

ESPATCHES

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Admiralty Land 1236/8. Sale of. $\frac{1245}{13}$ $\frac{1257}{11}$

Accounts. 1924 $\frac{1257}{2}$, 1925 $\frac{1267}{2}$ 1927, $\frac{1295}{6}$ "Falden" $\frac{1296}{2}$, Annual $\frac{1307}{11}$

Accounts - for employees leaving $\frac{1295}{8}$

Anson, B. G. A. (death) $\frac{1235}{20}$

Aitken, R. $\frac{1266}{12}$ Pension

Allan, R. J. Stanley (car) $\frac{1238}{2}$

Arsenic, on farm $\frac{1239}{16}$

Alfalfa, $\frac{1244}{10}$

Aitken, B. E. $\frac{1261}{11}$ Steward "D"

"Afterglow" (Towage) $\frac{1245}{16}$, purchase $\frac{1304}{12}$

Anglo Horse Shaving Co. $\frac{1290}{1}$

Apprentices $\frac{1291}{17}$

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Bodie Creek Bridge. 1236/26. 1240/2. 1246 1247 1249 1249 (erector)
 1250 Mehery. Cement. 1251 per Ballena 1252 1253 1256 1257 9/1260 completed
 1266 inspection 12911 4 40 11 7 5

Block 5. 1254/1. 1260/3

Babcock Boiler (e.g.) 1240/22.

Bowles, Geo. 1247/19

Bonus 1923. 1247/20. 1924 1257/19 ["182 days cleared up 1262/5"]

"British Beacon" 1255/5

"Ballena" 1255/11 (100 late for Sales)

"Brenton" 1289/3. 12911/4

Barton, A.G. increase salary 1256/2, 1258/16, leaving.

Bleaker Is. Wool. 1256/6

Bishop Stirling Memorial, 1258/17.

Biggs, T.A.H. 1263 (retire) 1264 no pension, 1267 1269 1270 1273
 2. appd 3 19 3 11 10

Biggs, J.R. rumour of legacy. 1274 1277
 3 14

"Boqota" - death of animals etc. 1264 1266 - 1270 1281
 8 18 7 12

Biggs, Martin, accident to 1270 1271 1273 1286 Adminal 1295
 26 4 8 4 Payment 29

Browning, B, death of, 1273 1274 1274 Supr, 1277 1286
 24 2 1 11 January 8

Buildings (Farm. insurance) 1245/9

Broad Herbert (Camp Employee - pension) 1284/2. 1282/5

Boy Scouts Assoc (Donation) 1284/15.

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Robinder Engines - catalogue $\frac{1294}{19}$

Birch A.C. employment $\frac{1295}{14}$

Bisley Team $\frac{1298}{8}$

Cast Ramo $\frac{1235}{2}$ $\frac{1240}{6}$ Pastorage. $\frac{1240}{12}$ 1923/4 Melinos. $\frac{1241}{15}$ + whalers

Coal, $\frac{1236}{11}$ Disposal to whalers $\frac{1236}{12}$ Complaint shipment "Elm Park".
for whalers $\frac{1239}{11}$ Storage etc expenses $\frac{1239}{20}$ $\frac{1244}{16}$ $\frac{1245}{14}$
do $\frac{1246}{14}$ $\frac{1246}{23}$ $\frac{1247}{6}$ $\frac{1250}{11}$ Ballena $\frac{1251}{9}$ contracts, $\frac{1253}{12}$ $\frac{1257}{12}$
1258 - contracts cancelled) do $\frac{1262}{12}$ $\frac{1263}{23}$ $\frac{1264}{10}$ $\frac{1267}{10}$ $\frac{1267}{11}$ $\frac{1268}{6}$ $\frac{1269}{12}$ $\frac{1271}{12}$ $\frac{1273}{5}$
 $\frac{1273}{12}$ to Parwin $\frac{1279}{20}$ to free from $\frac{1288}{3}$ for whalers - bigger business $\frac{1292}{1}$
at Duru $\frac{1291}{5}$ for whalers $\frac{1298}{3}$ $\frac{1306}{7}$

Crawford G (mason) $\frac{1235}{11}$ $\frac{1236}{9}$ $\frac{1239}{4}$ $\frac{1240}{13}$ $\frac{1244}{5}$ $\frac{1260}{4}$ (Bridge gratuity)

Breece, Martin. $\frac{1240}{10}$ appt. $\frac{1241}{7}$ $\frac{1306}{4}$

Breece, E. J. $\frac{1263}{17}$ salary $\frac{1307}{22}$ $\frac{1358}{22}$

Braig, J. B. $\frac{1240}{13}$ Eng $\frac{1259}{3}$ discharged. $\frac{1262}{10}$ Bonus no. $\frac{1266}{19}$

Bochran & Co $\frac{1240}{14}$ Oil pumping.

Banning Material $\frac{1243}{9}$ $\frac{1246}{11}$

Coasting Insurance, $\frac{1262}{28}$ f.a.

Camber Shed $\frac{1243}{25}$ for plants "Genia" materials $\frac{1284}{5}$

Coastwise Service $\frac{1263}{5}$ $\frac{1268}{3}$

Chatas $\frac{1246}{5}$

Cable re price of Coal - delay $\frac{1268}{6}$

Concrete, reinforced. $\frac{1247}{19}$ $\frac{1266}{13}$ piles

Creamer, J. D. $\frac{1249}{43}$ Agree^t

Chartres River, buoying $\frac{1253}{2}$

Carpenters, $\frac{1260}{4}$ show $\frac{1266}{40}$ apprentices.

Camp Manager's leave 1925. $\frac{1254}{8}$

Cement shipments $\frac{1255}{15}$

Coastwise Trade $\frac{1266}{127/16}$ $\frac{1267}{23}$ (Contract) $\frac{1269}{5}$ $\frac{1271}{23}$ (Carriage)

Clark, J. increase salary $\frac{1256}{2}$ $\frac{1263}{18}$ $\frac{1275}{7}$

Cobb, H. & G. ~ discrepancies re wool $\frac{1257}{14}$

Common Carriage, $\frac{1266}{27}$

Congo House. $\frac{1259}{4}$

Cargo shut out "Lautaro" - $\frac{1247}{18}$

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Craig W... $\frac{1279}{21}$ $\frac{1286}{32}$

Code - Private $\frac{1291}{23}$

Carpo - delivery to Consignees $\frac{1304}{10}$

Carton, RW, $\frac{1304}{20}$

Darwin Ark Boat. $\frac{1239}{19}$ - $\frac{1243}{22}$.

Jean W.M. $\frac{1305}{15}$

Drafts, on Storekeepers. $\frac{1235}{21}$.

Dettleff, R. J. Leave $\frac{1246}{10}$.

Darwin Motor Boat. $\frac{1249}{16}$.

Duffin, H. $\frac{1253}{13}$

Dips, iron, shipped. $\frac{1254}{22}$.

Diver. $\frac{1279}{22}$ $\frac{1286}{16}$.

Diving Gear. $\frac{1279}{23}$ $\frac{1280}{1}$

"Discovery" Expedition $\frac{1286}{2}$.

Doctor, new for Camp $\frac{1289}{12}$ $\frac{1291}{21}$ $\frac{1293}{6}$ $\frac{1294}{22}$
Accountant — — $\frac{1290}{4}$ $\frac{1291}{22}$

Dr. Leane $\frac{1291}{13}$ $\frac{1295}{11}$ $\frac{1299}{5}$

Deant Co - fatty extension $\frac{1294}{21}$

Dogs. Importation. Regul^{no} $\frac{1304}{7}$

Lock, floating. $\frac{1304}{22}$ $\frac{1307}{17}$

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Expenses on Voyage, 1239/19; 12

Export Tax (1924) $\frac{1243}{20}$

Egeria. $\frac{1245}{16}$, $\frac{1267}{13}$, $\frac{1270}{5}$, $\frac{1271}{7}$, $\frac{1271}{22}$, $\frac{1272}{5}$, $\frac{1277}{8}$, $\frac{1295}{5-19}$, $\frac{1246}{6}$.
Shed. $\frac{1279}{6}$ new shed 1285 1286 Pilomaking $\frac{1285}{79}$ material $\frac{1284}{11}$ $\frac{1291}{5}$ $\frac{1294}{8}$.
Explosives $\frac{1266}{3}$

Pls letter 12/3/24

Estancia House. $\frac{1259}{4}$

R.O.P. Evans, $\frac{1266}{11}$ obstructions.

Experimental Farm. $\frac{1273}{15}$, $\frac{1245}{13}$, $\frac{1279}{13}$, $\frac{1286}{31}$, $\frac{1295}{16}$, $\frac{1294}{2}$, $\frac{1298}{7}$
see also "Block 5" $\frac{1299}{8}$, $\frac{1300}{2+0}$, $\frac{1304}{2}$

East Jetty Shed $\frac{1273}{9}$, $\frac{1277}{8}$, $\frac{1279}{31}$, $\frac{1279}{4}$, $\frac{1280}{8}$, $\frac{1282}{11}$ (true under "Egeria") $\frac{1287}{15}$
material $\frac{1294}{20}$

Elliot, Birt, increase $\frac{1278}{1}$

Executive Council H.E.S. $\frac{1291}{10}$

Egeria + Jetty Shed. $\frac{1295}{3}$, $\frac{1299}{5}$, $\frac{1298}{6}$, $\frac{1299}{3}$, $\frac{1300}{4}$, $\frac{1306}{6}$, $\frac{1307}{9}$

Eight-hour day $\frac{1294}{3}$

Engineer. $\frac{1307}{16}$

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Talkland. Eng^r $\frac{1235}{76}$ Accto $\frac{1235}{10}$. (Bul Bonus $\frac{1235}{13}$ Eng^r $\frac{1239}{6}$. Coal Consumption $\frac{1239}{20}$
 $\frac{1240}{5}$. $\frac{1240}{19}$ Dynamo. $\frac{1241}{8}$. $\frac{1243}{11}$ boiler $\frac{1243}{32}$ Survey $\frac{1245}{5}$ misc. Gratuity $\frac{1245}{12}$
 $\frac{1245}{11}$ Chata motor boat $\frac{1246}{7}$. Survey $\frac{1246}{11}$. Rapid collection $\frac{1247}{12}$
 $\frac{1249}{4}$. Trip to Pa-Survey. $\frac{1249}{25}$. Tamar Pass accident, $\frac{1249}{34}$ Cent. Make.
 $\frac{1250}{9}$ Shipping $\frac{1252}{2}$, $\frac{1253}{14}$ (1254 Male) $\frac{1255}{7}$ (Classification) $\frac{1262}{17}$ Shipping Federation
 $\frac{1251}{8}$ Returns. $\frac{1263}{12}$, $\frac{1266}{22}$, $\frac{1267}{21}$ (1269 Boiler) $\frac{1270}{8}$ boiler
 $\frac{1264}{18}$ Boiler Survey. $\frac{1271}{14}$ Survey) $\frac{1271}{12}$ boiler

Fencing Annual % $\frac{1237}{-}$

Furniture, Coy's Employees $\frac{1237}{-}$, $\frac{1239}{13}$, Lwt Negroes $\frac{1305}{14}$

"Fleetwing" $\frac{1240}{9}$ Conversion. $\frac{1243}{23}$ $\frac{1246}{28}$ $\frac{1249}{22}$

Farm Wages $\frac{1242}{2}$ War Bonus
 Farm Accounts, $\frac{1249}{24}$ merging of
 Farm Stores $\frac{1243}{19}$ $\frac{1269}{6}$ $\frac{1273}{2}$ $\frac{1288}{1}$
 Farm Labourers & Carpenter $\frac{1249}{40}$, $\frac{1261}{10}$ (16 hands) $\frac{1263}{6}$
 Forgeries $\frac{1246}{2}$

Fairy Cove Land $\frac{1246}{15}$ $\frac{1252}{5}$

Todder from UK $\frac{1249}{2}$

Farmers Meeting, $\frac{1249}{14+36}$ Mr Munro.

Flour, dam^d from Chile $\frac{1253}{11}$
 Fordson tractor parts sent $\frac{1254}{14}$
 Funday Creek Bridge $\frac{1260}{5}$, $\frac{1261}{7}$, $\frac{1262}{15}$ $\frac{1279}{25}$ $\frac{1286}{18}$
 Ford Lorry for Store $\frac{1262}{20}$, $\frac{1266}{25}$

"Talkland" Boiler Survey $\frac{1273}{5}$, $\frac{1273}{19}$, $\frac{1277}{5}$, $\frac{1275}{10}$ (ul/boat) $\frac{1275}{11}$ (q/c) $\frac{1276}{2}$ (accident)
 "Claim damage" } $\frac{1279}{2}$, "Future Policy" } $\frac{1279}{26}$ Deviations medical $\frac{1281}{10}$ Survey $\frac{1281}{15}$ (over)
 Farm Buildings (Plans) $\frac{1275}{9}$ $\frac{1283}{2}$ col^r $\frac{1286}{21}$ $\frac{1286}{33}$ Patent fuel $\frac{1286}{21}$ $\frac{1286}{33}$ Salvage award $\frac{1284}{10}$
 "Tennia" $\frac{1279}{30}$ $\frac{1281}{10}$ $\frac{1282}{4+14}$ $\frac{1283}{2}$ inventories $\frac{1294}{6}$ $\frac{1307}{18}$
 $\frac{1289}{4}$ $\frac{1291}{2}$

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Fitzroy Wool Shed (Ventilators) 1280/3, 1282/9, 1286/22
 Material shipped 1291/20, tender 1298/10, 1300/6
 Material 1284/8, 1284/16, 1291/6
 Oku Class 1300/17, 1304/4, 1305/9

"Falkland" Engineer 1284/3, 1285/3, Survey 1286/3, Deviations-medical 1286/5
 " " 1286/24, Pymon Vitae 1286/25, Deviation (ffw) 1284/1, Engineer 1284/6
 Report on Education } 1289/5, Scraping } 1289/8, Chief Off. 1289/9, Engineer 1289/11-15, Wireless 1291/8
 Engineer 1291/18, trips after wool colln } 1291/20, Spec. Survey No 2. 1291/24, Accumulators 1293/7, a/c 1291/12
 Stern Bush - Days Survey 1291/13, dynamo for lighting 1291/18, cleaning 1295/17
 Wireless 1295/18, a/c 1924. 1296/2, Wireless 1294/24, lighting set 1298/5, MV 1300/16

Falklands Dependencies Sealup Co - see under S - Sealup Co, New.

Fitzroy - Robbery 1286/10
 "Heurus" 1291/20, 1293/2, (freights) 1305/6

Floating Deck 1294/14, 1295/9

Fitzroy, Dock (Ratzen) stop pro. purchase 1294/8, 1307/15

"Falkland" Repairs MV 1299/5, a/c 1299/7, MV 1300/16, Coal 1300/21, Off Exp. 1300/22, 1301/1, 1303/5, MV 1303/7
 1304/3, Off Exp. 1304/5, a/c 1305/7, MV 1305/13, 1306/8

Farm Stores. 1304/14, 1305/4

Quendolin. $\frac{1235}{10}$, sails $\frac{1235}{12}$, $\frac{1243}{18}$ $\frac{1259}{2}$ (Diameter) sails $\frac{1267}{24}$ $\frac{12911}{12923}$

Quendolin. Motor $\frac{1236}{6}$ $\frac{1240}{15}$, $\frac{1243}{2}$ $\frac{1245}{9}$ $\frac{1246}{3}$ $\frac{1252}{9}$, $\frac{1260}{4}$ $\frac{1262}{7}$ ave. ady.
 $\frac{1262}{25}$ New Sails. $\frac{1263}{10}$ $\frac{1271}{10}$ $\frac{1271}{17}$ $\frac{1273}{14}$ $\frac{1275}{11}$ (a/c)
 $\frac{1304}{18}$ a/c $\frac{1305}{7}$ $\frac{1306}{2}$, since $\frac{1307}{19}$

Gresham, NHR. Agree etc $\frac{1235}{18}$, $\frac{1261}{3}$ re leave.) Council $\frac{1291}{10}$ Paid $\frac{1291}{10}$
arr. Home $\frac{1290}{9}$ $\frac{1305}{16}$

"Great Britain", forecaste head repairs. $\frac{1236}{13}$, $\frac{1267}{20}$ (moving) $\frac{1271}{9}$
Light on, $\frac{1304}{6}$, $\frac{1307}{18}$

Greenshields Bros. $\frac{1240}{11}$ Secure their business

Government Educational Scheme $\frac{1243}{29}$

Great Island Robbery. $\frac{1246}{9}$

Government Experimental Farm $\frac{1252}{3}$, $\frac{1255}{5}$, $\frac{1256}{8}$, $\frac{1282}{11}$

Geese, $\frac{1256}{7}$

Gates, iron. $\frac{1262}{27}$

Goose Green $\frac{1245}{12}$ (Press) $\frac{1246}{11}$ (by me) $\frac{1279}{15}$ coal rent $\frac{1288}{3}$

Grass seed $\frac{1246}{9}$

"Gutoo" - service $\frac{12911}{2}$

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Hamilton, John. Weddell purchase $\frac{1235}{15}$

Hay, from Hill Cove. 1236/21, $\frac{1243}{15}$

" from UK $\frac{1253}{19}$, $\frac{1254}{26}$ from NZ $\frac{1267}{12}$ from NZ $\frac{1279}{18}$
Hotel Expenses, employees $\frac{1240}{13}$

Hides "Lopaz" $\frac{1241}{3}$, $\frac{1245}{3}$, $\frac{1246}{21}$, $\frac{1255}{16}$, $\frac{1256}{4}$, $\frac{1260}{2}$

Harding, H.B. Leave $\frac{1243}{18}$, $\frac{1249}{25}$ Agree^d

Horses, from Coast $\frac{1246}{21}$

Honeyman, D.M. (Camp Teacher) $\frac{1246}{40}$

Hulk & Hie $\frac{1263}{5}$, $\frac{1267}{4}$

"Harris" (lighter) $\frac{1275}{14}$

Hill Cove Shed, $\frac{1279}{29}$, $\frac{1286}{28}$, $\frac{1289}{6}$ materials for boiler shed & Hill. shed $\frac{1294}{20}$

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Sten: $\frac{1267}{28}$, $\frac{1270}{24}$, $\frac{1273}{13}$, $\frac{1277}{16}$, $\frac{1246}{5}$, $\frac{1279}{16}$, $\frac{1286}{27}$

Influenza epidemic $\frac{1275}{2}$

Insurance - shipments by outside vessel $\frac{1284}{17}$
" from P/areas $\frac{1291}{15}$ $\frac{1295}{12}$

Inspall-Rand; Rock drill - broken parts $\frac{12911}{11}$ (oil pump with $\frac{1295}{4}$ $\frac{1294}{12}$
 $\frac{1300}{9}$

Incidents N.A. $\frac{1302}{5}$

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Help. $\frac{1235}{14}$, $\frac{1255}{14}$, $\frac{1263}{8}$, $\frac{1264}{2}$ boiler, $\frac{1266}{28}$ new boiler, or inspections, $\frac{1267}{5}$, $\frac{1267}{18}$, $\frac{1270}{9}$, $\frac{1271}{2}$, ^{ow} Slipway $\frac{1279}{4}$
 on Slipway $\frac{1286}{9}$, $\frac{1307}{10}$

"Karna Kristen", 1256/13. Produce by.

