 7. 6. per week, 3rd year £1. 12. 6. per week 4th year, £1. 17. 6. per week 5th year 1/- per hour, 6th year 1/2 per hour 7th year 1/4 per hour

No. 649, per "Towanda" (S.S. 26) 10/3/26.

We are still in need of carpenters, as although we are four qualified men short as compared with this time last year. Note that after the "Wendolin" repairs are finished we shall be able to tackle many other jobs both ashore and afloat without any serious interruption. It is possible also that Cugwick and Cottrell who left this year may return to us in the course of time, but there is plenty of work offering for them in Sydney and in the Gas at the present moment.

S. 1262 - 12. I very much regret that it looks as if we could lose the coaling business, but it would appear that it is impossible for us to compete with delivery, free on board at our wharves at such low rates as 6/- and 6s. - and it was our anxiety to foster this business that was partly responsible for the cancellation of contracts last year, and which prompted me the year before to enquire whether some arrangement could not be come to whereby a sliding scale could be agreed to on which the Whaling Companies would be partly relieved under their contracts.

Unless further large contracts are entered into we shall not require the equivalent for the "Lady Elizabeth", but the time has now arrived for renewal of her cable and we shall be glad if you will send out 120 fathoms of 14 one and seven eights stud link cable. It is rather more than we want for this vessel but as some of the coal bulkers require new moorings we propose to use the best of the "Lady Elizabeth's" cable for that purpose and supply her moorings for that vessel throughout.

S. 1262 - 13. The deed of conveyance of 4.6 acres in the airy paddock was received and has been transmitted to the Colonial Government.

S. 1262 - 17. You will already have received the account of the Falkland and "Wendolin" to 31st October, and we do not enclose additional information asked for.

I have to thank you for the copy of the shipping Federation Book and the question of wages and overtime payable

No. 649, for 10 days 3/2/26 4.  
 to the crews has been gone closely into. We do not think it would be advisable to attempt to make any changes as regards pay to the crews of the Falkland and Endotis. The rules as regards overtime or equivalent time off would be extremely difficult to apply out here during the wool season. The work performed by the crews of our vessels is very different from that done by crews of vessels in any other trade except by crews of vessels engaged in coastal trade from until recently in the home trade in the U.S. Practically all cargo work is done by stevedores and the number of deck hands is reduced to a minimum, whereas here there are no stevedores and the crews have to do all the loading and discharging, including the lighterage to and from the shore in places where the vessel cannot go alongside.

There is reason to believe that the wages here have always been in advance of those paid at home. For instance, when sailing ships' crews were being paid £2 per month, the local rate for schooners was £5. The difference now is still the same and is accounted for by the class of work they have to perform. We could make many other points but think this unnecessary as we do not think it advisable to attempt to make any change at the present time.

Let you write about the employment of the Falkland after the majority of the wool has been collected has received our attention, and I cabled you on the 19th January asking you to let us know as soon as possible whether you were able to come to arrangements with Swifts. This information would have been required by us as far more elaborate plans will be necessary if we are to carry 1,500 fat wethers. We received your cable in answer stating that the business had not eventuated.

Captain Roberts is keeping a very close watch on the consumption of paraffin for illuminating purposes, and we will send you an estimate of the savings which would be effected by installing accumulators at the end of the season.

No. 1262 - 18. Arrangements have been made for Mr R. B. Paseley to hold the Coast Survey on the Falkland's boilers and his

No. 649, per "Protea" - 32/26.

6.

Certificate will be forwarded to you in due course.

11. 1262 - 19. I note that last year's rates for the carriage of produce homewards have been renewed and clients have been informed accordingly, their attention being drawn at the same time to the fact that these rates are guaranteed to them subject to their giving their exclusive support to the Company's coastwise service.

12. 1262 - 22. You again refer to the question of tallying and I quite agree that at this port it is extremely bad. There are difficulties, however, which simply must be taken into consideration by the Board. First of all, it is felt from your remarks that the Directors do not consider that proper attention is paid to this matter by myself and the office staff, or that there is a lack of organization. This is far from being the case, as can be proved to the last member of the Board visiting the Islands. I would mention that I was the first to point out, in 1920, that we were going sadly to leeward as regards overcarried and damaged cargo outwards, and the lists which I forwarded by Mr. M. A. Murray on his return to the Colony from this arose the whole question of tallying outward cargo from the vessels' holds, which had not previously been done. Since then very complete records have been kept of short-handed or damaged cargo.

About the same time I asked for a more suitable produce book to be supplied, which was sent out, and has since enabled us to furnish you with all the particulars in our yearly statement of shipments which is practically a facsimile of the specimen form you sent us for our guidance. I enclose specimen folios of our produce book, taken more or less at random from different years, marks etc. The details sent are an exact copy of all the figures and remarks on carrying in the book, and we do not see how they can be more complete. You will see that we show the number of bales pressed in accordance with the information we receive from the Managers and others.

Naturally, records in this form are not proof against

No. 649, per teleca - 3/2/26.

- (1) Fong tallies into or out of the Falkland Islands.
- (2) Fong tallies into the vessel taking produce from the colony.
- (3) Incomplete or incorrect specifications.
- (4) inability on our part to check the tallies in and out of Stanley against the numbers sold in the cases of clients whose account bills we do not receive.

It frequently happens that we receive specifications from the East and West Islands just as the mail is being made up, thus giving us no time to check them. A circular is being addressed to all clients as to the need for clear and detailed specifications only enclosed.

In connection with the letter from this office to the S.N.C. to which you refer, it should be explained that it was thought that the vessel would take all the produce in the Great Britain, which she did not do. It was never intended to convey that if she had taken all the produce that our tally on the ship would have been dispensed with. On the contrary, our bills of lading would have been altered in accordance with the tally taken on board. The reason why the bills of lading were made out previous to shipment was because messages were received that the vessel must receive from the steamer from Stanley in order to catch the Aaron Pool rules. It was therefore not the teamship company we were considering when trying to expedite matters, but our own and that of clients. Our procedure is always to make out bills of lading in blank, filling in the numbers when our tally is ascertained. That I wish to make clear is that under no circumstances have we or would we dispense with the tally on board.

I now come to the question of tallymen and tallying, and it is here, as pointed out in a memo from Mr. Harding on the 20th July 1923, and mine of the 7th March, 1924, that we have come up against considerable difficulty. The complete marks

No. 649, or "TOMMY" S 2/26 7.

As you state, tallying in the United Kingdom is done by the ordinary working man, but I suggest that these men are always tallying and are not called upon for this work only four or five times in the year - at least, that is the custom in Liverpool. Before your letter under acknowledgement arrived I had made one of the store assistants foreman of the tallymen, who we have picked from the more intelligent of our employees. You will have learned from my previous despatch that McNaughtson is useless to us in any capacity. As regards the tallymen, I only wish I could adopt the drastic measures you suggest and discharge them, but unfortunately labour is extremely scarce here and it would not be in the interests of the company to discharge a man who was excellent as a painter or as a store assistant because of his tallying, of which he had practically no experience. We have no population to draw upon for tally clerks here and the best we can do is to employ those we consider most suitable and trust that after some amount of experience and training they will produce more correct work.

13. 12/26 - 26. The Fordorry for the Stanley store arrived in good order and is now in commission. Our carter, Mcnee, learned to drive it without difficulty and it is hoped that it will prove more economical than the horse carts previously used.

14. 12/26 - 28. Note is taken that a reduced rate has been obtained for insurance otherwise on goods shipped per Falkland for Rio and Mendiolis. I enclose copy of circular addressed to clients pointing out the position under an F.O. policy and have also referred to our insurance account under our Remarks on accounts referred to our insurance account under our Remarks on accounts.

15. The shipment per "Osuna" will be a disappointment to some clients owing to her not taking all the produce we had on hand. First of all she came in drawing too much water to go alongside the "Great Britain" and we therefore had to lighter everything off - this means double handling. Then, as they did not take it all, we could not get at, and ship, complete marks.

Manager

No. 649, Per "Oropesa" - 3/2/26. 8.

For instance, we could only ship 9 bales R & B out of 117 and 55 J.B.W. out of 130. In order not to have these jammed at the bottom until the end of the season I have had what should have been taken by the "Osada" stacked in the square of the hold so that they will go by the "Magellan" next month.

I have recently been discussing with the Colonial Secretary the question of the carriage of Goods by Sea Act 1824 being brought into force in this Colony. As the British Government consider it advisable that it should be made applicable in all parts of the Empire, it is certain to be passed here.

Whilst on the subject of carriage of goods coastwise

I shall be glad if you will inform me whether we are, as owners of the "Falkland" and "Swendolin" common carriers to the extent that we could be forced to carry goods for, say, L. Williams Estate, if there were space in the vessel. Up to the present time we have not issued Bills of Lading and really have no contract either for carrying outward or inward cargo. We merely advise our clients if there is an alteration in freight or passages. A change in this procedure would only mean more work and delay which would all fall on us, as we could not expect that clients would give us Bills of Lading for produce inwards, or from one intermediate port to another. The issuing of Bills of Lading here is not practicable, but I wish particularly to know how we stand as regards the carriage of cargo for outsiders, as it is possible that I may have to bring pressure to bear on L. Williams Estate.

17. The "Oropesa" arrived here first thing this morning with about 300 tons of cargo. She has on board 75 tourists in addition to ordinary transit passengers who want to see the penguin rookeries and local sights. We are, in conjunction with the Government, making the best arrangements we can for these sightseers.

I am, Sir,  
Your obedient servant,

4 skins 2 tails 100 hidden

9 skins.

Manager.

147 wool	
600 wool	
106 wool	
106 wool	
168 wool	
146 wool	
21 wool	

## E N C L O S U R E.

DUPLICATES (originals per "Osaka" 14-1-26)  
Research No. 647

Registration No. 647

*Journals, October & November 1895.*

## **Statement on accounts**

## REMARKS ON ACCOUNTS.

store Indent 623.

## REMARKS ON STORED DUST IN THE AIR.

**Coasting Insurances, Nov. 8 Dec. 1925**

Falkland account to 31 Dec  
Nemo Regd

memo re above  
unresolved

Amendolin account to 31 Dec 95

memo re above.

Record of Service, H. Itken  
Memo for Manager, 1

Memo for Managing Director re overclassification

Specifications and prices are given in the following table:

ment er osಡا  
estates of \$18,000.

CHERRY.



## C e o l i o a t i o n s .

D H	147	wool				
F C	105	wool				
H & R	106	wool				
Z	168	wool	4 skins	2 tallow		
D & S	146	wool				90 hides
	21	wool	9 skins			

## ACCOUNTS - 1925 - COMPARATIVE STATEMENT.

RECEIPTS.	1925.	1924.	INCREASE.	DECREASE.
Rent	345, 10, 7,	318, 7, 7,	28, 10, 7,	81,
Interest & Commission	736, 9, 6,	736, 14, 11,	49, 14, 7,	71, 16, 5,
Insurance	332, 17, 6,	454, 13, 11,	122, 16, 5,	119, 15, 1,
Store	6112, 6, 6,	7304, 1, 2,	4840, 9, 10,	4840, 9, 10,
Farm	30759, 5,	35160, 15,	4501, 9, 10,	113, 6, 11,
Lighterage	792, -, 10 8,	905, 7, 9,	113, 6, 11,	113, 6, 11,
Pacific Agency	718, 18, 2,	646, 15, 5,	351, 17, 3,	351, 17, 3,
Naval Fuel Depot	445, 10, 6,	797, 7, 9,	23, 9, 6,	23, 9, 6,
Consulates & Agencies	250, 5, 1,	282, 14, 9,	38, 10, 3,	38, 10, 3,
Bad Debts recovered	-	-	-	-
EXENSES.	40603, 3, 5,	36515, 1, 4,	150, 7, 4,	50011, 17, 11,
General Charges	447, 15, 10,	391, 15, 5,	56, 15, 5,	56, 15, 5,
Buildings	2893, 15, -	1598, 10, 16,	1205, 4, 3,	1205, 4, 3,
Sundry Debtors	183, -, 2,	222, 10, 9,	100, 9, 5,	100, 9, 5,
	3524, 11, -	2012, 17, 1,	1511, 14, -	1511, 14, -

Decrease of Profit £ 51523, 11, 11.

Stanley F. J.,  
31st December, 1925.

Manager,

No. 660. Accounts per "Magellan" 5/3/26. 2.

Debtors £ 792. 10. decrease £ 143. 5. 11.

Comparative statement is enclosed from which it will be observed that deliveries are down £ 800 - due to no major works such as the roofing in of the forecastle of the vessel "MAGELLAN".

5th March, 1926.

660.

The vessel does excellent service as a lighter and ACCOUNTS. went on dismantling her very well north of

Sir, loading charges have not brought in so much - In 1924 we ~~were~~ enclose accounts for the year 1925 which show a very disappointing profit as compared with the previous year, due to the serious fall in the value of farm produce. The Nett profit as disclosed by the accounts is £ 43,78. 12. 5. as compared with £ 94,602. 4. 4. in 1924 - a decrease of £ 51,523. 11. 11.

This account was unlikely to remain at the 1924 figure. Items on the credit side on which comment is necessary

are - to the probability of our receiving any credits for goods FARM. £ 36,759. 5. 9. Decrease £ 48,401. 9. 10.

The Sections Fitzroy and Fort Louis and Speedwell Island accounts were all amalgamated with the Farm account proper. The Board will have been prepared for a large decrease in the profit on this account, as proceeds of produce in 1924 amounted to £ 133,000, whereas last year they were £ 86,000. Wages on all sections remain approximately the same. Deliveries in the strict sense are down, as the £ 34,397. 4. 11. shown includes the new Goose Green Woolshed and the Camp houses for Congo and Estancia, the invoice costs of which have been carried forward to 1926 as they have not been erected.

The old Canning Material has again been written down very appreciably. All efforts to dispose of tin plate have failed owing to the circumstances reported in 643/7 still being the case. No offers have been received from South America for the Babcock Boiler

The Managing Director, 6. 1. decrease £ 1191. 16. 1.

LONDON. Stores on hand at the end of the year are down by

No. 650 (Accounts per "Magellan" 5/3/26. 2.

LIGHTERAGE, £ 792. - . 10. Decrease £ 113. 6. 11.

Comparative statement is enclosed from which it will be observed that deliveries are down £ 300 - due to no major works such as the roofing in of the forecastle of the "Great Britain".

The "Samson" does excellent service as a lighter and the money spent on dismantling her was well worth it.

Landing charges have not brought in so much - in 1924 we received rather an unusual amount owing to the construction of the Naval dock and the fact that 1200 tons of coal arrived here in December of that year.

NAVAL FUEL DEPT. £ 445. 1. 6. Increase £ 361. 17. 3. from

It was appointed out last year that the profit to be expected from this new account was unlikely to remain at the 1924 figure £ 797. 7. 9. and that a decrease was practically certain owing to the improbability of our receiving any credits for receipts or deliveries of oil fuel - neither have occurred in 1925. Other than 1924 we received £ 784. - . 7. for this work alone.

We enclose accounts for work done, amounting to £ 108. 13s. 6d. which we think should be recoverable from the Admiralty - repairs to roofs, painting fences and erecting cowls for boiler house smoke stack. These two latter items are not completed and the Admiralty may prefer that we render accounts when the jobs are finished. Kindly inform us.

CONSULTANTS AND AGENTS. £ 259. 5. 1. Decrease £ 28. 9. 6.

This decrease is due to the Royal Insurance Company reducing their premiums which lessens the amount we get as commission - £ 121. 2. 1, which represents 15% on the premiums collected does not seem much in the way of remuneration for the work we do - they would probably demur if asked to pay a larger commission than 15%.

STORE. £ 6112. 6. 1. Decrease, £ 1191. 15. 1.

Stores on hand at the end of the year are down by

No. 650 (accounts) per Magellan 5/3/26.

No. 650 (accounts) per Magellan 5/3/26. S. Stock of Stores.

£ 3,800. although there was a consignment valued at £ 9,500 in transit which did not arrive here until January, 1926. No dead stock as far as we are aware has been included and the stocks have been written down in the same percentage as last year.

Deliveries include Tools, bridge, farm houses, Machinery etc.

I found on going through the Stock Sheets that there was too much Tobacco and Cigarettes on hand. The Chief Store-keepers attention has been drawn to this and I cabled you on the 19th February to cancel a further order for tobacco. All that we have now is saleable, but the stock is too large.

Our timber stock is too small for the Colony's requirements owing to our not having received our orders from Australia - this should be remedied on the arrival of the "Magellan". Installation at the Manager's house, 10/- cottage, Wood shed. The main reason for the decrease in profit on this account in the last few years is that the store charges far less commission on large items delivered to the farm and other accounts than previously.

Another matter that I should like to draw your attention to is that clients are getting out far more materials and stores on a small commission basis. The following figures of shipments charged out direct show this, and since the death of her husband in 1922, and £ 1,350.00 due to failure of his Colony business, has only £ 2,730.00 together & living off these savings since 1924. getting out of her at some future date will be 1926. £ 11,660.

Last year was, I think, rather abnormal in this respect as there were buildings and other large items, but there is certainly a tendency to ship direct, and this affects the store profit adversely.

Particulars of Sales and Deliveries etc. for the past five years are:

Year	Debtors.	Deliveries.	Total.	Stock of Stores.
1921.	£ 55193	£ 24172	£ 79365	£ 74466
1922.	4885	27346	75890	57190
1923.	56624	26663	82987	56022
1924.	55047	43446	98493	5634
1925.	56226	41432	97658	52336

The deliveries include Bodie Bridge, Camp houses, Machinery etc. and the items on the debit side are - charged to these.

GENERAL CHARGES. £ 447. 15. 10. Increase £ 56. - . 5.

Increase due to a large order for rough store books.

BUILDINGS. £ 2893. 15. Increase £ 1235. 4. 2.

In spite of the shortage of car enters a good deal has been done to renovate some of the older buildings. The increase is accounted for by the erection of the new conservatory and heating installation at the Manager's House, Teja Cottage, Wood Shed (which had subsided on made-up ground), the office and fences. The Manager's House badly requires repairs, especially painting both inside and outside, the latter of which has not been done for eight years.

SUNDAY DEBTORS. £ 183. - . 2. Increase £ 160. 9. 5.

I have written off this amount which is the long outstanding debt of Mrs Hardy's which has been referred to periodically since 1922. She is a widow, and since the death of her husband and the practical failure of his bakery business, has only managed to scrape together a living. If there is any chance of getting anything out of her at some future date we will do so.

The usual lists of store and uterine accounts not paid on the 31st December are enclosed. The only account about which we have any anxiety is that of R. Bailey amounting to £ 40. This is also a long outstanding debt; the man has no assets, but is at present working on Speedwell Island and we are making arrangements for him to pay us something monthly out of his wages.

CREDITORS. During 1926 there has been a considerable amount of capital expenditure, via Bodie Bridge, Marine Superintendent's House etc.

No. 659 (Accounts) per "Magellan" 6/3/26. 5.

The foregoing completes remarks on items appearing on the Comparative Statement enclosed.

~~In the present year 1926 expenditure will be incurred for the following - Excavation of new House Tunnels Required,~~

~~STANLEY OFFICE £ 3239. 8. 3. of Increase £ 659. 13. 8.~~

~~The new 11. The new scale of Salaries and Travelling Expenses of the Colonial Manager and wife are responsible for this increase. This debit is apportioned to the various accounts and the increase accordingly has been charged to them.~~

~~STANLEY WAGES £ 10,263. 19. 2. compared with £ 10,018. 17. 8.~~

There is a small increase in this account, due in the main to the double handling of cargo ex P.S.N.C. vessels. The large consignments which arrive now by cargo vessels put us to the utmost limit for space and I can see no way of reducing our navy gang until the suggested shed at the East end is erected.

"FALKLAND" and "GRANVILLE" ACCOUNTS, for November and December are enclosed, as usual.

STANLEY BUTCHERY. This continues to pay well. A few bullock were sent in during 1925, proceeds of which amounted to £ 12 per animal without taking into consideration the value of the hides.

HILLINERY STORE. Last year I reported that the small profit shown in 1924 on the sale of drapery goods could not be correct and I attributed this to errors in stocktaking owing to Mr Greece's absence from the Colony and the extra work thrown upon those who were carrying on in his absence. This year the stock was taken under the direct supervision of Mr Greece, with the result that we arrive at the profit of about £ 1,200 - which has been the average since we have kept separate details of this department of the Store.

GENERAL REMARKS. During 1926 there has been a considerable amount of Capital Expenditure, viz Bodie Bridge, Marine Superintendent's House etc.

No. 65. (counts) per "Magellan" 5/3/26. 6th March, 1926.

1. Balance sheet In the present year 1926 expenditure will be incurred for the following - erection of new Goose Green Woolshed, camp houses at Ongu and Estancia, and the purchase of the two new lighters from Punta Arenas.

5 - London insurance account, Sir, outstanding.

6 - Deposit account Your obedient servant,

7 - Interest deposit account.

8 - Summary of stock of stores, Stanley.

9 - General Summary of stock of Manager Stanley.

10 - List of store debtors.

11 - List of Butchery Debtors.

12 - Remarks on Store debtors.

13 - Remarks on Butchery debtors.

14 - Stanley office account, 1925.

15 - Statement of Consulates & Agencies account.

16 - Adjustment of Head Office account.

17 - Statement of Pacific agency account.

18 - " " Lighterage, mileage account.

19 - " " Naval Fuel Depot account.

20 - " " General charges account.

21 - " " Train account.

22 - " " Paid account (Machinery).

23 - Details of services to 1925.

24 - Inventory of stores at Port Clarence.

25 - " " Stores on hand.

26 - " " Building materials on hand.

27 - " " Stores at Port Clarence.

28 - " " Building materials on hand.

29 - " " Fittery Consumption Stores on hand.

30 - " " Building Materials on hand.

31 - " " Fittery Materials on hand.

32 - " " Building Materials on hand.

33 - " " Building Materials on hand.

34 - " " Building Materials on hand.

- DISPATCH no. 65  
26 - 1926 - Head Office Account Book, 1925. 5th March, 1926.
30. Balance sheet materials on hand.
  31. Profit & Loss account estimated value.
  32. Journal, December, 1925, was on the farm, at Fitzroy and Speedwell Island.
  33. Cash Book " Statement of expenditure on Farm buildings."
  34. London suspense account items outstanding.
  35. Deposit account " like etc."
  36. Interest deposit account.
  37. Summary of stock of stores, Stanley.
  38. General summary of stock of stores - Stanley.
  39. List of store debtors.
  40. List of private accounts.
  41. List of Butchery debtors.
  42. Remarks on Store Debtors.
  43. Remarks on Butchery debtors.
  44. Stanley office account, 1925.
  45. Abstract of Consulates & Agencies account.
  46. Adjustment of Head office account.
  47. Abstract of Pacific Agency account.
  48. Freightage, Hulage account.
  49. Naval Fuel Depot account.
  50. General Charges account.
  51. Farm account.
  52. Farm account (Auditors' copy).
  53. Details of Deliveries to Farm.
  54. Inventory of Stores at Darwin Harbour.
  55. " " " North Arm.
  56. " " " Fitzroy.
  57. " " " Port Louis.
  58. " " " Speedwell Island.
  59. Farm Consumption stores on hand.
  60. " Building Materials on hand.
  61. " Fencing Materials on hand.
  62. Fitzroy Consumption Materials on hand.
  63. " Building Materials on hand.
  64. " Fencing Materials on hand.

1

No. 651, per "Magellan", 6/3/26.

shall avoid heavy loss when the expenses of the second special survey No. 3 are taken into consideration (vide my 638/22).

The £ 2. per ton referred to by Mr Vincent in 646/7 "MAGELAEN" paid down in year 1947/48, viz 6th March, 1926, age for 652. use of horses and storage thereon for any produce not brought in by the Company's boats will be £ 2. per ton.

Sir, The case under discussion of the 28 barrels of tallow belongs to confirm my No. 649 which was mailed by the Proprietary via the dates on the 3rd February, and have to acknowledge your No. 1263 which arrived by that vessel.

2. 1263 - 3. As regards checking clients' cargo on delivery from P.S.N.C. vessels our procedure has always been to enter all such cargo in our clients' cargo book from the ship's manifest, which is compiled from the bills of lading. The tallies when finally agreed by the customs are compared with this book and all shortages noted. These shortages should be, of course, communicated to the clients concerned, so far as possible, to the rail for bill of lading and charters, both the duplicates and the originals were sent out by the store and are still on the best. I have written to Messrs Miller and Weston to send them in but there will, of course, be no market here for them and the P.S.N.C. had better let us know whether they wish them sent home. 3. I note that to send out a new and larger tug to replace the old one in future, claims for all shortlanded cargo will be made as soon as possible as instructed. It would be instructive.

3. 1263 - 5. I am glad to have the Guru's ruling as regards the "Falkland" or "Gwendolin" not being sent to clients who ship produce by outside vessels. I have, at an interview with the Governor, made it quite clear to him that the coasting trade is anything but a paying concern. The figures you enclosed demonstrate this, and it is difficult to see how we

The Managing Director,  
LONDON, might possibly be able to recommend something  
in the matter.

No. 651, per "Magellan", 6/3/26. 2.

shall avoid heavy loss when the expenses of the Second Special Survey No. 3 are taken into consideration (vide my 632/23.)

The £ 2. per ton referred to by Mr Vincent in 646/7 is laid down in your 1247/15, viz. - "The Company's charge for use of hulks and storage thereon for any produce not brought in by the Company's boats will be £ 2. per ton."

The case under discussion of the 28 barrels of Tallow belonging to Mr Elton which was boiled down at San Carlos, offers some difficulty as we had no vessels running, owing to the mishap to the "Wendolin", for a considerable period. It is a fact that they had no room for it in the San Carlos sheds and although it would naturally be thought that Tallow would not suffer if left out in the open, we find that one or two calm warm days do seriously affect the barrels and cause them to leak. The freight on this by the "refecto Garcia" was arranged between Mr Davis (her owner) and Mr Elton who refuses, under the circumstances, to pay the £ 2. per ton for storage. This means that he will not pay anything for hulking or storage which is absurd, and I assume you will make the £ 2. per ton charge as in the case of 5 casks of J.L.W. tallow brought in by the same craft, which appears on your schedule of the "Obos" shipment dated 13th October, 1926.

4. 1263. 8. I note that to send out a new and larger tug to replace the "Help" is not practicable, but that a new boiler with increased pressure is being sent. It would be interesting to obtain from the makers what they consider should be the period which would elapse before a reduction in the pressure should be found necessary. They should bear in mind that, owing to peaty deposits in the water, boilers do not appear to last as long here as in other climates. The Naval Wireless station boilers, I understand, suffered considerably from this cause. They might possibly be able to recommend something which would counteract the influence of the peaty substances in the water.

No. 651, per "Magellan" 6/3/26. 3.  
7. 1263 - 15.

Very favo. It is quite understood that to ask for a larger tug to be provided for the purpose of conveying passengers to and from the shore would be absurd. This was only put forward as one idea out of many that we could not carry on with the "El" as she is. The main reason for our requiring a larger vessel is that we must have a craft capable of handling lighters in anything but exceptionally bad weather. In recent years we have been comparatively lucky in the weather during the calls of vessels here and there has been practically no shortage of work. I suppose the S.N.C. could not come down on us for demurrage if we were unable to get lighters alongside in the harbour when this could be done under similar conditions at other ports.

Our charges for the use of the "El" and motor boat have never been actually sanctioned by the S.N.C. under the old contract we used not to make any charge. They are now based on the time a vessel is in port and vary from £ 5 to £ 15 per vessel.

During 1925 we charged them £ 55 for launch hire, and we received in passage money for the two passenger boats which we called here - "Proesa", 4/2/25 £ 14. 7. 6.

"Proesa", 8/11/25 7. 8. 5. to be maintained.

For a short trip from the "Proesa" this year to Sparrow Cove we received £ 11 odd in passage money.

5. 1263. 9. I note the Board's views as regards the sheepbreeders' association. Nothing can be done or discussed until the actual meeting here in April and I will then make clear the Board's position as regards the points raised. My own idea is that such an association is unworkable in the Falklands - it will certainly require a strong Chairman and an active Secretary, and it is difficult to see who they are going to be.

6. 1263 - 17. Captain Roberts wishes me to convey to the Directors his sincere thanks for allowing him full pay whilst in England last year.

No. 661, Mr Magellan, 6 3 26. 4.

7. 1263 - 18. I think of Steevel Island, is reported on very favourably by the Com Manager, and he will be informed that the Board will favourably consider the question of entering into an agreement with him if he decides to return to the colony.

8. 1263 - 19. The trouble with shipping sheep away from the colony is that we can never get any really definite information. Mr Lango, who after all is only a middle man, writes to Mr Bonner and Mr Felton they then communicate with me and I send on the messages to the rest. No particulars as to an arrival arriving here or as regards how payments are to be made are given. Everything is done in a most slow manner. I at last got something definite by cable from Aldron & Wood, Buenos Aires, who stated that they had been approached with a view to the shipment of 30,000 from the colony. As the West Falklanders could only provide about 4,000, the shipment of 30,000 good sheep was out of the question. It is a peculiar thing, and one that probably causes West Farmers serious thought, that whilst the East can get together over 20,000 surplus sheep the West have only about 4000 to 5000 - the Colony alone on the West providing three times that number.