Knowsley ~~Engineering~~ Electrical Co. $\frac{1255}{12}$ (listening in)

"Kie Ora" - $\frac{1245}{8}$ (fine) $\frac{1279}{14}$

"Kymac" sheep dip $\frac{1279}{9}$

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Lighterage. Mulkage increased 1237/- $\frac{1245}{10}$ of 1248, L'Chypier. $\frac{1300}{8}$

Lady Elizabeth. $\frac{1241}{10}$ (coal hulk. $\frac{1261}{8}$ machinery for cooling) do $\frac{1262}{12}$ $\frac{1266}{12}$ new crew,

Lafonia, $\frac{1249}{17}$ conversion.

Legislative Council Seat. $\frac{1235}{19}$. 1236/25. H.C.H. to resign. $\frac{1252}{11}$ H.C.H. appointed.

Lighter Dawson $\frac{1246}{4}$, $\frac{1249}{17}$, $\frac{1249}{18}$ pt/om, $\frac{1250}{10}$ New one $\frac{1254}{3}$, $\frac{1252}{14}$.
2 ord P/a $\frac{1253}{5}$. $\frac{1263}{20}$, $\frac{1266}{8}$ new P/a, $\frac{1267}{7}$, $\frac{1270}{18}$, $\frac{1275}{11}$ (H.C.H.) Hobbs $\frac{1281}{14}$.

Lively Island - sounding entrance $\frac{1249}{15}$, $\frac{1253}{2}$, $\frac{1286}{12}$.

Langdon, J. G. Agree $\frac{12514}{12}$, $\frac{1307}{6}$.

Lloyds (correspondence) $\frac{1257}{18}$

Luna, $\frac{1263}{15}$, $\frac{1277}{6}$ Beach,

Land Register $\frac{1265}{3}$ $\frac{1270}{2}$ $\frac{1271}{20}$ $\frac{1279}{9}$ Caudwell Govt

Land 38 Fitzroy purchase $\frac{1266}{15}$, Exchange of, $\frac{1307}{8}$

Loriga, acid to $\frac{1273}{25}$, $\frac{1274}{4}$,

"Lautaro" - lat collection $\frac{1276}{4}$, $\frac{1279}{5}$,

Lighters. (from P/a) $\frac{1285}{2}$ Iron-on shipway $\frac{1294}{10}$

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Motors. Guend & Lafonia $\frac{1235}{8}$ (vide "Guendolin"). Motor boat $\frac{1246}{5}$

Motor Winches. $\frac{1236}{11}$ $\frac{1240}{20}$ $\frac{1245}{15}$ $\frac{1306}{3}$

Millinery Store. $\frac{1240}{7/8}$ Results & fire, New Site $\frac{1304}{16}$ $\frac{1305}{10/1}$

Medical. P. Louis $\frac{1243}{5}$. Dr. Moir's Report $\frac{1245}{12}$. appar $\frac{1254}{13}$ develo for cases $\frac{1304}{16}$

McNicoll, J. passages $\frac{1243}{2/1}$

Mail Agency Jc. 1248.

Mails, delivery of $\frac{1249}{1}$, handling $\frac{1252}{13}$, carriage of $\frac{1256}{1}$ connection $\frac{1283}{1}$
New Service $\frac{1286}{23/1}$ $\frac{1298}{2}$

Moir, Dr apparatus $\frac{1249}{15}$ $\frac{1253}{4}$ Resignation $\frac{1286}{14}$ $\frac{1284}{3}$ Accident $\frac{1289}{12}$ $\frac{1290}{2}$ $\frac{1291}{11}$

Munro Mr, Directors Meet him $\frac{1253}{3}$ $\frac{1254}{2}$ $\frac{1255}{10}$ $\frac{1259}{7}$

Marine Supd^{to} House. $\frac{1254}{5}$ $\frac{1255}{2}$ $\frac{1257}{4}$ $\frac{1262}{2}$ $\frac{1268}{8}$

Montevideo Quarantine. $\frac{1254}{14}$

Motor Boat - Stanley $\frac{1255}{6}$ $\frac{1267}{18}$ $\frac{1275}{15}$ $\frac{1279}{8}$

Mason $\frac{1255}{9}$ $\frac{1258}{12}$ apprentice. $\frac{1285}{5}$ $\frac{1286}{19}$ $\frac{1291}{17}$

Murrel River, bridging, $\frac{1257}{5}$

Moir, A. J. $\frac{1258}{15}$ app for na. disat?

~~Mr~~ McLeod, N. (Pension) $\frac{1267}{16}$

Moir, Alex. $\frac{1267}{29}$ $\frac{1289}{12}$

Magazine (H.) Letter & copy $\frac{1279}{19}$

Mitchell J. $\frac{1279}{28}$ $\frac{1295}{8}$ $\frac{1300}{20}$

Utilisation of Messages $\frac{1289}{14}$ $\frac{1291}{16}$

Matthews, H. D. (cl. officer "F") $\frac{1295}{25}$

Mackenzie, Donald (dec^a) $\frac{1300}{12}$

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North Arm. Newell's Acct 11/19 $\frac{1240}{23}$ $\frac{1241}{14}$ $\frac{1241}{17}$ $\frac{1257}{9}$ $\frac{1263}{13}$
Dawle Dwelling fire 1269 1269
Robson's expense $\frac{202}{20}$ $\frac{20}{20}$, , Shed 1305, 1306
Naval Amherst Shed $\frac{1246}{16}$ $\frac{12}{12}$ $\frac{1306}{10}$

Norwegian Whaling Assn $\frac{1241}{5}$

New Zealand - Shaw Saville & Sons $\frac{1252}{1}$ $\frac{1266}{1}$ Rams.

New Zealand - Selver's goods $\frac{1286}{34}$ $\frac{1289}{10}$ $\frac{1295}{9}$

Nicholls, G. $\frac{1235}{11}$

North Arm Fire $\frac{1270}{20}$

Nicholl, W.O. (Exp. Ballland) $\frac{1301}{1}$

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Oil Tank Inst^m 1240 1241 1243 1244 1247 1249 Contract
 1250 1251 1251 "B. Beacon" 1251 1256 1257 1257 1259 1260 (oil for funnel)
 2 2 5 1251 1256 1257 1257 1259 1260
 1263 Caldero, 1263 1264 1267 1268 1269 1278 1273 1277 1278 1295
 1279 1281 1282 1286 1284 1288 1289 1290 1291 1294 1295 (changed)
 11 17 6 6 4 2 7 5 3 3 19
 1296 1294 (metal) oil sample 1294 1300 1301 1302 1302 1303 1305
 1 6 11 15 2 2 6 2 2

Mr D^r, Rowett Inst, Directors meet him 1253/2

oil for Coy's Engines, 1261 1258
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Oil Barge O.C. 82 moorings 1295 1300 1300 1302 1307
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Peters, G.P. $\frac{1239}{3}$ $\frac{1240}{13}$ $\frac{1260}{5}$ (Bridge glaucoma) $\frac{1266}{5}$ G.G. Contract.

Pensions. $\frac{1240}{18}$ $\frac{1241}{13}$

Port Stephens - fatty extension $\frac{12911}{21}$ $\frac{1299}{4}$

Pebble Island - Marina Kersten $\frac{1243}{4}$ Ramo. $\frac{1254}{47}$ $\frac{1257}{15}$ Produce per "Pentoo" $\frac{1279}{3}$ $\frac{1284}{2}$

Produce brought in by Outside vessels - Contract form $\frac{1247}{15}$ $\frac{1267}{27}$

Proccis. $\frac{1247}{17}$ (condemned) $\frac{1270}{17}$

PSMC $\frac{1249}{19}$ complaints, slow work, contracted etc. $\frac{1249}{30}$ Wrong B/L. $\frac{1252}{13}$ freights.

$\frac{1253}{6}$ discharge. $\frac{1253}{10}$ L'pool instead London, Services $\frac{1256}{9}$ $\frac{1257}{3}$ ($\frac{1262}{19}$ freights) $\frac{1263}{3}$ cargo delivery. $\frac{1254}{19}$ $\frac{1267}{3}$ $\frac{1267}{30}$ $\frac{1275}{6}$ (loading in) $\frac{1276}{4}$ (wool oil) $\frac{1279}{12}$ over

Pebble Island $\frac{1255}{13}$ (motorboat) - "Pentoo" $\frac{12911}{2}$ callout $\frac{1295}{21}$ $\frac{1296}{3}$

Profit 1924 $\frac{1255}{14}$

Pitaluga Bros Sale of Wool $\frac{1257}{20}$

Parker, J.W. $\frac{1259}{3}$ app c.e. of "P" Designs $\frac{1284}{1}$ $\frac{1285}{3}$ $\frac{1286}{24}$

Plym. $\frac{1264}{4}$ no tenders for. $\frac{1269}{19}$ $\frac{1270}{19}$ $\frac{1271}{14}$

Pneumatic Drill, $\frac{1266}{2}$

Press parts, Hill & Co. Chantres $\frac{1267}{3}$

Santa Arenas Agency $\frac{1267}{22}$ $\frac{1284}{2}$ $\frac{1285}{6}$ $\frac{1286}{4}$

PSMC vessels, $\frac{1277}{12}$ $\frac{1275}{6}$

Press-wool g.g. $\frac{1245}{12}$ $\frac{1246}{4}$ $\frac{1294}{9}$

Press et N.Z. $\frac{1279}{18}$

Patent Fuel (et "Fennia") $\frac{1286}{21}$

Private Code $\frac{1291}{28}$

P

Q

R

S

T

V

W

X

P.S.N.C. Wool carrying contracts $\frac{1284}{2}$ Draft of vessels $\frac{1294}{16}$ shipment "Ordessa" refused $\frac{1295}{2}$
— " — $\frac{1304}{23}$

"Penguin" (paper) $\frac{1299}{6}$

Petrol $\frac{1300}{18}$

Passage Co. Purchase for Hamilton $\frac{1304}{11}$

Ramo, from Coast 1238/3 Merino, death of $\frac{1245}{22}$, $\frac{1246}{19}$, $\frac{1249}{6}$ (1925) 849, $\frac{1249}{7}$ (1925) n.2.
from nz. $\frac{1262}{6}$, $\frac{1263}{14}$.

Rowett Research Inst. $\frac{1246}{20}$ (groes)

Roberts, Capt $\frac{1249}{34}$ Leave $\frac{1250}{7}$ Leave Sac. House $\frac{1263}{17}$ July 1926.

Remarks on A/c. matters not to be referred to herein $\frac{1279}{23}$

Rosa Baker. (springs leak) $\frac{1281}{3}$ - $\frac{1285}{2}$ $\frac{1286}{30}$ $\frac{1289}{2}$

Rowe E.P. $\frac{1291}{9}$

Richardson J.C. (Darwin accountant) $\frac{1293}{3}$, $\frac{1298}{4}$, $\frac{1304}{15}$

Rifle Club (Stanley) $\frac{1295}{20}$, $\frac{1303}{8}$, $\frac{1307}{13}$

R
S
T
V
W
X

Permission to sell down land. London Cable 4 Jany 1923

See "Land" also

Stanley Land, 1235/8, 1252 (McPherson), 1258 4 1/2 acre Dairy, 1263, 1264, Dettleff, 1267 (Bedford), 1268, 1269, 1270, 1271, 1275, 1279, Sedwicks, 1286, 1284, bulls, 1300

Salaries, Re-adjust. after Death 1248. (1304/8, 1307/9, 1307/5)

Speedwell Island, 1235/9, 1240/17, cutter, 1241/14, do 1243/22, 1261 new vessel, do 1267/28, Store 1304/19

Sheepbreeders Assoc, 1263/9 (see over page)

Surplus Sheep, 1235/14, 1243/10, 1256/5, 1263/19

Sullivan House, 1236/8, Sale of, 1243/5, Jetty 1241/5, 1250, Sale Jetty app'd

Skim Drying Shed 1246/34, 1249/10

Sheep from NZ, 1250/13, 1264/5, 1267/25, 1268 (Inco) 1271/5

Storehands, 1263/20, 1267/8

Short Produce, 1235/15, 1235/24

Slipway, 1240/16, 1241/12, 1246/26, 1261 new proposal, 1270/21, 1272/4, West Yard, 1246/3, 1281/9, West Yard 1282/2, Large, 1282/7, West Yard 1286/9, re "Wm. Sweeney" 1284/11, 1289/13, 1291/24, 1291/4d, 1291/19

Samsing, (coll. of S.G. produce) 1256/10

"Samson" - conversion 1249/11

Salvage Pump (motor) 1240/20, 1241/9, 1242/3, 1246/33

Suburban Land, Conveyances 1246/25, 1235/3, 1286/26, 1284/9 (Plot H 1284/14)

Slaughter House, 1246/27, 1249/8

"Speedwell" Motor Boat 1246/29, 1249/23, 1253/8, 1255/4, 1256/3, 1257/6

South-Georgia Mail Service 1247/20, 1252/6

Smith, J (of Great) 1247/23

Slaughter S.G. arrival in England 1257/10

Stanley Improv. Scheme 1250/4, 1251/3, 1266/9

Storekeepers, 1253/10, 1255/17, 1256/13, 1267/8, 1270/6, 1286/19, 1306/9 (Counter Assistants) 1307/4

S
T
V
W
X

Sales. $\frac{1257}{21}$

Sheepbreeders Assoc. $\frac{1257}{22}$, $\frac{1267}{6}$, $\frac{1268}{2}$, $\frac{1269}{16}$, $\frac{1271}{18}$, $\frac{1272}{2}$

Seal Oil. $\frac{1267}{14}$, $\frac{1273}{14}$
Sails for Schooners $\frac{1267}{24}$

Scab (?) at N.A. $\frac{1270}{15}$
do Speedwell $\frac{1272}{1}$

Shell Deposits $\frac{1273}{6}$

Shed at Eastjetty $\frac{1273}{9}$

Stores. Cabled orders for, $\frac{1279}{24}$ for Pan $\frac{1288}{1}$

Smith J.P. $\frac{1289}{2}$, $\frac{1291}{7}$, $\frac{1295}{10}$

Sealing Co - new. $\frac{1291}{14}$, $\frac{1302}{4}$, $\frac{1303}{4}$, $\frac{1304}{21}$, $\frac{1305}{3}$, $\frac{1307 \text{ oil}}{20}$ drums $\frac{1307}{21}$

Slipway. West pier $\frac{1291H}{10}$ versus floating dock. $\frac{1291H}{11}$ see dock, floating.

Store profit for 1924 $\frac{1295}{10}$

Shearing - mechanical. $\frac{1295}{15}$, $\frac{1300 \text{ (machly)}}{19}$, $\frac{1305}{8}$
Stocks excessive $\frac{1302}{5}$

Stucky, H. dismissal $\frac{1304}{13}$

Sheepdogs, $\frac{1305}{11}$, $\frac{1306}{11}$

Staley House, $\frac{1306}{13}$, $\frac{1307}{12}$

Timber from Coast, $\frac{1239}{8}$, $\frac{1243}{17}$, $\frac{1282}{3}$

Tallying cargo, $\frac{1247}{24}$, $\frac{1253}{7}$, $\frac{1254}{18}$, $\frac{1261}{4}$, $\frac{1262}{22}$, $\frac{1266}{24}$, $\frac{1277}{15}$

Telegrams reduced cost $\frac{1295}{5}$, $\frac{1300}{10}$

Timber shipments, $\frac{1302}{7}$, $\frac{1305}{5}$

T
V
W
X

Uruguayan Consularship. ~~W. G. Gaff~~. 1253/12

"Ullstad" - work on $\frac{1292}{2}$ $\frac{1293}{11}$

Incident. a.w.h. assault on $\frac{1291}{9}$ arr. in London $\frac{1295}{13}$

V
W
X

Whalers, $\frac{1242}{-1}$ Coal $\frac{1243}{16}$, $\frac{1249}{12}$, $\frac{1254}{6}$, $\frac{1271}{5}$ Storage (coal)

Whaling Co, New. $\frac{1300}{13}$

Watson, Wm Pension refused $\frac{1245}{6}$, $\frac{1247}{16}$

Watson, J.H. Camp Teacher $\frac{1250}{14}$

War Bonus $\frac{1245}{1}$

Nest Store - New $\frac{1307}{8}$

Wool Tax $\frac{1246}{8}$ Certificates $\frac{1246}{12}$, $\frac{1246}{36}$, $\frac{1249}{5}$, $\frac{1250}{4}$, difficulties

Water system (Camp) $\frac{1246}{32}$

Wool Shed G.P. new, plans, $\frac{1251}{10}$, (1254 Contract) $\frac{1255}{8}$, $\frac{1257}{8}$, $\frac{1257}{16}$, (1262 contract) $\frac{1266}{8}$, $\frac{1266}{5}$ (Contract) $\frac{1267}{15}$

Wiley, David 1st Mate J. $\frac{1261}{11}$, $\frac{1293}{21}$, Salvage award $\frac{1294}{11}$, termination of Agreement $\frac{1294}{11}$

Wilson, McMath, $\frac{1258}{18}$ Store $\frac{1266}{17}$, $\frac{1267}{26}$, Salvage award $\frac{1295}{22}$

Wood Discrepancies $\frac{1266}{30}$

Williams Estate, ($\frac{1269}{21}$ Gwendolin freight & Gen. Average) $\frac{1270}{21}$, Sale $\frac{1307}{14}$

Water Rates Stanley $\frac{1270}{4}$

Wright, J.J. Muir - business $\frac{1278}{5}$

Wool marks DH+W.C. $\frac{1272}{3}$

"William Scoresby" oil, $\frac{1277}{17}$, $\frac{1298}{9}$, $\frac{1300}{5}$

"Woodville" $\frac{1278}{1}$, $\frac{1279}{7}$, $\frac{1282}{10}$, Salvage award $\frac{1284}{12}$, $\frac{1291}{2}$

Wool - market $\frac{1245}{18}$, $\frac{1246}{4}$ (collection) $\frac{1246}{8}$, $\frac{1280}{21}$, $\frac{1282}{13}$, $\frac{1293}{5}$, $\frac{1295}{21}$, $\frac{1294}{14}$

Welding Set, Electric $\frac{1279}{27}$, $\frac{1281}{16}$, $\frac{1282}{12}$, $\frac{1286}{20}$, $\frac{1294}{11}$ Salvage for $\frac{1294}{13}$

Wool Classifier $\frac{1279}{28}$

Wilson J.C. $\frac{1294}{22}$

W
X

Young L.W.H.

$\frac{1305}{16}$

$\frac{1306}{12}$

$\frac{1307}{1}$

The Falkland Islands Company, Limited,
Stanley, Falkland Islands,
31st January, 1923.

Sir,

I asked the Governor to discuss the question of the seat on the Legislative Council as there were two reasons against the Company's Assistant Manager continuing to retain his appointment.

The first was that he would shortly be moving from Fitzroy to Darwin and would consequently be out of the range of Council meetings. The Governor said that he would willingly arrange these to suit that member's convenience; he could have two or more short sessions during the year when farm work was not too pressing. He wanted one of the Unofficial members to be conversant with sheepfarming questions and interests who would give his opinions freely as Mr H. Harding had done on this and on other subjects. He hoped that he would continue to serve on the Council until his Commission expired (about July, 1924.).

I said that the second reason was a stronger one from the point of view of Mr H.C. Harding's employers, namely that it was very anomalous that the third (or fourth) official of the Company should sit on the Council and thereby take precedence officially of the senior members of the Company's staff. The Governor asked if the Company objected on this ground to his retaining his seat - he said that Mr H.C. Harding was quite capable of expressing the Company's views. I replied that I did not suppose that the Directors would preclude his retaining his seat for that reason, but he was certainly only a junior official in their service. I added that as regards business matters the Company's General Manager was necessarily from his position better informed than possibly any other person in the Colony. The Governor said

The Managing Director,
LONDON.

that if the present unofficial member resigned it did not follow ~~that~~ an official of the Falkland Islands Company would be offered a seat in his place, and the Company might find themselves without any representative on the Council; he referred to the reply of the Colonial Office in 1917 to the representations made by the Company that their Manager had had a seat on the Legislative Council for many years. He added that the Company's Manager would always have access to him as Governor and that he would always be ready to discuss all matters with him.

"Tuesday"
604.

Sir,

Under the circumstances above detailed the Assistant Camp Manager asks that the wishes of the Directors may be conveyed to him through the usual channel as to whether he should retain his seat on the Legislative Council or not.

and, if it is so decided, Messrs Packer Brothers & Co. will no doubt be discussed by Mr. [Name] in his report. I await the decision of the Directors as to what is to be charged in the light of what was written in 603/1.

I am, Sir,
Yours faithfully,

3. 1233 - 3. A copy of the list dated 12th April, 1909 giving particulars of suburban allotments is enclosed. I received your cable of the 5th January giving me a free hand with regard to Stanley land; the Governor has stated that he is awaiting the completion of the plan of Stanley, now being made by the Admiralty Engineer, before discussing the matter further.

4. 1233 - 5. The trouble with the "Kelp" propeller might have developed into a serious matter. When the boat arrived the propeller was in reality slightly loose on the shaft but this defect was only noticed when the engine was reversed astern, as the forward action tended to drive the propeller forward on the shaft. When going astern the propeller slipped aft, and the key was slack and was becoming worn. The propeller was driven further on the shaft and

The Managing Director,
LONDON.

No. 604, per "Enclosed", 2/2/23.

and a new tightly fitting key made.

Judging by the amount of hammering to which the nut had been subjected trouble must have been experienced before the boat was shipped out.

"Duendes".

9th February, 1923.

604.

As regards the black varnish, this will, in view of what you write, be given another trial, and we will see that it is applied under the best possible conditions prevailing here.

Sir,

Mr Harding wrote last on the 27th December 1922 and I have now to answer your despatch No. 1232 of the 29th November which arrived on the 27th December addressed to him.

2.1232 - 2. You will have learned that Mr Slaughter purchased 500 rams at Gente Grande of which 100 were earmarked for Mr Bonner; 3 died on the voyage and the question of the allocation of the 497 between the Company, Mr Bonner and, if it is so decided, Messrs Packe Brothers & Co. will no doubt be discussed by Mr Slaughter in his report. I await the decision of the Directors as to what rate of freight is to be charged in the light of what was written in 503/2.

3. 1232 - 3. A copy of the list dated 12th April, 1899 giving particulars of Suburban allotments is enclosed. I received your cable of the 5th January giving me a free hand with regard to Stanley land; the Governor has stated that he is awaiting the completion of the plan of Stanley, now being made by the Admiralty Engineer, before discussing the matter further.

4. 1232 - 5. The trouble with the "Kelp's" propeller might have developed into a serious matter. When the boat arrived the propeller was in reality slightly loose on the shaft but this defect was only noticed when the engines were reversed astern, as the forward action tended to drive the propeller forward on the shaft. When going astern the propeller slipped aft, and the key was slack and was becoming worn. The propeller was driven further on the shaft and

The Managing Director,
LONDON.

No. 604, per "Duendes", 9/2/23. 2.

and a new tightly fitting key made.

Judging by the amount of hammering to which the nut had been subjected trouble must have been experienced before the boat was shipped out.

As regards the black varnish, this will, in view of what you write, be given another trial, and we will see that it is applied under the best possible conditions prevailing here.

5. 1232 - 9. The Protest signed by Mr A.P.Cobb, in respect of the loss of the cutter "Exe" was forwarded in our No. 601.

6. 1232 - 10. Captain Roberts desires me to convey his thanks to the Board for the increase in his salary of £ 100 per annum from 31st March last.

Mr Peters will take his leave in April and is prepared to return to the Islands. In 503/10 Mr Harding pointed out that we considered it inadvisable to have only one engineer in the dual capacity of the Company's Engineer and the Engineer of the "Falkland". The only qualified engineers, Mr Baseley and the engineer on the "Afterglow", are both Government officials and it is certain that we should not be able to obtain their services if we found it necessary owing to the breakdown of the "Falkland's" engineer during the wool season. Mr Harley has given his word that he will remain until the end of this season and I therefore do not consider it necessary for Mr Peters to forego his holiday and you will no doubt discuss the matter of dual capacity with him when he is in London.

7. 1232 - 11. I enclose Captain Roberts's notes on Mr Kennaugh's letter as regards the condition of the "Falkland" from which the Board will see that the bulk of the necessary work had already been carried out - the remainder will be put in hand directly the "Falkland" is again laid up.

Captain Roberts observes that the reasons for sending the time of writing only four have given the undertaking required. A copy of my letter is enclosed.

No. 604, per "Duendes", 9/2/23. 3.

the original report seems to have been misunderstood. The Board no doubt realize that when the vessel was owned by the Falkland Islands Transport Company the Captain was responsible for the upkeep of the vessel and that the Manager here was only concerned with the financial requirements of the steamer and the arrangement of voyages. We have known that Lowden's Captains have been instructed in the past to have as little as possible done in the way of repairs here with the result that huge bills had to be met when the vessel went away for overhaul, and as far as we are able to gather even the ordinary maintenance work was either not done or scamped. Directly the "Falkland" was taken over by the Company steps were taken to get her into proper condition, and the sole reason for sending the report to the Directors was to prepare them for a fairly heavy account for conditioning the ship up to the standard which we considered they would wish. In view of the fact that our Marine Superintendent had no jurisdiction over the "Falkland" there was no one here except the Captain (above the rank of Chief Officer) who had any locus standi in the matter.

In 601/6 attention was drawn to the difficulty of getting Mr Harley to make any written reports: as he will no doubt be leaving in the course of a few months ^{and} you may be appointing another engineer you will no doubt explain to the latter the necessity of giving full details as to any machinery which requires renewing.

8. 1232 - 13. It is most satisfactory to learn that negotiations with the P.S.N.C. have resulted in obtaining such a large reduction in freights, and this news coupled with the satisfactory advance in the price of wool has put a better outlook on things.

I have circularized all the farmers as to guaranteeing to ship their produce by the P.S.N.C. steamers but up to the time of writing only four have given the undertaking required. A copy of my letter is enclosed.

No. 604. per "Duendes", 9/2/23. 4.

9. 1232 - 14. I note that the Board will probably decide to fit either the "Lafonia" or the "Gwendolin" with a 50 h.p. engine.

When Mr Newman arrived we put the motorboat at his disposal and he and Captain Roberts inspected both vessels, and the former informs us that motors could be fitted to both. He did not pass any opinion as regards refastening the "Lafonia" beyond stating that galvanic action on the bolts is still going on. In addition to the £ 800 for refastening and resheathing material, sails and an engine there is the heavy expense for labour, as even at Golding Island a great deal of the work could only be done between tides. Of course, work on the topsides would be carried on when under-water work was impossible. For carrying out this work it will be necessary to send with the schooner 4 carpenters; the schooner's crew will be fully occupied assisting them and renewing the rigging, and the provision bill for all this number has to be reckoned with. Assuming that the work can be carried out in ten weeks the cost of this labour and provisioning would be about £ 500, to which must be added the cost of materials supplied from here.

As regards the carrying capacity of the "Gwendolin" we are not able to stow more than 148 Company's bales in the hold, and on the occasions to which you refer, when 200 or more have been carried it was only found possible owing to the nearness of the ports and favourable wind to carry over 50 on deck. 234 were carried from Port Louis N. and Johnson's Harbour, but these are small bales and the trip only necessitates about half an hour in the open sea. This carrying of a large number of bales on deck gave rise to a good deal of anxiety on our part and we feel that only such a risk can be taken in the case of a port very close to Stanley. For estimating her real safe carrying capacity you can only consider

No. 604, per "Duendes", 9/2/23

No. 604 per "Duendes", 9/2/23. 5.

what she can stow below hatches.

It would be interesting to know what view the Underwriters would take of carrying cargo on deck.

10. 1232 - 15. I note that the Company have taken over Speedwell Island as at 30th June last with all stock, property and unrealized ~~profits~~ produce in cancellation of their debt of £ 5451. 14. 11 at that date. A separate memorandum dealing with this matter is enclosed.

11. 1232 - 16. As regards the date for closing the account of the "Falkland" and other coasting vessels I would suggest the 31st October instead of 30th November. During the winter months fairly heavy consignments of clients' cargo are sent out and odors of skins and tallow accumulate at the stations. In order to clear these off at the commencement of the wool collecting season coasting vessels must commence running in the month of November. Assuming that you will agree to the 31st October as the date for closing the account we are rendering the "Falkland's" and the "Gwendolin's" accounts accordingly.

12. 1232 - 17. Mr Vincent's agreement is to hand.

13. 1232 - 18. The Deed reconveying the mortgage from Mr Anson to the Company has been registered here and returned to Mr Anson's solicitors.

14. Nicholls, the Darwin Foreman Carpenter, leaves by the April mail. He is willing to re-engage but I think it doubtful whether a highly paid (£ 20. per month) Foreman at Darwin is necessary. Most of the work in the Camp is simple repair work which Mr Slaughter and myself consider can be properly supervised by a leading carpenter. The Board may consider, however, that he should be re-engaged to superintend the erection of the new wool sheds.

Crawford, the mason, will also go by the same opportunity and as he also is willing to return I would strongly recommend his re-engagement as he is a hard-working and capable man.

No. 604, per "Duendes", 9/2/23 6.

15. We sent you a cable on the 9th January informing you that Dr Herklots's agreement had been terminated and that he was leaving in April. A memorandum dealing with the whole matter is enclosed under separate cover.

16. The payment of £ 300. 15. 0. to Dr Craddock's account advised in your cable of the 24th January, has been supplemented at this end by £ 305, and his account is now £ 134 in credit.

17. In 603. 11 we advised you that the "Magellan" would call here about the end of January to lift 2700 bales. The P.S.N. C. Valparaiso, however, telegraphed us on the 28th December that owing to the uncertainty of wool being available at Punta Arenas they had decided to substitute the "Duendes" in the first half of February. We are hoping that this vessel will be able to take more than the original space asked for in the "Magellan" for if the "Duendes" does not leave until the 15th we shall probably have 3700 bales ready by that date.

On the 5th February we received a cable from Valparaiso stating that the next direct homeward cargo boat, the "La Paz" would not arrive here until the middle of April, and that the "Losada" would be at Punta Arenas in the middle of March but would not call at Port Stanley.

In view of the correspondence which has passed between you and the Liverpool Office we considered it advisable to urge Valparaiso by cable to send the "Losada" here in March as we are sure you did not contemplate, when coming to an agreement with them, that they would not send the second vessel here until the middle of April.

A copy of my letter to them is enclosed, from which you will observe that I have also pointed out that we shall be very much congested here if we do not get a load away in March.

I have received a cable from them to-day saying that they will send in both the "Losada" and the "La Paz".

18. The question of selling sheep to Mr Llanso was gone

No. 604, per "Duendes", 9/2/23. 7.

int~~er~~ with Mr Markham Dean who sent the following cable to Messrs Waldron & Wood, Buenos Aires:-

"Please communicate to Sidey & Poels the following:-

"Reference your cable financial arrangements necessary

"you remit funds my Company London which we will disburse here to sellers."

to which they replied direct to us:-

"Telegraph us each shipment when made we will arrange

"payments in London one per cent commission."

Messrs Sidey & Poels who are Mr Llanso's principals are buying the sheep and have chartered the "Martin Saenz", capable of carrying about 11,000 sheep, for four trips to the Falklands - two each to the East and West. The vessel arrived on the 6th instant, sailed for Port Howard the next morning, and she is expected to be at San Carlos about the 18th for a load from there. Mr Slaughter hopes to ship about 5,000 by that opportunity and about 10,000 by a subsequent trip, the date of which is not yet fixed.

The whole business has been conducted by Mr Llanso in a most unbusinesslike manner, resulting in a good deal of inconvenience both to the Government and ourselves. The Government however is very much in favour of putting the business through and has, like ourselves, assisted them in every way.

19. We have to-day received a cable that the "Duendes" will be in early tomorrow morning and has space for 2600 tons measurement. If this is correct we should be able to get about 3000 bales away by this opportunity.

I am, Sir,

Your obedient servant,

Manager.

905.

13th February, 1933.

Sir,

I received your telegram No. 1232 dated 10th January per S.S. "Orford" on the 5th instant.

2. 1232 - 3. The further information you have been able to obtain from the Admiralty as regards work to be undertaken by us in connection with the Oil Tanks is most interesting and I will discuss the whole matter with Mr Neave as soon as he has got rid of the "Inverness" and "St. Park" which will both be here some days.

3. 1232 - 4. We note that after consultation with Mr Kennard you are shipping best selected Yorkshire coal and not best North Wales coal as suggested by the Engineer of the "Falkland".

Mr Harley has again referred to the question of his coal bonus and we would refer you to the second paragraph of our letter to Messrs Lowden Connell & Co of the 27th June last, to which we have not received an answer. We are anxious to learn the reasons for this and particularly what the basis is on which the bonus is worked. We have no data here on which to go and Mr Harley has been promised that he would receive bonus from us on the same terms as provided for in his agreement with Lowdens.

4. 1232 - 5. We regret that we did not cable you the results of the "Falkland's" trip to Punta Arenas but we were

The Managing Director.

LONDON.

No. 505, per "Duendes", 13/9/33. 3.

certainly under the impression that Captain Roberts had advised you by cable as in the case of the San Julian trip. Full particulars of this voyage, also amended estimate of expenses were enclosed in our 503/2, in which Mr Harding asked the Board to advise us what the actual freight to be charged to clients and fare respectively should be. In view of the fact that in 1922/23 when referring to the final accounts for the year it was stated that the Board would decide what sum should be written off for depreciation, we felt it would be presumptuous on our part to fix definitely what should be allowed for depreciation and profit.

In suggesting a profit at the rate of £ 5. per day we had in mind our anticipation that the general cost of running the steamer would turn out to be lower than Townsend Combe's figures for 1918, which so far is the only basis we could work upon in estimating the cost of engine and boat maintenance.

I shall be glad if you will inform us whether depreciation at £ 4. per day and profit at £ 12 a day, which will mean that the fare will have to pay £ 2. 11. 9. and the clients £ 2. 11. 6., is considered sufficient.

We will make an additional charge at the termination of quarantine for bringing the sheep from the Islands to the wharf.

5. 1233 - 7. I note that the Board approves the suggestion that the "Samson" should be converted into a lighter and this work will be proceeded with as soon as opportunity permits.

Firms on the Coast will be approached with a view to the disposal of the "Plyn" and any counter offers against the £ 1250 suggested will be cabled to you as instructed.

6. 1233 - 9. We regret that Captain Roberts's report on the sails sent out for the "Gwendolin" has not, through an oversight, been previously despatched.

No. 505, per "Journal", 13/3/20.

7. 1913 - 10. I note that the Board gives Mr Harding a free hand in dealing with Stanley land. He has not yet had an opportunity of discussing further the sale of Millers House with the Governor, and we will cable the result of any negotiations as soon as possible.

8. 1912 - 16. We really cannot understand the statement that "it has never been customary" to charge in the account sales the lightering on McGill's and the Stanley wharves, sheepskins as well as the ocean freight.

It was the invariable practice from the "inception" up to the end of 1912 to include these debits so that the account sale showed the actual amount due without any deduction and in support of this I send one sheet of the latest statement of freight for the "Cartier Hall" shipment which contains three instances of inclusive freight giving the return for lightering etc. The inclusive freight should be fixed so as to give us 5/- or 6/- a bale.

9. 1912 - 19. It is not necessary for us to have the original of the "Deed" in connection with the Stanley Island property, only land has to be registered here.

10. 1913 - 20. We note that the P.S.S.A. have agreed to reduce the freight on tallow and hides to £ 5 per 1000 lbs and £ 5 per 1000 or 40 cu. ft. for canned waste.

11. The "Dundas" will leave tonight with about 2500 bales; some of our space has been taken up by Punta Arenas and as this is not the first time that this has occurred I am forwarding a complaint to the Valparaiso Office.

I am, Sir,

Your obedient servant,

Manager.

Nos. 604 and 605 per "Duendes" - 13th February, 1923.

With Government re Capt. Hookly.
P.S.N.C. ENCLOSURES

ORIGINALS.

1. Despatch No. 604. *Government re 8-1020 - certificates - -
Sidley & Poels re sheep shipping.
Valparaiso re wool lifting.
Il & Co. re Mr Harley.
Sundry Store Debtors.*
2. Despatch No. 605.
3. Cash Books, November & December, 1922., January, 1923.
4. Journals November, 1922.
5. Cash Vouchers, West Store, December, 1922 & January, 1923.
6. Statement on Accounts.
7. Remarks on Accounts.
8. Store Indent No. 586.
9. Remarks on Stores.
10. s.s. "Falkland" - Captain Roberts's Report.
11. "Gwendolin" - Captain Roberts's report on sails.
12. Naval Depot Account - £ 56. 13. 5.
13. Clayton Son & Co. Account - £ 7. 3. 6.
14. Coasting Insurances, December, 1922.
15. Freights per "Falkland" and "Gwendolin".
16. s.s. "Falkland" manifests 1 - 7 K.
17. Return of Establishment and wages - Stanley.
18. " " " " " - Camp and Fitzroy.
19. Camp Manager's Report, 5th February, 1923.
20. Memo. to Managing Director re Code Words.
21. Particulars of Suburban Allotments.
22. Memo. re Mr H.C. Harding's seat on Legislative Council.
23. P.S.N.C. Account dated 13th February.
24. Power of Attorney to H.H.R. Gresham.
25. "Cardiff Hall" extract of shipment per - freights etc.
26. F.I. Magazines - January and February, 1923.
27. F.I. Gazettes - December, 1922 and January, 1923.
28. F.I. Shipping Reports.
29. Farm Returns - stock, 1922/3.
30. Copies of telegrams re lifting produce.
31. Memo. to Managing Director re Speedwell Island.