Whilst the price of skins is at 8/- each there seems no doubt that it pays us to boil down, but can we look to that price to be maintained? There are two other points which the Board will no doubt take into consideration when deciding whether to boil down next year. Firstly, if our sheep are taken away we get our money about April, whereas if we boil down we have to wait for the proceeds until sometime in the middle of the following year, and, secondly, it is hard to estimate the value of the labour we lose whilst ordinary farm hands are engaged in boiling down.

What other farmers want is, I understand, that there should be a regular market abroad on which they could depend. Mr Felton and Mr Bonner's idea is that if there was such a market farmers would get rid of their good surplus sheep, together with all their rubbish at a valuation, and would then be in a position to run better sheep in the future instead of retaining old sheep

No. 651, per "Magellan" 6/3/26.  
No. 651, per "Magellan", 6/3/26. 5.

to keep up their numbers. The trouble is that everybody's efforts have failed to get a reputable firm to undertake this business for more than one year.

9. 1263 - 20. You will have learned from my 647/6 that the new lighters will now be towed over by the "Falkland" from Ushuaia.

10. 1263 - 21. What appears from the Stanley establishment and Wages List to have been an increase in the number of persons employed in the Store is accounted for by the fact that more persons appear on the Monthly List instead of being paid by the hour. The number employed in all the stores since 1914 has always been 13 or 14, some of whom were, and still are, paid by the hour. From 1914 onwards it has certainly been the tendency to put men on the monthly list after they have proved suitable. There is a slight saving in wages by doing so, as a man on hourly pay at £1 - earns from £132 to £140 per annum exclusive of hours overtime per day owing to the store hours being longer, whereas the men on monthly pay earn from £120 to £144 per annum. It also obviates the hourly men coming to the office on Saturday their busiest day for their weekly wages. The Store Staff has not increased for 12 years, though naturally the rates of wages have advanced in conformity with other rates.

11. With reference to the Admiralty's letter 6894/22946 of the 4th November last I now enclose rough sketch of 1 gallon starting lamp oil container for the ill barge which will enable them to renew the defective one. I have examined this and find that there are many pin holes in the bottom. Soldering has little effect and we are therefore going to attempt to sweat on a new bottom, but should certainly have a new one, preferably made of metal and not tin like the one we have.

12. With reference to your cable of the 3rd November informing us that you had contracted to supply Rector and Hvalen Whaling Companies together with 150 tons of coal at the end of November, I have to advise you that the "Ross", belonging to the

No. 651, per "Magellan" 6/3/26. 6.

former quantity took 70 tons. We shall charge this and the 5 tons not taken, up to the Factor on board, and also the 75 tons not taken by the Valen on board will be charged to us to the latter firm. You have not sent us the contract forms but we assume they are similar to others you have sent out. Owing to their not having taken the amount contracted for we are now storing 8 tons of coal which does not belong to us. Can you give us any indication of what the cost of storing coal in lighters is in the United Kingdom, as we shall have to make a charge for this service.

13. We received an enquiry from Captain Hare of the Whaling Factory "Ronald" (Factor on board) asking us whether we could supply them with 300 tons of coal in ball, and I cabled you on the 8th February informing you of this and asking how much was coming by the "Loreto". I did not receive any reply to this until your usual cable advising cargo shipped by that vessel, on the 21st instant. I assume that you were unable to increase the coal shipment, or decided not to as the enquiry was not a definite order. We shall not be able to supply 300 tons to them in view of Christensen requiring 8 tons.

14. Received your cable of the 19th February asking whether you might send Scotch hay, and replied in the negative as we were ordering supplies from New Zealand. Inclosed please find particulars of orders given by ourselves and Messrs Bonner and Featon, and we shall be glad if you will meet the accounts when presented. I may show details of how the full payment is arrived at, for our accounts.

15. Inclosed are Captain Roberts's suggestions as regards making safe the "geria". It is felt that if we just confine ourselves to driving in concrete piles, this will not prevent the woodwork of the bulk from collapsing and therefore some kind of surrounding cradle is necessary. Something of the kind will have to be done eventually in any case, and we might just as well animals were taken at that time, earlier in the year, the average

No. 651, Per "Magellan" 6/3/26. 7.

make a good job of it now. The Board will realize that the collapse of this bulk would really be an appalling disaster as it is our largest warehouse and the wharf from which all outward shipments coastwise are made. I think the matter had better be referred to engineers at home to find out whether such a scheme is practicable, but it should be pointed out to them that we want nothing elaborate whatever. Our only object is to make the bulk safe and provide a small way on the outside. Before you actually order any material, shall have to obtain permission from the Government to build out into the harbour.

16. I regret that I am not able to give you very much information in reply to your cable regarding the rendering down of seals. As the Board are probably aware the seal, or hair oil, has been collected for many years, and still is, and it is only during the last two years that the Government have conducted experiments with a view to ascertaining the commercial value of this oil. Therefore the only information obtainable is that which I have obtained from the Government, and as you will see does not take us very far.

Enclosed is the F.I. Gazette of 1st January, 1924 in which are given the results of examination of two samples from the colony by the Material Institute. The only information of use to us in the Report is that one of the firms consulted by the Institute stated that they were prepared to purchase a trial shipment of 100 or 200 barrels at about £30 per ton, barrels included, ex u.s., Liverpool, provided that the shipment proved to be of equal quality to the samples. They also state that the oils were of suitable quality for the United Kingdom market and that consignments would be readily saleable.

The Government inform me that the seals from which these samples were produced were taken in October and that they were males under 1 year old. The average production of oil was 1.83 gallons per seal. Seals are, however, at their fattest during the rutting season, and the opinion was expressed that if the animals were taken at that time, earlier in the year, the average

No. 651, per "Magellan", 6/3/26. 8.

Production would be greater. This has proved the case, as from the seals taken between the middle of June and the end of August the average production was 2.5 gallons per seal. There is a trial shipment of 1,2 barrels being sent to the Imperial Institute by the Magellan now in port. Endeavours have also been made to find a market in England and the U.S. for the skins of the sea lion, but so far without success.

Permit has, during the last two years, been given to farmers to slaughter sea lions in places where their presence is known to be detrimental to farm land, especially Russo islands and points.

Of course, I do not know how it is suggested to take and render down seal, but in the first instance I do not think the Government would readily grant us a licence to do this, and that is, of course, the main obstacle. Should they do so, however, there appear to be three ways of proceeding -

- (1) The "Falkland" to be used as floating factory with digestors on board capable of being supplied with sufficient pressure off the main boilers.
- (2) The "Falkland" to be used for transport of carcasses to Goose Green for trying out.
- (3) The "Gwendolin" or other craft to take carcasses to Goose Green.

The "Falkland" could probably be so employed in July and August which is apparently the best time as regards average production; this is, of course, our winter, and we might find difficulty in obtaining crews to do this work at that time of the year, in any case they would certainly require greater remuneration than ordinary seamen's wages. Using the "Falkland" as a factory would make her extremely smelly, and I can hardly think you intend to use her for this purpose.

If other craft are used the following details may be useful on which to base an opinion as to whether it would be a paying proposition -

No. 651, per "Magellan" 6/3/26. S.

About 100 to 110 seals produce 1 ton of oil, therefore a very considerable number would have to be killed each year - 10,000 to 11,000 at least to make 100 tons for which, if the price of £ 30 is maintained, would bring us in £ 3,000. From this would have to be deducted all charges in connection with the taking of seals and the production of oil, barrels etc, freight to Stanley and £ 5 per ton freight from Stanley to Liverpool. The slaughter of such a large number of animals per annum could not continue for very long.

I shall be able to give you more particulars when I receive your despatch; as it is, I am inclined to think that there is money in it for a few hard working men in a small boat, but there would be little in it on a really large scale as the numbers would rapidly be enormously decreased.

17. Mr Peters's report on the progress of the erection of the Goose Green Woolshed is enclosed. The whole of the framework is up and putting on the roof will be proceeded with as soon as weather permits. The hole for the press has been finished and some difficulty must have been experienced here as it will be seen it is in solid rock 18 feet deep, and pumping was necessary owing to a spring being encountered. Mr Peters, who has had several years' experience of ironwork erection, pays great tribute to the suppliers of the shed as every part was correctly drilled and cut, and he did not have to make a single alteration.

Enc.

Photographs are enclosed.

18. Norman McLeod, shepherd, retires from the Company after nearly 40 years' actual service. Mr Slaughter speaks well of him, and I would add that he has acted as mail man for many years with every satisfaction. Record of Service is enclosed for purpose of pension.

19. I beg to advise the Board that I have agreed to sell a further small plot of land ( $\frac{1}{2}$ -acre) to Laurence Sedgwick on the same terms as to J. Walsh, T. Bettieff and Peter McPherson. This land has been paid for and is referred to in Remarks on Accounts.

No. 651, per "Magellan", 6th March, 1926.  
No. 651, per "Magellan" 6/3/26. 10.

19. The "Magellan" arrived on the evening of the 4th instant and will probably leave on the evening of the 7th. It looks as if she will take all produce in Stanley, but may not be able to after all owing to broken storage.

Remarks on stores.

Produce - supplementary Statement of 1925 shipments.

Falkland - easily given, Sir,

Wendover.

Node Bridge - final account obedient servant,

ORIGINS: 1. Despatch No. 651.

2. Cash Book, January. Manager.

3. Statement on accounts.

4. Remarks on Accounts.

5. Store Indent No. 625.

6. Remarks on Stores.

7. Camp Manager's Report 2nd March, 1926.

8. Camp Manager's General Report, 3rd March, 1926.

9. Trading Order Report 28/2/26.

10. Northman " " 20/3/26.

11. Walker Creek " " February, 1926.

12. Fitzroy " " 6/3/26.

13. Shearing, 1925/6 - 1st Returns, 10/3/26, Walker Creek, North Arm, Fitzroy.

14. Shearing, Final Return, North Arm and Island.

15. Final Cash Banking Returns, Janin, North Arm, Walker Creek.

16. Mr Peters' Report, Goose Green Post Office, 16/2/26.

17. "Falkland" Manifests, No. 5 & 7.

18. Record of Service, Workers released.

19. Sketch of Starting Lamp Oil container.

20. Coal account, 1st March, 1926.

21. Costing Resources, January, 1926.

22. P.S.N.C. account, 27/2/26.

23. V.I. Shipping Report.

24. West Store Cash Voucher, January & February.

25. Captain Roberts' suggestions re "Ageri".

26. Memo for Managing Director re "Magellan".

No. 651, per "Magellan", 6th March, 1926.

27. Report on Marine Superintendent & Voucher.

28. F.I. Gazette - Air Mail - - - - -

DUPLICATES. (Originals per "Groves" 2/2/26).

30. Despatch No. 649.  
Statement on accounts. Secretary (2) re shipment from New Zealand.  
Remarks on accounts.  
Store Indent No. 624. re cattle Memorial.  
Remarks on stores.  
"produce - supplementary statement of 1925 shipments.  
"Falkland" - daily running cost.  
"Gwendolin" - Final account.

ORIGINALES. (One copy each side.)

1. Despatch No. 651.
2. Cash Book, January.
3. Statement on accounts.
4. Remarks on accounts.
5. Store Indent No. 625.
6. Remarks on Stores.
7. Camp Manager's Report 2nd March, 1926.
8. Camp Manager's General Report, 3rd March, 1926.
9. Darwin Camp Report 28/2/26.
10. North Arm " 20/2/26.
11. Walker Creek " February, 1926.
12. Fitzroy " 5/3/26.
13. Shearing, 1926/6 - 1st Returns, Darwin, Walker Creek,  
North Arm, Fitzroy.
14. Shearing, Final Return, North Arm and General.
15. Final Lamb Marking Returns, Darwin, North Arm, Walker Creek.
16. Mr Peters's Report, Goose Green Woolshed, 16/2/26.
17. "Falkland" Manifests, Nos. 5, 6, 7.
18. Record of Service, Norman McLeod.
19. Sketch of Starting Camp Oil Container.
20. Coal account, 1st March, 1926.
21. Coasting Insurances, January, 1926.
22. P.S.N.C. account, 27/2/26.
23. F.I. Shipping Report.
24. West Store Cash Voucher, January & February.
25. Captain Roberts's suggestions re "Tigeria".
26. Memo for Managing Director re "Gwendolin".

- No 651, per Gazette 9/3/26  
 27. Report on Marine Superintendent's House.  
 28. F.L.Gazette re Hair Seals.  
 29. F.L.Gazette, 1/3/26.  
 30. Copies of correspondence -  
Originals With Col. Secretary (2) re shipment from New Zealand.  
 re Battle Memorial.

1. Journal - January.

2. Specie inflations.

Mark.	Wool.	Skins.	Tallow.	Rides.
D H	216			
W C	140			
N A	672	48		
S	265			
S I	29			
A F C	43	7		
C	72			20
D & S	99	5		
J R D	40			
J B	163			30
AP	185	19		
J E D	84	5		11

No 651. per "Magellan". 9.3.26.

S U P P L E M E N T A R Y E N C L O S U R E S .

Originals.

1. Journal - January.
2. Statement on accounts - supplementary.
3. Stores Indent. 625. do
4. Floating Insurances - January.
5. Lamb Marking & Final Return - Pitcairn.

No. 653 - 16th Oct., 1926.

not know that we would be in time when we called for a steamer.

6. 16th Oct. We are aware the construction of the "Magellan" has resulted in an entire change in port, 16th Oct., 1926.

"TARANTING service to this port, both homeward and outward. The

652. regards passenger services letters are not so bad as long as we get a mail boat service homeward in April and back in October. Sir, carriage of farm produce to England in the first half of the I have to confirm my 651 which was mailed direct by the "Magellan" on the 1st ulto. Our 1264 received by the "Crete" on the 23rd ulto is now under acknowledgement.

17. 1264 - 2nd We are looking forward anxiously to the arrival of the new boiler for the "Crete" who are very glad to hear that a more powerful one than the original is being supplied.

Imagine during the last year or two the after gear of the Stanley motor boat has not given satisfaction and has received a good deal of attention. This boat has been in constant, practically everyday, employment for over 10 years and has done wonderful work and it may be found necessary to spend some money on new machinery for her in the near future. When this boat is in good running order she saves a great deal of expense as regards the running expenses of the steamer of her.

18. 1264 - 3. Dr V. Allnigg has been informed that no pension will be granted to him until the morning of the 6th.

19. 1264 - 4. A notice asking for tenders for the "Lyra"

has been exhibited for some time - so far without result.

20. 1264 - 5. The "Losaide" arrived here earlier than was originally expected. She sailed from here fully loaded

taking within 20 bales of the timber we had asked space for

long & a matter of fact we had another full load of the "Timber"

which came in whilst the "Losaide" was in port, but we could

not get room for several days before the vessel came in was

The Managing Director,

disembarking from the "Great Britain" into lighters instead of

being employed on our own vessels, such as sorting cargo, turning

bulks, running cargo up to the store etc. etc.

No. 652 or Tain - 16th XII, 1926

binding services here will too deep at most in the unloading  
not know that she would be in time when we cables for space  
from everybody.

6. As the Board are aware the construction of the Panama  
Canal has resulted in an entire change as regards the P.S.  
shipping service to this port, both homeward and outward. As  
regards passenger service matters are not so bad as long as we  
get a mail boat service homewards in April and back in October.  
The carriage of farm produce to England in the first half of  
the year has also been satisfactory from our point of view, but  
I must point out that this year conditions have changed again.  
The two homeward cargo boats which have called here this year,  
the "Osuna" and the "Magellan", were both too deep in the  
water to go alongside the "Great Britain" and everything there  
fore has had to be lightered off. What this entails can be  
imagined from the following figures of movements to date:

1000 bales of wool	1000 skins	1000 bales	1000 sides	1000 barrels
5863	554	58	524	510

roughly 1287 tons weight. The case of the "Osuna" was not  
so very serious but when it comes to the "Magellan" which could  
not even remain in the inner harbour owing to her draught, it  
is entirely different.

After various alterations as to the date of her  
arrival here she came in on the evening of the 4th March and  
was anchored inside the Narrows until the morning of the 6th  
when she proceeded to deeper water in Port William. We had  
been previously advised that she would have to be despatched  
from here by the 8th March and everything would have to be  
lightered off. This not only means filling all available  
lighters with produce, but towing several backwards and  
forwards between the "Great Britain" and Port William, with  
the consequent expenditure on coal, and also that our own  
permanent men for several days before the vessel came in were  
discharging from the "Great Britain" into lighters instead of  
being employed on our own works, such as sorting cargo, tarring  
hulks, running cargo up to the Store etc. etc.

No. 652 per Tairea 16/4/26. 3.

Sending vessels here with too deep draught is quite uneconomical from everybody's point of view - except the labourers. The P.S.N.C. have laid, owing to the necessity for working overtime and double time, £ 3/- for casual labour alone on the "Magellan". We, on our part, pay 1/- per hour for whatever time our own men work, and the P.S.N.C. pay the difference between ordinary time and over- or double time. Thus, if our men work from 6 a.m. to 3 a.m. next morning, we pay 1/- per hour right through, and the P.S.N.C. pay 6d per hour from 6.30 a.m. to midnight and 1/- per hour from midnight & a.m. The same applies to double time on Sundays - we pay 1/- and the P.S.N.C. pay 1/- per hour. On the "Magellan" they paid to our men £ 26.19 3d. Now comes the question of lightering from the "Great Britain" amounting to £ 136. . . . which includes meals in Fort William with which I have charged them in account, as I do not see how we should be called upon suddenly to pay this. I enclose a copy of the account which gives full particulars. You will see that we had to pay £ 45 for casual labour, and for four days fed the labourers in Fort William in order to ensure getting her home for the May sales. The total bills for labourage and meals amount to £ 457. 6d., which works out at approximately 10/2 per ton weight.

I think the latter should be gone into with the P.S.N.C. What they are evidently doing is taking a lot of very heavy cargo in the bottom and then filling up with light cargo such as wool. This is all right from their point of view but they cannot go alongside our bulk as a consequence in addition the "Magellan" so I understand from the Captain had 1300 tons of coal on board in order to obviate her having to go into Montevideo and to enable her to go as far as St. Vincent before bunkering. This also makes her deeper in the water. ours being the last port of call for cargo on the homeward voyage puts us in a very awkward position. If they

No. 653 per Tairo. 16/4/26.

object to the Labourage bills they should be made to realize that the numbers of labourers are limited - in fact there is no surplus when we are called upon to do all this work, and that unlike other ports we are not able to provide fresh gangs when men get tired, as they naturally do after handling wool from 6 a.m. until midnight and past. If they cannot, through their own fault, work under conditions ruling in the port which by now are, or should be, known to them, they must pay the bill to 7.00. The worst of luck seems to pursue everything to do with shipping in the colony, and the condemnation of the Falkland's boiler leaves us at the moment with nothing except small cutter boats carrying from 5 to 20 tons. The following facts will show how everything has gone wrong.

In consequence of the disaster of the vessel will not be repaired to end in until the end of April.

- (2) "Leipton practically useless" called you in regard the
- condemned Government launch "Engulf" - boiler condemned
- arrived 2nd April - afterglow - both hull and boiler leaking - able
- also one to run at present. They both agree that no replacement
- for 15 ft. of Falkland's - boiler condemned - owing of a very
- nature on the disastrous position we are faced with at the
- moment as regards local communications is that
- a. we still have to bring in over 3000 bales of wool and
- b. coal. We still have to bring in over 3000 bales of wool and
- c. other produce. There are also other defects.
- (2) Clients will need essential stores in a month's time
- to begin. Some are already out of flour, paraffin etc.
- (3) about 80 tons of coal has had to be taken to Goose Green
- which was done by small cutters for bolting down. Boiler here.
- (4) arrangements were made for taking the New Zealand
- years old sheep direct from the Tairoa for shipment to various
- ports around the islands. To examine the donkey
- (5) The Falkland was then going to proceed to the Sound to
- bring our sheep from the islands. On the 1st April
- the passengers for the Ortega homeward have had to be

No. 662 per "Tairo" - 16/4/26. 5.

brought in by the "ustral" and "tergion". It had also been arranged to bring in and return farmers for the sheepbreeders' association meeting - the "ustral" will now do this.

7 Our new fencing to be loaded in Berkeley sound and Port Louis, and shipment of sago and stonel houses going on in.

I had arranged for the "Teurus", the Norwegian subsidized vessel which keeps up communication with the Dependencies to take the New Zealand sheep straight from the "Tairo" and land them at various stations. She was to be back here in time to do this but on arriving at South Georgia it was found that her furnace crowns were badly damaged and that she cannot possibly arrive here before the 15th instant - some days after the "Tairo" is due here. This means putting all the sheep 368 ashore and re-shipping them.

On the 18th instant March I cabled you as regards the condemnation of the boiler and also asked you to convey the Surveyor's message to Lloyds. His reports are enclosed, and also one from Mr Evers. They both agree that no permanent repair could be done here but that something of a temporary nature could be done to enable the vessel to go to some South American port. It will be seen from the reports that there is a crack 3 feet long the whole width of the back plate of the centre combustion chamber. There are also other defects.

Neither Mr Evers nor Mr Taseley recommend that she should go to South America for repairs, as with all the expenses connected with the voyage there and back the cost would be enormous and would amount to far more than putting in a new boiler here. In any case they do not think it worth repairing as it is now 20 years old.

When the Surveyor was able to examine the donkey boiler he found this also in a very bad condition and not warranting repairs. I cabled you this information on the 1st April. Forward we have noticed a good many small errors in their accounts with us, and by last mail we received a complaint from Messrs

No. 652, per "Tairoa", 16/4/26. 76.

There is one other point which it is as well to mention, namely that coasting in the colony is very different from that in home waters. If she were permitted under special circumstances to coast around England she would always be on the track of other vessels, but around here, if the boiler went wrong again, she would simply drift away and not be heard of again, especially as she has no wireless. We should therefore have great difficulty in obtaining a volunteer crew for either coasting or going to South America.

Note to be able to arrange for the whaling factory Southern Queen to lift out the old boilers at the end of this month.

Some smaller firms you could give more individual attention

8. We have recently been experiencing great difficulty in getting our wood orders from Mr Hobbs. Our first unfulfilled order dates back to 2nd September last year, as will be seen from the enclosed list, in spite of the fact that two P.S.N.C. vessels have called here. I have written both to the P.S.N.C. at Santa Fe and to Mr Hobbs & also cabled twice to the latter impressing upon them the urgency of forwarding these supplies. Mr Hobbs's office writes in reply "I should like to

point out that although when these boats i.e. P.S.N.C. vessels are running it is as well to take advantage of them, the useful work of the schooners should not be overlooked, and a low freight will not help them at all". I have pointed out that we want our wood to be brought by the P.S.N.C. which they do at £2. per ton instead of £3 by the schooners - "Celia", Ramsing & Co., and Norven, of Hamilton, on which we have made

I have recently heard on good authority that Mr Hobbs is going, or has already gone, to take over the management of the Cante Grande Company at Santiago, and if this is so I fear that we shall not get the same attention to our business as heretofore. In addition to our large orders for wood not coming forward we have noticed a good many small errors in their accounts with us, and by last mail we received a complaint from Messrs

No. 652 per "Tairoa" - 16/4/26. 8.  
 No. 652 per "Tairoa" - 16/4/26. 7.  
 Raun & Lanchard sent accounts in connection with the Falkland's visit to Ushuaia in 1924, amounting to £ 43 - had not been paid by Hobbs. We are going into this matter as Hobbs has already charged us with nearly all this amount and we cannot therefore understand why these bills have not been met. Some of the wood which arrived by the Magellan has dry rot in it and I have also recently seen some very bad work which he has supplied to the Government.

Unless things improve I think it would be advisable to change our agents at Ushuaia. Raun & Lanchard are now P.S.N.C. agents there, but it would probably be better to have some smaller firm who would give more individual attention to our requirements. In this connection you will see from enclosed copy of the L. Gazette that a Mr Messer, an accountant and auditor who has had many years of business experience in South America, has been appointed a member of a special commission to enquire into a deficiency in cash in the Colonial Treasury. I am asking him to call upon you when in London and he may be able to advise you as regards a different agent if you think it necessary.

9. When the Falkland was run by the Falkland Islands Transort Company, we issued a receipt or form of contract of carriage to small outside shippers in Stanley and we have continued doing this, using the same form. I enclose a copy which we have had revised in red. Would you kindly examine this document and send us out same if you agree with its conditions and the alterations which we have made.

10. I replied to your cabled enquiry about rock drills as follows: "1000 post holes in rock needed, cost 4/- each, drill most useful all carrying".

11. When Mr Peters was in Stanley examining the Falkland's boiler I went into this question with him and Mr Slaughter.

There are quite 1000 holes needed for fencing post holes and they agreed it would be most useful. It will also be a great

No. 662 per "Tairon" - 16/4/26. 8.

soon at Findlay Creek where a good deal of excavation will have to be done. If you are sending out the iron posts they would do splendidly and make a better and less expensive job. The actual pens around the shed will, we suppose, have to be of the usual type, built of wooden posts, scantlings and boards.

I also advised you at the same time that we could do with 700 tons of coal if you are sending boiler.

11. Captain Roberts has examined the sails sent out for the "wendolin". They have not yet been bent and set, and a further report on this will be sent later. He considers that the materials are good and the workmanship also good with the exception of the putting in of the reef points. These have simply been stitched to a hole made in the canvas at the seams. This may be in accordance with small boat or barge practices, but is certainly not strong enough for out here. In the first place a strip of canvas known as a reef band should have been stitched right across the sail, and after piercing the holes proper eyelets should have been stitched around grommets over the holes. This we shall have to do here before using the sails as unless it is done we should probably tear the sails badly the first time they were reefed.

Riggs's estimate of two months in which to complete the repairs to the "wendolin" was preposterous. We have already had falls of snow and it is impossible to caulk decks in the weather we have been having. The main delay has however, been due to the strengthening work which has had to be done on the counter.

12. The "Falkland's" crew has of course been paid off, but I am still employing the men on painting the "Lady Elizabeth" inside and out, and also on painting the Admiralty oil barge, and other outside work which needs attention.

13. The "Tairon" is arriving before noon on the 15th and

No. 652 per "Tairoa" 16/4/26. 211 9.

should leave for Montevideo the same day. The sheep will therefore have to be landed in Stanley and we shall have to make what arrangements we can to get them away.

Wrote to Capt. Wm. H. Smith,  
Remarks on Cross  
Charting Instruments Jan 1 am, Sir,  
Captain Roberts's suggestion  
to work up marine surveying  
institute equipment - ~~and~~ and  
Journal, January.  
Charting

1. Despatch No. 653. Manager.

2. Despatch Book February & March.

3. Journals - February & March.

4. Statement on accounts with Mr. G. C. Smith, 2nd Feb.

5. Statements on accounts from various firms, 2nd Feb.

6. Stores Incast No. 626 of 2nd Feb. with arrival dates, 2nd Feb.

7. Instructions on stores. According to which time must be given before ship leaves - 2nd Feb.

8. Return of Stanley establishment - 2nd Feb.

9. "Falkland" freight - 2nd Feb.

10. "Falkland" manifest - 2nd Feb.

11. "Falkland" manifest - 2nd Feb.

12. "Falkland" boiler report - 2nd Feb.

13. "Falkland" - Colon Rudderless -

14. "Falkland" - Form of contract for large shipments.

15. Memo for managing director re damage cargo at Moreton - 2nd Feb.

16. Stanley ledger balances, 31st March, and 2nd April.

17. 2nd Feb. Account 19/3/26/26, re the company bill no. 16.

18. "Falkland" and Agnew's abstract to 31/3/26.

19. P. J. Ansett, March 1st & 2nd and 3rd April. Total amount £1,000.

20. Shipping Report, 2nd Feb. giving details of sailing and return dates of corresponding vessels from the Falklands to Argentina.

With 2nd Feb. to supplies of timber.

With 2nd Feb. to "Gouda" shipment.

With 2nd Feb. to "Magellan" labourage.

#### **Constitution**

No. 652 per "Talron" - 16th April, 1926.

E N C L O S U R E S

DUPPLICATES. (Originals per "Magellan" 9/3/26)

Despatch No. 650 (Accounts)

651

Statement on Accounts.

Remarks on Accounts.

Store Indent No. 625.

Remarks on Stores.

Coasting Insurances Jan & Feb.

Captain Roberts's suggestions re "Tigeria".

Report on Marine Superintendent's House.

Duplicate shipment - "Magellan".

Journal, January.

Banking

15th April, 1926

ORIGINALS.