Correspondence:-

- With Government re Capt. Hockly.
- " P.S.N.C. re pilferage case.
- " Government re £ 1000 remittances.
- " Sidey & Poels re sheep shipping.
- " Valparaiso re wool lifting.
- " Lowden Connell & Co. re Mr Harley.
- " sundry Store Debtors.

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

Mark.	Wool.	Skins.	Hides.	Tallow.
S	105			
McG	6.	26	48	
J L W	340	12		
F	100	16		
Z	206	12		
H & B	141	37		
D & S	170	16		
W E D	49	9		
J B	400	13		
D H	691	29		
N A	536			
W C	292			

The value of the consigned material on hand is fairly heavy; this includes a lot of skins valued at £70. and if the same skins are not proposed to utilize this for up it is a question whether it should not be disposed of. The Company is a fairly large user of skins and it is possible that an exchange might be effected with that firm; the profit here on the skins would not be great.

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ACCOUNTS, 1932.

It is suggested that this statement should be read in connection with the despatch forwarding the accounts for 1931.

The profit for the year amounts to £ 23013. 6. 3, an increase of £ 21910. 8. - and about £ 1000 better than for the year 1930. Fortunately no account shows a loss and there is a satisfactory item on the credit side of nearly £500, representing the partial recovery of £ 500 written off as a bad debt in 1930.

S. FARM. A 19316. G. 5. as compared with a loss of £ 4755. 15. 3.

The usual abstract shows substantial reductions of £ 2500 in wages, and £ 3000 in materials, although all materials for building and the cost of motor car, motor boat and other appliances have been charged to the account. Nothing whatever has been capitalised and the account has borne a cost of £ 477.15. 6, representing the further depreciation in value of remaining materials on hand. Moreover the total cost of the year recently imported from the Trust, amounting to £ 2587 has been debited to 1932 account, so that the profit shown is absolutely net.

The value of the consumption material on hand is fairly heavy; this includes 45 tons of arsenic valued at £700, and if the Camp Manager does not propose to utilise this for dip it is a question whether it should not be disposed of. The account is a fairly large user of copper's dip and it is possible that an arsenic might be effected with that firm; the present loss on the arsenic would not be great.

S. FITZROY INTAKE. £ 717. 12. 9. compared with a loss of £ 510. 12. 5.

Expenses on this section have been unusually heavy this year as pointed out in the Assistant Camp Manager's letter.

The Managing Director,
LONDON

of the 25th September. This account has paid the cost of a new house, new motor boat, new slip and draining stage and a bridge across a bad creek. A good deal of fencing repair, including that of the boundary fence between Fitzroy and the Park proper, has been done by this section during the year.

4. STOCK. £ 7111. 0. 9. compared with £ 4154. 15. 0. - an increase of £ 2956. 5. 9.

This account is very satisfactory all round as it was expected that the new system of keeping the account, inaugurated in 1921 and maintained in 1922 might have resulted in an appreciable abatement of annual profit.

The stock of stores has been reduced from £ 74065 to £ 57190, and store debts which amounted to £ 4522 at the beginning of the year were reduced to £ 2720 by the end of the year. It may be pointed out that this has only been effected by a good deal of strenuous work and by the fact that the large amounts paid in wages on the Admiralty Oil Tanks has been of material assistance in getting accounts in. The stock in the drapery store has been reduced from £ 6682 to £ 5506, but even this latter figure is high and it may be as well to repeat that all the stock of children's boots and clothing as well as ladies' is kept in the drapery store. The sales there during the year have been satisfactory, and this is mainly due to the judicious selection of goods in England, which shows a great improvement upon previous years.

The subjoined table shows that sales were £ 1000 less than 1921, due to the general reduction in values. Deliveries to our own departments were £ 1000 more.

	Sales.	Deliveries.	Total.	Stock of stores.
1919	51447.	42634.	94081.	57550.
1920	75936.	36949.	112885.	55006.
1921	55813.	23178.	80091.	74065.
1922.	45813.	27205.	73018.	57190.

5. LIABILITIES. £ 205. 12. 5. a decrease of £ 1701. 10. 1.
A considerable proportion of this decrease of profit

is accounted for by the fact that 1921 account opened with a credit of £ 200 reserved from the previous year towards the cost of repairing hulks and lighters. Although during 1921 the sum of £ 1605 was spent on this it was found necessary to expend £ 1438 on repairs during 1922. The decrease of profit is further explained by the reduction of coasting freight on produce from £ 9. 15. - per ton to about £ 4. 15. - per ton - of this coasting freight one-sixth is allocated to lighterage account for handling produce through the "Great Britain" to the P.S.N.C. steamers, so that receipts to lighterage under this head were reduced by some 50 %.

The 1922 account has had to bear sundry preliminary expenses in connection with the tug "Kelp". The boiler had to be placed in her and we found it necessary to make certain alterations; the towing beam had to be readjusted, the W.C., which was unnecessary, was transformed into a locker, and both fore and aft cabins had to be altered and adapted for carrying passengers. The repair of the boiler and the tightening of the propeller cost a fair sum, and the boat has been thoroughly painted inside and out.

There is one point worth mentioning in connection with lighterage which may not be generally realised. In Stanley there is an outward steamer every six weeks only, and lighters have to be maintained capable of dealing with a large quantity of cargo. If, as in other ports, a steamer arrived every two or three weeks, the amount of cargo to be handled at one time would be halved, and you could do with half the number of lighters. That is to say that it costs the Company nearly twice as much as other agencies to earn the same amount of revenue.

6. MAIL AGENCY. £ 1604. 1. 3, an increase of £ 154 11. 1.

The Mail Agency and Lighterage accounts are interdependent and require to be considered together. It is possible that the former account is benefiting at the expense of the latter, and that Mail Agency should contribute a larger sum to

lighterage for the use of the vessel which are indispensable for carrying out the work of the Agency. The tug "Seahorn" used to do most of the towing of lighters and she ran at a loss for her last ten years in spite of the account being bolstered up by contributions from other departments, the loss being debited direct to Profit and Loss. All the towing is now done by the "Kelp" which is maintained entirely by lighterage account.

7. INTEREST & COMMISSION. £ 1861. 4. 9. a decrease of £ 1533. 1. 6.

which shows as explained last year the two sources from which revenue is derived for this account are:- (i) Interest on overdrawn accounts, and (ii) Commissions on freights.

It is to the general interest of the Company to reduce the overdraw of clients' accounts and to lower freights. During the past year both these objects have been accomplished in a large degree with the result that receipts from interest and Commission have proportionately diminished.

On the Debit Side.

8. GENERAL CHARGES AND CONSUMPTION. £ 243. --. 11, a decrease of £ 106. --. --.

9. BUILDINGS. £ 1457. 15. --. a decrease of £ 234. 12. --.

10. FENCING. £ 270. 16. 5. an increase of £ 255. 13. 7.

The cost of repairs in 1921 was borne by the Farm account. Larger sums will have to be spent upon fencing repairs during the next few years.

11. STANLEY OFFICE. £ 2905. 9. 5. a decrease of £ 231. 15. 3, in spite of the unusually high debit for travelling expenses, £ 500. and allowance of £ 150 to Mr Houston.

12. STANLEY WAGES. £ 552. 0. 4. an increase of £ 101. 5. 4.

Although the account, per se, shows an increase, the actual amount paid is less, as £ 223 was granted in 1921 as bonus in addition to wages. When this is taken into consideration it will be seen that wages in 1922 were in reality £720 less than the previous year.

13. "FALKLAND". In accordance with instructions the working account has been closed to the end of October and the balance transferred to Head Office. An abstract is sent showing the different items of cost of running and also the receipts under the various heads. The Coal Account is heavy owing to the high cost of the stock taken over from the Transport Company which was priced by them at £ 4.17. 2. per ton. Coal from the new stock sent per "Kila Luck" will be charged out at 65/-.

14. "OWINGOLD". Similarly the balance of this account, which shows a satisfactory profit of £ 702.17. 2. has been transferred to Head Office. To this has to be added a fair sum which will doubtless be recovered for return premium in respect of periods during which the schooner was laid up in 1922.

It will be seen that the total cost of ~~XXXXXXXXXX~~ reconitioning the schooner and the cost of the new suit of sails has been borne by the account. These items alone amount to to £ 840, and the hull of the vessel is now in excellent order.

Such a credit as the £ 626 for salvage of materials on wreck "Gouverneur" cannot be looked for in the future, but at the same time the heavy cost of reconitioning will not recur on the debit side.

Stanley, February 28th 1923.

CREDITORS BY NAME

DEBITORS	1902	1901	1900	1899
Interest & Commission	296. --	854.10	--	98.20
Freight	2263.4.4.	2546.6.2.	--	1559.1.5.
State	225.16.8.	254.6.2.	--	45.0. --
Bank	111. --. 0.	4354.15. --	--	3466.5.3.
Wm J Agency	235.6.6.5.	--	--	1316.6.6.5.
Lighterage etc.	1606.1.3.	409.10.3.	--	454.11.1.
Wieroy Estate	298.12.6.	1908.3.6.	--	13.13.2.
Red Irons returned (Robson)	17.13.9.	--	--	496.10.3.
	2561.5.10	1006.1.1.	1542.1.2.	2311.10.6.
EXPENSES.				
General Charge	100.5.8.	305.1.8.	--	116. --. --
Consumption	62. --. 8.	24.18.6.	--	264.15. --
Building	2072.14.1.	1343. --. --	--	19. --. --
"Sausage"	7. --. 7.	309.8.13.	--	--
Receivng	410.14.5.	15.4.16.	--	500.18. --
Furniture	5.12.14.	1.6.2.	--	--
Sundry Payments	5.14.6.	81.1.10.	--	11. --. --
Wieroy Estate	--	410.18.1.	--	109.10. --
Total	1008.10.4.	460.5.11.	1542.1.2.	6121. --. --
Balance	1008.10.4.	460.5.11.	1542.1.2.	6121. --. --

Total 1008.10.4. 460.5.11. 1542.1.2. 6121. --. --

No. 505, for "London", 26th February, 1923.

(111) Consumption Account. Under the new system all materials required for carrying on the Store are now debited to Store Account direct instead of to Consumption and the amount charged to Consumption during the last year appears to be only about £ 50. This represents the 26th February, 1923.

506. be charged by General Charges or other as usual. I propose abolishing the "Consumption" account altogether. It will be Sir.

I forward herewith accounts for the year 1922 showing a nett profit of £ 2501. 5. 2. A telegram announcing this figure was sent to you on the 22nd instant but was probably delayed some days owing to atmospheric conditions.

An explanatory memorandum dealing with all details of the accounts is enclosed herewith and you will doubtless obtain from Mr Harding any further explanations that may be required.

There are a few points upon which I should like to take suggestions and to receive your instructions for future guidance.

(i) Shearing Materials. It has been the practice to take into stock the shearing, hoop iron and shearing materials not actually used up on the 31st December and the amount varies according to the progress with shearing to that date. It appears to me that it would be preferable to charge the whole of the shearing material to one year or the other rather than split up the cost. This cost is really chargeable to the year during which the produce is realized, but at the same time I would favour its being paid for outright in the year when sent out to the Park. The account would be simplified and the value would be a small reserve.

(ii) Fencing Repairs. It has been usual to write off to Profit and Loss direct the cost of repairs to fencing, amounting to anything from £ 200 to £ 500. All repairs to farm buildings are now charged up direct to Farm and there would not seem to be any reason why repairs to fencing should not be similarly dealt with.

Managing Director.

No. 606, per "Lomana", 26th February, 1923. 9.

(iii) Consumption Account. Under the new system all materials required for carrying on the Store are now debited to Store account direct instead of to consumption and the items charged to consumption during the last two years amount to only about £ 50. This represents small items which may well be defrayed by General Charges or other accounts, and I suggest abolishing the "Consumption" account altogether - it will save a few unnecessary entries.

(iv) Buildings. The amounts spent on buildings in Stanley for the last two years have been kept as low as possible on account of the necessity for economy and are considerably below the average. It will be necessary to spend more under this heading in future.

(v) Stanley Wages. I wish to emphasize the fact that although all sums paid in wages must pass through this account we receive back a fair amount during the year for work done for the Government or Clients. An increase in wages therefore does not necessarily mean that we are spending more money on our own work.

(vi) Lighterage. The memorandum enclosed explains why expenses under this heading are high and I should like to add that the transforming of the "Saxson" into a lighter will increase the expenses under this heading by a fairly large sum.

(vii) Sundry Debtors. The Directors may expect some explanation of the item "Colonial Government" - £ 4300.12. 5.".

Towards the end of the year it was found that the balance owing to us from the Government was increasing as in the previous year, if they paid this to us in cash we should be holding in the office a very large sum in notes and silver, and Mr Harding considered this undesirable for two reasons - (1) the risk of robbery and (2) the matter of security which might be required from the Office Staff. We therefore left this on deposit with the Colonial Government, showing it as a debit in the ledger. It is true that the Government might have been asked to pay the amount back in London, but we have to pay them about £ 4000 in Land Tax at the end of January, and if we are

Dispatch No. 606 per "Losada" (1922 Accounts).
No. 606. per "Losada", 26th February, 1923.

ENCLOSURES.

not in a position to pay this in cash here they would charge us a commission for "remitting that sum from London". It is therefore cheaper and simpler to accumulate a fair sum for the two half-yearly payments of the Land Tax, due on the 31st January and 31st July.

3. Deposit It will be noted that the cash balance at the end of December amounted to £ 2554. 4. 6. only - the stoppage of two monthly payments to the Crown Agents of £ 1000 in London at the end of January and February will have helped to ease the situation in London.

M. C. Craigie-Halkett and Dr P. J. Craddock. The Board will note that both these accounts which were the subject of adverse comment are now in credit.

13. Remarks on Store and Subsidiary Ledgers.

I am,

14. Statement of Stanley Office Account.

Sir,

15. Adjustment of Head Office Account.

Your obedient servant,

16. Details of Store deliveries to Farn.

17. Inventory of stores at Darwin and Goose Green.

18. " " " " North Arm.

19. List of Consumption Stores Manager.

20. " " Building Materials on hand.

21. " " Fencing " " "

22. " " Canning " " "

23. Details of Store Deliveries to Pitaroy Estate.

24 & 25. Inventory of Stores at Pitaroy and Port Louis.

26. List of Pitaroy Consumption Materials on hand.

27. " " Building Materials " "

28. " " Fencing " " "

29. Abstract of Para Account.

30. " " " " (Auditors' Copy.)

31. Abstract of Pitaroy Estate Account.

32. Balances due to and from men in Camp.

33. Statement of new fencing erected.

34. Statement of particulars of new fence at Fairy Cove.

35. Expenditure on Farm Buildings.

36. & 37. Details of Carpenters' labour on Stanley Buildings and Hulks.

38. "Falkland's" Account from 1st April to 31st October, 1922.

39. " " " " for November and December, 1922.

40. "Gwendolin's" Account from Sept. 1921 to 31st October, 1922.

41. "Gwendolin" - laying up periods.

42. Auditor's Certificate.

Dear Sir,

I received by the "Orion" your letter of 10th January authorizing me to negotiate with the Government the sale and exchange of land in and near Stanley on the Head of Despatch 931/12.

1. In order to facilitate the Board's consideration of this question, and further to comply with your request of 12th/11 for a plan of Stanley and its surroundings, I would be allowed to make a tracing of the original chart of the area. This chart was drawn up many years ago and at that time was only about one-third of the present size of Stanley. The central part, was built, and it was evidently thought that the town would have extended to many times the present size. The land on the South, or Stanley side, of the harbour was all laid out in blocks, mostly 25 to 30 acres each, but a distance of only 2 1/2 miles, and on the North side about 3 miles. At houses except the Admiralty buildings have been built on the North side, and Stanley itself is not more than a mile and a half long. Space for a road was reserved right through the centre of all the land.

2. The Chart of Record therefore comprises a large area on a small sheet with the result that the scale is very fine. The Government would not allow the chart to be taken from the Office and I had to make a rough tracing there, reproduced it afterwards on the tracing enclosed. Some accuracy cannot be guaranteed, but it is not very far out. This plan, together with Mr. Howe's new plan of Stanley, a blue print of which will be sent to you, will show

Enc.

the Board in consideration of the...
Stanley,
Falkland Islands,
22nd March, 1923.

The Managing Director,
LONDON.

Dear Sir,

I received by the "Ortega" your letter of 10th January authorizing me to negotiate with the Government the sale and exchange of land in and near Stanley on the lines of Despatch 501/12.

2. In order to facilitate the Board's consideration of this question, and further to comply with your request in 1225/11 for a plan of Stanley and its surroundings, I asked to be allowed to make a tracing of the original chart of record. This chart was drawn up many years ago at a time when only about one-third of the present town of Stanley, just the central part, was built, and it was evidently thought that the town would have extended to many times its present size. The land on the South, or Stanley side, of the harbour was all laid out in blocks, mostly 25 to 30 acres each, for a distance of some 2 1/2 miles, and on the North side about 3 miles. No houses except the Admiralty buildings have been built on the North side, and Stanley itself is not more than a mile and a half long. Space for a road was reserved right through the centre of all the land.

3. The Chart of Record therefore comprises a large area on a small sheet with the result that the scale is very fine. The Government would not allow the chart to be taken from the Office and I had to make a rough tracing there, reproduced it afterwards upon the tracing enclosed, hence absolute accuracy cannot be guaranteed, but it is not very far out.

This plan, together with Mr Seave's new plan of Stanley, a blue print of which will be sent to you, will place

Enc.

the Board in possession of full information.

4. I have had discussions with the Governor, resulting in official correspondence of which a copy is enclosed. From this it will be seen that the agreement arrived at is as follows:-

(1) Navy Point, Battery Parade. The Governor agrees to stand out and not to hold us for the 872 acres surrendered to the Admiralty in 1902 which they now contemplate selling, thus leaving you a free hand to negotiate the purchase. He approved our running in a straight line a new fence to replace that erected on the actual boundary over 20 years ago, and of our taking in about 50 acres of Crown land to the Westward. But when we went over the land to lay out the line of fence we found that the only suitable spot for the beach end of the fence in Beaufort Water was considerably to the Westward so that the fence could not be run due North, with the result that the Crown Land taken in amounted to only 15 instead of 50 acres. Possibly we have nearer 20 acres as we have taken in the space reserved for the roadway mentioned in para. 2.

Should you succeed in repurchasing from the Admiralty the Governor will convey to the Company, either by sale or exchange, this extra 15 or 20 acres of Crown land. But instead of exchanging a part of the Battery Parade as mentioned in despatch 601 I suggested giving up two ten-acre plots to the extreme Eastward and Westward, neither of which is of the slightest use to the Company. The exchange will depend upon whether you are successful with the Admiralty, and the settlement must await that. The Governor has agreed to pay half the cost of the new fence.