To Managing Director,

1. Despatch No. 652.

2. Cash Book February & March.

3. Journal - February & March.

4. Statement on Accounts - arrived from Adm. Board today and

5. Remarks on Accounts morning for Duplicate

6. Store Indent No. 626 is now all arrived safely and from

7. Remarks on Stores - item in the crates may occur to be good

8. West Store Cash Voucher - March 19th will have no chance of

9. Return of Stanley Establishment - Three quarter left. May

10. Falkland freights changed to In Current per adcock. The

11. Falkland Manifest No. 8. voyage

12. Falkland boiler report and factors.

13. S. Corridales - "John Robinsseley".

14. S. - form of contract for cargo shipments.

15. Memo for Managing Director re damaged cargo ex "Toreto" land

16. Stanley ledger balances, 31st March, and not corrigendes.

17. P.S.N.C. account 19.3/26 dated, so the Governor tells me, by

18. Falkland Engineer's abstract to 31/3/26.

19. P.I. Gazettes, March 1st & 9th and last will their entries

20. P.I. Shipping Report until the wishes of their owners are

copies of correspondence now in Stanley consider it extremely

with E.P. Hobbs re supplies of timber.

with P.S.N.C. re "Losada" shipment.

with "Magellan" labourage.

S p e c i f i c a t i o n s .

Triangle	Wool	51.	Skins	-
----------	------	-----	-------	---

F.B.

" 45

" 1.

W.P.

" 4.

" 170

J.L.W.

inadvisable to turn them out on any point in the Devil's weather. It is not yet known when or how we may be able to get them out of Stanley in Jameson's boat, which is the Ultimus when you get arrived.

15th April, 1926.

S. I enclose Mr. Storn's notes of the new "Overland" Wool shed, and a copy of his letter to me dated 1st April, from which you will see excellent progress has been made.

Yours very truly yours faithfully,

Dear Sir,

The s.s. "Tairoa" arrived from New Zealand today and will leave early tomorrow morning for Montevideo.

S. The Company's sheep all arrived safely and from what can be seen of them in the crates they appear to be good sheep in good condition. Mr. Slaughter will have no chance of really examining them until after this mill has left. They will be landed and attended to in Harmont New Faddock. The following rams died on the voyage -

3 Romney Marsh - Jason Hansen.

2 Corriedales - John Hamilton.

6 Corriedales - Bertrand & Felton.

Some mistake has evidently been made in New Zealand as Bertrand & Felton ordered Merinos and not Corriedales; this matter will be adjusted, so the Governor tells me, by the Government here.

All clients' sheep will be kept in their crates on the "Great Britain" until the wishes of their owners are known, as the farmers now in Stanley consider it extremely

No. 652 per "Circular - 15th April, 1886.

2.

Inadvisable to turn them out on Navy Point in the prevailing weather. It is not yet known when or how we shall be able to get them out of Stanley as Benendez' boat "ustras" and the "Fleurus" have not yet arrived.

3. Store indent no. 627.

4. I enclose Mr Peters's photos of the new Goose Green Wool shed, and a copy of his letter to me dated 12th April, from which you will see excellent progress has been made.

5. Farm Establishment - January to March 1886.

7. Mr Peters's very ours faithfully, Green shed.

Manager.

No. 652 per "TAIRON" - SUPPLEMENTARY - 15th April, 1926.

E N C L O S U R E S.

1. Letter to Managing Director.
2. Statement on accounts.
3. Store Indent No. 627.
4. Camp Manager's Report, 13th April, 1926.
5. Coal account - 15th April, 1926.
6. Farm Establishment - January to March 1926.
7. Mr Peters's Report & Notes - Goose Green Sked.

668

21st April, 1926.

**PRIVATE & CONFIDENTIAL**

The Managing Director,

Falkland Islands Company Limited, and my official letter addressed by me to Mr. STANLEY,

Dear Sir,

Mr. McDonald Wilson,

I have to inform you that I have had to dismiss Mr. Wilson from the Company's service as he will be succeeded by Mr. R. E. "Orton" of whom I have been told that his services will go out in October next, or

earlier. During the time of his employment here I have endeavoured to get the best possible service that he might be more pleased to remain under the Colony, but, he is actually engaged for another vessel, Frank E creating a space in the present on 25th April 2nd year last. He has been paid in full for services already given. Unfortunately we have had to re-engage him according to local law. He has offered no excuse for his behaviour except that the climate does not agree with him and that he has not received hospitable treatment from others of his class in the Colony - this latter can only serve to take to task. He would certainly never have been of any use to us out here and his entry into the Colony would make his character immediately bad good, but the climate does not affect him and that he has just received hospitable treatment

from others of his class in the Colony - this latter can only serve to take to task. He would certainly never have been of any use to us out here and his entry into the Colony would make his character immediately bad good, but the climate does not affect him and that he has just received hospitable treatment

Yours faithfully,

McDonald Wilson,  
Managing Director  
Falkland Islands Company Limited

The following is a complete list of names that died during the voyage

The Managing Director,

London.

rege.

663

24th April, 1926.

Sir,

I beg to confirm my No. 662 and my official letter mailed by the "Airo" on the 1st instant. I have nothing to acknowledge.

2. Mr Slaughter has now examined our sheep from New Zealand and reports that they are a very satisfactory lot and in good condition. They have been landed in Stanley, have been thoroughly cared for and will go out to Port Stanley on the S.S. "Scutus" tomorrow. I have arranged with the Government for this vessel to deliver all sheep at their destinations so there will be no case of anybody having to drive, as was originally thought would be necessary. Clients' sheep were, on the advice of Farmers and the Stock Inspector, housed in their crates on the deck of the "Great Britain" and have had every attention. Freight at an even rate of 16/- per head has been arranged and Farmers appear to be quite satisfied with this arrangement.

I have only a certain amount of hearsay evidence to go on, but I gather that taking the shipment as a whole it cannot be considered entirely satisfactory. Rams for Darwin, Camerons and Hill Cove are considered good, but the remainder, especially all ewes, are not considered as anything special and rather inferior to sheep bred in the Colony. If it is new blood, however.

I enclose a list of sheep that died during the voyage.

The Managing Director,

LONDON.

No. 653, per Ortega - 24/4/26.

2.

and also of what were actually landed. There was a good deal of blindness aboard especially amongst the oxen, and this was considered by a New Zealand farmer aboard to be due to two kinds of grasses which were shipped as fodder. His master is being gone into by the Government, as farmers here think it may have been the ordinary *Ostaria* which is prevalent in this colony.

I enclose a copy of letter received from Messrs. Agents of Wellington in reply to my enquiry as to the prices of various commodities which is of interest.

3. In a letter to you dated 21st I have given my reasons for the dismissal of Mr. John Wilson, Assistant Store-keeper. We are trying to get him away by this opportunity. He is quite useless to us and his recent conduct made his instant dismissal imperative.

4. I received your cable of the 20th instant asking for the best terms we could obtain for the carriage of produce into Stanley by coast schooners. Unfortunately, even at this date they have not arrived, but are probably on their way over.

We shall, of course, certainly not pay more than for the "Takland" would get, less hulk hire, and I cabled you to this effect. The position is that all farmers are naturally singing out for their essential stores and cargo and wish to make certain of getting their wool in in time to arrive in England for September sales, and they will all very much resent it if we do not do all we can to assist them. We are rather at a disadvantage as we could not see the reason for your cable unless you feared that we should have to pay a heavy rate of freight, which we naturally would not do unless we consulted each client first. If these vessels receive no inward freight they will certainly require a heavier one for outgoing cargo. Even if the "Takland" had been ready for sea we could not have coped with all the work before us as she could be employed for two months on company's work alone.

5. Sir James' will be arriving on the "Ortega" as it is necessary for him to proceed home on urgent affairs. He is really due for leave and I did not consider it was so urgent, but it was necessary to shorten the said a month.

No. 663, per steamer 24 & 25, 26 - 8.

404

5. The "Falkland's" smoke box was lifted out with the funnel on the day your cable arrived, and it was evident that a new smoke box would be necessary. McIcoll will be able to fix up the funnel to last several more years. I think I shall be able to obtain samples of the scale in the vicinity of the fracture, but the majority of it was thrown away after the boiler was cleaned and previous to the Surveyor's inspection.

6. There will be a meeting of the Sheepbreeder's Association tomorrow morning at which I shall put forward the views of the Board on the lines suggested in your 1263/9. It is, I think, highly improbable that we shall ever have a really representative vote and therefore I do not intend to bind the company to any policy at tomorrow's meeting. The Governor has been asked to attend tomorrow, but it is likely that there will be other meetings extending over next week at which I cannot possibly be present owing to pressure of work. The same applies to Mr Slaughter, who is in the middle of killing and other work.

7. I have managed to engage two local cutters to run coal to Goose Green and killing is in full swing and will now continue without interruption. In order to effect this I have had to employ uninsured boats but the risk run on the possible loss of the value of the coal had to be taken, as sheep could no longer have been kept in hand and they would have had to be slaughtered. The Stock Inspector has not yet been able to visit Speedwell where we want him to give us a clean Bill of Health before removing stock from there. Our great difficulty is to get a craft to shift them.

I am, Sir,

your obedient servant,

W. H. M. G.

8. Mr Alex. Fair will be travelling on the "Uruguay" as it is necessary for him to proceed home on urgent affairs. He is really due for leave and did not consider, as it was so urgent, that it was necessary to obtain the Board's sanction. His Doctor Fair also travels by this opportunity.

ENCLOSURES.

DUPLICATES (Originals per "Tairoa" 16th April 1926.)

Letter to Managing Director  
Statement on accounts.  
Store Indent 627.  
Coal account.

SUPPLEMENTARY

Despatch 652.  
Journals February & March.  
Statement on accounts.  
Remarks on accounts.  
Store Indent 627.  
Remarks on stores.  
Memo re "Is ex Loreto".  
Stanley Ledger balances 3/3/26.

ORIGINAIS.

1. Despatch No. E.I.D. 653.
2. Statement on accounts.
3. Remarks on accounts.
4. Store Indent No. 628.
5. Remarks on Stores.
6. Establishment & Wages - Fitzroy - March quarter.
7. Extract of official log "Tairoa".
8. Statement of New Zealand landed.
9. F.S.N.C. account 16th April.
10. Copy of letter from Jelgaty & Co., re supplies.

Specimen of scale from Falkland's boiler.

Table for specifying standards of insulation.

Mark. Wool. Skins. Rides. Lin. flax. Lin. cotton.

S. I. 58. work can quite well be carried out by hand.

W.G. with the assistance of the schoolmaster. Household.

D.E. At the first meeting of 93. P.L. sheep shearing Association.

Meeting was held on the 23rd April, the following being present:-

Hon. G.J. Polson. Hon. G. Bonner. Hon H.H. Gresham.

Mr R. Blake. Mr G.O. Pole. Mr J. Wilson. Mr J. McHugh.

Mr W.H. Jackson. Mr A. Greenfield. Mr C. Andrews. Mr C. T. Moore.

Mr J. W. Young. Mr J. Robertson. Mr B. McHenry.

Mr H. J. Harding. Mr F.O. Langton. Mr J. G. Gresham.

The Managing Director.

London.

No. 654 Date "Salisbury" Friday, 19th.

His Excellency the Governor and Colonial Secretary, were present by invitation.

Mr R. Blake who was elected to the chair, opened the

"SOLSTRIFF" via Montevideo.

654.

M.Y.  
7th April, 1896.

Association should confine itself to the discussion of trading  
matter in general, and in particular the importation and exportation  
of stock.

In this view he was supported by Messrs. Bonner,  
Felton I beg to confirm my No. 653 mailed by the "Ortega" on  
the 23rd April.

No. 2. The Research vessel "Discovery" arrived on the 21st  
ultime and will remain here until the 16th instant. We are  
restoring 150 tons of coal for her, which was brought up from  
South Georgia by the "Flukrus". She is also purchasing stores,  
vegetables and water from us.

No. 3. The s.s. "Ortega" arrived late on the 21st April and  
was received the next morning. She was away by 10.30 a.m.,  
taking all the passengers we had from this port. These included  
Mr & Mrs Blake, Mrs Doctor Moir and Mr Alex Moir, wife and  
son. Mr Alex Moir, whose agreement is practically expired,  
informed me that he wished to proceed home on private affairs  
and under the circumstances I considered it unnecessary to  
apply for the usual sanction from the Board. His intention  
is to return to the colony as soon as his affairs are settled;  
meanwhile his work can quite well be carried out by his son  
Hamish, with the assistance of the schoolmaster Honeyman.

No. 4. The first meeting of the F.I. Sheepbreeders Association  
was held on the 23rd April, the following being present:-

Hon. G.J. Felton. Hon. G. Bonner. Hon H.H.R. Graham.

Mr R. Blake. Mr R.C. Pole Evans. Mr Andreas Pitiluga.

Mr W.H. Luxton. Mr R. Greenhields. Mr C. Anderson.

Mr J.W. Dean. Mr J. Robertson. Mr B. Stickney.

Mr H.D. Harding. Mr F.G. Langdon. The exception of Mr

Bernard Stickney who made a few interjections. The West farmers  
The Managing Director, stood automatically behind Mr Evans and made no comments  
or suggestions whatever.

LONDON.

No. 654 per "Solstrief" 7th May, 1926.

His Excellency the Governor and Colonel Beattie, Colonial Secretary, were present by invitation.

Mr R. Blake who was elected to the chair, opened the Meeting with a short address in which he suggested that the Association should confine itself to the discussion of FARMING matters in general, and in particular the importation and exportation of stock. In this view he was supported by Messrs Bonner, Felton and myself. The West Falkland Farmers and Mr Greenshield were however in favour of the bye-laws as laid down by Mr Moore being adopted in toto. They were accordingly taken section by section and passed, with one insignificant exception as regards borrowing power.

When the question of votes per number of sheep was put up for discussion I raised our objection and it was at once apparent that we were never intended to exercise more than 6 votes, His Excellency stating that "this matter had received full consideration", and the West Farmers, through their spokesman Mr Evans, referring to the question of their being "swamped" by the Company's votes. Seeing that this was the attitude I put forward what I think the Board will agree were two extremely moderate amendments, well knowing that they would not be adopted. The first was that a farm with over 100,000 sheep should have 8 votes, and this was passed owing to Mr Blake giving his casting vote in our favour. The second was that farms with over 200,000 sheep should have 10 votes, and this found no supporters except Mr Blake, Mr Felton and Mr Bonner. The whole attitude towards the Company being quite unreasonable I afterwards took little part in the proceedings.

The Meeting was a great disappointment and augers ill for there really ever being any considered discussion of farming matters. During the whole of the proceeding only Mr Bonner, Mr Felton and Mr Evans said a word, with the exception of Mr Beraard Stickney who made a few interjections. The West farmers simply voted automatically behind Mr Evans and made no comments or suggestions whatever.

No. 654 per "Solstref". 7th May, 1926. 3.

At the close of this meeting at midday I suggested an adjournment until Monday morning, but it was decided to carry on in the afternoon, when the Governor, the Colonial Secretary and myself could not be present owing to the "Ortega" arriving in the morning. At this meeting the following officers were elected:

**President,** Mr R. Greenfield,

**Mr Executive Council** Mr George Bonner } from the colony,

Mr G.J. Felton } for the East.

**Vice-President** Mr R.C. Pole Evans,

**Mr Executive Council** Mr S. Miller } with surplus

Mr W.H. Luxton } for the West.

Mr G.I. Turner was asked to act as Secretary for the coming year.

On the 26th an Executive Council Meeting was held and it was decided, against the wishes of Messrs. Bonner and Felton, that even though we are restricted to our 8 votes, our assessment as regards our financial contribution is to be calculated on the number of our sheep. This amount has been fixed for this year at 5/- per 1,000 sheep, so our position is that pending the Board's decision we have 8 votes and have to pay £ 54.10/- towards administration purposes. I naturally did not bind the Company to this, as it is quite unreasonable, and we might in the future still only have our 8 votes and have to pay £ 1. per 1,000 sheep (which was suggested originally by the West Falkland farmers at their preliminary Meeting on the West). There, I understand, many rather grandiose schemes were discussed but afterward turned down - such as running a steamer, lighters, buildings and the employment of a Secretary in Stanley at about £ 600 per annum. The question of a highly paid Secretary has not yet been quite abandoned by West farmers.

My opinion, which I submit to the Board for their consideration, is that we should have nothing to do with the Association and that those who continue to support the Company whole-heartedly as in the past, should, if found necessary in the future, receive preferential treatment. Mr Blake was

No. 654 per "Solstreib" 7th May, 1926,

present at the first day's meeting and will, I am sure, agree

that the account of the proceeding as given is correct. Kindly advise me of the Board's decision as regards being Members of the Association.

5. One of the activities of the Sheepbreeders' Association will be the arranging of sheep shipments from the Colony. Mr Evans is hand in glove with Messrs Menendez and would, I am sure, like to build up a trade with Punta Arenas. This year the "Austral" will be making four or five trips with surplus sheep from the West and Neugale Station. I should like to know as soon as possible whether the Board will boil down or sell next year as if the latter I should like to get into touch with probable purchasers as soon as possible.

Kindly also let me have a supply of printed forms of agreement for clients in connection with the bringing in of all produce by Company's vessels and shipping it home by the P.S.N.C.

When you advise us that you have arranged freight with the P.S.N.C. we always ask clients whether they will agree to ship through us; we rarely get any answer, however, and I think some form of signed agreement would be preferable. These, of course, would not be sent to farms whose owners had agreed in England and it will be necessary for you to let us have a list of these.

6. The "Kelp" is ready for the arrival of the new boiler and it is lucky that this is on the "Quales" as the old boiler is now condemned. A little over a week ago steam and water were leaking through the furnaces and McNeill reported that nothing could be done to effect repairs.

7. The "Falkland's" boiler was lifted out by the "Southern Queen" whaling factory without any hitch and she is now ready to receive the new one.

8. The schooners "Morven" and "Celia" have arrived from the Coast and will be employed by us for some time both as regard inward and outward freights. J. Davis will do the sheep shifting in the Sound in his cutter "Prefecto Garcia" at the

No. 654 por "Solstreef" 7th May, 1926. 5.  
usual price of 1/- per head.

~~DUPLICATES~~ 9. Killing at Goose Green was carried out expeditiously, Mr Slaughter managing to work a night shift. This has also resulted in an economy in coal. About 1600 sheep were purchased from Mr George Bonner at 8/6 per head, which should pay us very well.

10. I enclose Conveyance Form for the transfer of a one-half acre plot to the widow of Peter McPherson, late pensioner, which kindly execute and return.

11. You will observe from correspondence enclosed that the Local Government have asked us to deal with insurance claims for sheep which died whilst on board the s.s. "Tairua" and we therefore forward claim herewith which kindly deal with. It will be noticed that one of J. Hamilton's ewes (No. 314) was killed before shipment and that Messrs Dalgety have forwarded the claim to their London House. We shall be obliged if you will communicate with them and remit us the amount of the claim, viz., £ 25, with the other claims.

12. There is one other matter which we shall be obliged if you will approach Messrs Dalgety about, namely, that they have insured 50 ewes for Mr Jason Hansen at an insured value of £ 625, whereas there were only 32 shipped, the value being £ 400.

13. On the 29th April I cabled you to ask confirmation of the coal contract price to Christensen as it seemed extremely low to us and one which will bring in very little profit. We have not received the form of Contract and at the time of writing we have received no reply to our telegram.

I am, Sir,

Your obedient servant,

Manager.

No. 654 per "SOLSTICE" via Montevideo, 7th May, 1926/7  
DUPLICATES per "VALPARAISO" via South Georgia & W. Indies.  
DUPLICATES per "Ortega" 24/4/26)

411

B E N C H M A R K S .

Despatch No. 653.

Statement on Accounts.

Remarks on Accounts.

Store Indent No. 628.

Remarks on Stores.

Specifications. S.I. 58 wool, W.O. 9 wool, 2 skins, D.H. 93  
hides.

O R I G I N A L S .

1. Despatch No. 654.
2. Statement on Accounts.
3. Remarks on Accounts.
4. Store Indent No. 629.
5. Remarks on Stores.
6. West Store Cash Voucher - April.
7. Memo. for Managing Director re Ale ex "Loreto".
8. Conveyance - Mrs McPherson.
9. Copy of Account - s.s. "Tairoa".
10. F.I. Shipping Report.
11. Claim re New Zealand Sheep.
12. Copies of correspondence:-  
re New Zealand sheep and produce.
13. P.S.N.C. letter to P.S.N.C. ~~Kirkpatrick~~ re "Ortega".

S p e c i f i c a t i o n s .

Mark.	Wool.	Skins.
Heart.	207	12
T R	127	14

17<sup>th</sup> May 1926 412

ENCLOSURES per "FLEUR" - via South Georgia & Buenos Aires.

DUPLICATES. (Originals per "Solstreif" 7/5/26.)

Despatch No. 654.

Statement on Accounts.

Remarks on Accounts.

Store Indent No. 629.

Remarks on Stores.

Memo for Managing Director re Alo ex "Locator".

re Coalings Whatever.

ORIGINALS.

1. Memorandum re mail.
2. Memorandum re Mr Gresham's illness.
3. Statement on Accounts.
4. Remarks on Accounts.
5. Store Indent No. 620.
6. Remarks on Stores.
7. Camp Manager's Report, 6th May, 1926.
8. Shearing Return, Speedwell Island.
9. Lamb Marking Returns . . .
10. Lamb Marking - final return.
11. Return of establishment & Wages - Speedwell Island.
12. Medical Report - 26th April, 1926.
13. P.S.N.C.A/c - 11th May, 1926.
14. F.I.Gazettes - 1st & 8th May.

No. 653 per "Fusilier" 20 July 1966.

I trust you will have seen my despatch No. 653 - 2. We made good the arrival of the "Lobito" and the departure of the "Ducados" and the arrival of the "Fleurus" on the 18th July. I am sending you my despatch No. 654 which was written by the "Fleurus" on the 17th May. We have also had the arrival of the "Solstis" on the 18th May. We made good the arrival of the "Fleurus" on the 18th July. I am sending you my despatch No. 655.

Sir,

I confirm my No. 654 which was written by the "Fleurus" "Solstis" on the 17th May. I also have to advise you of the despatch of some duplicates and originals which were sent by the "Fleurus" via South America at Montevideo on the 17th May. No despatch was sent by the "Fleurus" on the 18th May. There was nothing to report and I was confined to bed by some kind of poisoner.

Your Nos 1965 and 1966 are now under acknowledgement. The former must have missed the "Lobito" as it arrived with the "Ducados" despatches on the 18th May.

2. 1965 - 2. We possess nothing in the way of a Land Register here and as far as I can tell there has never been anything of the kind at this end; the one you forwarded will be most useful to us. It has been carefully perused and the Government have furnished me with answers to your queries. I am requesting permission to obtain a tracing of the chart giving our holdings of suburban land, and will forward this if successful.

3. 1966 - 2. The pneumatic rock drill arrived in good condition but Mr Slaughter tells me that he has not had occasion to use it yet. It will undoubtedly be most useful for drilling holes around the shed and paddock after which I shall have it brought to Stanley as I observe that it can be put to many other uses, and is very useful.

The Managing Director, ~~and~~ condition.

LONDON, 1966 - 6. The reply to the "Gardener" is as follows:—  
The steady owing practically entirely to the general  
at working desks is not another without practice. The

No. 655 per "Londis" 9th July, 1926.

cases given the different applications, it would have paid for itself had it been here for the Baltic Bridge drillings.

4. 1926 - 3. We were glad to receive the Gwendoline's explanation of the apparently disproportionate amount of cases ordered by us to that we used them in the Baltic Bridge where you have supplied us with 4 and 9-cwt. sizes.

5. 1926 - 4. I have gone as carefully as possible into the question of damage to glass per "Londis", and my opinion is that the damage was done, not whilst it was lying on board the vessel, but whilst being loaded or discharged by the P.S.N.C. At this time the cases were lowered on to their sides into a lighter, lifted again into the schooner "Kang" where they were again placed on end and left round until they were discharged at Goose Green. Our suspicion is that this is due to the break in synchronicity to the ship allowing waves to hit the ship against the side of the ship. Very often when you get the flattest sign on the outside of a case that may damage has resulted. In support of this, I give the following record of ships:- Last post I received were sent out for the wireless station - there was no sign on the outside of any damage, but one vessel to was found to be shattered. By this will I am sending her claim for damage to 11 kgs. namely, I have examined all these cases myself and the custom certificates state "the exterior of the packer being intact and secure, the packing, to my opinion, being good". There was no sign whatever, nor even from the cases broken stated, that serious breakage had occurred. The cases had evidently been fully jarred along their full lengths whilst on board the P.S.N.C. vessel, most probably at the port of loading.

All the glass sent in replacement arrived at Goose Green in excellent condition.

6. 1926 - 6. The repairs to the "Gwendoline" have progressed extremely slowly owing practically entirely to the difficulty of caulking decks in bad weather without protection. These

No. 655 p. 1 London 21 Jul. 1866. S.  
has to be done and every opening boarded up until she  
she could be hove down, which has been done quite successfully.  
I expect her to be in condition next week. Reports and  
accounts concerning damage and repairs will be sent by next  
mail.

My thanks for cable to the Bank for which  
it was found necessary to make a new wooden hull. On work  
the wood which had been previously selected for this purpose  
was found to be quite unsatisfactory; therefore in order to  
obviate further delay we were tipped one of the large planks of  
oak from the lighter flag twine and enabled for more to replace.

7. 1266 - 7. The approval of the Board to enter into  
bidding to the houses suggested has been noted and the necessary  
steps will be taken to conduct up to the time arrived.  
The position at present is that the water now flows direct into  
the town without passing through the reservoir and it will be  
some months yet before it does. There is also a question of  
Water Rate being charged by the Government and I am told  
that when houses are let, such as the "Stable Arms" and  
"Ship Hotel" my rate will be borne by the tenant.

Extremely good work has been done in connection  
with the Improvement Scheme. The water now runs through the  
town giving quite good pressure at the hydrants, & it can no  
longer pass through the reservoir, and most of the drains are dry.  
The principal road has been completed and the drainage pipes  
laid down into the harbour.

8. 1266 - 11. I am extremely glad the Board have dismissed  
the Port Howard "incident" with the J.L.W. & Co. trustees. It  
is naturally our wish to work in harmony with all farmers here  
and we do so successfully except in this case. I have got the  
least doubt of fact has been shown by Captain Roberts on  
many occasions; unfortunately out here that is often consider-  
ed a sign of weakness, which is certainly so in the present  
instance.

9. 1266 - 12. The delay in putting forward an alternative

No. No. 655 p.m. London 9th July, 1896.

Proposed by Mr. Peters being at Goods Office and Capt. G. R. Roberts engaged on the Falklands for wool collection, the result that we had no labour at the time to do anything but ordinary cotton work. Roberts did however manage to get some of the ~~men~~ together when the Falklands were at Goods Office and the ~~men~~ who had been engaged on the cotton work were sent to the cotton room. I feel that we should consider the safety of this bulk before the erection of the shed alongside the goods office.

10. 1266 - 14. Robert's application to carry the work to the Board for his position, which we would appreciate.

11. 1266 - 15. I have written to the Government asking if we still wish to purchase the Island of Pitcairn; probably due to Governor Middleton having gone on leave we have as yet received no answer. If you think it would be better to do so.

12. 1266 - 17. After a lot of consideration I am inclined to believe it is advisable to adopt another name for provider, after the time gone, for a successor to Mr. Creber. His post is now a difficult one to fill, and the way matters have evolved here both in regards the Stores and shipping during the last 12 months resulted in the old Stock keeper becoming slightly ~~over~~ shipping-clerk and little more. To my own knowledge the quarter's of his time are taken up in ~~getting~~ to shipper orders - making up Manifests, Loading Lists etc. etc., to the detriment of store work and especially supervision. With large stores business this is all wrong and I therefore put forward the following for your consideration.

I suggest that a capable junior Clerk be sent out - knowledge of store work not being at all essential - as long as he is quick and intelligent he can be taught. He would in time have prospects if he showed himself capable. If not a clerk to sent out I propose placing T. Campbell in a position to eventually succeed Mr. Creber. He is thoroughly honest and during the last year showed great ability in carrying out. He

No. 655, per "Lonsdale" - 9th July, 1926.

has 180 had the advantage of eight years' experience of our business." Mr. Crosson would under this arrangement be allowed thoroughly to supervise both the wholesale and retail business, which under present conditions is "quite impossible." To begin with it will mean a large salary increase, namely that of the Junior Clerk sent out, over those of the establishment at the moment, but I am so far as now aware, the opinion holds that we could not do without one or two men of our store assistants. I certainly consider the first would be still more preferable to trying unknown and untried men from home. Experience shows that over 50% of those who now come out from home, whether they are professional men, clerks or shopmen, turn out to be of very little use.

13. 1926 - 18. All the details necessary were given on board from the "Borealis" after the last public hearing. I have correspondence with reference to the payment of outlay compensation from the local Government, but it will be some time before we know what will be done by the authorities to be referred to the Board of Agriculture at home.

14. 1926 - 23. I think the only trouble that I can see to with my enquiry is that the boiler in the "Kelp" and the boiler have so gradually worn since the survey in 1924, and that Mr. Basley is correct in saying that the boiler was cooled down too suddenly. Your call arrived stating that everything must be done to have the vessel ready for the reception of the new boiler - this had already been done - but we asked you in reply in order to ascertain the exact size of the new boiler so that there could be no possible hitch. Mr. Peters gave the dimensions of the old boiler and said that there should be no trouble except that some of the 1 gates will have to be removed.

15. 1926 - 28/29. The new boiler for the "Kelp" was installed by Mr. Nicoll without any trouble - report on condition of same will be found in Mr. Peters's report by this mail.

The bottom of the "Kelp", that is to say to within the underside of the bilge has been sighted ten times during the four

No. 688 per London 9th July, 1928.

No. 19. you will have seen Capt. Rothersthe report recently.

Mr. Peters has now been in the Cap for two years and I have only had him in Stanley for a few days during the whole of that period. Now that he is back his report will cover four years before. He will give that he will be called upon to make a full inspection of the Bulli Bridge.

17. 1926 - 20. We are sending all the particulars we can about wool descriptions - our reply to your queries being embodied in a separate memorandum herewith.

18. ~~xx~~ Circular to clients on different subjects mainly client to apply - we sent out 32 in connection with lameness and have received three answers.

18. 1926 - 31. The 42 Galloway bulls all arrived in good condition and will be shipped out first opportunity - five to Darwin and one to Port Stephen.

Enc. 19. I enclose copy of letter received from V. A. H. B. re, late Foreman Carpenter, who has made 100 pounds in regards his not being granted a pension. I do not expect that you will hear more about the matter but should it be really necessary we have no doubt that we can work up a case at this end. His letter is quite circumstantial as he knows well that I warned him in the beginning of 1928 that I took it for a foregone conclusion, as I knew he was not giving sufficient time to supervision.

20. Mr George Bowes has forwarded a copy of a letter he has received from Mr. P. Llano, relative to the purchase of steamer by Falkland Islands Farmers for the purpose of getting their surplus sheep to the Coast. I think the Board will agree that the proposition, as propounded, is most humorous. It is to be discussed at the next Meeting of the Sheep Breeders Association.

Enc. 21. I enclose copy of a circular addressed to clients requesting them to let us know whether they wished to order sheep etc. folder from New Zealand at the end of this year. No answers have been received by us but communications may have been addressed to the Secretary of the Sheep Breeders Association who

- No. 655 p London 5th July, 1926. 7.  
 also circulate in his messages. I do not you will be  
 able to find a copy of your reply of the 8th July to the  
 effect that you and friends at home would not be purchasing sheep  
 from New Zealand at this time. The Government very fit to apply  
 themselves to this now, as they for that small amount will  
 have proportionately less difficulty to be paid the 150/-  
 required for ordering for the baptismal form.
22. Two more applications have been received for supplies  
 of 1 ton each bulk of the Office, Wool, F.G.B  
 Woolwick. These are from plotters in the area of the new district  
 which good as a small amount of wool work is organized. But if  
 I should like the Board's permission to sell two of these to the  
 applicants, Woolwick is not one in our plotters, but only part of  
 return - he is a member of our plotters, and you will see in the plotters  
 what sort of trouble who is not a member of ours. Our plotters  
 who meet their hours conditions of 11 days, so far as a lot  
 concerned, point to a number of districts, and so far as  
 to us, and so far as our application, from our 1000 people.
23. I was glad to be able to tell you that the Good G  
 Wool sheep had been accepted at the beginning of July, 1926  
 by previous view the Board would be pleased that we were  
 going to have difficulties with the wool work, Woolwick advised  
 you that our wool was not ready for sending to P.R.C. and we  
 received full details by telephone, to Col. Murray, in New York,  
 which I need tell you us out of our difficulties. Applications  
 vessels would not get over 1000 yards of 1000 yards  
 out Ag. 1926 the wool was sent out in 1000 bales, and  
 out Ag. 1926 the wool was sent out in 1000 bales, and
- Your message that we will not intend to make further  
 payments for 1000 yards until delivery taken, was referred  
 on to Mr. Hobbs.
24. We could see from the wireless news that you would be  
 experiencing difficulty in obtaining coal supplies for us because  
 owing to the strikes. Is it possible to get British coal from L  
 P. 11160 or anywhere?

No. 625, D.M.L. London, 21st July, 1925.

Enc. 25. I enclose Mr. Peters's report on practically all the  
Company's machinery.

Geo. G. Green Wool Stack. The only unsatisfactory part of this  
is the lifting gear - it may consist of violence. I suggest the  
labor drop off the carriage, a blue pulley being used, following  
Mr. Peters's suggested method of elevating this, & get a  
Bell Bridge. All in perfect order.

Geo. G. Green Oil Gear Stack. Mr. Slaughter reports that each kip  
up the guy, the chimney came down of its own accord. I referred  
to this question at a few weeks before paid out to my £60 per  
month on the 29th April 1925, and our 1928/10 "to George G.  
"chimney Stack - noted unapprovable. I do not think that you  
suppose the £60 to stack (instead of 80) was being paid out.

Possibly Mr. Peters's Report and questions were overlooked, before,  
I say, included in Mr. H.D.H. Slaughter's Report. (Copy of Report,  
16/4/25, enclosed). It will be seen that a full account is given  
here of all machinery which was sent to the Camp for the con-  
struction of the Bridge, and Woolshed, will be returned to Stanley -  
the concrete also will be needed at Flyfish Creek.

Stanley Motor Boat. The last Report on this was enclosed in my  
625/2 of 21/1/25 - discussions of the right gear required were  
given at the end of this Report. Mr. Peters's report, not going  
further into the question, found herewith and we shall be  
much obliged if the necessary parts can be sent out. I shall  
also send you a plan of the hull of this boat, it is of partic-  
ular interest to her as we know of nothing more suitable to our work and  
it would be far better to build to our plan if required.

Klip. One rivet and one nail back in the new bolt system will  
be required by walking - both are present so there will be  
no risk of corrosion & Kip placed firmly, a portion of  
timbers are being ordered. The cost is now below the only  
overhead and will be reported on later.

pump. Mr. Peters is intending to have the steam to deck  
reducing valve and will attempt to connect up a duplex feed pump  
for the dock. Boiler water is obtained from the "Governor" -  
wreck.

No. 655 per Leo, the 2nd April, 1895.

26. In order to take passage for the London market  
we have had to be paid up by <sup>the</sup> ~~the~~ <sup>the</sup> ~~the~~ <sup>the</sup> ~~the~~ <sup>the</sup> ~~the~~ <sup>the</sup>  
Employed the following stations - "Plymouth", "the ~~the~~ <sup>the</sup> ~~the~~ <sup>the</sup> ~~the~~ <sup>the</sup> ~~the~~ <sup>the</sup>  
and "Mowbray", "Clyde" and "Birkenhead". They have in my opinion  
worked very slowly compared with the "Falkland" and I much  
doubt very much whether they ~~have~~ <sup>have</sup> made much profit out  
of them. It had to agree to the same rates of freight as would  
have been made by ourselves. And really the money was  
extremely little out and gone so far away. There is \$2000000  
trip of the "Plymouth" - fully paid up before we got  
it all brought in by each vessel.

27. T - O learned Milk P. from his mother, who learned it from her mother. Milk P. has been sold for 100 years, and probably longer.

Eno. 28. C p [a] Report of various craft in employ  
of the Board will be taken as good deal of work has been  
done on ordinary upk-p.

With the help of the neighbors we pull up all  
the necessity for setting the whole of her lesson and  
you decided that it is possible of taking her and the two to  
Linton would be erected in the County. This is but  
a spade that did not go off or old or damaged and so will be gone  
and been perfectly negligible. It may be said that so  
it is but the shortness of experience and the continual employ-  
of those who have of the General has caused it to be got into  
getting down in your side a while. We are now making for a  
bridge to be sent out as per K to follow.

29. W k' for Members for the proposed new Plym -  
received on order for £ 1. 10. 0. I now propose sending  
out to D w<sup>t</sup>, where we will be always full to S. 10. 0.

lighter. There is also the possibility that Rollo may be able to find the Gardner engine, which was taken out of the Darwin motor-boat, 1. per. This, of course, would be done in his spare time and no expense will be incurred. The hull, as far as we can see, will last for years, and it is absurd to sell



No. 655, per "Lonsdale", 9th July, 1896.

11.

so I am taking proceedings against him in the Magistrate's Court

for the payment of this in accordance with your instructions.

Unfortunately we cannot find the reference to the payment

of freight with the "Volunteer" and "Falkland" commandant paid us

and we should like to have this. We can, of course, prove that

freight has always been charged up, or paid for in cash, on ship-

ment on the grounds of local custom.

The circumstances of the shipment of this firm's cargo

were as follows:- According to our usual custom with Messrs L.

Williams Estate we received their cargo for their clients, Mr.

being forwarded on one of our Loading List forms. The cargo

was checked over, and no receipt taken or given. The General

Average Bill, which shows 100 boxes to Port William, was enclosed

in the forwarder's voyage, and with a bill of lading and returned to

Stanley Island. (Will copy of box sent you). Cargo was dis-

charged to assist Surveyors to ascertain damage to vessel and cargo. Messrs L. Williams cargo was returned to them undamaged, but

no General Average Bond was ~~paid~~ taken as this is not custom

here. The cargo was afterwards forwarded by other vessels. We

still do not know, in due course, whether they are liable for

freight and General Average under these circumstances.

I regret to have to trouble you over these matters, but  
the Master of this firm, who is a young man of American extraction  
and who has been educated in that country, is out to make all  
the trouble he can. Some time ago we broke off practically all  
business relations with him owing to his impudent and arrogant  
letters on all subjects, and his practice of putting in slanders  
against the Pacific Coop. which he was obviously not entitled  
to recover.

32. By the M/V "Lonsdale", which was received this morning,  
we expect to ship all produce that we have in Stanley.

I am, Sir,  
Your obedient servant,

*John G. Green*

No. 136 P. London - 1st July, 1926.

Mr. Groomer TAN & CO. LTD. & CO. LTD.

DUPLICATION. To obtain by "Fleurus" via South Goods & Boats  
Statement on Accounts - 13th & 17th M.  
Remarks on Accounts - 16th & 20th M.  
Store Indent No. 650.  
Remarks on Stores.

ORIGINALS. To obtain by "Fleurus"

1. Dispatch No. 655.
2. Cash Book, April & May 1926, fully up-to-date.
3. Journal, April & May, showing all credit entries.
4. Statement on Accounts of the Month.
5. Remarks on Accounts, "Fleurus".
6. Store Indent No. 681, up-to-date from F.D.M.
7. Remarks on Stores, up-to-date.
8. Manifest of Provisions forwarded to Stanley by the outfit - monthly for "London".
9. West Store Cash Voucher - May.
10. Replies to queries re L.A.C.
11. Plan of Ships & West Yard.
- J.S. 12. Report on Goose Green Machinery. (Copy, C.P.P. 1/1/26).
13. Report on Stanley Motor-Bait. (Copy, C.P.P. 1/1/26).
- W.P. 14. Report on Machinery & Plant to the Corp (C.P.P. dated 8/6/26)
- H.B. 15. Report on Stanley Machinery (C.P.P. dated 25/6/26).
- Z. 16. Report on Stanley Craft (C.W. Roberts 8/7/26.)
17. Plan of gear for Hollander Engine.
18. Half-yearly Report on Oil Fuel Depot.
- D & 19. Memo for Managing Director re Mr. "Larcel".
- R.B. 20. " " " re Wool outfit.
- M.H. 21. " " " re Mr. Potters' Goods.
- B. 22. " " " re original outfit.
- F. 23. Coal Account.
- J.H. 24. Return of Establishment & Wages - Fixtures - March quarter.
- W.O. 25. Corp Manager's Report 22nd June, 1926.
- M.V. 26. Corp Manager's General Report 27th June, 1926.
- N. 27. Report on Finance, Darwin and North Arm.
- P. 28. Plan of North Arm Water supply.
- F.I. 29. Corp Managers' correspondence with Mr. Graham re fire at North Arm.

30. Killing Returns, 1926.  
31. Counting Insurance : April, May, June.  
32. P.S.N.C. Account, 10th June, 1926.  
33. Motor-schooner "Celtic" Account, 31st May.  
34. " " "Ernest's" Account 8th July, 1926.  
35. F.I. Statement.

**Correspondence:-**  
With Col. S. M. Dyer re animals near Bremen.

# V.-A.H.B FOR PUPILS.

Circular to Heads of N.Z. Land Survey, 1927.

5. P. 6. C.

**Mark.**      Wool.      Skins.      Tallow.      Hides.  
**J B**                  4                2  
**J H**                  84              18                8  
 Weddell's 1795-6 went.      2 think less.      Hides gone.      Wool gone.  
 The same time.

	15	6
<b>H &amp; B</b>	54	7
<b>Z</b>	100	2
<b>C C W</b>	8	
<b>M G</b>	2	10
<b>D &amp; S</b>	7	12
<b>R B C</b>	32	6
<b>JH</b>		
<b>B</b>	43	6
<b>F</b>	162	4
<b>J H D</b>	162	4
<b>W C</b>	2	10
<b>M V</b>	362.	W.
<b>S</b>	48	17
<b>N A</b>	116	7
<b>F</b>	April 1918	98

"LOBOS" via Valparaiso.  
656.

21st July, 1926.

Sir,

I beg to confirm my No. 655 mailed by the "Lobos" on the 18th instant. I have received your Nos 1267 and 1268 p "Lobos" but will not have time to answer them by this opportunity.

2. In my 656/81 I referred to trouble with Messrs L. Williams Estate arising out of our taking action against them for the recovery of freight per "Gwendoline". I now enclose their reply to our action in the Magistrate's Court which I have not further replied to as I consider the content thereof irrelevant. I think the Magistrate's Court will take the same view.

The intention of the man Row, who is managing this firm under the style of "Auditor-in-Charge" is clearly visible from his Reply referred to above, namely, to bring up the old question of monopoly exercised by the Company to the detriment of his and other stores in Stanley. This is, I think, quite apparent from his desire to have the case transferred to the Supreme Court where he might possibly, owing to there being no Judges, Barristers or Solicitors here, be allowed to air his grievances and bring forward all kinds of imputations and allegations against us. Cases in the Supreme Court must be for amounts above Fifty pounds, and in my Memorandum on the subject herewith I have pointed out that the case could not be transferred to the Supreme Court unless their Claim dated April 1918 was admitted.

The Managing Director,  
LONDON.

(1) The question now is what to do about the Board's Solicitors, of course, know who they are? You will find them in the Colony (see the Journals of the Estates of the Proprietors) and it may therefore be considered advisable to take legal steps to deal with them, such as getting them involved in heavy costs to the Board, or the possession of a writ of attachment. On the other hand, your Solicitors might get in touch with those of Mr. A. G. M. WILLIAMS, the proprietor of the land who I know is keeping his "Wise Book" up to date. In any case I shall be obliged if you will give me some steps the Board will take this year, as regards the reduction of the present Manorial price in the first instance. I certainly think it worth while putting the matter before the Board's Solicitors as soon as possible so that you can see the best course.

(2) In the event of the Board taking such action as you suggest, of course, ask for a journal of their proceedings. I will write to you again. The members of the Law Committee will, but I would be inclined to dispense with it if there was no opportunity to follow so far upstream.

(3) The "Lands" valuation of 1871 shows a total of 1,800 acres and 110 in cotton-land. It is kept by the "Lobos", which will be the 190, 350 acres so nearly transhipped at Vrypantree. We have to account now for Stanley but may be 110 to include another 400 acres which are being imported from B. K. Bay, south of the Gold Coast.

(4) I now enclose (with a separate cover) my copy of Government Plan of Roads or Suburbia - you will observe that it has not been kept up to date. The following points should be noted:-

(a) our holdings in Stanley and to the south (outside the common fence) are shown on Mr. Neave's plan of Stanley, a copy of which is in your possession.

No. 656 P. 10-1000 ft above sea level on 21/7/36. In Melaleuca's Grot from B. & L.  
P. (1) The tree is tall and straight as expected. A number of small  
(2) The tree is tall and straight as expected. A number of small

I have, as far as I can see, the only paper in Egypt now the  
original French, but consider when the rest of me returned  
to Egypt and we could get the copy of Lecture 3 back in  
time. The new material I depend upon in other  
parts of Egypt, I was furnished by the Bank and  
the Director, Regis, to my action, which it will be seen  
that he completely believed me, and, one of these  
last few days, the letter for this will be sent to  
you will be ready to meet him. It will be  
expedient for you to have a copy of this letter before you come up  
as I am very anxious that you do not let any  
of your agents or others know of our  
position or any of this specific information and you will be  
sure there is no loss suffered in this. In this regard  
they seem to think exceedingly as reported in the New York  
and Paris papers of today.

I now proceed to speak with their Major to see Capt. Smith  
and his opinion will be obtained. In regard to the  
likely to be made by the Express Corps is to make these  
express Convoys etc can be dealt with in due season.

卷之三

- (1) It will be observed that on page 8 they admit we were entitled in accordance with local custom to act in this matter

MEMORANDUM on Reply to the Magistrate's Court from Messrs L. Williams Estate to our Claim for £ 14. 7. 1., balance of our account with them.

The above account, copy of which is enclosed, has been kept by us for many years, but owing to the present Manager, Ernesto Guillermo Rose, making his remittances through the Government, and his arrogant and impudent business manners and letters, we decided to close the account, and did so finally at the end of February 1921. Several applications were made by us for the balance of this account without avail, and so proceedings were accordingly taken in the Magistrate's Court.

I learnt, at first, that the only matter in dispute was the question of freight per "Gwendalin" when the vessel returned to Stanley and we delivered the cargo of L.Williams Estate to them. This cargo was afterwards shipped by them in other vessels. Later, however, I was furnished by the Court with the Defendants' Reply to our action, from which it will be seen that Counter-claims have been put forward, one of which goes back to April, 1918. The reason for this will be seen from the prolix and irrelevant matter in their Reply. It should be explained here that the Pass Book of this firm has been made up at frequent intervals and therefore legal actions could have been dismissed or taken by them at any time when occasion arose. Before we commenced this case no intimation was received by us that they intended litigation and it might be assumed therefore that they accepted their account, as rendered in the Pass Book, as a correct statement of affairs.

I now proceed to deal with their Reply to the Court, which I am of opinion, will be disallowed; an Appeal, however, is likely to be made to the Supreme Court, as to whether these separate Counter-claims can be dealt with in one action.

L.WILLIAMS' REPLY.

(1). It will be observed that on page 2 they admit we were entitled in accordance with Local Custom to debit them with

with freight and charges in advance. Once this is admitted, surely we are entitled to judgment with costs.

(2). Counter-claims.

S. 5. - Freight. The same as above, to be re-credited to them as we did not deliver the cargo. This appears to be the only point at issue, and is clearly in our favour as we ship "ship and/or cargo lost or not lost" - we brought it back and handed it to shippers who kept it for a time and subsequently forwarded it by other vessels.

(3) S. 29. 1s. 4. - April, 1912. Surely this is barred by the Statute of Limitations? Evidently this is brought in for two purposes, viz: (a) to prove that we exercise an unjust monopoly; and (b) to augment the amount of the counter-claims to a sufficient amount to permit the action to be transferred to the Supreme Court (vide later).

Little need be said about this except that it is doubtful whether L. Williams & Estate have sufficient funds to buy lighters, or whether the P.S.N.C. would allow them to land their own cargo - how could their goods be sorted out in the holds of the P.S.N.C. steamers and separated from those of other consignees? Lighters spring leaks occasionally in the harbour or Port William in the same way as in any other port in the world. You will see from Reports on our lighters that the "Rosa Baker" does leak if loaded right down and we have been unable to stop this although several attempts has been made. Knowing this, we do not load her deep and so cargo is not damaged. Then the Colonial Government "for very sound Imperial reasons" is good, coming from an Argentine subject, who was educated and has lived all his life in South America.

(4). S. 21. 2. 5. Four cases of butter fell out of the ship's sling - some upon the ship's deck and some into our lighter. This the ship should have made Protest against. Surely recoverable from Underwriters?

## 3.

(5) £ 18. 5. - This firm usually wait until our fresh butter is sold and then put up the price of theirs which they import themselves. On this occasion they ~~had~~ purchased 5 cases from us but did not sell it quickly enough and it deteriorated. Butter which is not imported in tins is known in the Colony as "fresh". It is fresh butter imported from Buenos Aires, Montevideo or Bahia Blanca in blocks or pats incased in wood. Naturally it contains some kind of preservative to enable it to keep apparently fresh for some time. On occasions the preservative discolours the paper wrappings, and of course, if kept too long the butter will in any case go bad.

(6) £ 23. 10. - Freight per "Flourus" on wool.

We wrote to this firm and explained that until the wool was actually weighed in London we could not tell the actual weight and so arrive at the exact freight. But we credited them at once with £ 200. They then wrote for the estimated balance of £ 23. 10. - which we said we would repay on receiving from them a guarantee that they would refund any overpayment later. This they have not given, from which we conclude that they would not make a refund. Since this all freights have been arranged direct with the Captain of the "Flourus" which arrangement was sanctioned by the Manager Anderson of the Tonsberg Whaling Company who own the vessel.

The method of trying to get this case transferred to the Supreme Court is typical of all this man's methods. You will see from the following that it cannot properly be done:-

L. Williams' Counter-claims.

£ 93. 17. -

from which should be deducted:-

Our claim,

£ 14. 7. 1.

Counter-claim per  
"Gwendolin" to be  
recredited.

5. - .

Defeated by Statute  
of Limitations,

29. 18. 4.    49. 5. 5.  
£ 43. 11. 7.

4.

M. S. &amp; A. D. M. C. R. E. S.

(§ 43, II, 7.) which is less than £ 50, the amount required to transfer the action to the Supreme Court.

I take it that all these cases should have been brought against us at the time, or that we should have received notice before. The question of cargo falling out of ships' slings must be disputed with us as Agents of the Pacific Company, and I should like to know whether we can under our Agreement with them fight actions in their behalf. It would be as well, seeing the conditions here, if they told us that we were not to do so and that all legal matters must be settled in England.

1. Due. It is probably, or nearly certain to be, this man who is making complaints about our slowness in landing cargo - we can think of nobody else who would object to having his name divulged.

2. Statement. From the foregoing you will see that we may expect considerable trouble and annoyance from this man, and I shall be glad to receive all the assistance you can afford us.

3. Remarks on Stores.

4. Remuneration "Norway" - Account.

5. " " " " " - Supplementary Accounts.

6. Manifest of cargo per "Galatea" - <sup>credited thereon</sup> Manager.

7. Store Cash Voucher - June.

Stanley,

8. Return of Establishment & Stores - Darwin & Home quarter.

9. 30th July, 1926. Letter Replications etc.

10. Action of the Supreme Court.

S p e c i a l i s t i o n s .

Flax.	Wool.	Skins.	Tallow.	Bides.
-------	-------	--------	---------	--------

V.R.	1	2	-	11
------	---	---	---	----

(broken) F.R. 48

B	29	3		
---	----	---	--	--

H	13			
---	----	--	--	--

B & S.		7		
--------	--	---	--	--

B	29	1		
---	----	---	--	--

per "Losada" via Vaucluse, 21st July, 1890.

E N C L O S U R E S.

DUPPLICATES. (Originals per "Losada" 13/6/26).

Despatch No. 655.

Journals, April and May.

Statement on Accounts.

Remarks on Accounts.

Report on Machinery & plant in Camp (Peters)

Report on Stanley Machinery (Peters)

Report on Stanley Craft (Roberts)

Memo for Managing Director re Ale ex "Lorette".

" " " " re Wool return.

" " " " re Mr Peters's Camera.

" " " " re brassing outfit.

Coal Account.

Coasting Insurances, April, May and June.

Certificate re North Arm Fire.

Duplicate of shipment per "Losada".

ORIGINALS.

1. Despatch No. 655.
2. Memoendum re action against L. Williams Estate.
3. Cash Book, June.
4. Statement on Accounts.
5. Remarks on Accounts.
6. Store Indent No. "32".
7. Remarks on Stores.
8. Scheener "Norvan" - Account.
9. " " " " - supplementary Account.
10. Manifest of cargo per "Outside" vessels.
11. West Store Cash voucher - June.
12. Return of Establishment & Wages - Darwin & June quarter.
13. Extract from Boiler Explosions acts.
14. Rules of the Supreme Court.

S p e c i f i c a t i o n s.

Mark.	Wool.	Skins.	Tallow.	Hides.
T R	1	2	-	11
(Benson) H & G	48			
H	29	3		
H	12			
H & B			7	
B	63	1		

22-1 July, 1926.

**PRIVATE AND CONFIDENTIAL.**

E.B.G. B-4.

## Making the most

57, Grosvenor Street, S.C.

Dip. st.

I have received your letter of the 10th June.

M. M. Mathewson. I am sorry that you have had trouble with  
Linda up, but everybody thought I was entitled to sack him for  
not turning up to his work day after day, thereby keeping  
store students hanging about longer waiting. On the top of  
that he returns to his holidays hopelessly infected and  
floundered off from M. Morris' care, refusing to go to  
work again. I found, as that he had been given for compen-  
sation with those circumstances. I was partially wrong in  
giving him the sole responsibility. I did, but he appeared  
to be most pitifully foolish and knew it would enable him to  
get some sort of job on his return to England. The Registrar  
had suggested that I could fine him.

W.A.H.Brown: I hope we will be able to turn down all Black  
so-called claims, and I do not agree that he has any. The old  
thing seems to be getting out of hand. In our service a lot of time

by February 1917, when he sent Mr. H. J. Pitt the following "excellent testamentary". I do not have a copy of this, but may have one of his possessions. Certainly it is a very entire statement of Mr. H. J. Pitt's B.C. Colony, the matter of supervision, etc., with which you will be fully difficult to fit on this ship. For instance, it was wanted and could not be found by whom to whom some lumber or bulk, which had already been shipped, had been delivered and accepted. When my report of Estimates (something that he could be very slow in) was required, only what he himself had to know about ship and lumber work was of course, "exceedly" good.

The fact is, that he did not want to be giving us not giving us a situation, in that letter of mine on 1st last year his position was quite satisfactory. Some time before 118.P I asked him to keep up a list of specifications of houses for M. Stanley Pitt, but although apparently sick in bed by M.B.V. in those days, he was not forthcoming, but quite on his own, without my instructions, he consulted the Late Mr. H. J. Pitt twice about it, which was the very thing we wished to avoid. He was to one of the Public Houses he made remark about his own men with the result that two immediately left - and the labour force referred to by you to your apprentices. There is no doubt whatever that his infatuation with Pitt caused him to leave us at once when they were highly needed for the "Gentolini" and other work. From all accounts his being employed by us is ordinary carpentry, etc., and he quit out of the question. Henceforth,

3.

the new Foreign, would eventually leave, and the people, who is one of them who left, but who is now back again, I also hope to get back, and he would come back if required to work longer time.

I have never heard that any employee of the Company from the Master downwards, has been given the understanding that he is entitled to or even might be given a position, so such claim is absurd. Not that I ever want such a position. Monthly wages to due time, no other notice, and then I can be contented.

His son, A.L.S.Biggs, was quite satisfactory, showed no promise of ever being idle, and was frequently caught by me doing odd jobs - I must, as should have been known to his father. He also was told to go on the end of the year. The Solicitors, Hapgood, did not waste their time trying to prove that either Biggs or his son have received unjust or violent treatment in any way. Another son of Biggs's, Roy V. Biggs, was kept on by me as carpenter, apprenticeship working well, and will return now works in our Engueyr's shop.

Messrs. Hapgood naturally knew nothing about the Falkland Islands. Biggs had full ample opportunity to follow his trade in the Colony - Stanley or the Camp - carpenters being required by the Government both in Stanley and in the Camp. They have experienced the greatest difficulty in obtaining men to put up the buildings on the experimental Farm at Anson. So far I have not heard of Biggs applying for a job either from the Government or anyone else and I

It is obvious that he prefers to type on his private typewriter and do nothing. He certainly, as far as our office is concerned, quite despises us.

3. Please - I will have a full view of the attitude to be kept  
4. up, that you will take & if you will do so, or not, as you  
5. see fit - Yours faithfully, D. H. C. A.

Wingate.

No. 656 - SUMMARY - P. L. D. T. B. & Co., Inc.

ENCLOSURES

3. Receipts.
  3. Class - Description - \$ 10.00 - amount paid in advance.
  4. Return of balance in cash - receipt of payment of \$ 10.00.
- The foregoing by A. C. V. G. X.  
J. McCallum  
7. J. McCallum - V. K.

Dear Sir:

J. McCallum - Payment Received.

J. McCallum has asked me for a place to work. He is at present receiving \$ 10.00 plus house rent and should expect same for additional work.

He is a very clever boy, is extremely well paid  
and I believe he deserves payment in the yard to his children  
by the master. He is now in my employ and I am  
very anxious to see that he should not be denied his right  
to receive payment. He has been told not to go to school  
but I do not think it is right to keep him away from  
the right of education with the understanding of his master  
that he has no right to go to school. I would like to know if  
and when you will make arrangements to have him go to  
school.

Please let me know the date of his first pay and  
when next he is due to receive it. \$ 10.00 per month plus  
rent. I will make arrangements to have him made to his  
present post. I am truly

H.M.C. "COLUMBIA" via P.M.R. 1920  
13th September, 1920.  
657.

Sir,

I beg to confirm my No. 1000 of 1920 dated and my letter of the following day, mailed by the 13th September, 1920,  
your Nos 1287 and 1288.