In passing it may be mentioned that the Admiralty stipulates for a right of way for their light railway through the land, and will probably ask the Company to take over the house (a two-roomed building) which was erected as mess quarters for sailors using the rifle range, and also the

landing jetty. The house and the jetty are of no immediate use to us, but would be if the Company ever found it desirable to slaughter the Butchery sheep on that side of the harbour. In any case, if it would facilitate your negotiations with the Admiralty to take over the house and the jetty, it would be worth while to offer £ 100 to £ 300 for these.

(ii) Sections 4 and 5, Western Suburbs. In Despatch 501 I referred to the four ten-acre plots Nos 4, 5 and 7 to the Westward and No 10 to the Eastward, mentioning that these are unfenced and of no use to the Company. They are, in fact, just a part of the Common. Two of these will suffice for exchanging for the 12 acres referred to in the preceding paragraph, and the Governor wishes to purchase the other two at £ 2 per acre. Presumably the Board will agree to this as part of the whole arrangement with the Governor.

(iii) Dairy Paddock. The Governor intends to build more houses in Stanley as the housing question has become very acute, some families having to live in a single room. It was explained in Despatch 501 that the sole value of the Dairy Paddock to us is for pasturing butchery sheep for a night or two occasionally, and I had no hesitation in agreeing to sell for £ 500 the northern portion of approximately six acres. This part is hard rocky ground of very little use for pasturing, and we still have 46 acres for a sheep paddock or for any other object.

(iv) Sullivan House and land. In my original proposition to the Governor (letter of 18th October, 1922) the idea was to retain "a paddock of from 40 to 50 acres", but after agreeing the boundary of the land with him we found by actual measurement that our paddock would be 52 acres. The Governor thought that the purchase price should be reduced, and we finally agreed this at £ 3000.

With the £ 500 for stone cottages, the nett result of my negotiations would therefore be:-

We receive £ 4500 for Sullivan House, land etc;
£ 500 for part of the Dairy Paddock, and we retain 52 acres

to the West of Sullivan House for Camp nurses.

Furniture. The Governor does not wish to take over any of the furniture except what would be considered "fittings" such as linoleum and carpets. The moveable articles will be quite useful to the Company for supplementing the furniture in the Manager's house and other furnished houses maintained for their staff.

5. The Directors will note that this agreement is subject to the approval of the Secretary of State for the Colonies which will doubtless be forthcoming, and I do not think that the Directors will on their part hesitate to sanction the agreement, which is considerably better than I expected to secure.

I am,

Dear Sir,

Yours faithfully,

Account	£ 100
Supplies	50
Use of motorboat & fuel	50
Medical stores and	
possibly printing out,	50
	200
medical supplies, say,	360
	£ 560

or, say £ 600.

ADMIRALTY OIL TANKS

Details of estimated cost of receiving and delivering oil.

Crew of "Kelp" per day,	£ 2. 5. --
2 men on barge and 1 man assistant to	
Admiralty nominee,	2. 10. --
Hire of "Kelp", say 2 tows per day	2. -- --
Coal and oil,	1. 5. --

At ordinary rates of wages per day,	£ 8. -- --

(25% to be paid in addition for all overtime work.)

If 50 days are allowed for receiving the oil from the two tankers the cost as per above estimate works out at £ 400 for the 16,000 tons, or 6d per ton.

OVERHEAD CHARGES.

Accounts,	£ 150
Supervision,	50
Use of motorboat & tug,	40
Visiting barge and	
possibly pumping out,	60

	300
Admiralty nominee, say,	260

	£ 560

or, say £ 600.

No. 607, per n.v. "Losada", 2nd April, 1923.

P R E C I S .

1. Confirms Despatches 604/5 & sends Accounts Despatch, 1922.
2. Admiralty Oil Tanks - estimate of supervision etc.
3. Hurricane - damage reported to shipping and buildings.
4. "La Paz" - Valparaiso urged to send her here.
5. "Gwendolin" engine - advises fitting at Sandy Point.
6. Coal - as to stocks and whalers' demands.
7. Sullivan House and Lands - negotiations complete.
8. Departures - Peters, Cranford, Harding, Herklote, Nicholls.
(see later, para 14.)
9. Weddell Island - purchase of by Mr John Hamilton.
10. Sheep shipments - figures for 3 trips of "Martin Saenz".
11. "Plyn" - letter sent to Chilean firms offering for sale.
12. "Falkland" coal - Yorkshire Haras unsuitable.
13. Pebble Island produce to Stanley - as to Mr Dean's position.
14. "Oropesa" - no accommodation for Falkland I. passengers to
U.K.

have when P.S.N.S. vessels are in port, but we could arrange this and we agree your estimate of the "all in" cost for this work at about 6d per ton. However there is finally agreed upon it should be made clear that our charge is based on ordinary working rates of pay, and that we should expect 25% additional for all work in this connection necessitating "over" or "double" time. Possibly the Admiralty would object to this manner of charging for overtime, so they might consider that overtime charges would be purposely incurred - if they do, I would suggest that an additional 1d per ton be added to whatever figure you would have tried to agree upon based on the "all in" cost of 6d. It is likely that the Masters of the whalers will wish to take full advantage of fine weather and it is probable that there will be a considerable amount of

The Managing Director,

LONDON.

No. 507, for "London", 2/14/23.

overtime work. I gathered from Mr Neave that although he had no actual knowledge of what charges are made in other parts of the world he did not think the Admiralty would consider a charge of more than 3d or, say, 10d per ton including overtime charges.

"LOSADA"

2nd April, 23.

607.

the subject from the Anglo-Mexican or Anglo-Panama Oil Companies who are understood to deliver oil to the Navy.

Sir, Seeing that after the tanks have been filled the My despatches Nos 504/5 left by the "Innes" on the 14th February, and Accounts Despatch No. 506 goes by this opportunity.

3. With reference to your 12/3/23 on the subject of the proposed contract with the Admiralty I have now discussed the matter with Mr Neave. Even with the additional information you furnish we still find it difficult to arrive at a figure for the work which will be entailed.

There should be no difficulty in providing the necessary labour for delivering and receiving the oil except perhaps when P.S.N.O. vessels are in port, but we could overcome this and we agree your estimate of the "all in" cost for this work at about 6d per ton. Whatever charge is finally agreed upon it should be made clear that our charge is based on ordinary working rates of pay, and that we should expect 25% additional for all work in this connection necessitating "over" or "double" time. Possibly the Admiralty would object to this manner of charging for overtime, as they might consider that overtime charges would be purposely incurred - if they do, I would suggest that an additional 1 1/2d per ton be added to whatever figure you would have tried to agree upon based on the "all in" cost of 6d. It is likely that the Masters of the tankers will wish to take full advantage of fine weather and it is probable that there will be a considerable amount of

The Managing Director,

LONDON.

foundation work performed throughout the job. I observe that I have put his name at a 5 per cent as both Mr Neave and myself consider that amount ample, as he will have

No. 607, per "Loosan", 2/4/23, 2.

overtime work. I gathered from Mr Neave that although he had no actual knowledge of what charges are made in other parts of the world he did not think the Admiralty would consider a charge of more than 3d or, say, 10d per ton including overtime charges. He suggested that you might be able to obtain information on the subject from the Anglo-Mexican or Anglo-Persian Oil Companies who are understood to deliver oil to the Navy.

Seeing that after the tanks have once been filled the Admiralty do not contemplate that there will be much to do for some years, it would appear that we must derive our profit from work done in connection with the upkeep, supervision, accounts etc, of the plant here. For these services we should receive at least £ 600 per annum, made up as follows:-

Accounts, correspondence and supervision	£ 200
Superintendence of lighter, moorings, and pumping out occasionally,	60
Use of motor boat and tug,	40
Admiralty nominee @ £ 5 per week,	260
	<u>£ 560, say £500.</u>

No doubt the Board will consider that these charges should be increased seeing that, if the Admiralty had to maintain a staff, tug and appliances here it would run into a very considerable figure. It is impossible, until we have had some experience of the amount of work entailed yearly, to say what we should charge, and Mr Neave is naturally unable to give me any very definite idea as to what the Admiralty consider a fair profit.

As regards the Admiralty nominee, Mr Neave has recommended to them a man named Stacey who is a Leading Stoker R.N., He is experienced in driving cranes, picket boats, locomotives etc, and has a fair general knowledge of machinery. He will also have had the great advantage of seeing the pipe mains laid and the general foundation work performed throughout the job. You will observe that I have put his wages at £ 5 pw. as both Mr Neave and myself consider that amount ample, as he will have

No. 607, per "Lowada", 2/4/23.

free quarters on Navy Point.

3. I have to report that a hurricane visited us on the 21st February and we experienced heavy gales on subsequent days. On the first day the "Oswaldin" and one of the steel lighters drove ashore opposite the Cemetery at 5 o'clock in the morning. Both these craft were refloated later and the bottoms of both sighted, showing that they had not received any damage at all.

In another heavy gale from the Eastward on the 24th February the mooring chain of the other steel lighter snapped owing to a faulty link, and the lighter was carried up the harbour past Sullivan House where it was picked up by the motor boat and kept from going ashore until the "Kelp", which was luckily inside the East Jetty, managed to get steam up and go to the motor-boat's assistance. Great credit is due to the man who boarded the lighter from the motor-boat in a very rough sea, thus preventing her from grounding.

The steel lighters are like boxes and roll and surge alarmingly in a heavy gale, and although their chains have proved sufficiently stout for ordinary storms this experience shows that they have been taxed to the limit. A considerable amount of new chain will be indented for for moorings, as all of them are very much worn - the work of examining them has already been begun, and as soon as the "Falkland" is laid up the "Great Britain's" moorings and those of the heavier lighters will be attended to. In the past we have been able to use chains which have been salvaged from sailing vessels, but we cannot look to this source again in the future.

Considerable damage was done ashore - no less than 16 chimney stacks were demolished, galvanized roofing and guttering blown away from houses, and fences blown flat all over Stanley.

Mr Slaughter informs me that damage to chimneys and fences has been experienced at Darwin and Goose Green, and that the "Garland" is now a total wreck - both masts have gone over the side. He also tells me that the Lively Island cutter, which

No. 607, per "Losada", 3/4/23, 4.

ran into Swan Inlet for shelter, drove ashore and was very badly damaged, though it may be possible to refloat her.

The Beaver Island cutter which was wrecked at Coll Harbour, Weddell Island, is a total loss.

Considering the severity of the first sale, which I am told is one of the worst ever experienced here, we are extremely lucky that more damage was not done, especially to floating property.

4. 604 - 17. In 604/17 I reported that we had urged the P.S.N.C. Valparaiso, to send both the "Losada" and the "La Paz" for wool and were very concerned to receive on 5th March a cable from them reading as follows:-

"Liverpool advises your London Office anxious we should lift wool and May early June not April, therefore propose sending "Magellan" instead "La Paz".

As before this cable was received we had 25 passengers all wishing to go home direct, including the Governor whose cabin on the "La Paz" had been allotted to him, I cabled Valparaiso that this vessel must call here even if only for passengers, and they agreed to send her in. I hope this has not upset the "Board's" plans as regards getting wool home at specified times, but I was quite unaware that you were negotiating with Liverpool. The matter has been very much complicated by another breakdown in radiographic communication.

5. Your cable of the 20th February informing me that you were shipping a Thornycroft engine for the "Gwendolin" reached me on the 5th March, and as we had talked over the question with Mr Dean I wished to discuss the matter further with him before finally advising the Board that the "Gwendolin" should go to Sandy Point. We were all agreed that the work had better be done there and I cabled to this effect on the 19th March, also adding that we should not require Lieut. Newman. Captain Roberts thinks the vessel would be away about six weeks, and we estimate the cost at about £ 600. The vessel would return with a load of wood and materials.

No. 607, per "Losada", 2/4 / 23. 5.

6. The whalers are evidently expecting a late season this year as we have had two applications for coal - we can spare about 200 tons for which we should obtain a good price and I cabled you on the 16th ~~XXXXX~~ March that we were selling this amount and that our stocks would be exhausted after the wool lifting season is completed. The "Falkland" will be laid up after about the end of April. There will then be a few trips for the "Gwendolin", as there will still be some oddments of produce to be brought in.

7. With reference to 1232/10, Mr Harding has completed the negotiations for the disposal of Sullivan House and other plots of land in Stanley and has detailed the result in a letter dated 22nd March enclosed. A copy of the official correspondence is attached to that letter.

8. By the "Losada" Mr Peters and Mr Crawford will leave, both of whom are desirous of returning to the Islands. I have pointed out in 604/14 that the Board may not consider it necessary to re-engage Nicholls. Mr Harding, Dr & Mrs Herklots, also Mr Nicholls, will leave by the "Oropesa" about the 7th April, via the Panama Canal.

9. It will be known to the Directors that Mr John Hamilton who recently purchased Beaver Island has now purchased Weddell Island from the trustees of the Estate of the late Mrs Williams. As Williams and Co. had not completed the purchase of the freehold they could only convey to Mr Hamilton the buildings and livestock and transfer to him the interest in the leases. This latter transaction would have involved great delay as in the case of the transfer of the Packe property to the Company, especially as the original leases are in England, and Mr Hamilton decided to obviate this by advancing the sum of £ 4800 to complete the purchase of the freehold of Weddell Island outright. This amount has to be paid to the Crown Agents in London on telegraphic advice, and I have telegraphed you accordingly. In December last Mr Hamilton's agents in Punta Arenas cabled Messrs Jacomb Hoare to pay you

No. 607, 2/4/23, per "Losada", 6.

£ 6000, and Mr Hamilton has since deposited a further £ 3000 here.

10. I advised you in 604/18 of the financial arrangements which had been made with Sidey & Poels. The following shipments of sheep have been made to date, which are much smaller than anticipated, as their vessel, the "Martin Saenz" can only comfortably carry about 9000 sheep, and not 11,000 as they had estimated:-

Arrived 6th Feb.	Sailed 11th Feb.	9800	from Port Howard.
" 1st Mar.	" 5th Mar.	1404	" " "
		7667	from San Carlos.
" 16th Mar.	" 20th Mar.	8525	" " "

Over 1000 died on the first trip, I understand from overcrowding, which has resulted in their cutting the numbers down.

The Company have shipped to date 6632 ewes and 2225 wethers, and Geo. Bonner & Co. Ltd 2000 ewes and 1500 wethers. These figures have been cabled to Waldron & Wood, Buenos Aires. I have not yet been able to ascertain who shipped the balance of the sheep yet, but presume it was Cameron's Estate, who may have already received payment for theirs, as Captain Cameron went to Bahia Blanca in the "Martin Saenz".

11. I enclose a copy of a letter I have addressed to eight firms in Chile and the Argentine advising them that the "Plym" is for sale, as instructed in your 1233/7.

12. Referring to your 1233/4 I regret to have to report that the best screened Yorkshire Hards which were sent out on Mr Kennaugh's advice, have been reported on very unfavourably by the Engineer of the "Falkland". Incidentally this coal, in the "Capricorn", got very overheated, which has never occurred in lighters here before, and had to be turned over. You will have Mr Peters at home and as he has had practical experience of running the "Falkland" for some considerable time he will doubtless advise you what coal he considers most suitable.

Manager.

No. 607, per "Losada", 2/4/23. 7.

13. Mr George Dean informs me that he is bringing his produce (about 180 bales) to Stanley in his schooner, the "Karina Kireten". In 605/8 I pointed out that we should receive about 5/- or 6/- per bale for putting produce which has not been brought in by the "Falkland", on to the "Great Britain", and we shall be obliged if you will make whatever charge is decided upon in the account sales, or instruct me to debit the Station at this end. I have pointed out to him that if he discontinues shipping his produce by the "Falkland" or Company's schooners he cannot expect us to go out of our way to ship cargo to him in cases of emergency, as we do occasionally for other clients, and that he may find himself handicapped. He is apparently aggrieved at having to pay the extra £ 1 owing to his port being without facilities; he also wishes to employ his schooner. However, he is returning to England by the "Losada" and has expressed his intention of discussing the matter with you.

14. Since writing Paragraph 8 I received on the 20th a cable from Valparaiso, in answer to mine of the 19th March, informing us that we cannot book any passengers by the "Oropesa" beyond Valparaiso. This cable arrived two days after I had sent the "Falkland" to pick up Dr and Mrs Herklots, Mr and Mrs A.F.Cobb and the Nicholls family from Darwin, who were all packed up and ready to go. Luckily the Valparaiso office had reserved us all accommodation by the "La Paz" and we shall be able to get about a dozen passengers away by her. I have no doubt that we shall be able to get the others away somehow, but I cannot understand why Valparaiso did not advise us before. The Islands are certainly not getting proper treatment but it seems useless complaining to Valparaiso from this end. The "Losada" will, we hope, take 2500 bales, leaving us with about 1000 bales unshipped, and this after our writing them strongly on the subject.

I am, Sir,
Your obedient servant,

Manager.

ENCLOSURES

DUPLICATES. (Originals per "Diendes", 1/2/33.)

- Despatches 604 & 605.
- Journal, November, 1932.
- Statement on Accounts
- Remarks on Accounts.
- Store Indent 525.
- Remarks on stores.
- Report on "Guendolin" sails.
- Report on s.s. "Falkland".
- Freights per schooner "Falkland".
- Camp Manager's report, 5th February, 1933.
- Bentley Code - additions.
- Letter re seat on Legislative Council.
- Memo re Speedwell Island.
- Shipment per "Diendes".

ORIGINALS.

1. Despatch Nos 606 and 607.
2. Cash Book, February, 1933.
3. Journals, January & February.
4. Statement on Accounts
5. Remarks on Accounts.
6. Store Indent No 527.
7. Remarks on Stores.
8. Best Store Cash Voucher, February.
9. Admiralty Accounts, £ 396.11.11, £ 47. 15. 2, & 34. 2. 2.
10. Clayton Son & Co. a/c £ 12. 10. 8, & 5, 7, 6.
11. s.s. "Falkland" manifests, 8, 9, 10 & 11 K.
12. Camp Manager's Report, 26th March, 1933.
13. Stock Returns.
14. Coasting Insurances, January, February & March.
15. Additions to Bentley Code.
16. Memo re "Despatch 601.
17. Memo re Admiralty Oil tanks
18. Telegrams between P.I.C. and P.S.N.C.
19. P.I. Shipping report.
20. P.S.N.C. Account, 13th March, 1933.
21. P.I. Magazine, March & April.
22. P.I. Gazettes, March & April.
23. Correspondance:-
 - With P.S.N.C. Valparaiso.
 - Circular re "Plym".

Specifications.

No. 808, per "Tall" via Montevideo, 17th Dec.