PRIVATE.

The Managing Director,

61, Gracechurch Street,

London, E.C. We have not yet had any opportunity rough  
weather actually to test her capabilities. May spend a week

Dear Sir,

J. McNicoll - Foreman Blacksmith.  
has been informed.

J. McNicoll has asked me for a rise in wages. He is at present receiving £ 25<sup>0</sup>, plus bonus, if any, and about £ 5<sup>0</sup> per annum for odd overtime work.

For an ordinary blacksmith he is extremely well paid especially when the passages granted by the Board to his children are considered. He is, however, an exceptional man and it is very difficult to see how we could get on without him. An ordinary blacksmith from home would not be able to perform half the jobs which McNicoll tackles satisfactorily. Many jobs on the "Falkland" in connection with the installation of her boiler would have had to be done on the Coast, entailing heavy expense and there are also many considerations which make us anxious to keep him.

He has been in the Company's service 18 years, and asks that his wages may be increased to £ 25<sup>0</sup> per month plus Bonus, no extra payments or gratuities being made to him for exceptional jobs.

Yours faithfully,

The Managing Director,

LONDON.

MANGER.

No. 657 per H.M.S. "Colombo" - 15/9/06 - 3.

barrels to be shipped to Grytviken, South Georgia, for the establishment of a temporary depot there. Memorandum dealing with this issue is enclosed for the Admiralty.

H.M.S. "COLOMBO" (via P/Arenas)

15th September, 1906. I fuel  
657. and will leave tomorrow. The oil barge is full, awaiting her arrival.

Sir,

I beg to confirm my No. 656 of the 1st July and my letter of the following day, mailed by the "Colombo", which brought your Nos 1267 and 1268.

2. 1267 - 5. The "Kelp's" boiler continues to do quite satisfactory - we have not yet had any heavy damage in rough weather actually to test her capabilities. Her speed on trials was about 8½ knots and Mr Peters considers her driving power has been increased by 30%.

3. 1267 - 7. We had understood that both lighters from Punta Arenas would be ready for the "Falkland" to bring over at the end of September, and on hearing rumours that one of them was not completed we cabled Hobbs on the 4th August -

"Essential second lighter completed as soon as possible -

"telegraph earliest date will be ready" -

to which he replied -

"Regret inform you second lighter will not be ready till

"January. Sarges for first lighter and ship ready at

"once".

This really is far from satisfactory as there has been ample time for the completion of both, so I informed you what was happening by cable.

4. 1267 - 9. Letters from Admiralty are to hand.

The Research Steamship "William Scoresby" has not yet arrived, but we have issued a certain amount of oil in

The Managing Director.

LONDON. 1267 - 10. Norman Molyneux has been informed that the Board have granted him a pension of £40 per annum.

No. 657 per H.M.S. "Colombo" - 15/9/26 - 2.

Enc.

barrels to be shipped to Grytviken, South Georgia, for the establishment of a temporary depot there. Memorandum dealing with this issue is enclosed for the Admiralty.

H.M.S. "Colombo" arrives today for 500 tons of oil fuel and will leave tomorrow. The oil barge is full, awaiting her arrival.

5. 1267 - 10. I fear I cannot have made myself clear in 651 - 12. What I really wanted to know was whether you could give us any indication as to what we should charge Whaling Companies for keeping coal in our lighters after it was no longer ours. The Whaling Companies referred to paid for their coal but failed to take it away, therefore they should be charged for the use of our lighters in which it was stored, as they can hardly expect to keep their own supplies here in our custody, free of charge.

6. 1267 - 11. The coal question at home causes us much anxiety, as the whole of our wool collection depends upon our obtaining supplies from somewhere.

7. 1267 - 13. We are sending under separate cover Mr Peters' plan and proposals with regard to the construction of the tho "Egeria" jetty. Mr G. Roberts's time is now fully engaged in Government work and we should not be able to procure his services. It will be soon that Mr Peters has gone very thoroughly into this matter and recommends steel sheet piling as opposed to concrete piles - he rightly points out that there would be considerable handling of heavy piles if the latter method is adopted, as there is no space anywhere near the end of the jetty where concrete mixing and pile making could be performed.

8. 1267 - 14. Note is taken to advise you if there would appear to be any reason for changing my opinion as regards the Seal Oil business. The results of the trial shipment I referred to are not known yet.

9. 1267 - 16. Norman McLeod has been informed that the Board have granted him a pension of £ 40 per annum.

10. 1267 - 17. The half-acre plot sold to Lawrence Sedgwick is on the land at the back of the Office south of Pitney Road. Permission of the Board to sell these lots was given in your telegram of the 4th January 1928. I enclose a sketch showing how much has been sold and by whom purchased. It was never proposed to sell land to employees anywhere except in this block, but this does not appear to have been made quite clear when the suggestion was first made at this end.

11. 1267 - 18. I have gone into the question of moving the moorings of the "Great Britain" to a more favourable situation, but the Marine Superintendent says that he sees no advantage in doing so. It might be easier for vessels to manoeuvre alongside, but what we are up against is their draught and they would find no more water in the suggested position than where she actually is now. It should be explained that the position as shown on the Chart is incorrect according to bearings which our Captain Roberts has recently taken. The "Magellan" arrived drawing 26 feet and at the position suggested by the Master of that vessel there is less water than where the "Great Britain" is moored. The Chart showing the correct position will be sent to you directly the Marine Superintendent has an opportunity of verifying his bearings, which he took from the "Lobes" when she was here last.

No saving would be effected in lightering and it is extremely doubtful whether the Government or the Admiralty would allow us to go further to the North as this is the Harbour fairway for H.M. Ships.

12. 1267 - 24. The "Gwendoline's" new sails set very well - no hard blow has yet been encountered, but they appear to be satisfactory in every way.

13. I now enclose Crown Grant No. 896 in respect of 1120 acres, being part of Section No. 38, Pitney North, recently purchased from the Colonial Government for £ 168. A sketch showing the position of this area is also enclosed.

No. 257, per "H.M.S. 'Colombo' - 15/9/26. 4.

14. In my last Despatch I informed you that we were taking proceedings against L.Williams Estate for the recovery of freight per "Gwendoline". As I anticipated, their counter claims were all disallowed and we obtained judgment in our favour. Copy of Judgment is enclosed. So far we have heard nothing more about their claims.

15. I enclose copy of letter addressed to the P.S.N.O. Liverpool with reference to the alleged slow delivery of us by cargo. Last year there was some delay in doing this, due entirely to the manner in which we were humbugged by the breakdown of all craft, and the difficulty of loading or discharging several schooners at the same time. We have received no complaints except from L.Williams Estate, who receive cargo in their store before we do. They are obviously the people who wish to remain anonymous.

16. The "Falkland's" boiler was lowered into position by the "Lobos" without a hitch and no difficulty was experienced in connecting it up with the engine, although most of the pipes had to be bent to conform to different positions of the mountings. In bending the main steam pipe a defect was noticed and the spare fitted. A trial run was made and the vessel sailed for the West on the 5th instant. The defective steam pipe will be taken to Punta Arenas for repair. I enclose a statement of work executed by the Smithy from which you will see that a great deal has been done.

17. Shearing this year will take place at Goose Green. Do you wish us to make any alteration in the marks for all, or any, of the produce now that Darwin and Walker Creek sections are one as regards shearing?

18. In my 655/29 I suggested that we send the old tug "Elym" to Darwin in order to get some use out of her, but on further consideration we find she is not required there, and so we will sell her locally for what she will fetch.

19. Upon receipt of your cable of the 10th September

No. 157 for H.M.S. "Colombo" - 15/9/26. 5.

advising us that wool must arrive home not later than 10th November, we cabled Valparaiso asking them what arrangements they could make to ensure this.

20. The Camp Manager will be sending his Report by the "Lorina" due here in about a week's time but I think it advisable to let you know by this mail that the Stock Inspector states that he has found Seab again in the ram imported from Australia on Speedwell Island. These sheep and others on Speedwell have all received many dippings and they have been considered clean for some time, but on the Inspector going down to Speedwell to clear the Islands from Quarantine he stated that all the sheep appeared perfectly alright with the exception of one ram. On returning to Stanley he states that he found a seab insect on one of the samples of wool which he brought back with him.

The unfortunate thing is that the Inspector gave verbal permission to ship sheep from Speedwell to other Islands in the Sound last year, but we were unable to do this as the cutter "Shamrock" would not take on the job. Permission was again given to shift them this year and Mr Slaughter told Clark to make the necessary movements of sheep bringing 250 cast ewes to North Arm for mutton. Mr Slaughter states that he imposed upon Clark the fact that he must bring these 250 ewes from Goorgo Island, on which the sheep had never been quarantined or in contact with infected animals, nor in Davis's cutter before any of the sheep were carried from any of the infected Islands. Clark totally ignores these instructions, shifts the Island sheep about first and then employs the boat to bring 250 useless cast ewes, nearly all of which were in lamb, to North Arm. These were landed on the North West Arm section, and the Government, hearing of this have now quarantined the Islands in the Sound and all North Arm section, owing to these ewes being carried by braft which has been carrying Speedwell sheep. The extra-

No. 657, per H.M.S. "Colombia" - 15/9/26 - 6. 15th Sept. 1926

ordinary part is that the Stock Inspector was actually on Speedwell with Clark when this shipment to North West Arm was made, and must have known of everything that was going on.

So far we have dipped some of the sheep on the North Arm Section (all that have to be dipped) and the Stock Inspector is now superintending the dipping of the islands in the Sound. We hope to get some news as to whether there is any signs of scab anywhere; in a few days' time.

The foregoing is only a general outline of what has happened, and you will receive the Camp Manager's Report by the "Loriga".

I am, Sir,

Your obedient servant,

Manager.

No.657. per H.M.S. "Colombo" via Punta Arenas. 15th Sept. 1926

### B I N O L O G U R S.

DUPLICATES. (Originals per "Lobos" 22/7/26)

Despatch No.656.

Statement on A/c's.

Remarks on A/c's.

Store Indent 632.

Remarks on Stores.

Report on "Palkland" boiler.

Shipment per "Lobos".

ORIGINALS.

1. Despatch No.657.
2. Cash Book. July & August.
3. Journal. June July & August.
4. Statement on Accounts.
5. Remarks on Accounts.
6. Store Indent No.633.
7. Remarks on Stores.
8. West Store Cash Vouchers July & August.
9. Stanley Ledger Balances, 30th June 1926
10. Store Debtors 30th June & Remarks thereon.
11. Butchery Debtors 30th June & Remarks thereon.
12. Coasting Insurances July & August.
13. Return of Establishment wages. Fitzroy June gr.
14. do do do Speedwell. June gr.
15. "Gwendolin" Manifests. GX 1,2,3 & 4
16. "Shamrock" (outside vessel) Manifest.
17. Crown Grant part 38 Fitzroy with sketch.
18. Judgement in Action F.I.Co.v L.Williams Estate.
19. Work executed by Smithy in connection with "Palkland" boiler.
20. S/Tug "Kelp". Short report C.P.Peters.
21. "Egeria". C.P.Peters' recommendations.
22. Answers to Simplex Concrete Piles Co.
23. Pacific S.N.Co. A/c 31st July.
24. Naval Fuel Depot. Memo re shipment to Grytviken.
25. F.I.Shipping Report.
26. F.I.Magazine. September 1926
27. F.I.Gazette. July-August & September

No. 657, per R.M.S. "QUEEN", 15/9/26.

2.

**COPIES OF CORRESPONDENCE.**

With P.S.N.C. Liverpool re slow delivery of cargo.

**APPLICATIONS.**

mark ~~Wool skin tallow hides.~~ was employed

**H.C.**

by the shipping interests in the oiling C.C. No.

**AFC**

At 5.30 p.m. on yesterday, 15th September, a very

**S&S**

141 the afternoon, when the ship started working.

**PH**

88 on the 1<sup>st</sup> September, when the ship arrived with his left

**S&B**

157 the day 10 pieces of the pump. It was

immediately treated by the ship's surgeon and advised to

the Hospital where his arm had to be amputated above

**Plan of Stailey Land -  $\frac{1}{4}$ -acre plots.**

He fell off the mainmast from his bed slipped  
onto oiler tank, and his clothing was caught in the  
gear block, everything else ran into the machinery. He is of  
average strength, healthy, and the surgeon is due to  
remove bone and muscle.

The Doctor's certificate will be forwarded in due  
course, and will advise you whether we or the  
Ministry are liable for a sum up, in order that we can  
inform you.

No. 657, per H.M.S. "COLOMBO", 15/9/26. 6.

28. I regret to have to report a serious accident which occurred to one of our employees whilst oiling H.M.S. "Colombo". Martin Biggs, son of V.A.H. Biggs, was employed tending the pumping apparatus in the Oil Barge O.C. 82.

At 8.30 p.m. on Wednesday, 15th September, a cry was heard from the pump room, when the pump ceased working. On men arriving on the scene Biggs was found with his left arm jammed in the driving pinion of the pump. He was immediately treated by the ship's Surg. on and conveyed to the K.E.M. Hospital where his arm had to be amputated above the elbow.

As far as we can ascertain from him he slipped whilst oiling the pump, and his clothing was caught in the gear wheel, carrying his arm into the machinery. He is of strictly temperate habits and the occurrence is due to accident pure and simple.

The Doctor's certificate will be forwarded in due course; meanwhile, please advise us whether we or the Admiralty are liable for compensation in order that we can inform relatives.

29. 15/9/26 - 10. Full details have been sent as regards engine to "Frigate". We should never have succeeded in getting her condemned as a constructive total loss.

Moonger.

30. 15/9/26 - 11. The final extraction is going to last us 24 hours before full repairs improve. The "Frigate" has had to do some heavy steering against high winds which has caused rudder and we are going to the shore earlier than was expected. There is another matter also. Within the end of the British off our hands does not go as far as the previous lot has. If the

the remaining distance

Lansdowne.

No. 658 per "Florigal" - 20th Sept. 1880.

Our bullock is heavier on coal. I will let you have the Chief  
Bullock's bill after the first voyage.

I am going to try to get wood coal from South Georgia.

The coal will be paid for at £100 per ton and coal expenses  
will be charged to the chief quantity that we purchase.

M/V "FLORIGAL"

658.

28th September, 1880.

Sir,

I confirm my 657 per H.M.S. "Colombo" on the 15th instant  
and now have to acknowledge your 1269 by the above vessel.

2. 1269 - 2. Rough plans showing the positions of various  
houses in Stanley and the Camp will be sent as desired.

The house purchased from Mr George Robson has been  
sent to North Arm for erection.

3. 1269 - 3. Copies of Contract for carriage of produce are  
to hand and will be sent to clients for signature. I notice  
that Messrs Dean & Co. are not on the list of those who have  
signed at home. This, I assume, is due to Mr Dean having to  
undergo an operation.

4. 1269 - 6. There is not time before the mail goes to go  
thoroughly into the question of the cost of stores and materials  
supplied to the Farm - we will do so before the next mail.

5. 1269 - 10. Full details have been sent as regards repairs  
to "Gwendolin". We should never have succeeded in getting her  
condemned as a constructive total loss.

6. 1269 - 13. The coal situation is going to land us in a  
serious hole unless matters improve. The "Falkland" has had  
to do some heavy steaming against high winds since she started  
running and we are going to run short quicker than was expected.  
There is another matter also. Either the coal at the bottom  
of our bulk does not go so far as the previous lot has, or the  
the

The Managing Director,

LONDON.

No. 658 per "Loring" - 28th Sept. 1928 2.

new boiler is heavier on coal. I will let you have the Chief Engineer's opinion after the next voyage.

I am going to try to get some coal from South Georgia from one of the whaling factories - quite good and not expensive I understand. We thought possibly that as matters at home are so unsettled you might have been trying to get American coal from Montevideo for both ourselves and whaling contracts and we may have to cable you suggesting this if we cannot arrange anything here. The "Falkland" as advised is going to Punta Arenas for wood which is badly needed and it will be more expensive if we have to cut wood out for coal.

7. 1929 - 13. Captain Roberts reports that he forgot to obtain a photograph of the Punta Arenas lighter "Dawson", and one will be sent you.

8. 1929 - 14. Mr. Basely is now at home but we will have a survey and report made on the Falkland's new boiler by some certificated man as soon as possible.

9. 1929 - 15. The mistake in ordering so much wire netting was due entirely to very bad telephone communication between Stanley and Darwin - the order being sent directly the telephone message was received. It was when I was at Darwin that I discovered the error quite by chance. As a matter of fact I do not think we shall suffer any heavy loss as George Green can do with a good deal more than 50 rolls and a good quantity can be used with advantage at North Arm and Pitcairn. We also think clients will buy a good deal once they realize its use.

10. 1929 - 16. The activities of the Sheepbreeders Association have been the subject of several private letters to members of the Board as the information I have received has been of a confidential nature.

11. 1929 - 19. I have reported that upon consideration the idea of sending the "Plym" to Darwin was not sound. Although she has been known both in port and gear to be up for sale for a considerable time, the best offer we could get was £.20, and so I accepted this. The suggestion of the Gardner condition, and the Purser states that in his opinion the

No. 658 per "Loriga" - 28/9/26. 8.

engine being installed was entirely tentative as we can find no use for this engine. Naturally, no important engineering work would be done without Mr Peters's advice or supervising.

Enc. 12. By last mail I advised you of the accident to one of our employees, Martin Biggs, whilst tending the oil-barge machinery, but thought it advisable to send you a cable on the subject to ascertain our position as regards compensation, medical fees etc. Your reply has been received. I am now sending you full particulars about Biggs, and also reports, in duplicate, on the accident, drawn up by Officers of R.M.S. "Columbus". You will see that the officers say that the machinery is insufficiently guarded, and if this is so the Admiralty should be responsible for compensation.

Whilst the ship was in port they took the opportunity of inspecting the Camber and all plant. The Engineer Commander appeared to be quite satisfied with everything but he may have gone away with the impression that some of the gear actually seen might be better greased or looked after. As the Admiralty must be aware, there is a lot of old machinery and stuff there which is not "on charge". I mention this as the Engineer Commander remarked that "it was obviously impossible for one man to look after all that plant". This is, of course, not so, as all the property actually "on charge" is kept spotless.

They also examined the moorings of the oil-barge which were found satisfactory; that the buoy shackle required fore-lock, pin and pollet was known to us before the ship arrived, and these have been fitted.

Memorandum, with supporting vouchers, in connection Enc. with the issue of 506 tons oil fuel is enclosed.

13. From time to time the Pacific Company, Liverpool, have suggested that pilferage and breaking of cargo is, and can only be, done by our men. The last call of the "John" here furnished us with a chance of refuting this. A case of millinery goods and a case of liquor were discharged from the ship in a broken condition, and the Purser states that in his opinion the

No. 659, per "Lorige" 28/9/26. 4.

pilfering of the millinery case had been done during the loading. As regards the case of liquor you will see he has no explanation to offer us as to how it comes about that it was branched when their 3rd officer and a cadet are in charge of the hold. It is simply parfle for the Pacific Company to persist in stating that losses are always due to our men, whom we know that greater opportunities present themselves, both before and after loading than in course of discharge here.

14. In my last I reported that the stock inspector had stated that he found sheep on one of the Speedwell runs. He has now returned from seeing practically all our Island sheep and found no trace of such anywhere.

15. Several owners non-resident in the Colony have asked me to represent them on the Sheepbreeders' Association, but I am informed by the Secretary that I am not entitled to do so as the Falkland Islands Company Ltd are not members of the Association. This is in direct contradiction to their Articles of Association, as printed (vide Article 20): -

"Any owner may by writing addressed to the Secretary appoint some other person named in such letter to represent him for the purpose of the Association, and the person so appointed may exercise all the rights of such owner in connection with the business of the Association".

I have purposely refrained from pointing out to them that any owner may appoint his own nominee - unless they debar him from doing so at the next General Meeting: - they are quite capable of this!

There are, however, other considerations which may make it necessary for me to acquaint the Government of the position. Governor Middleton verbally promised the Association £ 200 from public funds, on its formation and its becoming a "going concern". If we are not members, and various other owners (who are known to you) are not permitted to appoint whom they like as their representative, this subsidy should undoubtedly be refused.

No. 658, per "Lobiga" - 28/9/26. 5, September 1926.

Kindly advise any clients who may make enquiries on this subject.

16. The Colonial Government have arranged with the Shaw Saville Company for the s.s. "Kia Ora" to bring sheep and fodder from New Zealand about the end of November. The shipment as at present known, and it is unlikely that it will be materially increased, is as follows:-

Company,	Hay, 50 tons,	£ 718. 5. 8.
Bertrand & Felton.	Rams 8	150. 9. 2.
R.Greenshields	Bacon 3 and hay,	265. 14. 3.
Co. Bonner	Rams 5 and hay,	273. 15. 4.
J.Hamilton.	Rams 1. Sheep 30 and mts.	482. 14. 10.
A.H.Felton.	Rams 5.	148. 4. 9.
Pebble Island	Rams 4.	26. 14. 5.
Hod.Pitaluga.	Rams 4, Sheep 8,	152. 6. -.
		Total. £ 2278. 4. 8.

It will be seen from the Colonial Government's letter on the subject that they ask us to make a provisional payment to the Crown Agents on account of ourselves and clients, of £ 2278.; and I have advised them that you will probably agree to this. The Government have explained that the Crown Agents only deal with Dalgety's account as a whole, and therefore final adjustment will have to be made here.

17. The s.s. "Lobiga" arrived on the morning of the 24th, and expects to sail at daylight tomorrow. She will take about 1000 bales, which, with the exception of 187 g mts and about 20 B.B. (Mullet Creek), represents virtually the balance of the 1926 collection.

Your obedient servant, &c of yours,

D. J. B. Manager.

No. 658, per "Loria" - 28th September, 1926.

E N C L O S U R E S .

DUPLICATES: (Originals per H.M.S. "Colombo" 15/9/26)

Despatch No. 657.

Journals June, July, August.

Statement on Accounts.

Remarks on Accounts.

Store Indent No. 683.

Remarks on Stores.

Stanley Ledger Balances 30/8/26.

Store Debtors and Remarks thereon.

Butcher's "

Coasting Insurances July & August.

S/T "Kelp" - short report - Peters.

"Dover" - C.P. Peters's recommendations.

Answers to Simplex Concrete Piles Co. Ltd. of the "Loria" on the Naval Fuel Depot - memo re shipment to Grytviken.

ORIGINALS.

1. Despatch No. 658.
2. Statement on Accounts.
3. Remarks on Accounts.
4. Store Indent 684.
5. Remarks on Stores.
6. Camp Manager's Report, 20th Sept., 1926.
7. "Falkland" Boiler Report 26th Sept.
8. Naval Fuel Depot:- (a) Quarterly Return of Receipts & Issues,  
charged on 21st, 1926.  
(b) Annual Report at Moorings.  
(c) Diver's Report on Moorings.
9. Memo. for Managing Director re Issue of oil fuel to "Colombo".
10. " " " " re Broadcast Receiver Manager's Room.
11. Reports re Accident to H.W.B. Siegs.
12. Record of service - H.W.B. Siegs.
13. Doctor's Report - " " " .
14. Coal Account. 28th September, 1926.

Copies of correspondence:-

With P.S.M.C. re pilferage - "Lahos".

P.I.S.B. Advice re Representation on Association.

Col. Secretary re supplies from New Zealand.

One-third of Manager. Lively Island re shipment of products.

Specifications.

Mark. 100 Wool. 100 Skins. Mark. 100 Wool. 100 Skins.

E 89 the Store 2 Another Triangle 72 the Steamer Store  
D.S.

MCG

10

The Managing Director

27

H G C

10

LONDON.

No. 659 per "Falkland" via P/ Arenas - 18/10/23.  
carries their remittance in trust for another at a time to meet  
the firm's present obvious needs. It has been suggested  
before that stores should be incised out direct from base for

"Falkland" via P/Arenas.

659.

13th October, 1923.

Sir,

I beg to confirm my No. 658 mailed by the "Lorina" on the 29th September since when I have received nothing to acknowledge.

2. The instructions contained in Remarks on Accounts 5th June 1923 have been carried out without exception, and in my 613/15 of 1923 I explained that the Stanley Store does not make the considerable profit out of the Farm which Mr Moir imagines. He and various Camp Managers have held this view for years now, and every time one of them is on leave the subject arises.

Since your remarks (referred to above) 10% has been charged on c.i.f. cost on materials and consumption stores with the exception of items over £ 300 on which 5% or less has been made by the Stanley Store. To Stores for Sale the usual 33 1/3% is added (with exception of Nett items) and 12 1/2% deducted in Stanley. Considering that Farm A/c pays the freight and coasting insurance on this there should be a handsome profit to the Darwin and North Arm Stores if even a small percentage is added to each article. The Stanley Store does an enormous amount of work in connection with Stores for Sale, viz:- delivering at end of Jetty, packing innumerable "sundries" cases, marking cases and talllying them, letter writing, telephone messages, and at least one-third of Mr. Creece's and Campbell's time making out orders, itemized invoices and detailed manifests showing measurements. A 5% charge on top of c.i.f. cannot possibly cover the expenses incurred by the Store. Another item is that the Stanley Store

The Managing Director.

LONDON.

No. 659 per "Falkland" via P/Arenas - 18/10/26. 2.

carries their requirements in stock for months at a time to meet the Farm's somewhat erratic orders. It has been suggested before that stores should be imported out direct from home for our camps, but I am certain that it would benefit nobody and would result in a great deal of confusion through their forgetting to order essentials. It is not as though we had qualified storekeepers at Darwin, North Arm, Fitzroy and Speedwell who could be depended upon to order a year's stores in advance. The type farmer come under Mr Moir's supervision, but even then we are certain he would constantly be calling upon the Stanley Store for supplies which "he had forgotten to order from home". We find this even in the Millinery business. The Board have sanctioned Mr Moir's purchasing from John Evans, but even in this one line he has often to call upon the Stanley Millinery Store for supplies. It appears to me that he wants funds for making a fictitious profit out of stores for sale which are placed on the counter for him in the Darwin and North Arm stores free of charge.

Of course, we realise that the Board wish those stores to be supplied to our employees as cheaply as possible, as it tends to keep down wages, but there have been no complaints and goods are sold cheaper at Darwin and North Arm than they are in Stanley. Both Mr Crecco and myself have discussed this matter with Camp Managers and Mr Moir and now seem to have come to the conclusion as long ago as 1923 that they are incapable of grasping how much work the Stanley Office and the stores especially do for them.

Enc.

I enclose copy of Farm Store Profit & Loss Account rendered by Mr Moir last year and its incorporation in the yearly accounts is explained in a separate enclosure.

8. The cables which have been exchanged in connection with coal supplies for the "Falkland" are confirmed. The present position is that we shall have sufficient to go to Punta Arenas for the now lighter and wood supplies, but the latter will have to be cut down to enable us to bring coal, as the 100 tons from South Georgia will not carry us on for very long. The matter

No. 652 per "Falkland" via Punta Arenas - 18/10/25. 3.

has been rather complicated by the fact that the local Government have been instructed to have supplies in Stanley from South Georgia for the Research Vessel "Discovery" in April. The Acting Governor has however consented to our 100 tons from there taking precedence and it will therefore be brought up in about three weeks' time. By that time the "Falkland" will have augmented stocks from Punta Arenas, but it appears certain that she will have to make another trip for more coal, the remainder of the wood and the other lighter.

In trying to arrange for supplies I cables to Maclean & Stapleson and they advised that they could supply up to 1000 tons German coal at £ 5. per ton delivered Stanley - to pay this amount for what would probably turn out to be rubbish was out of the question.

4. I have already reported that H.M.C.S. "Afterglow" is "hors de combat" owing to the boiler having been condemned. We had hoped to tow her over to Punta Arenas for a new boiler and general overhaul, but the Government now advise that a new boiler cannot be made over there and it is still possible that we may get the towage on the second trip of the "Falkland", and £ 300 received for this service would materially help the expenses of the voyage.

5. The Survey on the fitting of the "Falkland" new boiler is being conducted by the certificated Engineer of H.M.C.S. "Afterglow", as Mr Basely does not return until after the "Falkland" has left for the Coast. The Survey Report form will be forwarded to you by this mail, if possible, and we shall be glad if you will forward it to Lloyds and at the same time inform them that the Donkey Boiler has been scrapped and that it is not intended to fit another.

6. I have received a letter from Mr H.O. Harding stating that he has discovered a large deposit of crushed shell at Findlay Harbour, and he believes there are other deposits at Manson and Moffat Harbours. He would be obliged if the sample being

No. 652, per "Falkland" to Punta Arenas - 18/10/26. 4.  
sent you by next mail could be analysed, also some peat ash. If either or both are of value we could experiment with them on a small scale.

Enc.

7. I enclose Mr Peters's remarks about the chimney required for Goose Green. You will see that he considers a 45 or 50 ft stack quite adequate for the purpose of boiling down - a taller chimney does, in fact, give too much draught. The ordering of a new one has now been left rather late - we must have it in time for next season, as nothing can be improvised here, and I am therefore cabling you on the subject.

8. Mr V.A.H.Biggs has not yet applied for employment with the Company, or, as far as I can make out, with anybody else. There is ample opportunity for him to obtain work if he so desired.

9. We are sending by this mail a copy of Mr Noago's plan of Stanley, showing the Company's buildings numbered as per Royal Insurance Co's Schedule. Our Farm and Section Managers have been asked to furnish sketches of their settlements and they will be forwarded when received.

10. In accordance with your cable of 22nd September I have approached Martin W.H.Biggs, the man who was injured on the oil Barge "O.O.82", and enclose correspondence which has passed. In my letter of 15th October I offered, as an inducement to his restricting his claim to a reasonable amount, to employ him in the Store as a Packer. I have failed in this, however, and he has preferred a preposterous claim for an annual payment, for the remainder of his life, amounting to one-half of his earnings for the last 12 months, or, alternatively, a lump sum of £ 1500. This has evidently been done at the instigation of his father V.A.H.Biggs. He has merely been informed that his claim has been submitted to you.

Martin Biggs is a single man with no dependants, but he probably contributes to the upkeep of his family which consists of his father and mother, three sons earning a living, one

*Cable as a general Postmaster*

No. 659, per "Falkland" via P/Aransas, 18/10/26. 5.

CLOSURES

daughter probably earning sufficient to support herself, and one daughter and one son still at school. The house in which they live is the private property of his mother, and her husband, V.A.H. Biggs, owns house property in Stanley; he (the father) is also known to possess whaling shares, and is the Public Auctioneer from which business he naturally derives some income.

It can therefore be taken that the matter of compensation must be settled entirely as regards the actual disablement to Martin Biggs, and that there is no call for any excessive sum being paid on the score of others suffering through his injury. A jury here will probably award anything he asks for, so the matter is nearly certain to be settled in London, owing to our having to appeal.

So far we have made no payment for Hospital or Medical fees; temporary relief has not been applied for. Please give me full particulars as to what course to adopt as V.A.H. Biggs, the father, will almost certainly create all the trouble he can in the Courts here.

I am sending a rough sketch showing the position of the machinery and how the accident occurred. It seems certain that had Biggs kept from the proper position and not loaned across moving machinery, he would have been all right. I do not see that the Admiralty are not in some way responsible, as their own officers on board H.M.S. "Colombo" state that the machinery was insufficiently guarded. I also believe that in other places where the Admiralty give contracts for building there is a saving clause in the contract as regards injuries to workmen. If this is so our solicitors should have had one inserted.

I am, Sir,

Your obedient servant,

Manager.

11. The "Falkland" leaves for Punta Arenas tomorrow - 19<sup>th</sup> calling at a few West Ports en route.

(Specifications over:-)

No. 659, per "Falkland" via Punta Arenas - 18th October 1926.

**ENCLOSURES:**

- DUPLICATES. (Originals per "Loriga" 28/9/26).
- Despatch No. 658.
  - Statement on Accounts.
  - Remarks on Accounts.
  - Store Indent 634.
  - Remarks on Stores.
  - "Falkland" boiler Report, 26/9/26.
  - Memo. for Managing Director re issue Oil Fuel to R.M.S. "Colombo" Broadcast Receiver. Manager's House.
  - Report on Accident to Martin W.H. Biggs.
  - Coal Account, 23/9/26.
  - Memo for Managing Director re Wool outturn. "Magellan".
  - Duplicate shipment - "Loriga".

ORIGINALS.

1. Despatch No. 659.
2. Cash Book, September.
3. Journal September.
4. Statement on Accounts.
5. Remarks on Accounts.
6. Store Indent No. 635.
7. Remarks on Stores.
8. Stanley Ledger Balances, 30/9/26.
9. Report on Stanley Buildings.
10. Store Freights, "Falkland" & "Gwendolin" July/Sept.
11. Incorporation of Farm Store Profit & Loss A/C.
12. West Store Cash Voucher, September.
13. Coasting Insurances, September.
14. "Falkland" Manifest N 9.
15. " Boiler Survey Report.
16. Return of Establishment & Wages. Sept quarter.
17. P.S.N.C. Account, 30/9/26.
18. Correspondence with Martin Biggs re accident, & sketch of pump in "O.O. R.D."
19. C.P. Peters's Report re Goose Green chimney, 16/10/26.
20. Memo for Managing Director re Company's buildings in Stanley.
21. F.I. Magazine, October.
22. F.I. Gazette, 1/10/26.

**Correspondence:-**

- With P.S.N.C. re position of "Great Britain".
- Col. Secretary re towing "Afterglow" to P/Arenas.
- Maclean & Stapledon re coal.

S p o o l i c a t i o n s .

Mark.	Wool.	Skins.	Tallow.	Hides.
J H D	27	13		155
J L W	11	19		
B E M	1			1 bag tails.
Z		5	2	
R G C	103			

I forward my last remittance No. 157 which was mailed by the steamer to Punta Arenas on the 18th October 1870. I have yet to acknowledge your 1370 which arrived by the steamer the 2nd inst.

2. 1870. 2. I regret that I shall not be able to answer your queries respecting our Stanley and returning last until next fall.

3. 1870. 3. It is taken that Water Rates levied on the P.W.R. regularly to be paid by the board. This apply to private houses as well as public. There has been felt that there is insufficient freight coverage. The rates to under consideration however, but this is subject to the same terms which are set before according to whom. The expenses of the P.W.R. a small, so proportionately rapidly increase.

4. 1870. 4. It is almost impossible to give an exact account of the remittance to the Mint which would be effected by the removal of gold stored in the safe. In general however, the actual amount is about 1200 dollars for having been so long in transit and due to the cost of the recent exchange on the dollar. That is to say which would probably not be far from the actual value after deducting the cost of removal and rehousing. The safe however is not to be sold. It is to be sold at the end of 1870 or early in 1871, it is to be sold before the end of 1870 or the beginning of 1871, all expenses of removal, and contents of removed.

The same arrangements

will be made for the removal of the safe to the Mint.

No. 550, per "Kia Ora", 10/11/25. S.  
abore and afflent. Personally, I should like to see the erection  
of this shed postponed until some of the other major works are  
completed and paid for. Let the trouble lie to have no time to  
store all these large shipments.

**"Kia Ora"** - 1. Captain Roberts will be 10th November, 26.  
60. publication and obtain from farmers the sum of contract before  
wool is shipped in. Several Contractors from the Past have already  
been Sir, replied to you.

1. 1270 - 1. I confirm my last Despatch No. 552 which was mailed by  
the "Falkland" to Punta Arenas on the 18th October 1925. I  
have now to acknowledge your 1270 which arrived by the "Oropeza"  
on the 3rd instant. I have already stated our currency.

2. 1270 - 2. I regret that I shall not be able to answer  
your queries concerning our Stanley and suburban land until  
next mail.

3. 1270 - 4. Note is taken that water rates levied on the  
new water supply must be paid by the tenant. This supply to  
private houses is being delayed, fears now being felt that there  
is insufficient reservoir storage. The matter is under con-  
sideration, however, but this is another of the large schemes  
which are not working according to plan. The improvement of  
Rose Road, Stanley, is progressing very rapidly however.

4. 1270 - 5. It is almost impossible to give an indication  
of the annual saving that would be effected by the erection of  
a shed alongside the tetty, in actual figures. The actual saving  
in cost to the Stere for labour should be somewhere about 30 to  
40 per cent - the great consideration is, however, that our gang,  
which would probably not be decreased, could get on with other  
lighterage jobs, such as tarring hulls, painting iron lighters,  
examining moorings etc, which often have to be neglected as we  
get one large shipment in before we can get clear of the previous  
one. This all means double handling, and neglect of property

The Managing Director,  
Stanley Motor Boat. The new engine will be installed as soon after  
LONDON. the "Kia Ora" leaves as possible. Repairs of the hull will be  
made at the place best suited to do so.

No. 660, per "Kia Ora". 10/11/28. 2.

ashore and afloat." Personally, I should like to see the erection of this shed postponed until some of the other major works are completed and paid for, but the trouble is we have no room to store all these large shipments.

5. 1270 - 10. Captain Roberts will be instructed to act on your suggestion and obtain from farmers the form of contract before wool is shipped in. Several Contracts from the East have already been mailed to you.

6. 1270. - 11. V.A.H. Biggs has now applied to us for work which I have refused, as per letter enclosed, pointing out that work is obtainable as a shipwright or as carpenter from the Colonial Government. As I have already stated our carpenters would probably leave us if he was again given employment even as ordinary carpenter. I consider our Solicitors should have advised us what to do or what reply to make if he did make application. My letter anyway makes it clear that work is obtainable in the Falklands should he desire to follow his trade of carpentry which, as far as I know, he has shown no indication in other quarters.

7. 1270. - 14. We have received 96 tons 11 cwt of steam coal from South Georgia per "Flourin" at a freight of 17/- The usual discrepancy arises of about 3 to 4 tons - many trial haskots were weighed and our figures should be about as correct as it is possible to obtain.

Captain Roberts is bringing half coal and half wood from Punta Arenas by the "Falkland", which should arrive in a few days' time. I have instructed Hobbs to get into touch with coal companies at Valparaiso and Bahia Blanca with a view to getting something up to about 500 tons. Braun & Blanchard offer this amount by tramp steamer at 35/- per ton, c.i.f. Stanley, and I have told Hobbs to close if nothing better is obtainable from the other places indicated.

8. 1270 - 15. Goose Green Chimney will go out first chance to be erected at once under the supervision of Mr Peters.   
The Stanley Motor Boat. The new engine will be installed as soon after the "Kia Ora" leaves as possible. Templates of the hull will be made. One of the piston heads was found to be cracked, probably owing

No. 10. per "Kia Ora" 10/11/26. 3. Are being intended for  
made at the same time and forwarded to you.

9. 12<sup>70</sup> - 18. The construction of our small slipway has hung  
fire miserably solely on account of lack of labour and essential  
other work. Since the idea was thought of two years ago we have  
frequently tried to find time to get it completed but without  
success.

10. 12<sup>70</sup> - 20. Notices were posted in the Company's Cookhouses  
to the effect that householders must insure their personal effects  
after the destruction of the Tranquillidad House. After the recent  
fire at North Arm this was done again, with no result. With the  
exception of our Station Managers, Mr Blair and Ryan at Goose Green  
who insure here, none of our employees cover themselves.

11. 12<sup>70</sup> - 21. There has been no further litigation with  
L. Williams Estate, but as Rowe has adopted a personally insulting  
attitude to myself, members of the staff and employees, it may be  
necessary to have him "bound over". He has refused to pay his  
fare by "Kolp" to the mail boat and back - 3/- or 2/- as the case  
may be, stating that he is a client of the Pacific Company, and  
so I shall apply to the Court for an injunction to restrain him  
from entering upon any of the Company's property unless he agrees  
to do so.

12. 12<sup>70</sup> - 24. I have received letters from Mr Conor O'Brien  
from Pernambuco. He expects to arrive here in December some  
time, and has had considerable trouble with the engine of the  
"Ilen". We can only hope he does not do it any damage. In any  
case Mr Peters will take it down, thoroughly overhaul and report.  
We shall, of course, do our utmost to obtain the best man to run  
the engine.

13. 12<sup>70</sup> - 29. I shall await the return of Captain Roberts  
before answering about the inspection of the bottom of "O.C. 887"  
as some improvisation may be possible. There are no means here at  
present.

14. The engine on the "Gwendolin" has been thoroughly over-  
hauled by Mr Peters, whose report is enclosed. It will soon be  
found that one of the piston heads was found to be cracked, probably owing

No. 60. per "Kia Ora" 10/11/26. 4.

to a faulty casting.' Two new pistons are being indented for also a flange on a valve tappet guide.' The oil and fuel consumption is in excess of what the makers say it should be; and experiments will be tried to reduce this when the engine is re-assembled.

15. By the "Kia Ora" arrive the Manager and hand for the Experimental farm at Anson and it is hoped that something will be done there.' The estimates for the erection of buildings, fences etc. are found to be very much on the low side and must be increased next year.' Many items of expenditure had never even been thought of.' About 120 sheep and some cattle for Anson arrive by the "Kia Ora".

16. In 55/8 I reported that the results of the trial shipment of coal oil were not yet known.' I have now been informed privately that the shipment of about 100 barrels has resulted in a loss of about £ 200.' This, I understand, is due to an unsatisfactory market in England and also to the fact that the oil sent home contained far too great a quantity of impurities.' Without proper "trying out" plant this is bound to be the case.' In my opinion there is nothing in the business.' From the labour ago point of view everything was favourable as J. Davis, an energetic man, used his own cutter "Prefecto Garcia", his crew consisting of friends, probably working on some share system, which would induce them to work hard.'

17. Dr Moir's Medical Report for the period to end of October is enclosed.' There has been very little illness and the Camp had the advantage of a visit from the Colonial Dentist.' Improvements as regards Goose Green water supply, recommended by the Doctor, will be carried out when men are available.'

18. The "Kia Ora" arrives tomorrow, and we will, of course, try to give her the quickest despatch possible.' Unfortunately the "Oropesa" brought an epidemic of influenza here, and at the moment half our navy gang are down.' With the help of casual labour, however, we may be able to get her away without delay.'

I am, Sir,  
Your obedient servant,

W. H. Dalland, Esq., Manager.

1st November 1926. Manager.

## ENCLOSURES.

No. 660 per "Kia Ora" 11th November 1926.

Duplicates. (Originals per "Falkland" via Punta Arenas 19/10/26.)

- Stanley → Despatch No. 659.  
 Store Ledger Balances at 30th September 1926.  
 Journal - September.  
 Statement on Accounts.  
 Remarks on Accounts.  
 Store Indent No. 635.  
 Remarks on Stores.  
 Report on Stanley Buildings.  
 Incorporation of Camp Store Profits in Annual A/cs 1925.  
 Coasting Insurance - September 1926.  
 Report on Goose Green Chimney.  
 Memorandum for Managing Director re Company's Bldgs. in Stanley.

Duplicates. (Originals per "Oropesa" 4/11/26)

Duplicate Shipment per "Oropesa".

ORIGINALS.

1. Despatch No. 660.
2. Memorandum for Managing Director re Mr Gresham - Influensa.
3. Statement on Accounts.
4. Remarks on Accounts.
5. Store Indent No. 636.
6. Remarks on Stores.
7. Camp Manager's Report - 6th November 1926.
8. Camp Manager's General Report. 6th November 1926.
9. Camp Reports - Darwin, Walker Creek, North Arm and Islands.
10. Medical Officer's Report.
11. Return of Establishment - Sept. Quarter - D.H., Fitzroy & Speedwell Island.
12. Property Insured at Fitzroy and Port Louis.
13. Report on "Gwendolin's" Engine - C.P. Peters. 1st Nov. 1926.
14. Memorandum for Managing Director re H.E. Prickett.
15. "Falkland" Manifest - Voy. N. 10.
16. Coasting Insurances - October.
17. West Store Cash Voucher - October.
18. Falkland Islands Shipping Report - 11th November 1926.
19. Letter from Blundell, Spence & Co. Ltd. re Agency.
20. Falkland Islands Magazine - November.
21. Falkland Islands Gazettes. 1st November 1926.

- 2 -

R A C H E L S O R E S

22. Booklet re birds of the Falkland Islands.

Correspondence with -

- (1) P.S.N.C., Liverpool re interference with discharging cargo.  
 (2) V.A.H. Biggs re application for employment.  
 (3) Hon. O'Brien re "Ilen".

Report

Star

Report

No. 661, per "Lobos", 1st January, 1927.

Information of the position is not all, there apparently being no record of the original grants made out so. I have, however, obtained the following:-

"LOBOS" 5th January, 1927.  
661.

Sir,

I confirm my last Despatch No. 660 which went, via Montevideo, on 10th November last. After signing the Despatch I succumbed to the so-called influenza, which I think must have been the most serious epidemic which has ever visited the Islands. At least 90% of the male population of Stanley were attacked, causing serious dislocation of all work, and some stations in the Camp have also been affected. Mr Vincent was the only one in this Office who did not contract the disease, and for several days we had only two men and a foreman on the Jetty, and two carpenters in the shop. The blacksmith's shop, Millinery store and the Government Offices closed down, and we had only two men in the West Store. Everything was practically at a standstill for two weeks with about 1,100 tons of cargo in lighters awaiting discharge. Things are again normal, and I have now to acknowledge your No. 1271 per "Lagarto" and Land questions left over from your 1270.

2. 1270 - 2. I have spent many hours at the Registrar's office Colonial Secretary's Office and Government House trying to elucidate the mystery of the ownership of the Suburban Lot No. 4 - 25 acres 8 x 14 porches. So long ago as 12th April 1900 the then Managing Director wrote out in memo of that date - "The remarks made in para 3 of Despatch 115 show incidentally that the Survey Department of Stanley is lamentably ignorant of the position of the various classes of allotments, and the sooner they inform themselves the better it will be for everybody."

The Managing Director,

LONDON. I say this little body of the relative Crown grants which I have inspected here-

No. 661, per "Lodges", 5th January, 1921. 2.

Ignorance of the position is not all, there apparently being no record of the Provisional Grant you have sent me. I have, however, ascertained the following:-

(a) No Crown Grant appears in the Crown Grant Book or any reference thereto in any of the Government's subsidiary books.

(b) It is marked as F.I.C. 25 & 3. 14 perches on the first Plan of Record.

(c) It has never been regarded by the Government as belonging to the Company: they have now for several years leased it to Martin and later to J. McGill the butcher, and we have never occupied it as far as anyone knows.

Hence. (d) I enclose a copy of a memo, unsigned, dated 16th July 1890 in which it is stated that "probably the original Nos 1, 2, 3 and 4 (25 acres) - (really more) - had been already disposed of, namely 1 & 2 to Sullivan and 3 to the F.I.C. But on this plan both 3 & 4 are marked F.I.C. although No 4 was never actually sold." Possibly when the chart was marked the Company may have been in treaty for the purchase of both blocks, hence when the Government required 10-acre allotments they began with the original "No. 5". I have made notes on the plan on this memorandum.

It appears to me that we did not ever own this particular plot, but that in 1852 we acquired, for no consideration, Lots 25 and 36 selected by Mr Dale which the Company was entitled to under an Indenture of 3rd January 1850 "between Her Majesty and Mr Lafone". These two sections are part of the Admiralty Land which we recently purchased and are on the South Side of Port William. There is no significance attaching to the words "Port William" as before about 1850 the name "Stanley" had not been used and all Government letters or documents are headed "Government Offices, Port Stanley". Stanley Harbour was known as Port Jackson. Port William has retained its name.

Is there any reference amongst your documents as to why we received Sections 25 & 36 (Deed No. 117) for no consideration? It does not say why in the body of the relative Crown Grants which I have inspected here.

No. 621, per "Letter" 5/1/27.

Enc.

I enclose a rough plan showing Lot No. 16 (Deed No 2828) comprising 40 perches, Church 18 perches, Lellan 20 perches and Blairs 8 perches, which should be compared with Mr Nearey's official Plan of Stanley. This is all land ad acent to Christchurch Cathedral on the western side.

Kindly now refer to Mr Harding's letter of 20th Jan 1927, as follows:-

(II) Sections 8, 9 and 10 Western Suburb, and Section 5 ~~East~~  
10 as Mr Harding stated in Eastern Suburb were whole lots of 10  
acres each.

(III) Land sold to Government for £ 100 in Dairy Paddock. - plan  
will be forwarded when Colonial Engineer returns from Punta Arenas.

(I) Saltan House and Land - plan when Colonial Engineer  
returns.

We now come to the disposal of 3-acre plots marked red  
in your 11/03/17. These were marked on Mr Peters's plan (traced  
from Mr Nearey's) which I sent to you recently, lying to the east  
of Pittroy Road and West of Philomol Street. Our land here is  
shown on the plan enclosed and can be referred to Crown Grants  
54, 55, 56, 48, 49, 50, 51 and 52, Section 2 on the original plan  
of Stanley - the three latter are on the East side of the road  
road at the top of Hobo street and have Company houses on them.  
I find I was in error in saying that Nettleff's 3-acre should be  
written off against Lot 8 Town Lands - it should have been Lot 8  
"Special Suburban Allotment" Deed No 60 page 1 of your Register.

This land is not immediately at the back of the office  
(see 12/0/17) where we have most useful paddocks which slope up  
to Pittroy Road and should certainly not be sold. The "Special  
Suburban Allotments" in question are on the other side of the road  
the gradient rising quite steeply and the ground consisting of large  
rocky ridges, especially about sections 5 and 6. I am certain  
none of these would ever be any use to the Company and if all of  
them can be sold I should off the Chg. Kindly let me have the  
Board's instructions.

No. 681. per "Liber" 5/1/2. 4.

4. 12/1 - 6. I still am of opinion that T. Campbell could fill Mr. Crocker's place when the time comes, but hope soon to hear of a junior Clerk for the stores being sent out.

4. 12/1 - 7. The answer to the admiral's letter enquiring whether arrangements could be made to inspect the bottom of oil barrels O.O. & 2, is, of course, in the negative. Had we any facilities at all here capable of dealing with a 50-ton lighter we should have circled the bottom of nearly all our wooden craft from time to time, and known at a good salary to do so.

5. 12/1 - 8. I have gone deeply into the matter of shoring up the "Perseverance" with Mr. Peters and Capt. Roberts. Owing to the excessive cost, according to the former's estimate amounting to £ 6,000, it is necessary for us to put forward an alternative scheme. As you will observe from Mr. Peters' Report, however, it is suggested that the necessary work be carried out in wooden piles and steel girders - if the work can be carried out for about £ 1000, and it will last for 10 to 40 years this would seem preferable. It would also ensure our being able to protect the shed we so badly require alongside the fast jetty. This jetty is built of wood and as far as one can see is as firm as when first erected. Kindly advise decision as soon as possible, as we are extremely anxious to see the "Perseverance" safe as soon as possible.

6. 12/1 - 9. We have received a cable from the P.S.C.C. Agents at Punta Arenas advising us that the Master of the "Liber" wishes to load wool in Port Williams, and as Captain D. is soon disinclined to enter the inner harbour at all there is no point in shifting the position of the "Great Britain" and she will be left where she is. Similarly, the cables from the Stock Inspector

7. 12/1 - 10. Although it is a purely Com. matter I should like to say here that the Sub-importer at North Arm, and also the Stock Inspector himself, who has visited the Islands, have seen no sign of seal numbers whatever. As regards Clark, one cannot describe his action as

\* 661, per "Lobos" 5/1/21, 5.

"wilful" disobedience, but his inattention to explicit orders given by Mr Slaughter has resulted in extreme annoyance and worry to both of us. It has, however, shown up the Sheepbreeders' Association as a "panicking" assembly of agitators. Referring to Clark, we must not lose sight of the fact that it is extremely difficult to find suitable men to run Island work, and he is extremely energetic. When the leases of the Islands Lively and Bleaker expire it will be necessary, in order to obtain the best results, to employ another Assistant Manager at a good salary to be responsible for them. A man of more education and ability than Clark will be absolutely essential.

S. 1271 - 18. I was extremely glad to receive the cable stating that Mr Blaikie and Mr Dean had decided to withdraw from the Sheepbreeders' Association. I have, of course, discussed this matter with the Acting Governor, and pointed out that although the Company and its Directors as private owners, were in favour of such an Association, it is impossible for them to remain members of it as at present constituted. This view I am sure His Excellency understands.

Taking the number of sheep belonging to owners represented in the Association, it will now be seen that such owners are in a minority, and therefore I shall strenuously oppose any contribution from public funds.

S. 1271 - 19. The sheep from New Zealand turned out to be a very good lot, so I am informed. The hay, also, is of very good quality, but has caused us a great deal of worry and extra labour. In the first place, there is nowhere to store such a large quantity and we have to store it in the Admiralty sheds at the Camber, which means quadruple handling. Secondly, the consignment was not made in standard weight bales - the weight varying from 47 to 90 lbs. and this necessitates every bale being weighed, which means endless trouble to us as we must weigh each bale separately. This should be noted in cases of consignments from England, as we cannot undertake to sell hay by weight, but only by the bale.

10. 1271. - 21. Your instructions regarding obtaining all information regarding the erection of a slipway are being attended to. Mr Peters will go into the question with Crawford who is being recalled from the Camp for the purpose and the matter will be reported on by next mail.

One important point must be borne in mind. At the present time we could not raise half-a-dozen men, probably, to do the work - every man in the place is working either for us or for the Government. When the Stanley Improvement Scheme has been completed there should be men for the job.

11. R.W. Allan, pensioned Stanley carpenter, died on the 21st November.

12. By this opportunity I am sending rough sketches of the Barwin, Goose Green, North Arm and Walter Creek settlements referring the various buildings as shown on plans to the Royal Schedule. A few additions have been included.

13. A plan of the motor-boat built specially for towing the "Falkland's" scows is enclosed for your records. This engine and boat continue to give complete satisfaction.

14. The "Falkland" left for Punta Arenas on the 19th October and returned on the 17th November. She visited various West Falkland ports on the way over and returned with one of the new lighters, which is satisfactory in every way. The cargo brought over in the "Falkland" and lighter consisted of:-

periodically	185 tons	coal.
	152 "	timber
not required	50 "	cypress posts &c and should be sold
no longer required	1 "	rats
	10 "	petrol
	2 "	miscellaneous packages.

In spite of efforts made by Captain Roberts, acting on my cables, to obtain coal supplies from Valparaiso or Bahia Blanca, we could not do better than close with Braun & Blanchard for 500 tons Carguel coal at 75/- c.i.f. Stanley. This, which was the smallest quantity they would ship, has been delivered here by one of Braun & Blanchard's steamers at the end of December. The price will be averaged with that of the Welsh coal you are sending us.

Enc.

No. 661, per "Lobos", 5/1/27.

15. "Falkland" and "Grendolin" accounts made up to 31st October are enclosed herewith.

"Falkland" - debits. The cost of repairs this year has been increased owing to the installation of the new boiler. Government fees have increased slightly and include Chilean Government fees at Punta Arenas.

Stanley Office Management share an increase over last year, due to 1926 a/c having received credit from the previous year. (Vide our Reconciliation of a/c 31/12/24.)

Two items may be mentioned, namely that £ 200 has been credited to the vessel for wages of the new lighter, and the cost of the Punta Arenas voyage is included in this account.

"Grendolin". The vessel only made four voyages this year. Ship's gear includes the cost of the new suit of sails which after several trials gave complete satisfaction. There has been considerable saving in fuel and lubricating oil. Special expenses to be recovered from Underwriters are included in this account.

Enc.

16. I am sending a Report by Mr Peters on the new Wool Press at Goose Green. On my last visit to Darwin I noticed myself that the locking bar to which he refers was honeycombed with blow holes - a thoroughly bad piece of work, which should never have been sent out by a reliable firm. When spares arrive I am sending it to you in order that you may see the thing personally. The makers will probably say that the strength is not impaired or something of the kind, and should be told that we employ an efficient engineer at this end, and know what we are talking about. If this piece of machinery breaks suddenly during shearing time serious delay will be caused. You will observe that this and other defects complained of were all noticed before any pressure was put on the box, and this I know myself, as the engine had not been driven at all when I inspected the box.

17. On the 4th instant I was invited with Members of Council and others to visit the Experimental Farm at Anson.

No. 661. per "Lahs" 5/1/2

The Manager's House (3 stories), and Camp hand's house have been erected - I consider both are rather on the palatial side - so far no other buildings have been erected and the question of water supply is engaging the attention of the Government.

After conversation with several farmers I wrote to the Government pointing out that we considered that the immediate importation of cattle should be cancelled, and further, that the question of their importation at all should be reconsidered. It will be remembered that they purchased some shorthorns about three years ago - practically no animals have been taken to the bull and none of their progeny have been purchased - the whole thing a pure waste of money. They now propose to erect elaborate cattle sheds where the animals will be hand fed and pampered, and it is extremely unlikely that animals which are not hardy enough to be turned out into Camp on arrival and will thrive without attention are any good to us. You will see that the Government have agreed to my first suggestion; however, they will, I am sure, try to carry out all Munro's suggestions and import these animals later.

18. With the Board's approval we propose calling the new lighter the "Harriss" after Port Harriss where she was built. I enclose photos of her whilst being towed.

19. The Stanley Motor-boat is now in the boat-shed undergoing extensive repairs, which necessitates several new planks and topside work. The engine will be installed at the same time and when the work is completed she should still be of very great value to us for several years. I have explained in previous despatches that this boat is of tremendous service to us, and if the time comes when she is beyond service or is wrecked, I recommend that identically the same boat be sent out. None of the modern Norwegian motor-boats we see here are as suitable for our purpose and it would be a mistake to try to improve on what has been so very serviceable for over 12 years - I mean in the way of the hull only.

No. 681, per "Lobos" 5/1/27. 2.

20. The "Discovery" requires to bunker with 200 tons of coal in April, and I therefore cabled you to know whether any contracts had been entered into with whaling factories.<sup>1</sup> This vessel has extremely feeble steaming power and requires the best Welsh coal to get along at all.

21. I reported previously that we might have the towage of H.M.C.S. "Afterglow" to Punta Arenas, but she was towed there by the "Lagarto" - charge for towage £ 250, with shipper's gear and at shipper's entire risk.<sup>2</sup> O.P. Peters 7/1/27.