Mark.	Wool.	Skins.	Tallow.	Hides.
NA	112.			
S I.	151.	19.		27.
D H F.	Coast 11.	W - 20.		in quarantine.
W C F.	Speed 5.	Island 8.		as to insurance.
P I C	"Kain" 10.			defect discussed.
D & S	"Horn" 14.	Foot 5.		and stock, "Pamplin" - when for.
V P F.	Sisal 24.			service - hopes for improvement in.
L 7.	130.			shipment of; "La Paz" arrival 52, about 10th May.
M & B	"T" 151.			as is shipping to Punta Arenas.
W E D	174.	Island 5.	purchase 10.	or mail 12, completed.
Heart.	"V" 163.			discusses question of adding for centrally work.
R B C	43.	4.		
A P O	46.			
H W	44.			
AP	189.	5.	5.	34.
S I	86.	7.		

11. by ... & ... leave by "Gusman".

12. ... as to animal survey.

13. ... of freight.

14. "Holland" - grounding at Lively Island reported.

15. "Forest Britain" - repairs needed to forecastle head.

16. Sheep lifting - Sider & Poole complete their trip.

17. ... skin drying shed - as to removal to slaughter-house.

18. ... as to keeping stocks for shalers.

No. 508, per "Falk" via Montevideo, 17th April, 1923.

P R E C I S .

1. Acknowledges Despatch No. 1234.
2. Coast Rams - still in quarantine.
3. Speedwell Island - as to insurances.
4. "Kelp's" boiler - defect discussed.
5. "Egeria" - roofing and winch; "Gwendolin" - winch for.
6. Wireless service - hopes for improvement in.
7. Produce - shipment of; "La Paz" arriving about 10th May.
8. "Falkland" - as to slipping in Punta Arenas.
9. Weddell Island - purchase by Mr Hamilton completed.
10. "Fleetwing" - discusses question of adapting for Admiralty work.
11. Dr Herklots & Mrs Herklots leave by "Oropesa".
12. "Falkland" boilers - as to annual survey.
13. Hay from Hill Cove - discusses question of freight.
14. "Falkland" - grounding at Lively Island reported.
15. "Great Britain" - repairs needed to fore-castle head.
16. Sheep lifting - Stacy & Poals complete their trips.
17. Sullivan House skin drying shed - to be removed to slaughter-house.
18. Coal - as to keeping stocks for whalers.

The Managing Director.

"Falk" via Montevideo.
608.

17th April, 1923.

Sir,

My last despatch went by the "Losada" on the 3rd instant, and I now have to acknowledge your No. 1244 of the 7th March which arrived by the "Oronesa" on the 5th April. I have just heard that the "Falk", which is the first whaler up from the South Shetlands, will be in tomorrow and this despatch will go by her via Montevideo.

2. 1244 - 2. At the time of writing the sheep brought from San Julian and Gento Grande are still on Great and Huggles Islands, but we are hoping to hear soon that they can be shipped to their respective stations. The Governor took an even more serious view of the Stock Inspector's action in allowing the importation from San Julian than we expected - he was asked to resign and has now left the Colony. The Government have asked Mr Robertson to inspect the sheep and he has gone out in the "Afterglow"; if he reports that they are clean we should get them off on the 27th of this month.

3. 1244 - 3. We note that arrangements are being made to include insurance on Speedwell Island property in your general cover when the policies expire and that the benefit of unexpired premiums will be for the Company's account.

4. 1244 - 4. There is a great diversity of opinion here amongst those qualified to know, as regards the defect in the "Kelp's" boiler. Since Mr Peters's departure I have had an opportunity of discussing the matter with the Engineer of the "Falkland", and he is inclined to concur in Mr Morrison's

The Managing Director,
LONDON.

view that the matter is not really serious. All are agreed, however, that the boiler should not have been sent out with the defect and the seriousness appears to be in Mr Morrison's failure to detect such an obvious fault. The patch which has been put on does not strengthen the boiler but only stops further corrosion.

5. 12-4 - 5. The roofing in of the after part of the "Egeria" will be proceeded with as soon as possible. Captain Roberts considers that a winch with a maximum lift of 10 cwt with a single fall is sufficient for this hulk, and after this has been given a trial we shall be in a position to say whether it would be advisable to get a smaller winch, which would lift from 5 to 7 cwt, for the "Charles Cooper" at the West end, where nearly half the cargo, which is nearly all light, is landed.

As regards the winch for the "Guendolin" I am at the time of writing unaware whether the Board will decide that this vessel should go to Punta Arenas for having the engine fitted. If this is decided upon it may be possible to obtain a winch of the type we require there. The Widgor Invincible winch is of rather too low power as some bales of wool, locks etc. weigh 8 to 9 cwt, and casks of tallow up to 11 cwt. The measurement of the space where a winch could be fitted is 6 ft 5 ins athwartships, 3 ft 6 ins extreme height including cheeks, space fore and aft about 6 ft. If it is not found possible to carry a winch similar to that proposed for the "Egeria" in these dimensions the Widgor Invincible 5 h p could be used with a double fall which would increase the lifting power to 12 cwt, but would work only at half the speed of the single fall. The trouble of a winch with low power is that there is a temptation to overload rather than take the trouble to double the lifting gear, and this would have to be watched.

We had thought of fixing the "Samson's" winch on board the "Great Britain" but we find that it is practically

worn out. The present steam winch is in excellent order but will only work two hatches, and with the present type of P.S.N.C. steamers which call here it is not always possible to work cargo out of the side ports, where no winch is required as the ship lifts this out. We really need another winch to enable us to work three hatches together and as we have steam plant on board it will be more economical to install another steam winch, rather than a motor, with a lifting capacity of 12 to 15 cwt, single purchase; the present boiler is quite capable of supplying the steam.

6. 1234 - 8. We have hopes that the wireless service will be more satisfactory in future although the same gear is still in use. A new operator, a Marconi man, arrived by the "Oropesa" and we have heard that he has been more successful in getting messages away, and there has already been a great improvement in receiving.

Another improvement has been effected by Mr Heaton, the Colonial Secretary, who is at present in Punta Arenas. The Governor has informed me that he has received a message from Mr Heaton stating that direct communication with Punta Arenas will be established in a few days time. This will obviate our having to send all our messages for Chile through Uruguay, with the consequent delays.

7. 1234. - 10. The Valparaiso Office now wire that the "La Paz" will not arrive here until the 10th May and by her we shall be able to ship about 2200 bales and possibly tallow and hides.

In view of the fact that the Board may consider that wool should arrive in England at specified times may I suggest that direct homeward steamers be arranged by yourself with the Liverpool Office instead of our approaching the Valparaiso Office as heretofore? This arrangement is more likely to ensure your getting shipments home at the right times and as long as we are advised in time we can cable to Valparaiso for any passenger accommodation we may require.

No. 608 per "Falk" via Montevideo, 17/4/23.

8. 1234 - 13. The question of sending the "Falkland" to Punta Arenas for slipping has certainly ^{to} be approached with caution, but at the present time there is no alternative. If Captain Roberts takes the "Gwendolin" over I hope that he will be able to get some more information and some definite estimate of what the whole work of keeping the "Falkland" up to class will cost.

9. 1234 - 14. The purchase of the Weddell Island property has now been completed and I have cabled Mr Hamilton that the deeds are now in our possession and ready to hand over to him. There is still a small matter of wages incurred between the 1st January and 31st March, but this can be settled by the solicitors or by arbitration.

10. 1234 - 15. We have gone carefully into the details of the Admiralty's letter of 3rd February which you enclosed and have come to the conclusion that it will be necessary to fit up a lighter for handling the moorings, and on the 12th April cabled you to this effect.

The only lighter suitable for the purpose is the "Fleetwing" which could be adapted without interfering with her use as a coal hulk. We estimate that the cost of adapting her would be from £ 500 to £ 600 exclusive of cost of capstans. It would be necessary to fit a horn over the bows, approximate dimensions 15 ft x 2 ft x 2 ft, fitted with a 12-inch cast steel roller working on a 3-inch diameter steel pin 2 ft long and also 2 bits at the inner end of the horn, 12" x 12" and approximate length 10 ft, two double purchase capstans, a new stump mast and derrick to lift 15 tons, two new quarter chocks to fit aft and the present windlass to be removed and possibly the foremast. The deck would have to be considerably strengthened about where the capstans are fitted, and for lifting and examining the moorings a grapple would be necessary to lift at least 8 tons (eight).

11. 1234 - 17. Dr Herklots and his wife sailed on the "Oropesa" on the 7th April. After consultation with Mr Dean

I decided, in order to get him away without any trouble, to pay him his passage money and allow him to travel home which way he wished. He was liable for £ 200, this being two first class passages via Panama, and also £ 50 for a month's board in Stanley had he waited for the "Ortega" which would have carried him right home. He may now find that when he gets to Valparaiso he may have to wait for the "Ortega" or he may travel via the Andes and Montevideo. In order to avoid any repetition of the Haze episode I got him to sign a letter, copy enclosed, indemnifying the Company against any expense he might be put to owing to his electing to go at once by the "Oropesa", and I hope this will have the approval of the Board. He particularly wished to know before he left why his agreement had been terminated but I considered that it was not necessary to add anything to Mr Harding's letter to him of the 25th December last, a copy of which has been forwarded to you.

We note that Mr Herklot's successor is Dr J. James Moir, and that he and his wife may be expected on the "Ortega" 12. 12.41 - 18. The documents in connection with the survey of the "Falkland's" boilers are to hand. It will not be necessary to call in the services of a Naval or a P.S.N.C. engineer, as Mr Baseley has conducted the surveys before and no doubt Lloyd's will accept his reports again. The "Falkland" will be laid up about the middle of May and Mr Baseley has agreed to make the survey then.

18. We have heard that there is a great deal of dissatisfaction shown by the farmers on the West Falklands at the rate of freight charged on hay from Hill Cove, although we have pointed out that in the past, when we were compelled to make long trips round the West under the Mail Contract, it was convenient to call in at Hill Cove for hay to fill up if the vessel had not a full load of produce.

Now that the Mail Contract is abolished we naturally find that produce can be brought more rapidly to Stanley and the vessel arrives every time with a full load. This means

No. 608, per "Talk" via Montevideo. 17/4/21. 6.

that in future it will be necessary to send the "Gwendolin" to lift the hay specially and therefore a heavier freight will have to be charged. For bringing in about 40 tons of wool in the schooner we should receive in freight £ 150, but 300 bales of hay @ 2/6 only amounts to £ 27. 10. 0. This year, as the matter is complicated by the Government relying on the hay being brought in for themselves, I have agreed to do so at a freight of 3/- per bale which should, exclusive of any outward freight there may be, show a profit if a full load is brought in in a week. We realize that freight has to be charged to a certain extent in accordance with the value of the commodity carried but as the present rate of 3/- per bale shows only a profit of £ 10 for a week's working, which is assuming that the vessel is not held up by bad weather, I shall be glad if the Board will give us some indication as to what freight should be charged in future. Landed in Stanley, with a freight of 2/8 per bale the hay costs 12/- per bale which is approximately what it would cost from the U.K. A much higher freight from Hill Cove would, unless the cost of production can be lessened, kill the business.

14. I have to report the grounding of the "Talklow" at Lively Island due to insufficient water. The vessel was proceeding slowly, reflected herself the next tide, and it is practically certain that she has not sustained damage. Note of Protest is enclosed and the details of the occurrence have been entered in the Log Book.

15. When Mr Deane was here he drew attention to the fore-castle head of the "Great Britain" which is in bad condition and suggested that a tarpaulin could be fixed so as to prevent water finding its way below. We now find that the fore-castle deck is rotten throughout - it has already been sheathed once owing to the rottenness of the deck underneath, and will now have to be renewed as there is nothing to attach any light covering to. It will mean an expenditure of about £ 250, but seeing that the rest of the vessel is in good condition, especially the decks, the Board will doubtless

No. 608, per "Falk" via Montevideo, 17/4/23. 7.

decide that this work should be put in hand.

16. In continuation of my 607/10 with regard to the lifting of sheep by Messrs Sidey & Poole I am now in a position to give you details of the East shipments which were as follows.

Company	Ewes.	Wethers.	Miscellaneous.
Geo. Bonner & Co.	2000	1500	(65 rams @ £1.
<i>Ritaberg Bros</i>	1900	1500	(75 " " " £1.10.0.
J.J. Felton's Estate	2130	914	10 " " 6/-.
Greenshields Bros.	1158	1400	
	<u>11576</u>	<u>810</u>	150.

making a total of 12265 sheep exclusive of Cameron's for which I have now ascertained Captain Cameron received payment in Bahia Blanca. Information as regards shipments from the West Falkland will no doubt be supplied by Messrs Shearing & Waldron to whom payment should have been made.

As we anticipated the sheep lifting continued to be conducted in a very bad manner. Mr Slaughter informs me that the sheep were shockingly maltreated while being put on board at San Carlos, being kicked, hit with lumps of wood, and some thrown down into the hold which was very insufficiently ventilated. This, naturally, was not conducive to their arriving at Bahia Blanca in good condition. The fifth trip, which was arranged, did not materialize as farmers were unable to provide 75% of wethers. Luckily our sheep had not been moved, but we and other farmers in the North Camp had them ready in paddocks, and we shall suffer a certain amount of loss in this way, and also the cost of dipping. As Mr Llanso complained to me that our ewes proved unsaleable in Bahia Blanca owing to their being in a very poor condition, I thought it advisable to write to him as per copy enclosed.

Next year, if prices of wool and skins remain good it will pay better to boil down, unless a very much higher price is offered by Sidey & Poole.

No. 608, per "Falk" via Montevideo, 17/4/23.

17. The skin drying shed at Sullivan House which is not included in property which we propose to sell to the Government is being taken down and will be attached to our slaughter house shed where we require more room.

18. This year we have had two applications from whalers for coal, but will be able to spare only 200 tons. As we could probably have sold 600 tons at a good profit would it not be worth while to approach the whaling Companies with a view to seeing whether they would like us to keep a stock set aside for them? We should want some guarantee that they would take so many tons a year otherwise we should have too much money locked up in this way. The alternative would be to arrange for a shipment to arrive here about the end of February when we could dispose of as much as possible and then indent for more if necessary, to arrive before the "Falkland" begins running in November.

I am, Sir,
Your obedient servant,

Manager.

DUPLICATES

ORIGINALS

1. Mr. [unclear]
2. Mr. [unclear]
3. Mr. [unclear]
4. Mr. [unclear]
5. Mr. [unclear]
6. Mr. [unclear]
7. Mr. [unclear]

8. Statement of Pteroy [unclear]
9. P.T. Gazette, April.
10. Contents of Mr. [unclear]'s [unclear]
11. [unclear] - P.S.N.C. - 2 [unclear] [unclear] [unclear] [unclear]
12. P.S.N.C. [unclear] 15th April, 1923.

Correspondence:-

Mr. [unclear] re sheep.
Mr. [unclear] re hay.
P.S.N.C. Valparaiso re passengers.
Dr. [unclear]'s letter.
Whalers & Food re sheep.

A.F.C.

No. 608, per "Falk"; via Montevideo. 17th April, 1923.

ENCLOSURES.

DUPLICATES. (Originals per "Losada")

- Despatches 506 and 607.
- Journals, January & February, 1923.
- Statement on Accounts.
- Remarks on Accounts.
- Store Indent No. 587.
- Remarks on Stores.
- Camp Manager's Report 26th March.
- Memo re Oil Tanks.
- Shipment per "Losada".

ORIGINALS.

1. Despatch No. 608.
2. Statement on Accounts.
3. Remarks on Accounts.
4. Store Indent 588.
5. West Store Cash Voucher, March.
6. Establishment and Wages, March quarter.
7. Protest - s.s. "Falkland".
8. Statement of Fitzroy Wages.
9. F.I. Gazette, April.
10. Contents of Mr Dean's cases.
11. Claims - P.S.N.C. - £ 23. 9. 8. and £ 14. 19. 8.
12. P.S.N.C. Account 16th April, 1923.

Correspondence.-

- Mr Llanso re sheep.
 - Mr Miller re hay.
 - P.S.N.C. Valparaiso re passengers.
 - Dr Herklots's letter.
 - Waldron & Wood re sheep.
- Specifications evening of the 23rd April to ship the sheep from the Islands to Fox Harbour and 92 wool.
- Port Howard, run from Fox Harbour to Speedwell Island, and then travel right round the West to bring in a full load of produce and also passengers for the "In Pag". I have heard from Mr Slaughter that our case and those for Geo. Honour & Co. Ltd were landed at Fox Harbour on the 27th April and are

The Managing Director,

LONDON.

No. 609, per "Maudie" via Montevideo, 4th May, 1925. 2.
 on their way to Darwin, the "Falkland" after landing. Great
 proceeded to Great and Maudslayi Islands to ship the West coast
 sheep will all be landed at Port Howard. I went, on the 2nd
 instant, a cable advising that the rams had been landed. 23.

"Maudie" via Montevideo.

4th May,

23.

609.

Sir,

My last Despatch went by the whaler "Falk" via Monte-
 video on the 17th April, since when I have received nothing to
 acknowledge.

2. R.J. Allan, carpenter, is now past his work. He has
 been in the Company's employ since the 14th December, 1876,
 when he signed an Agreement in London to come out to the Islands
 at £9 per month and lodging in Stanley, but when the hourly
 wage was first instituted he was brought into line with the
 others. He has now been continuously employed by the Company,
 is now 68 years of age, and I shall be glad to receive the
 Board's instructions as regards what pension should be paid to
 him. The Directors are aware that the pension for Stanley men
 cannot be worked on the same basis as for Camp hands as these
 latter receive free matton, peat, milk etc, and I would suggest
 £ 4 to £ 5 per month.

8. I am glad to be able to report that Mr Robertson of
 Port Stephens passed all sheep from the Coast as free from
 infection. The "Falkland" left on the evening of the 28rd
 April to ship the sheep from the Islands to Egg Harbour and
 Port Howard, rams from Egg Harbour to Speedwell Island, and
 then travel right round the West to bring in a full load of
 produce and also passengers for the "La Paz". I have heard
 from Mr Slaughter that our rams and those for Geo. Bonner &
 Co. Ltd were landed at Egg Harbour on the 27th April and are

The Managing Director,

LONDON.

No. 609, per "Maudie" via Montevideo, 4th May, 1921. 2.

on their way to Darwin, the "Falkland" after landing these proceeded to Great and Ruggles Islands to ship the West rams which will all be landed at Port Howard. I sent, on the 2nd instant, a cable advising that the rams had been landed.

Mr Evans and Mr Miller had expressed a wish to go to the Islands and see the rams shipped and as the "Falkland" was passing Port Howard she called in there to take them over, but found, on arrival, that they did not intend to go, neither did either of them send any men to help in the shipment.

As soon as I learn from Captain Reberts the time occupied in shipping the sheep I will charge the stations for freight, shipping charges and pasturage.

In conversation with the Governor a few days ago he impressed upon me the importance of giving ample notice to the Government for any further importation we may wish to make from Tierra del Fuego or Punta Arenas - it is practically certain that no further shipments from San Julian will be allowed on account of scab. The Regulations governing importations of sheep are contained in the Gazette of 1st December, 1923.

4. There will be one more trip of the "Falkland" for the purpose of taking stores and materials to Speedwell Island and bringing in from there 500 - 600 fat wethers for the Stanley butchery. Mr Slaughter wishes them taken off the Island as soon as possible and it will obviate his having to send poor sheep from Walker Creek and North Arm.