22. The "Lobos" is due in early on the 9th and it is hoped that she will have the space for which we asked.

23. As the "Falkland" is making a quick trip to Darwin - she will probably be away only two nights - I have taken the opportunity of inviting the Acting Governor, Col. Beattie, to go out and see Bodie Bridge and the new wool shed at Goose Green. We should arrive back before the "Lobos" sails.

I am, Sir,

Your obedient servant,

O. P. Peters as Stores.

O. P. Peters' Report 5/1/27.

1. Details of Stores - all supplies.

Manager.

2. Special Stores Report.

3. Details of Property - Darwin, Goose Green, Waller Creek and North Arm.

4. "Falkland" Report 5/1/27.

5. Details of previous Special Allowance & Post.

6. Allowance & Commissariat of Stores. O.P. Peters 5/1/27.

7. O.P. Peters' Report re Stores during Period.

8. Photographs of New Harbour - "Barry".

9. Plan of "Falkland" and stores boat.

10. West State Cash Register, Manager.

11. Details of Wool Exports 1926

12. Details of Sheep Exports 1926

13. "Falkland" Presents October/December 1926

14. "Falkland" Supplies from Punta Arenas

15. Condition of Stores. Manager.

## ENCLOSURES

No. 651 per "Kia Ora", 13th January 1927.

do.

29. "Kia Ora". A/c dated 20/11/26.

## Duplicates. (Originals per "Kia Ora". 11/11/26.)

Despatch No. 650 Letter from W.H. Holt &amp; Sons to Agency.

Statement on A/cs.

Remarks on A/cs.

Stores Indent 635.

Remarks on Stores.

Report on "Gwendolin's" Engine - O.P.Peters 1/11/26.

Memorandum Director re Prickett

Coastline Insurances October.

## Originals. Correspondence.

1. Despatch No. 651 to Secretary (2) re importation of
2. Cash Book October & November.
3. Copy of Journal October & November.
4. Statement on A/cs.
5. Remarks on A/cs. Skins Tallow Sides
6. Stores Indent No. 637. 12
7. Remarks on Stores. 27
8. Camp Manager's Report 3/1/27.
9. First Term Martine Returns - all sections.
10. Special Fencing Report. 13 13 & P. 21
11. Details of Property - Darwin Goose Green Walker Creek and North Arm.
12. "Falkland" Manifests 01.3 & 8
13. Details of Pensioners Special Allotments 4.5 & 7 West.
14. Alternative Suggestions re "Eeria". O.P.Peters 21/12/26.
15. O.P.Peters' Report re Goose Green Press.
16. Photographs of New Lighter - "Harriss".
17. Plan of "Falkland's" motor boat.
18. West Store Cash Voucher. November.
19. Details of Wool Shipments 1926
20. Details of Skins Shipments 1926
21. "Falkland" Freight October/December 1926
22. "Falklands" Freight from Punta Arenas.
23. Coastline Insurances. December.

No. 551, per "Lobster" - 15th January, 1927.

2.

24. In the previous paragraph I reported that I intended visiting Darwin with the Governor to see how Goods Train was working. We sailed early in the morning of New Year's Day and returned on the evening of the 15th. The trip has been a full load, without working on the Sunday at all. The weather has been very bad, and the ship has been going rapidly and smoothly.
25. "Falkland's" Working A/c. Year ended 31/10/25
26. "Gwendoline's" do. do.
27. "Kia Ora". A/c dated 20/11/25.
28. P.S.N.O. A/cs 30/11/25 & 31/11/25
29. Copy of letter from W.H.Holt & Sons re Agency.
30. F.I.Gazette December 1.
31. Note on letter - McDonald Robley.
32. F.I.Shipping Report.
- Correspondence.
- With Colonial Secretary (2) re importation of livestock for Experimental Farm.
33. Dr. Gair has diagnosed the disease as glandular fever, which has spread to the cattle.

### S P E C I F I C A T I O N S.

have been as many as 1000000 head of cattle, and a good many of them are

Mark	Wool	Skins	Tallow	Hides
D H	303	12		
N A	228	27		
W O	272			
H & B	131	17		
L	17	13		(B & F) 31
J L W	21	20		
D & S	136	17		
F B	32			
Z	10	9		
S & B	53			
W P		15		
J B	67	9		10
M G		12		
M V	10	2		

No. 661. per "Lobos" - 12th January, 1927.

24. In the previous paragraph I reported that I intended visiting Darwin with the Governor to see how Goose Green was working. We sailed early in the morning of 8th instant and returned on the evening of the 10th with a full load, without working on the Sunday at all. Everything there appeared to be going rapidly and smoothly; a tremendous amount of time will be saved in the loading of the vessel and owing to the new press turning out a very neat bale it is now possible to stow about 70 more bales in the hold of the "Falkland" than before. This means a very great saving.

The only blemish so far are the actual castings of the press which I again examined: several bands have cracked, and are a disgrace. However, some specimen parts will be sent you when spares are sent out.

25. Dr Moir has diagnosed the epidemic in the Camp as Glandular Fever, which is a comparatively rare complaint. On some days there have been as many as 21 men off work, and a good many of them are practically useless as shearers for some time after. The devastating epidemic we had in Stanley he says is the Spanish Flu, and we have heard that people died like flies from it at Rio after the visit of the "Oropesa" to that port. I should think it is only the cold climate here that saved us.

26. Captain Conor O'Brien arrived on the 8th instant and we cabled you to this effect. There will be no time before this mail goes to give you full reports by Captain Roberts and Mr Peters - these will follow. I shall be glad if you will always let me have copies of any contracts with which we have to deal at this end in case any points arise.

27. I am sending Naval Oil Depot Report to 31st December by this opportunity.

I am, Sir,

Your obedient servant,

Manager.

SUPPLEMENTARY ENCLOSURES PER "LOBOS" 12/1/27

Originals.

1. Supplement to Despatch No. 651.
2. Supplementary Statement on Accounts
3. Dr. Moirs letter re Influenza.
4. Naval Fuel Depot Report for half year with Return of Receipts & Issues of oil.
5. Specification of Shipment per "Lobos".

"Lobos" from Valparaiso. 2nd February, 1927.

I beg to acknowledge your Despatch which was mailed by "Lobos" on the 22nd January, also my official letter dated the same day. There is enclosed from you the acknowledgement per "LOBOS" 12th January, 1927.

I am sending you later a claim against Insurance for The Managing Director, Mr. Wiley, Third Officer, in getting away from London Great Britain on the 18th January, in a high wind with an empty ship, was driven across the Beagle and

Dear Sir,

enclosed of the bullock wreckage on "Buenos" the vessel's

We have just learned from Mr. Morrison's agent at Punta Arenas, that he obtained a fine insurance on his Bullock pony which was overcarried owing to a collision between the following boat (that of the bullock wreckage) and the above-named vessel. I have not time to write separately to you a full account, and in the meantime will give you each opinion and will be glad if you will inform the other <sup>the Agent, or the Tormento, to whom</sup> Government agents that the Government will need some definite information on the date when the bullock pony was lost, the statement that Underwriters will not meet their claim, and so forth, and may be compelled to sue the Company before payment will be made out of Public Funds. Possibly Mr. Morrison insured under different conditions but the fact remains that he has no longer going to receive the remaining insurance has been paid.

In other connections were Dean and Co., John Hamilton and J. L. Walker, Ltd. and I shall be obliged if you will get in touch with them. Meanwhile I have informed the Government that further inquiries are being made on behalf of our clients advantageously.

Yours faithfully,

Mosses Polk, Managing Director and General Agent for the shipping interests, construction and the mercantile class of the Managing Director, Managing Director of the Beagle. Please keep me advised of all developments in the matter, as there are many things to be done.

No. 661 per "Orduna" via Valparaiso, 2/2/27.

into before any definite contracts can be entered into.

I enclose Mr. Petre's Report on the Goods Green Wool-  
"Orduna" via Valparaiso. Return valve is to be 2nd February, 1927.

662. position and you will observe from the Report that he considers  
we are again experiencing difficulty with fuel and I inci-  
Sir,

I beg to confirm my last Despatch which was mailed by  
"Lobos" on the 12th January, also my Official letter dated the  
same day. There is nothing from you to acknowledge.

2. I am sending you later a claim against Insurance for  
damage to s.s. "Falkland". Mr Wiley, Chief Officer, in getting  
away from the "Great Britain" on the 13th January, in a high  
wind, with an empty ship, was driven across the bowsprit and  
moorings of the bulk which resulted in damage to the vessel's  
superstructure. The foremast was carried away, railings on  
the forecastle, and part of the Bridge, and there was also damage  
to the holding down plates of the funnel. The occurrence  
was a pure accident, and in one respect perhaps happened for  
the best, as the foremast, to which is fitted derricks, was  
found to be absolutely rotten on the deck line (not apparent  
from outside), and may have collapsed on the top of workmen.  
The necessary repairs will be carried out here. We knew the  
mast was bad at the mast-head, and we were going to renew it  
in any case, but it was considered in a good enough condition  
to see us through this season. It will not be necessary to  
supply a new mast, as we find the mainmast of the "Gwendolin"  
which was condemned some time ago will, with alteration, do  
admirably.

3. Messrs Peters and Crawford submit their tender for  
the slipway foundation, construction, and the former's plan is  
enclosed herewith. Kindly keep me informed of the Board's future  
decisions in the matter, as there are many things to be gone

The Managing Director.  
LONDON.

## ENCLOSURES.

No. 662, per "Orduna" via Valparaiso, 2/2/27. 2.

into before any definite contracts can be entered into.

Enc. 8. I enclose Mr Peters's Report on the Goose Green Wool-press. A defective shutoff valve is being sent you for your inspection and you will observe from the Report that he considers that we are again experiencing difficulty with fuel and lubricating oil, the West India Oil Company's "Caloria" containing too high a percentage of asphalt and carbon.

Enc. 5. I also enclose Captain Roberts's Report on the yawl "Ilen". He is satisfied with her as a craft, but some of the workmanship is poor and two of the spars of rather inferior quality. We will do all work that is necessary here. The engine has been taken down completely by Mr Peters who reports that it runs well and will be very serviceable.

6. We recently informed the Police that two sheep had been wantonly killed on our Estancia Track with the result that a man named F. May, a Douglas Station employee, was arrested and brought to Stanley. The man's brother gave evidence to the effect that F. May had killed the sheep, but another witness said he did not see him do it. They all appeared to be lying hard, and the jury brought in a verdict that there was insufficient evidence to convict. This was a great pity, but it is practically impossible to get a jury here to convict a Falkland Islander and the Jury system is therefore rather a farce.

7. There is still no sign of scab whatever on the Company's properties.

I am,

Sir,

Your obedient servant,

Manager.

E N C L O S U R E S.Despatch No. 662 per "Ordinary".

DUPLICATES. (Originals per "Lobos" 12/1/2).  
 Despatch No. 661.  
 Journal - October and November.  
 Statement on Accounts.  
 Remarks on Accounts.  
 Store Indent No 628.  
 Remarks on Stores.  
 Details of Property - Darwin, Goose Green & Waller Creek.  
 Alternative Suggestion re "Perryay" - C.P.Peters 31/12/25.  
 Details of Wool Shipments 1925.  
 skins  
 "Falkland" Freights - October.  
 ditto. from Punta Arenas.  
 Casting Insurances - December.  
 "Falkland" s\* Working A/c to 31/12/25.  
 "Gwendoline's" do. do.  
 Duplicate Shipment "Lobos".  
 Naval Fuel Depot Report for half year ending 31/12/25.

- ORIGINALS
1. Despatch No 662.
  2. Statement on Accounts.
  3. Store Indent No 628.
  4. Remarks on Stores.
  5. "Falkland" Manifest. Voyage 0.4.
  6. "Falkland" Returns. Voyages No. 9 - 11. & 0.1 - 4.
  7. Camp Manager's Report. 2nd February 1925.
  8. Return of Establishment. December quarter. Stanley.
  9. ditto. ditto. Darwin.
  10. ditto. ditto. Speedwell F.
  11. Mr Peters' Report re Proposed Slipway - with plan.
  12. Report on yawl "Ilen" - Capt. Roberts. 31/1/25.
  13. Report on Motor of yawl "Ilen". - C.P.Peters 31/1/25.
  14. Report on Goose Green Wool Press - C.P.Peters 31/1/25.
  15. West store Cash Voucher - December 1925.
  16. Falkland Islands Shipping Report.
  17. S.S. "Pilar" - Account 31/12/25.
  18. Falkland Islands Gazettes. 1/1/25.
  19. Falkland Islands Magazine - February.

Correspondence with -

Colonial Secretary re Interference with water supply.

S P E C I F I C A T I O N S.

<u>Mark.</u>	<u>Wool.</u>	<u>Skins.</u>	<u>Tallow.</u>	<u>Hides.</u>
D & S	62			

<u>Mark.</u>	<u>Wool.</u>	- 2 -	<u>Skins.</u>	<u>Tallow.</u>	<u>Hides.</u>
F					
S					
D.H.	63		12		
	16				

ACCOUNTS 1925 COMPARATIVE STATEMENTS.

PROFITS.

1925.

	<u>1925.</u>	<u>1926.</u>	<u>Increase.</u>
Rent.	244.	10.	
Interest & Commission	1080.	5.	
Insurance	908.	3.	
Stores	6021.	10.	
Parm	41064.	13.	
Lightorage	858.	18.	
Pacific Agency	692.	2.	
Naval Fuel Depot	400.	4.	
Cumulates & Agencies	340.	0.	
Bad debts Rec'd. etc.		1.	
	50551.	7.	

Interest & Commission	243.	16.	
Insurance	785.	9.	
Stores	382.	17.	
Parm	6112.	6.	
Lightorage	35759.	5.	
Pacific Agency	798.	10.	
Naval Fuel Depot	445.	10.	
Cumulates & Agencies	359.	5.	
Bad debts Rec'd. etc.		1.	
	45551.	8.	

Decrease.

1925.

Interest & Commission	243.	16.	
Insurance	6.	3.	
Stores	100.	15.	
Parm	4305.	7.	
Lightorage	798.	2.	
Pacific Agency	18.	4.	
Naval Fuel Depot	45.	5.	
Cumulates & Agencies	18.	15.	
Bad debts Rec'd. etc.		1.	
	3248.	4.	

Increase of Profit £ 4361. 18. 0.

including 10/- in  
Profit & Loss Account

Stanley R.R.  
81/14/25

Manager.

No. 554 (continued) for "Lanters". 17th February, 1927.  
expect to derive no such profit from those in future years.

RAIL. FEE. RECEIVED. £ 400. 0. 0. DEPOSITS £ 45. 1. 5.

We have allowed £ 75/- for administration of the port, as  
the Board had been entitled to account same, by 1926. No receipts  
of oil were made in the year and only the 17th February, 1927,  
"Lanters" £ 1. 15/- and £ 2. 7/-.

554 (Accounts).

SIR. The Share profit is again satisfactory and the

I enclose the yearly accounts for 1926 disclosing a nett  
Profit of £ 47,930. 6. 2. as compared with £ 43,078. 12. 5. in  
1925 - an increase of £ 4,851. 12. 9.

Items on the credit side on which comment is necessary are -

FARM. £ 41,074. 13. 4. Increase £ 4305. 7. 7.

The proceeds of produce sold is practically the same  
as last year, but we have had to estimate a large amount of  
£ 12,800 for produce unsold. Wages and salaries remain about  
the same and the increased profit is attributable to a decrease  
in Consumption. Building and Pencing materials supplied, also  
Livestock and Travelling expenses.

I have written off the whole of the Canning Account  
amounting to £ 2000 to Farm Account, which I trust meets with  
the Board's approval.

The small decrease in Allowance to Clergy is due to  
the now being not collecting his last quarter's contribution before  
the end of the year - a matter of £ 20.

LIGHTERAGE. £ 358. 18. 3. Decrease of £ 432. 2. 7.

The usual Comparative Statement is enclosed from which  
it will be seen that the decrease is due to Deliveries which  
include engine for Stanlev Motor-boat and the cable for the "Lady  
Elizabeth".

Two credit items call for comment, viz., a large increase  
for Launch Hire due to the Government hiring the "Yelp" and motor-  
boat for all harbour work as their launch was not running, and  
the sale of sand to the Stanlev Improvement Works. We cannot  
name the Managing Director.

LONDON.

No. 104 (Accounts per "Lavato". 17th February, 1927.

expect to derive so much profit from those in future years.

NAVAL FUEL DEPOT. £ 400. 4. 1. Decrease £ 45. 6. 5.

We have allowed £ 750 for administration of the Depot, as we have not been credited in account since July 1925. No receipts of Oil were made in the year and only two small issues resulting in credits of £ 25. and £ 17.

STORE. £ 600. 10. 3. Decrease £ 20. 15. 11.

The Store profit is again unsatisfactory and the Store-keeper's attention has been drawn to this. As I have pointed out however, everything has been against us this year. The breakdown of the "Falkland", double handling of a large amount of stores and materials due to insufficient working storage at the East End, and not being able to put stores on view or get them shipped away before Christmas owing to the serious epidemic, have all resulted in the profit being decidedly poor.

I hope that the Board can see their way to give us the new storage shed we ask for, and also send out an efficient clerk for the Store. I am sure that far more supervision by Mr Greco is absolutely necessary and until he is freed from his immovable clerical jobs this is impossible.

The Stock of Stores on hand at the end of the year appears heavy at £ 62 598. 11. - but the "Orpessa" and "Lavato" shipments amounting to £ 15 880. 4. 1. which arrived towards the end of the year can hardly be said to have been an sale of all owing to the serious epidemic referred to. It will be observed from the summary that all increases in various stocks apply to goods which are readily saleable. The usual percentages have been deducted as overhead and no "dead" stock has been included.

The following are the sales and deliveries etc. for the last five years:-

Sales.	Deliveries.	Total.	Stock of stores
1922	42048	27305	76305
1923	55022	26363	82087
1924	55047	42445	78438
1925	55236	41432	77568
1926	58133	36977	24210

THE LAST STATEMENT shows a reduced profit of £ 160. 000. due to the goods being in better instead of on view in the store room before Christmas.

No. 604 (Accounts per "Lantaro" 1/2/2. 3.

Items on the debit side:-

BUILDINGS £ 2150. 1. 7. Increase £ 733. 13. 5.

From the Statement enclosed it will be seen that a considerable amount of work has been done on Company's buildings. The expenditure in 1885 was exceptionally heavy owing to the erection of the Marine Superintendent's House and renovation of Manager's house. A fair amount was done to the East and West Store buildings during the past year.

SUNDAY DEBTORS. £ 21. 11. - Decrease, £ 151. 2. 2.

We have only had to write off £ 21. 11. - this year which was for mutton supplied to a cutterman some years ago, - part of this may be recoverable.

The usual Lists of Accounts not paid at the 31st December are enclosed and action is being taken to reduce those which have not since been paid in the near future.

This concludes remarks on items appearing in the Comparative Statement attached.

STANLEY WAGES. £ 10817. 8. 8. Increase of £ 553. 3. 6.

The increase has been recovered in Landing Charges (vide Lighterage Account), for which services there are increased receipts for £ 529.

STANLEY OFFICE £ 2420. 2. 11. Decrease £ 378. 18. 4.

Decrease is due to less Commission paid to the Manager and Accountant and there being no travelling expenses during the year.

STANLEY BUTCHERY. This business continues to do well and shows an increased profit of £ 220.

26 bullock were brought to Stanley for slaughter this year as against 10 the previous year and it is hoped that the Camp Managers will be able to increase the supply as time goes on. The beef sold for about £ 10 per animal and the hides for a little over £ 1.

MILLINERY STORE. Shows a reduced profit of £ 240. accounted for by goods being in bulk instead of on view in the store long before Christmas.

No. 554. (Account) 17/2/8  
STANLEY BALANCE SHEET. - D.D. 18.

Rents outstanding. "Stanley Arms" £ 21. 5. - and others paid at beginning of this year.

Lichterage, Interest & Commission & Pacific Agency. Are amounts in connection with "Luriga" and "Oropesa" shipments which have not yet been received.

Dr Cradduck. - £ 300 since ~~remained~~ received.

Packe Brothers & Co. £.463*s.* 1. 2. seems rather large.

G.C. Bosell. Has two years wool ungold which will easily cover this scordraft of a 115. 8<sup>o</sup> 11<sup>o</sup>

10. General Summary of the 1974 Oct. Survey.

I am, Sir

Your obedient servant,

### 12. Rights on Other Debts

16. " *Geography* 1910. *Geography* 1910.

故人不以爲子也。故曰：「子」者，子孫也。故曰：「子」者，子孫也。

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10 - Segment of the arrow. 2/9.

10.3.2.3. *Minimizing false hits*

10. The following table shows the number of hours worked by each employee.

10. The following table shows the number of hours worked by 1000 employees in a company.

19. *Leucosia* *leucostoma* (Fabricius) *leucostoma* (Fabricius)

10

*Journal of Clinical Endocrinology and Metabolism*, Vol. 130, No. 10, October 1995, pp. 3031–3035.

卷之三十一

10. *Leucosia* *leucostoma* (Fabricius) *leucostoma* (Fabricius)

10. The following table shows the number of hours worked by 1000 workers in a certain industry.

12. *Scutellaria* L. 13. *Veronica* L.

10. The following table shows the number of hours worked by each employee in a company.

卷之三十一

DESPATCH NO. 664 - dated 17th February, 1927;

ACCOUNTS - 1926.

- ✓ 1. Despatch & Comparative Statement. (Pax, Pitkroy and Speedwell I.)
- ✓ 2. Balance Sheet.
- ✓ 3. Profit & Loss Account.
- ✓ 4. Journal, December. (cost of Green Green Wool ship).
- ✓ 5. Cash Book, December. (on Stanley Buildings).
- ✓ 6. London Suspense A/c - items outstanding.
- ✓ 7. Deposit A/c " " "
- ✓ 8. Interest Deposit A/c - " " "
- ✓ 9. Summary of Stock of Stores, Stanley.
- ✓ 10. General Summary of Stock of Stores.
- ✓ 11. List of Store Debtors.
- ✓ 12. " " Butchery Debtors.
- ✓ 13. Remarks on Store Debtors.
- ✓ 14. " " Butchery Debtors.
- ✓ 15. Stanley Office Account.
- ✓ 16. Abstract of Consulates & Agencies A/c
- ✓ 17. Adjustment of Head Office A/c.
- ✓ 18. Abstract of Pacific Agency A/c.
- ✓ 19. " " Lighterage, Hulkage A/c.
- ✓ 20. " " Naval Fuel Depot A/c.
- ✓ 21. " " General Charges A/c.
- ✓ 22. " " Farm A/c.
- ✓ 23. " " " Auditors' Copy.
- ✓ 24. Details of deliveries to Farm.
- ✓ 25. Inventory of Stores at Darwin Harbour.
- ✓ 26. " " " " North Arm.
- ✓ 27. " " " " Walker Creek.
- ✓ 28. " " " " Pitkroy.
- ✓ 29. " " " " Port Louis.
- ✓ 30. " " " " Speedwell Island.
- ✓ 31. Farm Consumption Materials on hand.

- ✓ 32. Farm Building Materials on hand.  
 ✓ 33. Farm Fencing Materials on hand.  
 ✓ 34. Farm produce unsold - estimated value.  
 ✓ 35. Balance due to and from men on farm, Fitzroy and Speedwell I.

✗ 36. Statement of expenses on farm buildings.

✓ 37. Farm Store Account.

✗ 38. Statement of cost of Goose Green Wool shed.

✓ 39. Material & Labour on Stanley Buildings.

✓ 40. Material & labour on Stanley hulks etc.

✓ 41. Abstract of Store Account, pottery, by that vessel I.

✓ 42. Millinery Store Trading Account.

✓ 43. Butchery Trading Account.

✓ 44. Additions to Fencing.

✗ 45. Additions to buildings.

✓ 46. Additions to plant.

✓ 47. Auditors' Certificate.

I think you probably definitely stated and reported to the Government

I definitely identified the parasite under the microscope

I am further to the point now and the various areas investigated.

I further stated that we infected all forms of the sheep - positive

I conclusion reached in view of the fact that

I for the purpose of identifying the outbreak on the East Falklands

arrived up already tried to negotiate with the Government. The

I auxiliary manager for two years and was advised by Sir John

I established no definite chance of getting another - nothing conclusive

I or helpful could naturally be obtained from the government, and

I again attempted to make direct into an attempt to name the

I country the evidence against the science. Their action,

I however, had the result that the government could not in any

I depart from the population, and therefore at that we left in

The auxiliary director.

1/20/06.

Post Box No.

Speedwell I.

21. 1906. 1906. 1906. 1906. 1906.

"ORLA"

msg.

4th March, 1927.

Sir,

I beg to confirm my No. 1272 which was mailed via the West Coast by the "Orduna" on the 3rd February. By that vessel I received your Nos 1272 and 1273 which are now under acknowledgment.

2. 1272 - 1. I have read with interest the opinion of the Farm Committee of the Board on the question of the so-called outbreak of Scab at Speedwell, and the sorofula theory was the opinion held by Mr Slaughter and myself from the moment we heard that only an isolated case of scab had been discovered. As the Stock Inspector definitely stated and reported to the Government that he had actually identified the parasite under the microscope the law had to be put into force and the various areas quarantined. On learning that we were infected all members of the Sheep-reeders Association flocked in from the West, chartering the "Fleurus" for the purpose, and, with their confreres on the East Falklands stirred up all the trouble they could with the Government. The machinery supported by Mr Munro and manufactured by Sir John Middleton now had a chance of getting going - nothing constructive or helpful could naturally be expected from the Association, and their complaints merely developed into an attempt to cause the Company the greatest amount of inconvenience. Their action, however, had the result that the Government could not in any way depart from the Regulations. On hearing of what was going on

The Managing Director.

LONDON.

copies separately for each work and sent with  
the same to you in the consumption and packing material  
not to be divided out in the same manner.

No. 683. per "Gorda". 4/2/2. 2.

Mr Slaughter and myself (I was at Darwin at the time) came in especially to meet the Governor, and the Camp Manager explained that in his opinion it was not safe. The Governor is naturally not in a position to over-rule the Stock Inspector on a technical matter of this kind, and the inconvenience and expense to which we have been put is due therefore to the Stock Inspector and the pressure which was put upon the Government by the Executive Members of the Sheep Rroders Association. Had not Mr Slaughter and I inter-ferred the Governor on the subject a suggestion, put forward by the Association, that the whole of the Company's property should be quarantined, would in all probability have been carried out. I shall be obliged if these points may be kept in view by the Members of the Board when certain farmers visit England this year. In stating "the Executive members of the Association", I wish to exclude entirely Mr George Bonner, who refused to take any hand in these machinations.

3. 12<sup>2</sup>/4 & 12<sup>3</sup>/4 Ll. I regret that I was rather obscure concerning the slipway at the West yard. - I should have made it clear that the slipway was completed but we could not nothing done as regards a cradle. The plans of the cradle you sent have been handed to Mr Peters and his rough sketch of the slipway is enclosed herewith.

4. 12<sup>3</sup> - 2. Farm Storekeepers have been instructed to put in force at once the new arrangement as regards in-voicing stores out direct. We can see many difficulties arising at this end but no doubt we shall be able to cope with them as they come along. I only see one great difficulty which would appear to have to be overcome at your end. If they do not receive their invoices with the goods for sale how are they to price them? Cannot this be overcome in some way? If all orders are shipped under separate marks such as you suggest, D.H., N.A. etc, surely invoices can be made out by suppliers separately for each mark and sent with the goods. I see no reason why Consumption and Fencing material should not be invoiced out in the same manner.

No. 53, por "Orla", 4/2/2. 3.

5. 12<sup>th</sup> - 3. The s.s. "Orla" arrived early on the morning of the 28th and should leave here without having incurred demurrage.

We do not anticipate any trouble in getting rid of the Chilean coal as the remainder of this will be sold as house coal for which it is quite suitable.

As regards the 200 tons Welsh required by the "Discovery" it will be remembered that in my No. 52/3 I reported that the Governor had kindly consented to our 100 tons from South Georgia taking precedence of that vessel's supplies and therefore it seemed only fair to inform him later that we could see him out of his difficulty. There was no question of the information leaking out and in any case it is extremely doubtful whether the "Discovery" would have purchased anything but really good coal from us. We gathered from Radio Press news that the Coal Strike was nearing a settlement and what I wanted to know was whether we could dispense of some owing to future supplies being assured, or whether the Board considered it advisable for us to hold on to all of it for our own purposes.

. 12<sup>th</sup> - 4. The Government had to send the "Afterslow" to the Coast as it was found on the last Survey that very extensive repairs to the hull had to be carried out. The latest estimate I hear is £4,000 for fitting in new boiler, replacing fastenings, re-sheathing etc. On top of this there will be the cost of passage for a crew to go over and fetch her back. On the way over she broke away from the "Lagarto" in a big sea and was only taken in tow again with great difficulty.

I shall be extremely glad when Captain Roberts has brought our other lighter over so far he has been in luck as regards weather, but it is not at all an easy matter to tow in those waters, and it is extremely difficult to foretell the conditions with any certainty.

• 12<sup>th</sup> - 5. I regret that the Surveyor did not date his Report - this should be 1<sup>st</sup> October 1925. The donkey boiler has been removed from the "Falkland".

No. 328, per "Orla" 4/2/27. 4.

As regards the drawing of the tail shaft, this can only be done when the vessel is slipped again in 1928 when she is due for her next Survey. I assume the Board will decide to send her to Punta Arenas again for this purpose. Kindly advise. As already pointed out we anticipate there will be considerably more work than at the last survey. We see that on page 296 of Lloyd's Calendar 1927, that a small Coaster of 540 tons deadweight built in 1925 was sold for £ 2,500.

S. 1273 - . Dr Dyer's analytical Reports on the shell deposits at Brenton Ledge and Findlay Creek Harbour are to hand. I notice from the Report that the deposits should be passed through a small mill or crusher. Is this an expensive item, as it does not seem worth while to go to very much labour if the shells are going to take a very long time to weather. Any crusher sent out must be portable and as light as possible to enable it to be dragged over the Camp.

S. 1273 - R. I have written to Martin W.H. Biggs as per correspondence enclosed. So far he has not asked for work or relief of any kind.

1273 - R. In 1927 the wages incurred in taking goods up to the East and West Stores and taking them down to the "Falkland" again was approximately £ 600. It is still difficult to get at the cost which would be saved if the proposed shed were built; however, one recent example will show that in certain cases the charges for handling under present circumstances are exorbitant:- There was no room for flour at the East End so 10 tons had to be taken to the West End and taken up to the Store - cost 2/- per ton. Some of this flour was subsequently shipped per "Falkland" which necessitated it being brought down from the West Store to the end of the West Jetty, placed in a lighter and towed alongside the "Falkland" at the East Jetty - cost per ton 4/5/- - A total cost of handling of 7/1/- per ton. If we had the shed there would be half cost per ton of handling to New Shed and similar half-cost of putting alongside the "Falkland" again, i.e., 2/8 per ton in all.

A great saving on direct shipments as it saves all the handling

No. 662, per "Orla" 4/3/2. 5.

There would be a clear saving in time and labour to both Store and Lighterage Accounts. In addition we should not need extra men in times of rush, and it would let off more men for upkeep of Lighterage property. At the same time we could load ~~and discharge~~ the "Falkland" and discharge cargo simultaneously - as it is now, these two services clash to the detriment of Store, Lighterage and "Falkland", and there is also annoyance to consignees caused by delays.

11.12.2 - 12. The "Ilion" has been overhauled and will go out to Darwin shortly. Mr Slaughter is sending J. Aitken, who has been in unemployment for some time and who knows the Sound thoroughly, to take her there first and then go to Speedwell with her. He is the very best man obtainable and should look after her well. A young Bannister, who has been running the engine under Mr Peters' tuition will go out with Aitken.

12. 12.2 - 12. Captain Roberts and myself have both considered the feasibility of employing the "Falkland" in the west country, in fact we offered the West Farmers a choice of bringing their wood for them direct - nobody replied. As regards shipment of sheep for freezing, unfortunately they freeze on the Coast in February, March and April, and would not want sheep in July and August. When it comes to bringing wood over for ourselves and clients, one full shipment would be all that we require. Another point is that if we take sheep to the Coast (and we should not get much for them), and bring wood back each trip, it means taking the pens down each time and this is an expensive business. Failing this we could only carry a very limited amount of timber. With the pens taken down and in the hold it would mean that the ship's carrying capacity would be reduced by about 1 ton.

We have not been able to find out what the Western pay for their wood brought over by schooners - our selling price in Stanley for Cypress posts is 4/10 and strainers 1/- . These latter are very heavy and we doubt very much whether they are obtainable for 2/- even shipped direct. All the same there is a great saving on direct shipments as it saves all the handling

No. 688, per "Orla" 4/3/2.

in Stanley and the freight to the farms. However, as I say, we made the offer and received no response.

13. 12<sup>th</sup> - 21. I quite agree that it is preferable to deal with all matters either in the Despatch or in Remarks on Accounts. I do not know why the Memorandum System was ever started for, as you say, it only leads to matters being overlooked. They will be discontinued at this end in future.

The instances you cite, however, happened under exceptional circumstances. Mr Vincent at the time the "Xia Ora" was in was the only member of the Staff who was not confined to his bed, and the Foreman Carpenter's Report was not received until the very last minute.

14. 12<sup>th</sup> - 22. The two answers to your enquiries appear in some manner to have been omitted - possibly by their being inadvertently missed from the final draft.

Re 12 - 20. The question of employing carpenter apprentices in the Farm was gone into, and we have not received any applications. Our apprentice man, who we expected to do well, turned out badly and it was ~~very~~ a considerable time before we could get another. There is a disinclination on the part of parents to letting their boys leave home before a certain age, as far as I can make out owing to their coming too much into contact with ordinary hands in the goldmines. Mr Slaughter will be asked to make further efforts to see if anything can be done.

Re 12 - 21. The store horse was returned to the Camp as soon as the Ford Lorry was assembled. It was sent to Port Harriett so as to be within easy call in case anything serious happened to the lorry. At present it is at Mount Pleasant working, but it can be sent to Stanley at a day's notice if required.

15. 12<sup>th</sup> - 23. We had the oil Barge in readiness for H.M.S. Capetown and delivered 624 tons of oil fuel as per enclosed receipt.

No. 663, per "Orla" 4/3/2.

The question of certain repairs and work to be done at the Camber has been referred to Mr G. Roberts for his recommendations. To undertake any considerable work at the Naval Camber in the way of repairing the Jetty and painting the empty shed would seem to me to be a very large waste of money. I am sure Mr Roberts will advise against this, but it will be better to await his written Report.

16. 12/2 - 24. I take it that I shall be asked to carry through the probate matters for R. Browning deceased. So far I have received no request from anybody in England, and I can get no information from his family here, who are more or less uneducated and illiterate. Possibly you may have some information later.

17. 22 What I feared might happen to one of the large P.B.N.C. vessels occurred when the "Orduna" was here. The weather was extremely boisterous in Port William resulting in serious delay. We put six lighters alongside the vessel early in the morning of her arrival, and at midday she drewed about half-a-mile towards Sparrow Cove. Our lighters had to be taken away and anchored under extremely difficult circumstances. After the "Orduna" had returned to her anchorage position they all had to be taken back again, which was not accomplished until nightfall.

I hope it will be possible to restrict shipments by these large vessels as otherwise we may be faced with the total loss of some of our lighters. It takes about three-quarters of an hour to get one out from Stanley harbour in moderate weather so the difficulties of getting 5 or 6 back again in a gale can be imagined. As it is we lost about 50 cases of paraffin off the lighters' docks and it saved a good deal for the men that we did not suffer a greater loss. The gale sprung up very suddenly, otherwise we should have taken the lighters away from the ship before.

We have had extremely bad weather for some time, and ice conditions north of the Falklands have been very bad indeed. The "Orduna" on her way down from Montevideo passed several large

No. 17, por "Orla", 4/3/37.

No. 18, por "Orla", 4/3/37. p.

borgs, some 300 and 400 foot high.

18. Since writing the above I have received your No. 1274 of 21st January, with Supplementary of 25th January, which arrived by the Capetown. Those will be answered by the "Lautaro" which is due here in a few day's time.

1. Dispatches &c.

I am, Sir,

2. Telegrams & messages.

Your obedient servant,

3. Letters & messages.

4. Cable messages, etc.

5. Remarks on letters.

Manager.

6. Cable messages required 12/1/37.

7. Telegrams required - 12/1/37.

8. Books stored out - 12/1/37.

9. Goods to be sent to Chile by steamer.

10. Goods required.

11. P. T. O. required Report.

12. Goods required English Agency.

13. Goods to be sent.

Correspondence - 12/1/37. Right to correspondence.

No. 66, por "Orla" via Buenos Aires, 4/2/8.

## **E N O L O S U R A S.**

DUPPLICATES - Circolare per "orduna" 2/2/2

Despatched. 622  
Statement in Accounts.  
Remarks ~~despatched~~. Stores.  
Store Ind. No. 624.  
Report on "Ilen"  
" " Star - "Ilen"  
See Green Wool Prop.

**ORIGINALS.**

1. Dispatch N. 623.
  2. Statement & Accounts.
  3. Remarks on Accounts.
  4. Store Intake. 629.
  5. Remarks on Stores.
  6. Camp-Master's Report 2/2/2.
  7. "Pukkout" warreets - O.S & S.
  8. Next Store Cash Voucher - January.
  9. Counting Insurance January & February.
  10. P.S.M.C. Account.
  11. P.I. Shipping Report.
  12. Packet uncancelled English stamps.
  13. P.I. Letters 1/2/2.

**CURRENT FEESES:-** US\$ 10.00 DUE ON COMMENCEMENT.

Mr. T. C. I. I expect about my estimation of the persons  
that may have been left to join the rebels and will be  
obliged if you will so advise General Hancock, Lee & Sedgwick  
accordingly.

No. 663 per "Lautaro" 8/3/27. 2.

4. 1274 - 4. I can quite understand that the mishap to the "Lauria" shipment of wool is going to cause an immense amount of trouble. The bale numbers are always taken here at the time of shipment and I imagine that in respect of the missing shipment "Lautaro" may be of assistance to the Brokers.

8th March, 1927.

663:

The future Wool tallies will be sent to you in the "globe" Letter, but it will leave us without any tallies sir,

I beg to confirm my Nos 663/4 both of which were mailed by the collier "Orla" proceeding direct to Buenos Aires. Kindly alter the name of the vessel on No. 664 - we were unable to do this as this Despatch was already at the Post office. Your No. 1274 per "Capetown" and Supplementary, and now under acknowledgment.

2. 1274 - 2. Documents in connection with the death of B. Browning who died on the 9th December last are to hand. I sent you a cable asking you to send a copy of the will for re-sealing here - the extract from the will given in Messrs Poole and Sons letter of the 22nd January is no use to me. I must have a certified copy of the will, and it would be as well if a note of this could be made at your end for any future cases. The replies to questions asked by the solicitors are answered on a separate enclosure.

3. 1274 - 3. I cannot obtain any confirmation of the rumour that any legacy has been left to John Rae Biggs and will be obliged if you would so advise Messrs McCowan, Son & Brydon accordingly. The Registrar General informs me that nothing is known in his office of any bequest and I have also interviewed Mr V.A.H. Biggs who is well up in any news concerning his many relatives in the Islands. He tells me he knows nothing about the matter and considers it very unlikely that either Mr James Rae or his brother George Rae would be in a position to leave such a legacy.

The Managing Director.

10th January we said - "vessel probably space 2150 bales equal to about 1510 tons measurement urgently required for 110 barrels tallow equal 47 tons salt and also 500 salted hides."

No. 665 per "Lautaror" 8/3/27. 2.

4. 1274 - 4. I can quite understand that the mishap to the "Loriga" shipment of wool is going to cause an immense amount of trouble. The bale numbers are always taken here at the time of shipment and I enclose them in respect of the "Loriga" shipment which may be of assistance to the Brokers and Average Adjusters.

In future these tallies will be sent to you in the Consignees' Letter, but it will leave us without any tallies ourselves, which may be a nuisance if queries arise.

5. 1274 - 5. I regret that Hobbs did not send you a cable about the value of cargo carried by the "Falkland" from Punta Arenas - he had instructions from Captain Roberts to do so before leaving. In reply to your cable we answered - "Timber £ 2,300, Coal £ 750."

6. 1274 - 5. If the weather is suitable the "Ilen" will sail for Darwin this week. She has been registered anew - British Registry now being No. 146,843, No. 11 of 1927, Stanley, Falkland Islands. Signal Letters T B C Q.

7. The whale-marking vessel "William Scoresby" is now working around the Falklands - she is quite unsuitable for whale-marking although useful for trawling and dredging. In accordance with the Admiralty Instructions 48 tons Oil Fuel have been issued to her as per enclosed Demand Note, which kindly forward to them for payment of the 1/- per ton. She will be requiring further supplies from time to time out of the quantity sanctioned by the Admiralty.

8. The cradle for the small slipway at the West End will be completed in a few days' time. Mr Peters will report and send photographs when craft are hauled up.

9. On the arrival of the "Lautaro" this morning the Captain informs us that he will not be able to take anywhere near the quantity guaranteed by Valparaiso as he was instructed to proceed to Bories and take all the wool which was there. In our cable to Valparaiso of 13th January we said - "voyage February space required for 2150 bales equal to about 1610 tons measurement also urgently required for 110 barrels tallow equal 47 tons weight and also 506 salted hides" -

No. 665. per "Lautaro". 3.

and their reply on 7th February reads as follows - "Space reserved  
"Lautaro as requested".

If the Captain is right, and we can only get away about 1000 bales it is a pretty parlous state of things. It means that parcels of wool of our own and also Clients will be left at the bottom of the "Great Britain" again and hides and tallow which have been in Stanley for months will not go at all. Also it seems to be pure waste of time to arrange voyages of the "Falkland" to bring in certain parcels if they cannot be shipped. The whole thing is most unsatisfactory, and the Pacific Company's undertakings that they would not cut our space in future is worth nothing. I shall cable you about this matter directly the vessel leaves as usual, and you will doubtless represent the matter strongly to Liverpool. It may be of interest to know that I think the "Orla" which went away in ballast would probably have carried all our produce for about 30/- per ton deadweight.

I have also talked to the Acting Governor about this, and as it affects the whole industry of the Colony he is, if we can make out a sufficiently strong case, perfectly willing to represent the matter in the proper quarter.

I am, Sir,

Your obedient servant,

Manager.

No. 665, per "Lautaro" - 10th March, 1927.

**ENCLOSURES.**

**DUPPLICATES.** (Originals per "Orla" 4/3/27)

Despatch No. 663.

Statement on Accounts.

Remarks on Accounts.

Store Indent No. 639.

Remarks on Stores.

Coasting Insurance Jan. and Feby.

Duplicates of ACCOUNTS Despatch No. 664, Messrs. Green & Co., Ltd.

**ORIGINALS.**

1. Despatch No. 665, the abdading Company for a payment of
2. Statement on Accounts.
3. Remarks on Accounts.
4. Store Indent No. 640.
5. Remarks on Stores.
6. Camp Manager's General Report.
7. Camp Reports, D.H., W.C., N.A., and Fitzroy.
8. Lamb marking, final Reports, D.H., W.C., N.A., Fitzroy.
9. Shearing, final returns
10. "Falkland" Manifest. O 6.
11. F.I. Shipping Report.
12. Sketch and memo re Fitzroy Shed. (ex Camp Manager).
13. Letter to Managing Director re oil for "William Scoresby".
14. Memorandum re "Loriga" Tallies - September, 1926.
15. F.I.M. March, 1927.
16. Copy of letter to P.S.N.O. Liverpool, re "Lautaro" shipment.

Special Instructions

Mark.	Wool.	Skins.	Hides.
J B	133	3	87
W C	168		
D H	205		
G C		185	
H	36		
W P	47	E	
B	35	2	
J B L	41	1	
H & B	109		
P	271	1	
S	157	3	
J L W	224	2	

Further messages received:-

1. Try to reflect high water - 30 feet water outside

2. of P.L.O. Ltd (Lloyd's Agent), Consulter

3. R.M. 1 (The Harbour Master) and Captain Roberts

4. Boarded the s/s "Orla" and proceeded to the indicated position

5. at the vessel, but when through the Narrows Entrance we found

6. that the vessel was not at the entrance to the Inner Harbour

but at a considerable distance to the seaward, as shown on

the Chart, namely, to the eastward of Watt Cove at the entrance

## S.S. "WOODVILLE"

~~to the Master of the S.S. "Woodville" who informed us that she could not~~  
**REPORT** on the Stranding in Port William, Falkland Islands, 19th and  
 20th March, 1937.

Date:  
1937.

The s.s. "Woodville" is owned by the African & Eastern Trade Corporation Ltd. (Managers, Henry Tyrer & Co. Ltd., Royal Liver Buildings, Liverpool) and chartered by them to the Southern Whaling and Sealing Company for a shipment of coal to South Shetlands and South Georgia. The Master informed us that he expected to obtain a cargo of whale meal from South Georgia for shipment to Europe.

**19th March.** Were informed by Government that vessel was putting in to Stanley owing to a leaky forepeak and that she was proceeding from Montevideo to South Shetlands.

**8.20 p.m.** Captain D.W. Roberts, Marine Supt. of the Falkland Islands Co. Ltd. reported verbally that the "Woodville" was ashore in Port William.

**8.30 p.m.** Manager of F.I.S. Co. Ltd received from Wireless Station by telephone the following message from the "Woodville"  
 "Woodville aground west of entrance to inner harbour  
 "require assistance".

Reply sent:-

"What is position of affairs now stop. Steps being taken  
 Gresham".

H.E. The Governor and Harbour Master advised.

**8.48 p.m.** Received telephone message from Wireless Station:-  
 "Ship ashore on soft bottom require tug - Master".

**8.45 p.m.** Further message received:-

"Will try to refloat high water - 20 feet water outside  
 "now - Master".

**9.0 p.m.** Manager of F.I.C. Ltd (Lloyd's Agent), Commander R.T. Amedroz, R.N. (The Harbour Master) and Captain Roberts boarded the s/t "Xelp" and proceeded to the indicated position of the vessel, but when through the Narrows Entrance we found that the vessel was not at the entrance to the Inner Harbour but at a considerable distance to the westward, as shown on the Chart, namely, to the eastward of Watt Cove at the entrance

2.

to Haarnden Water. The soundings show that she could not have proceeded further in this direction and had no room to manoeuvre in it.

On our boarding the vessel Captain Palmer informed us that when approaching the anchorage the vessel drifted in the strong N.E. wind, and in trying to round up to her anchorage the vessel grounded in  $3\frac{1}{2}$  fathoms. The Extract from the Log and Protest are attached.

Weather conditions from 8 p.m. on this day until the 23rd March inclusive, with special reference to the conditions at each high water have been certified by Commander Amedroz, the Harbour Master, as per enclosure.

As the tide was falling nothing could be done until the morning and Captain Roberts informed the Master that he would get up steam on the s.s. "Falkland" and stand by at 4.30 a.m. next morning in readiness to give assistance.

We returned to shore at midnight.

20th March. 5.15 a.m. s.s. "Falkland" after experiencing difficulty in getting away from the East Jetty, due to the gale from the N.E., proceeded to Port William but nothing could be done owing to the "Woodville" being broadside on to the wind. She therefore stood by to await the evening tide. As the "Woodville" had grounded approximately 1½ hours before after high water on the night of the 19th, the vessel drove higher up the beach with the gale on her starboard beam at high tide on the morning of the 20th. It should be noted that this was the latest of the spring tides.

11.0 a.m. Lloyds, London, were cabled to, and voyage of "Falkland" to Teal Inlet, Estancia, Wharton Harbour, Speedwell Island, North Arm, Bleaker Island and Fitzroy indefinitely postponed, as position did not look at all hopeful of getting the vessel off without lightening her. The "Falkland" continued to stand by during the day and between 6 and 6.30 p.m. took the "Woodville's" towing line and towed her off by the stern to a safe anchorage in Port William.

29th March. During the operation the "Woodville" grounded a second time owing to the unwise

use of her engines.' (Vide copy of "Falkland's" Log).

This ends the narrative of the actual stranding and re-floating, but subsequent details of the "Woodville's" stay in port may be of use to you. Enclosures regarding all matters other than those already noted will be attached hereto.

21st March. 7.45 A.M. S.S. "Woodville" entered the inner harbour under her own power and anchored. The Master came ashore and informed me that the Chief Engineer had, in consequence of the propeller scraping the ground, requested that a diver be sent down to inspect. It may be mentioned again that in being towed off the "Woodville" used her propeller and again touched the ground astern in a position shown approximately as "2" on the Chart enclosed. I therefore, as Lloyds Agent, appointed G.L.Challen to dive. His report was to the effect that there was no trace of damage except for some pieces chipped off as reported by the master previously, but that there was a coil of  $\frac{3}{4}$ " steel wire round the shaft and propeller with bunches of loose wire hanging. The Surveyors appointed by me, Commander Amedroz and Captain Roberts, stated that the vessel could not proceed to sea in this condition and the diver was therefore instructed to remove the encumbrance. This was done after great difficulty - the diver's under water time being 31 hours 40 minutes, he on one occasion being down for 2 hours 25 minutes, which is a very good performance in these cold waters. Mr G.Roberts, the Executive Engineer, who is himself an experienced Admiralty Diver, superintended all diving operations and was most helpful. A large quantity of the wire was brought to the surface and remains in our possession.

28th March. Wire removed from propeller & length of same approximately 30 fathoms as per diver's report.

29th March. On this day the diver examined the bottom plates, port bilge, stern post and rudder post to ascertain whether any damage had been sustained to the hull owing to the stranding.

4.

This Survey was held in consequence of the receipt of a cable from The London Salvage Association reading as follows:-

"S.S. Woodville hull insured here telegraph full particulars of damage what are the repairs required what is being done regarding repairs please see that the vessel is seaworthy before proceeding advise and assist Captain what do you recommend  
Wreckage".

The diver reported that he could find no trace of any damage to bottom, and the vessel proceeded to the South Shetlands at 5.0 pm. on the 29th March.

#### POINTS RE STRANDING AND RE-FLOATING.

The question of the refloating of this vessel is clearly a matter of salvage.

The ship came in here owing to a leaky forepeak sustained at sea, and this can be considered outside the question as temporary repairs were effected in a few hours, and the leak had nothing to do with the stranding. She, however, went ashore at an entirely out-of-the-way place and after being re-floated by the "Falkland" and entering the Inner Harbour it was found that her propeller was fouled by approximately 180 feet of 2 $\frac{1}{2}$ " steel wire. No explanation can be given by us as to how or where she picked this up - either before or after the stranding.

The points we can make, however, are:-

(1). She was aground fore and aft on soft bottom with boulders and kelp on her lee side.

(2). The weather conditions were bad owing to a N.E. gale blowing from p.m. on the 19th to p.m. on 20th during which time the highest tide of the series occurred.

(3). The Spring tides were on 18th, 19th and 20th March. The morning of the 21st would without a doubt have been too late without lightening. Vessel drove up during N.E. gale on what was the highest tide of the series.

(4). The position in which the vessel stranded did not permit of her getting off under her own power, as there was no manoeuvring space, especially with the wind as it was.

- (5). Had she selected to lighten herself by jettisoning some of her cargo of coal she would possibly have been driven further towards the beach.
- (6). If the Master obtained lighters from Stanley Harbour considerable expense in lightening would have been entailed and also delay in delivering her cargo of coal which was urgently needed at the South Shetlands by the s.s. "Southern Queen", who sent a radio to the Master of the "Woodville" stating that unless he (the "Southern Queen") received his coal by the 31st March he would have to cease whaling operations.
- (7). No other vessel but the "Falkland" within a radius of 500 miles was capable of re-floating the vessel, the small tugs "Kelp" and "Penguin" being without sufficient power, and the H.M.C.S. "Afterglow" being at Punta Arenas, Chile.
- (8). Risk to salving vessel. Towing operations had necessarily to be conducted near time of High Water. If the "Falkland" had herself got aground during salvage operations - a contingency by no means remote owing to the variability of tidal streams and swell from the Eastward - an Easterly gale and consequent heavy swell setting in would have finished her before she could have been re-floated at the subsequent High water.
- (9). This same danger of Easterly winds and sea applied to the "Woodville" as the position was very much exposed to it.
- (10). "Woodville" was not in a position to use her engines at all, except to her disadvantage, either ahead or astern, as either way would drive her further aground.
- The following are the answers to the enquiries contained in your cable of the 23rd March, as far as we can arrive at them:-
- Official Certificate of weather. This is enclosed.

Certified Copy of Log of "Falkland" Log of "Falkland" is  
and s/t "Kelp".

enclosed. The tug "Kelp" does not keep a log, being purely a Harbour tug, but she was acting all the time under the

direction of the Master of the "Falkland", in order to carry hawsers or assist in whatever way necessary.'

Details of Value. This is not understood - if value of "Falkland" and "Kelp" is meant, this is known at your end.

Cost of upkeep. "Falkland" £ 38. per day.

"Kelp" £ 2. per day.

Loss of Employment. This presents difficulty.

The actual delay was two days, as instead of the "Falkland" sailing early a.m. on the 20th she could not have sailed until a.m. on the 22nd, in order to arrive at the first port at the proper time. Not knowing, however, what damage had been sustained by the "Woodville" it was necessary to keep Captain Roberts in Stanley as Surveyor until the Diver had reported on the bottom and the propeller, and the long delay occasioned by the wire around the propeller was not anticipated. The bottom had to be surveyed, and until the propeller had been cleared it was no use surveying the bottom. It should be added that we only had one diver available.

The "Woodville" was not reported seaworthy until the 29th, and sailed the same day - the "Falkland" sailed at 5 a.m. the following morning, therefore the delay caused by Captain Roberts having to remain as Surveyor was from the 20th to the 30th March inclusive. It would seem doubtful, however, whether this can actually be taken in with salvage - possibly it might be taken into consideration seeing that Captain Roberts, Mr Wiley and Commandor Medros are the only persons possessing a Master's Certificate in the Colony.

Value of cargo aboard s.s. "Falkland" - at the time of Salvage  
was £ 3876. 9. 8. as per list enclosed. Also 54 tons  
Bunker Coal. value £ 303. 6/-.

In addition to the value of vessel and ordinary equipment there were the two scows for wool rafting which cost us £ 110. each. These are in perfect condition.

Damage. Nil.

Depreciation. 2 or 10 days.

LIST OF ENCLOSURES TO "WOODVILLE" STRANDING AND  
REFLOATING.

Saved from danger. Yes, certainly, as she would have remained aground with a full cargo of coal. The nature of the beaches as will be seen from the Charts consists of boulders covered with the seaweed kelp. When boarded on the morning of the 30th, when a N.E. gale was blowing with an easterly sea and swell, she could be felt to be grinding, and if necessary the Harbour Master, Commander Amedroz, can testify to this.

1. Protection.
2. Diver's report.
3. Diver's notes.
4. Diver's notes.
5. Diver's notes.
6. Note of Diver's underwater view.
7. Official certificate of weather conditions (in duplicate).
8. Authorization to act for Master & crew **MANAGER**, and "golpe".
9. Value declared with respect to her being stranded at risk.
10. Correspondence, including request for assistance and acknowledgement.
11. Port Stanley, P.I.
12. Correspondence, including request for assistance and acknowledgement.
13. Correspondence between ship and Master, Captain, stevedores and wharfingers.
14. P.S. Additional Points re Refloating.

(a). Three ports had to be deleted from the voyage referred to on page 2 namely, Teal Inlet, Estancia and Wharton Harbour. Loss of freight on 20.9/10 tons @ 25/- ton £ 26. 2. 6.  
Labour loading and discharging @ 4/- ton. 4. 3. 7.

(b). The lack of damage to the "Woodville" was due to the prompt effective assistance, as if she had not been refloated she would have set aground firmer with each succeeding tide. The scouring action of the tide due to a vessel aground in that position would not have helped her; on the contrary, the effect of both flood and ebb streams would set her further inshore.

NOTE -

LIST OF ENCLOSURES re "WOODVILLE'S" STRANDING AND  
SUBSEQUENT STAY IN PORT.

1. Protest - Official Copy.
2. s.s."Woodville" - Certified copy of log (in duplicate).
3. s.s."Falkland" - Certified copy of log (in duplicate).
4. s.s."Woodville" - Surveyors' Report on Forepeak (in duplicate).
5. s.s."Woodville" - Surveyors' Report on bottom and propeller.
6. Diver's Reports dated 22nd, 28th and 29th March, 1927.
7. Note of Diver's under-water times.
8. Official certificate of weather conditions (in duplicate).
9. Authorisations to act for Master & crew of "Falkland" & "Kelp".
10. Value of cargo and bunker coal on board s.s."Falkland" at risk.
11. Correspondence:- including request for assistance and acknowledgement thereof.
12. Radiograms between Ship and Shore, Lloyds, wreckage, and Fleetwing.
13. Admiralty Chart - showing position of stranding and subsequent grounding, certified by Commander R.T.Amedroz, R.N., Government Harbour Master. (See red ink).

NOTE - P.S. Additional prints re re-floating.

After consultation with the Master of the "Lantana" it was decided to tow the "Woodville" to the port of Port Stanley and have her re-floated there. The "Lantana" has been chartered by the Admiralty for the purpose of towing the "Woodville" to Port Stanley and will be available for the return trip.

I am sending you a copy of letter addressed to the Colonial Government, asking them to instruct the Colonial Office to take such action as may be necessary to ensure that our allotted space in the "Lantana" has been fully utilised upon our arrival.

I have also talked to Major Grey with the Colonial Government about the "Woodville" and I think he will take a strong line in the matter with the Colonial Office and Ministry of Shipping.

The reason for the shortage of space was that the "Woodville" had 110 barrels of oil and 500 hds. of coal, there was only space for 1047 barrels. We had to inform the Admiralty, the Colonies, and the Colonial Government about the

London.

With the "Woodville" back the "Australia" will be able to go to the