5. Mr W.A. Harding left by the whaler "Solstreif" for Montevideo on the 23rd April, and had already cabled for a berth onward from there.

6. I have to report the occurrence of a fire which might have developed into a serious conflagration in the Millinery Store dwelling house occupied by Mrs Biggs, on the 30th April. The cause is unknown, but it is suspected that a piece of peat fell over the fender on to the floor and that the floor and furniture caught alight first. The fire had got a firm hold in the front room when the alarm was given, but, owing to the

No. 509, for "Maudie" via Llanfair, 4th May, 1927.

assistance given by all hands, was got under by the aid of buckets and "Pyrene" extinguishers. It took the fire engine over half an hour to get up sufficient steam for pumping purposes and the fire was practically extinguished by the time the water arrived. The house being attached to the millinery store was a cause of much anxiety, as there is only a wooden partition between them, and thick volumes of smoke penetrated into the upstairs store through the partition, making it very difficult to remove the goods, which was done in case the partition caught fire. It will be necessary to put new lining throughout in the front room and renew three window sashes, one window frame, two doors, and the house will require painting and papering right throughout.

I enclose the Foreman Carpenter's statement of actual damage done in order that the matter may be taken up with the Royal Insurance Company, to whom I have already written as per copy of letter enclosed. An account of the cost of repairs will be forwarded as soon as they have been carried out.

7. Mr Markham Dean when he was here enquired as to the approximate profit made on the Stanley Butchery business, and I enclose a statement showing that, on the average of the last 3 years, we have derived an annual profit of about £ 860 from this source, based on the assumption that the sheep cost the Butchery 7/6 per head. During the period taken, however, skins have realized a very low price and we think that £ 400 a year more should be added to sales of skins, which would increase the total annual profit to £ 1260. The Board realizes that the Butchery business affords a medium for the disposal of about 5,000 surplus sheep per annum, and that by selling mutton at a low price, especially to our own employees, we are able to keep wages down in Stanley.

I am, Sir,

Your obedient servant,

Manager.

"La Paz".

610.

13/5/37. ... the Darwin ... very ill in Stanley ... I have been unable to obtain from Dr Deane what was really the ... the Doctor visited on 19th May.

I am keeping a house in Stanley vacant for ... Sir,

I confirm by last Despatch No. 609 which was sent by the Whaler "Naudie" and mailed via Montevideo. Your No. 1235 under acknowledgment arrived on 10th instant per "Ortega".

2. 1235 - 8. I note that the Board has decided to await the arrival of Mr Peters before deciding whether the "Gwendolyn" should be engined here or on the Coast. I have recently had an opportunity of discussing the question with the Captain of the motor schooner "Celia", who informs me that Mr Hobbs owns a yard on Mason Island where the work could be carried out in allweather as the vessel is hauled up stern first into a shed. I cabled Mr Hobbs asking for an approximate estimate for installing the engine and passed this message on to you on the 14th instant, in which he quotes about £ 300 exclusive of putting in the tanks.

It is noted that cargo must not be carried on deck as the cover does not protect us against deck risks, and Capt. Roberts will be so informed. As there is so little carried by the schooner now it is not a very important matter, but should we revert to carrying by schooners at any time the question of paying the extra premium is worth consideration as several trips to ports near Stanley could be saved yearly by carrying a deck cargo.

3. 1235 - 9. Speedwell Island will be treated as a separate account until we receive further instructions; this also applies to Fitzroy Estate.

The Managing Director,
LONDON.

Speedwell Island had been ... By last mail all particulars received from ...

No. 610, per "La Paz", 19/3/21. 2.

4. 1235. - 11. Nicholls, the Darwin Foreman Carpenter, should not be re-engaged. He was very ill in Stanley previous to his departure, and I understand it was due to liquor, but I have been unable to obtain from Dr Deane what was really the matter with him as the Doctor visited him as a private patient.

I am keeping a house in Stanley vacant for Crawford, the mason, and his agreement should be made out binding him to live either in Stanley or the Camp. There will be a considerable amount of work for him in Stanley and also presumably in connection with the pillar foundations of the new wool sheds.

5. 1235 - 12. I enclose by this mail the final statement of sheep shipped by the "Martin Saenz" for which payment should have been made to you in London, also copies of correspondence with Messrs Waldron and Wood from which the Board will see that Messrs Sidey & Poels have fulfilled their engagement. In addition to the 21,409 sheep shipped as per statement there were also 1224 wethers and 3510 ewes shipped by Cameron's Estate which were paid for in Bahia Blanca; the West figures are still not known to me.

You will note from the correspondence that Messrs Sidey & Poels have severed all connection with Mr Llanso and also that the latter has made an offer for sheep for the years 1924 and 1925. It appears that Mr Sidey is in London and will be seeing you as regards selling to them next year. I have heard that the West farmers are not in favour of dealing with Llanso in future and shall be glad if you will inform me as soon as possible whether any arrangement is come to either with him or with Sidey & Poels. The West farmers are agreeable to the latter firm handling the business.

6. 1235 - 13. We note that Mr Harley cannot expect a coal bonus from us previous to our taking over the "Falkland" and will go into the matter for the subsequent period, as instructed.

7. 1235 - 17. I reported in 608/9 that the purchase by Mr John Hamilton of Weddell Island had been completed with the exception of wages. By last mail all particulars received from them

610, Per "la Paz" 19/5/23.

Mr Robertson were forwarded by me to Mr L.A. Baillon and I cabled you on the 9th instant in reply to your enquiry.-

"Transfer Deeds completed have informed John Hamilton "now Punta Arenas are awaiting instructions from him".

8. 12 5 - 17. On reference to the copy of our letter to the P.S.N.C. Liverpool dated 13th October last you will observe that the man convicted of larceny was a casual labourer engaged by the ship and not one of our own employees. The man's name is W.J. Hutchinson who is a peat carter in Stanley and who has always held a good character - he was mainly convicted on the evidence of one of the Customs Officers.

9. 12 5 - 18. My agreement and Power of Attorney are to hand, but are returned for correction as in both documents I am described as "Herbert Henry Russell Gresham" instead of "Henry Herbert Russell Gresham".

10. 12 5 - 21. We note your remarks and the agreement you have come to with Messrs Schneiders and Messrs Cantrell & Cochrane, which is most satisfactory.

11. On the 3rd May the Motor-schooner "Celis" owned by Messrs Samsing & Co of Punta Arenas arrived here after experiencing very heavy weather during which she had the misfortune to lose overboard two members of her crew; the Captain himself was also washed overboard but managed to get back again.

It appears that she makes trips between Punta Arenas and Comodoro Rivadavia, in the Gulf of St. George, and is always willing to call in here en route if we are able to provide about 100 tons of cargo. On the present trip she brought a quantity of wood for the Company and Fort Stephens which had been ordered by Mr Marichan Dean from Mr Hobbs. Our wood arrived all right, but some of Mr Dean's which was carried on deck was washed overboard during the gale. You will observe from copy of letter sent herewith that freight charged is 70/- (5/- per ton less than the P.S.N.C.) and includes all loading charges at Dawson Island. I have informed them that our requirements are not large enough to give them freight every month, but that we are quite agreeable to Mr Hobbs giving them

No. 610, per "La Paz", 19/5/23.

tonnage when our orders are sufficient to warrant their schooner calling in.

The Government are anxious to establish more frequent communication with the Coast, and they will doubtless assist by ordering some of their requirements from Punta Arenas, such as oats, kerosene etc, which they always purchase direct.

Messrs Sarsaing also mention the question of bringing rats over, but I doubt whether the Governor would approve of her as a carrying vessel for stock (vide Regulations, para 1. F.I. Gazette, 1st December, 1922.)

12. So far I have only received two replies from firms communicated with as to the disposal of the "Fly". Messrs Duncan Fox & Co. of Valparaiso have handed our letter to the Sen. Explotadora de Tierra del Fuego in Punta Arenas, and Mr Hobbs writes "we are rather overdone with these vessels just now, the Panama Canal has destroyed our shipping trade to a great extent, so that there are more tops and launches here than actually needed". We will await further advices but fear that we shall not receive any offers and think that her disposal will depend upon whether anyone in Stanley will purchase her for conversion into a cutter. In this case we should, of course, receive very little for her.

13. I am glad to be able to report that direct wireless communication ^{with Punta Arenas} has now been established and that messages are despatched and received regularly.

14. I received your ~~letter~~ cable of the 10th instant enquiring whether the "Lady Elizabeth" could be used for storing about 1500 tons of coal for whalers, and replied as follows. "Lady Elizabeth capacity 1200 tons coal 300 tons ballast. Essential ship to load line before loading. Advise as soon as possible."

She has at present about 300 tons sand ballast on board which it would not be advisable to remove unless we are prepared to allow that amount of coal always to remain in her. She has none too much ballast now and we do not want to run the

risk of her capsizing. The hull has not been snipped since she arrived in 1913, and it will be necessary to do this before sinking corroded plates below the surface of the water. Certain minor adaptations will also have to be made to facilitate discharge into the catchers, and the "Falkland" if found necessary, but the factories would use their own gear. The "Lady Elizabeth" would have to be towed alongside the latter as it is not practicable to moor her where this would be possible.

15. The "La Paz" is arriving here much later than expected having evidently been delayed on the West Coast. We have been allotted 1500 tons of space in her so should get away another good load by her, also 12 passengers, including the Governor.

We have received a cable from Valparaiso stating that as the wool season is over in Punta Arenas this vessel will be the last proceeding direct home, which will apparently necessitate the remainder of last year's produce going home via Panama. As soon as the "La Paz" has left I will cable you what produce we shall have remaining to be lifted so that you will be in a position to approach the Liverpool Office.

16. The "Falkland" arrived back from shifting the Coast rams from Great and Ruyter Islands on the 13th May. Unfortunately Captain Roberts met with very bad weather whilst this was being carried out, as you will observe from the copy of the log, which I enclose. If bad weather had not been experienced the best sheep would have been picked up from Great and Ruyter Islands and landed at Port Howard on the 21st or 29th April. Whilst shipping these sheep Captain Roberts had also to bear in mind that a full load of wool, also passengers, had to be brought in for the "La Paz", which was then expected on the 10th May.

29th May, 1928.

17. The foregoing was written on the assumption that the "La Paz" would arrive here, after several postponed dates, about the 15th instant, but we then received a cable to the effect that the "Manchaco" was in distress off Cape Pillar and that the "La Paz" had left Punta Arenas to go to her

No. 610, per "La Paz", 29/5/23. 6.

assistance. Actually the "La Paz" arrived on the evening of 28th instant.

18. The "Falkland" returned on the 27th from Speedwell Island with 129 good wethers and some produce. We find that she will have to make one more trip right round the West with a full cargo outward and inward. She will then be laid up.

19. I have interviewed Mr Neave in accordance with the instructions contained in your cable of the 24th instant, and he informs me that he will be happy to give us his opinion and advice as regards the bridge over Bodie Creek to the best of his ability as a personal matter without fee. He returned from the Coast by the "La Paz" and is at present ill in bed, so that I have not been able to go really into the matter with him.

In answer to the same cable I replied that Mr Langdon had accepted the post of Section Manager at Fitzroy at a salary of \$400 per annum. He is at present on the West so that I shall not see him previous to the sailing of the "La Paz".

20. The "La Paz" should take all produce in Stanley - about 200 bales, 41 barrels of tallow and 512 hides. There will remain about 500 bales to be collected which should be in Stanley by the middle of June.

I am, Sir,

Your obedient servant,

Manager.

	Wool.	Wethers.	Tallow.	Hides.
F I O				
Z				
R B C				
J L S				
P R N				
D				
H F B				
D N				
P H				

E N C L O S U R E S .

DUPLICATES, (Originals per "Maudie" 4th May, 1923).

- Despatch No. 609.
- Journal for March.
- Statement on Accounts.
- Remarks on Accounts.
- Store Indent No. 589.
- Stanley Butchery Statement.
- Memo. to E.B. Goddard Esq.
- Stanley Ledger Balances, 31st March.
- Store freights, January to March, 1923.

ORIGINALS.

1. Despatch No. 610.
2. Cash Book for April.
3. Journal for April.
4. Statement on Accounts.
5. Remarks on Accounts.
6. Store Indent No. 590.
7. Remarks on Stores.
8. Whaling Companies' final Accounts.
9. Camp Manager's Report, 7th May, 1923.
10. P/Attorney & Agreement - H.H.R. Gresham.
11. s.s. "Falkland" Manifests, 12. 13. & 14 K.
12. Extract from "Falkland" Log Book.
13. Farm Returns, 1922/23.
14. Memo re produce brought to Stanley by 'outside' vessels.
15. F.I. Magazine, June.
16. P.S.N.C. Account dated 17th May, 1923.
17. Sheep shipments - final statement.

Correspondence:-

- McGowan re Henry Jennings deceased.
- Samsing & Co. re "Celia".
- Mr Llano re sheep shipments.
- Sidey & Poels "
- Mr Slaughter re Langdon & Bodie Creek Bridge.

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

Mark.	Wool.	Skins.	Tallow.	Hides.
F I C			37.	
Z	234	30	5	52. 9 b/s sweeps.
R B C		4	17	
B	96	3		
J L W	5	7		
E E M	8			
L	59			
D				32
H & B	19	7		
D H	81	4		7
P H	95	2		

No. 611, per "Oropesa" via Andes, 5th July 1919.

Tallow and 300 hides, and also 100 bales of my 100 Hill wool. The latter was badly needed as there was no fodder in Stanley and the autowagon have been unable to supply the town with wool owing to the severe weather.

"Oropesa" via Andes. Statement of accounts showing 5th July, 1919. 23,000
611.

Sir,

My last despatch left by the "La Paz" on the 1st June.

2. I advised you by telegram on the 2nd June that Mr Neave will give us the benefit of his advice as regards the proposed bridge over Bodie Creek. He does not wish to apply to the Admiralty for permission to do this and has, as advised in my 610/19, agreed to recommend what he considers most suitable as a personal matter. He does not think that he will be able to go out to Darwin before August, which will mean that his recommendations will reach you by the mail leaving here in October.

3. In the same cable I advised that we should have 500 bales ready by the middle of June or 700 bales in the middle of July, and received your advice that the "Oropesa" would take all we had, transshipping at Valparaiso for London.

4. The chipping of the "Lady Elizabeth" will be proceeded with as soon as the weather, which latterly has been very severe, permits. We also have been delayed in the inspection of moorings which we had hoped would have been completed by now.

5. We were glad to see from your cable of the 22nd ult. that you had been able to arrange for a shipment of coal in July, as our stocks are practically exhausted. Mr Neave was especially anxious about supplies as a shortage would cause a serious stoppage of his work at the Camber.

6. The "Falkland" returned from her last trip on the 28th June bringing in 472 bales of wool and skins, 64 barrels of

The Managing Director,
LONDON.

Our statement shows that the average yearly profit for the three years under consideration was £ 1255. 9. 9. - about 1 1/2% gross or 1 1/4% nett profit.

No. 611, per "Oropesa" via Andes, 5th July, 1922. 2.

Tallow and 256 hides, and also 180 bales of hay from Hill Cove. The latter was badly needed as there was no fodder in Stanley and the cuttermen have been unable to supply the town with tussac owing to the severe weather.

7. Copies of accounts showing amounts debited to various stations for expenses in connection with bringing sheep from San Julian and Gente Grande are enclosed. The figures given below represent the cost of importation only and do not include purchase price or any charge for pasturage at Great and Huggles Islands. Do the Board wish to make any charge for the use of the Islands? If so I should like to be informed what would be considered an equitable figure, as we have no precedent on which to base such a charge.

	No. of sheep imported.	Expense of importation.	Expenses per sheep.
Farr	about one-third of 1899	£ 1121. --. 3.	£ 3. 6. 1.6
Packe Bros & Co.	45	146.11.11	3. 5. 1.6
G. Bonner & Co. Ltd	99	293. 5. --	3. --. 3.
Anson & Linton	18	57.13. 2	3. 14. 0.8
Holmsted Blake & Co.	226	685.18. 2	3. 0. 8.4
J.L. Waldron Ltd	226	685.18. 2	3. 0. 8.4

8. As suggested by Mr Martham Dean we have gone thoroughly into the question of profit derived from the Millinery Store.

Owing to separate accounts not being kept for this branch of the business it has necessitated a good deal of work to arrive at the figures given in the accompanying statement, which are based on the years 1920, 1921 and 1922. The Board will realise that figures based on these years do not provide an entirely fair criterion, as in 1920 we still had on hand a large quantity of highly priced goods purchased during the latter part of the War. It will be observed that in 1920 also the purchases were abnormally high owing to the fact that back indents, which could not be executed at the time, were sent out during that year.

Our statement shows that the average yearly profit for the three years under consideration was £ 1256. 9. 9. -- about 2 1/2% gross or 1 1/2% nett profit.

No. 611, per "Oropesa" via Andes, 5th July, 1921.

63

For purposes of comparison the following were the total Store profits for the years 1920/22, and include whatever profit was earned by the Millinery Store during each separate year:-

The only farm business which is not now in our hands is the 1920. In 1920. £ 11734. 10. 11. Island Account, and this also will 1921. probably 4854. 15. --.

1922. 7811. --. 9.

The Millinery Store profit is about 15% of the total Store profit for the period taken.

9. Repairs to the Millinery Store and Dwelling House have now been completed and claims for material and labour and also for goods damaged by smoke and water are enclosed. I have informed the Royal Insurance Company, Liverpool, that the sum of £ 214. 9. 10. has been expended on repairs and that we shall also be claiming for £ 28. 19. 0. for goods which are now only worth about one-third of their value.

10. As instructed by cable I send herewith a list of materials and fittings required from home for converting the "Fleetwing" into a mooring barge. We have recently had her on the beach for the purpose of effecting repairs to her rudder, sternpost and copper sheathing. The mast and derrick and necessary strengthening beams can be supplied and fitted here, also any iron fittings that may be required.

11. Mr A.G.Moir who has been junior clerk in the Stanley Office since the 14th May, 1917, has resigned and will no longer be employed by the Company after the 14th July.

I am unable to find any local man to fill his post and should recommend a youth from home. Mr Moir joined us at a salary of £ 130 per annum, but I think that £ 200 at least should be offered, as the expense of living in lodgings here, suitable for a Company's official, is high - £ 146. per annum.

12. I am glad to report that Mr R.Greenshields has decided to place all his business in our hands in future and I hope after seeing Captain Cameron to get him to do likewise. They will continue to consign their produce to Jacob Hoare & Co, but will purchase all their stores from or through us.

No. 611, per "Orpoesa", 5th July, 1923.

ENCLOSURES

No. 611, per "Orpoesa", via Andes, 5th July, 1923. 4.

DUPLICATES. (Originals per "La Paz" 22/5/23).

The only farm business which is not now in our hands is the small "John Hamilton", Beaver Island Account, and this also will most probably revert to us.

"Falkland" - extract of Log Book.
Coast Green Tallow returns. I am, Sir,

Your obedient servant,

Manager.

ORIGINALS.

1. Despatch No. 611.
2. Journal for May.
3. Cash Book for May.
4. Statement of Accounts.
5. Remarks on Accounts.
6. Store Indent No. 591.
7. Remarks on Stores.
8. Camp Manager's Report, 20th June.
9. Camp Manager's letter, 20th June, re pensions, & sundry records of service.
10. Loss Account & Farm returns.
11. Plan of proposed house - North Arm.
12. List of materials for converting "Fleetwing".
13. Particulars of Darwin Ash boat.
14. Lloyd's shipping Report.
15. "Falkland" manifest 16 K.
16. Pilferage Claims - S. 3. 17. 0. & S. 9. 17. 1.
17. Millinery Store - Trading & Profit and Loss Account.
18. Copy of P.S.N.C. account, 11th June.
19. Coasting Insurance, - May and June.
20. "Falkland" freight Account.
21. Statements of damage to Millinery Store buildings etc.
22. Claim for goods damaged by fire - Millinery Store.
23. Admiralty Account, S. 42. 11. 2.
24. Cash Voucher, West Store, May.
25. Copies of accounts re importation of sheep.
26. Falkland Islands Gazettes (2) June.
27. Falkland Islands Magazine, June.
28. Specification of "La Paz" shipment.

No. 611, per "Oropesa", 5th July, 1923.

RECEIPTS
ENCLOSURES

Mark.	Wool.	Skins.	Tallow.	Hides.
DUPLICATES. (Originals per "La Paz" 29/5/23).				
Despatch No. 610.				
Journal, April.				
Remarks on Accounts. 22 20 47				
Statement on Accounts.				
Memo of produce shipped by vessels than the "Falkland".				
Store Indent 590.				
"Falkland" - extract of Log Book. 3				
Goose Green Tallow return.				

ORIGINALS.

1. Despatch No. 611.
2. Journal for May.
3. Cash Book for May.
4. Statement on Accounts. 40
5. Remarks on Accounts. 32
6. Store Indent No. 591.
7. Remarks on Stores.
8. Camp Manager's Report, 30th June.
9. Camp Manager's Letter, 30th June, re pensions, & sundry records of service.
10. Loss Account & Farm returns.
11. Plan of proposed house - North Arm.
12. List of materials for converting "Fleetwing".
13. Particulars of Darwin Ash boat.
14. Lloyd's shipping Report.
15. "Falkland" manifest 16 K.
16. Pilferage Claims- £ 3. 17. 0. & £ 9. 17. 1.
17. Millinery Store - Trading & Profit and Loss Account.
18. Copy of P.S.N.C. Account, 11th June.
19. Coasting Insurances, - May and June.
20. "Falkland" freight Account.
21. Statements of damage to Millinery Store buildings etc.
22. Claim for goods damaged by fire - Millinery Store.
23. Admiralty Account, £ 43. 11. 2.
24. Cash Voucher, West Store, May.
25. Copies of accounts re importation of sheep.
26. Falkland Islands Gazettes (2) June.
27. Falkland Islands Magazine, June.
28. Specification of "La Paz" shipment.

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

Mark.	Wool.	Skins.	Tallow.	Hides.
S I	21			
H	95	22	29	43
B & S		3	6	
L		21	2	
H W	3	3		
F B	92	5		24
B			6	
W P			13	4
J B	3	3		40
Heart	50	8		22

The Managing Director,
LONDON.

It is very satisfactory to learn that the whalers have agreed to the sale of the 200 acres of rifle range land on Lady Point, and the division of the same for the partition of this "Lagarto" via lines. Dated with us here at 20th August, 1923. The 812. Parting-off lines which are fully headed.

1236 - 12. We note the contents of Mr. Kinnear's letter of the 1st, and hardly think that London Council's letter of the 1st confirms my last Despatch No. 611 which was called by the "Orphea" on the 6th July, and I now have to acknowledge your Nos 1236-7-8 which arrived by that steamer. 1236 - 6. It is noted that the Board have decided that the engine for the "Gwendolin" will be installed in Stanley under the supervision of Mr. Peters. I am certainly unaware that Mr. Peters has never been consulted, and I can assure the Directors that what has been written from this end was the result of our feeling that the work could be much better performed on the Coast where more favourable conditions exist and where this very class of work is frequently performed, this was the only reason for the extreme delay unpopular here. But now that it has been finally decided to carry out the work here I can assure the Board that all will co-operate in making the installation a success. The produce brought in in this

1236 - 7. I regret that the price of the 200 tons of coal sold to the whalers was not mentioned. The landed cost was 64/8 per ton, selling price, 90/- - a profit of about 25%. The total storage capacity of coal afloat is agreed at about 2,200 tons, but as advised in 610/14 the "Lady Elizabeth" would have to be towed alongside the Whaling Factories, which could be simply their own catchers.

1236 - 8. The Acting Governor has informed me that the Secretary of State has sanctioned the purchase of Sullivan House and two acres of land for the sum of £ 4,500. The Conveyance has been prepared and is forwarded herewith for

The Managing Director,
LONDON.

No. 612, per "Lagarto" via London, 10/5/28. 2.

execution.

It is very satisfactory to learn that the Admiralty have agreed to the sale of the 272 acres of rifle range land on Navy Point, and the dividing fence for the partition of this land will be proceeded with as soon as possible, likewise the parting-off pens which are badly needed.

5. 1236 - 12. We note the contents of Mr Kenneugh's letters as regards coal, and hardly think that Lowden Connell's letter of the 17th May gives a satisfactory explanation of our complaint. We say (vide Mr Dean's notes) that the coal supplied was wasteful to work with owing to being nearly all slack, while they inform us that they received complaints from another firm about its being too large.

11. Although we have no really experienced fireman we think the one we have is quite a good man and that there is not much loss in firing.

It is very satisfactory to learn from your cable of the 22nd June that 1000 tons of Welsh coal will arrive here by the "Lagarto".

6. 1236 - 13. Mr George Dean's vessel, the "Martha Kiraton", arrived here with 100 bales of wool on the 11th July, which will be shipped away in the "Lagarto". I am under the impression that the question of insurance on produce brought in in this way was mentioned to Mr Dean and that he realises that he is not covered - you will by now doubtless have discussed the matter with him. We note that 6/- per bale will be charged him in account sales for produce brought in by his vessel.

7. 1236 - 25. Mr Hugh Harding has, as the result of the opinion expressed by the Directors, which I communicated to him, resigned his seat on the Legislative Council.

Mr G.I. Turner's position, now that he is no longer connected with L. Williams Estate, is rather an anomaly as he does not represent any farms or business interests in the colony.

No. 612, per "lagarto" via Andas, 10/1/22.

9. 1237. Camp Manager's House. Your remarks under this heading have been communicated to Mr Slaughter for his own information and also for those under his supervision who are occupying houses furnished by the Company.

There appears to be a misunderstanding about the item charged to furniture - "Linen, \$ 41. 11. 2" to which you refer and an extract from Mr Slaughter's letter to me is therefore enclosed.

10. 1238 - 3. Notice has been given to the Government that we intend to import 500 rams from Gante Grande and Cullen Station towards the end of the year, as instructed, and they agree, subject to there being no outbreak of disease among livestock in the interval.

11. Although it is not definitely stated that Dr Noir should attend patients on the Fitzroy and Port Louis Stations I read his agreement as meaning this. Port Louis is, I consider, too far away from Darwin, and I have informed the Government that after the end of this year he will attend Fitzroy, but that we wish Port Louis to remain under the East Falkland Medical Fund until the end of the year. If the Board consider that Dr Noir should attend this section also, kindly let me know so that I can inform the Government accordingly.

I shall be obliged for the Board's ruling as regards payment for extra medical help when needed by the Company's employees in the Camp. Dr Noir recently performed an operation for acute appendicitis at Darwin, but found it necessary to call in hastily the services of Dr Hallows, the Assistant Colonial Surgeon, who rode right through to Darwin, in order to give the anaesthetic and assist. Dr Hallows' fee was £ 10.10/- which is very moderate, but the patient, J. Knox Stanley, whose life was undoubtedly saved by the operation, is not in a position to pay this. I presume that in this case the Company will have to bear some loss, may I take it that in similar cases we pay the Doctor's account when presented and recover as much as possible from the patient afterwards?

No. 612, per "Legarto" via ... 20/7/21.

12. I regret to have to report a serious robbery of cargo ex "Oropesa" on the night of Saturday 7th or Sunday 8th of July. The cargo was stowed in the "Lonomia" which was put to moorings. On Monday, the 9th, upon the hatches being lifted it was at once discovered that several cases had been opened and goods (mostly military) had been taken away. The Police were immediately notified and the Chief Constable accompanied me on board at once.

So far no arrest has been made but I understand that the Police have lately discovered a clue and that there is a chance of the perpetrators being found. The Police also found a small parcel of the stolen goods stowed away in the peat bogs some distance from Stanley.

The value of the goods stolen is altogether about £ 135 made up approximately as follows:— Company, £ 90, L. Williams Estate £ 35, D.R. Watson £ 9., all of which I assume is recoverable from the Underwriters under the "Warehouse to warehouse" Clause. I shall be glad to know definitely as soon as possible if this is so as Messrs L. Williams's new Manager wished me to settle at this end. This I have refused to do and have furnished him with a Lloyds certificate of survey to enable him to claim against Insurance.

The Police force here, which consists of a Chief Constable and five policemen, seems quite incapable of dealing with the petty thefts and acts of hooliganism which have been going on for years, and after this robbery I considered it advisable to address a letter to the Colonial Government on the subject, a copy of which is enclosed. It seems inconceivable that such a robbery could occur, practically all the goods be successfully hidden, and no arrests be made, when the size of the place is realized, and also the fact that there is one constable to every 117 adults of the population.

13. The "Gwendolyn" was put in commission on the 18th July, making her first trip to Salvador Waters, Hill Cove and Carcass Island with a full load. She brought in a full load of

No. 612, per "Legarto" via Llanos, 20/1/23.

May from Hill Cove.

14. The Government have brought to our notice the fact that we have not complied with the provisions of Ordinance No. 7 of 1922, which has been passed by the Legislative and Executive Councils, "to provide for Trading Companies and other Associations". The documents required by the Government are enumerated in Sections 1 to 5 of the copy of the Ordinance enclosed, and we shall be obliged if you would send these out and also advise us, when necessary, of any alterations in any instrument or list of Directors.

15. I am forwarding by this mail the new plan of Stanley, prepared by Mr A.A.P. Neave, which is a great improvement on any previous map and has been made from actual measurement. It will be seen that the Crown Property is bordered in red and that of the Company in green.

16. By last mail we received a letter from Messrs Waldron and Wood, as the result of Mr Dean's interview with them, asking for particulars of canning material (i.e. solder, tinsplate and meat cases) which we have on hand, and these will be forwarded to them by this mail. We hope that we shall be able to dispose of this material to them and I shall ask them to communicate any offer they may make direct to you, when you can cable me instructions if there appears to be an opportunity of shipping it to Montevideo. Copies of correspondence and all particulars are enclosed.

17. We have also been in cable communication with Waldron and Wood in connection with the stallion ordered by Mr Dean and they have now advised us that they have shipped the animal by the "Legarto" from Bahia Blanca.

18. Several farmers having asked me whether the Company were disposing of surplus sheep to Llanos or Siday & Poals I cabled you to enquire the position and received your reply that we should need all our surplus sheep this year. It is very doubtful whether there will be any sheep lifting this year as the 700 of wethers required by Llanos is quite out of the question.

No. 612, per "Logarto" via Antofagasta, 20/5/21.

19. The "Logarto" not calling at Montevideo has necessitated our ordering cereals from Bahía Blanca, and also kerosene, and from E.W.Hobbs, Punta Arenas, we have ordered a shipment of wood which is badly required. This will be shipped over about the end of this month by Messrs Samsing's motor schooner "Callia".

20. Mr Baseley, the Colonial Engineer, who has surveyed the boilers of the "Falkland" on several previous occasions, was again appointed by me and has now completed the Survey required by Lloyds this year. The Board will be glad to learn that Mr Baseley states that the main boiler is in very good condition and, in fact, is better than he has ever seen it before. He surveyed the boiler previous to the vessel going to Buenos Aires for overhaul in 1921 and reports that the work done on it there was excellent. Lloyds certificate completed by him is enclosed together with a report for your file.

21. It is a good many years now since a case has occurred of a cheque drawn on the Company being tampered with. In July a cheque drawn by H.J.Pitaluga, payable to one Mansel Hardy for £ 10 was tendered for payment but refused on the ground that the amount both in figures and writing had obviously been altered to £ 20, and not initialled. We ascertained that the cheque in question had been presented originally at one of the public houses by the payee, Mansel Hardy, himself, and that £ 20 had been paid to him. On our learning from Mr Pitaluga that the cheque had not been altered by him we applied to the Police for Hardy's arrest. The case for the prosecution will be conducted by the Chief Constable and I have impressed on him both verbally and in writing that we look to him to press for a stiff sentence as a deterrent to others. The accused has admitted the offence and will be brought up for trial in the Supreme Court a few days after the sailing of the "Logarto".

22. I enclose copy of a letter received from our Assistant Storekeeper, Mr R.J.Dottlerff, who has been 23 years in the Company's service and who has, on several occasions, carried on

No. 612, per "Logarto" via Andes, 20/8/23. 7.

In the place of Mr Creece when the latter has been on leave. Mr Dettleff was some years ago given to understand that he would be the probable successor to Mr Creece and he has at all times been a most valuable servant of the Company.

You will observe from his letter that he has not taken a holiday during the last eleven years and is now desirous of taking a vacation and asks that the Board would grant him some concession in view of his length of service, although he is not under Agreement. He is at present receiving £ 250 per annum and as it will not be necessary to employ a clerk in his stead perhaps the Board would agree to the continuance of his salary for a fixed period.

23. We are forwarding by this mail a small portion of the leach rope of the foresail made for the "Orendolin" by Adam Lane and Neave, and would be glad if you would go into the matter with them again. Captain Roberts's report is enclosed from which it will be observed that the leach rope has already carried away although having been in use for less than six three months. Had this been subject to chafing the fact of its breaking would be understood, but there is no sign of this and from the piece enclosed it will at once be seen that it is a clean break which points to old or faulty material.

24. Immediately after the departure of the "Logarto" I propose going to Darwin to discuss with Mr Slaughter points raised by Mr Dean during his stay in the Islands.

I am, Sir,

Your obedient servant,

Manager.

- 31. Colonial Report, 1931.
- 32. Certificate, L. Williams Estate re robbery of "Lafonia."
- 33. Memo for Managing Director re Ordinance No. 7 of 1932.
- 34. "..... Conservatory, Manager's House.
- 35. "..... Camp Manager's House.
- 36. "..... Conveyance re Sullivan House Property.
- 37. "..... Bathroom, Manager's House.
- 38. "..... "Parkland" - boiler survey.
- 39. "..... Canning Materials for disposal.
- 40. "..... Motor for Mrs. Hunt and re "Tina".

Correspondence.

With Col Secretary re F.F. Medical Fund.

..... re payments to Crown Agents.

..... re permission to kill seals.

..... re importation of alfalfa.

..... re inadequacy of police protection.

..... re Sullivan House property.

..... re importation of cane, 1933/4.

With Chief Constable re Hardy forgery case.

With P.S.N.C. re mails ex P.S.N.C. vessels.

With Messers & Co, re Mr. Edward's parcels.

With L.A. Miller re Williams & Co's account current.

S p e c i a l f i l e s

Mark. Wool. Skins. Rifles.

J.H.D.

H & B

B

Z

N A

D

J B

Letter for P.B. Moore Esq.

Letter E.B. Gaddars Esq.

" Managing Director.

No. 11, per "Logarts" via cables - 11th August, 1939.

1. 1239 - 11. Captain Roberts continues that it is possible and feasible to place the "Logarts" at Punta Arenas during the winter months in the event of a winter sailing season to the north. All the facilities on board is for winter service, and on 11th August, 1939, the "Logarts" via cables.

"Logarts" via cables.

618.

Sir,

I beg to acknowledge the receipt of your Despatch No. 1239 which arrived by the "Logarts" on the 20th instant.

2. 1239 - 21. I was glad to receive the instructions of the Board as regards receipt to be obtained on the Hill Cove Bay and I shall inform the Government that we cannot in future bring it in at the present unseasonable freight.

3. 1239 - 24. It is noted that an agreement has been concluded with Mr Peters and that we are expect him to arrive here in October. It is also noted that Crawford, the master, will remain to complete the remainder of his agreement.

4. 1239 - 6. As regards Mr Harley, it has always been rather difficult to know what his intentions have been as regards returning home, but he definitely decided that he would return, so in answer to your cabled enquiry I replied that a new Engineer for the "Palmland" should be engaged Mr Peters on the September month.

One can only speak well of Mr Harley's work during the whole time he has been here.

5. 1239 - 7. My Power of attorney and agreement are in hand and your copy of the latter, duly initialled, is returned in Despatch No. 618 which will accompany this.

6. 1239 - 10. The direct wireless communication with Punta Arenas continues to be most satisfactory.

The Managing Director,

LONDON.

No. 113, per "Lowarto" via Andes, 21st August, 1923.

7. 12:30 - 11. Captain Roberts considers that it is quite possible and feasible to place the "Lady Elizabeth" alongside whaling factories in the inner harbour, or in Port William except in bad weather. All the factories are anchored in the inner harbour, more or less in the fairway where it would not be possible to put down moorings.

We do not anticipate any difficulty in supplying whalers with coal if the business is worked on the following lines.

If the factories wish to coal here on the outward passage we should have a full stock, roughly 3,000 tons, certainly by the end of September, and we could then deliver up to say 1,000 tons, due allowance being made for the "windfall". After the whalers had gone north we could make you our requirements which should again be met here before the end of February, in time for the whalers going south.

We notice that in your 12:30/7 Mr. Christensen suggests a contract for supplying up to 10,000 tons annually in Stanley. This is, of course, five times our storage capacity, and we are unable to see why they would require this annually unless it is proposed that the factories should keep sufficient coal here going north to enable them to reach home at low prices.

8. 12:45 - 15. It is most satisfactory to know that our prices are still good, though realisations were somewhat lower than the my sales.

9. 12:50 - 15. I have looked into the question of the tops of granite which is still on the farm, and find that we have received several consignments since 1910, the last being in 1919 which cost, landed in Stanley, £ 7. 3. 6. per cwt, and was charged out to pack at £ 5. 10. 0. per cwt, or £ 170 per ton. This was purchased from Messrs W. Gibson and Sons, see their invoice dated 10th December 1915.

As the present price is only about £ 50 per ton we will write this down to that figure at the end of this year. When I see Mr. Slaughter I will suggest to him that if

No. 813, per "Logarto" via Andes, 24/10/20.

should be used up if possible.

10. 1920 - 17. The decision of the Board that no expenses on voyage will be allowed to any employee except when his salary commences or ceases at Stanley, in which case he shall receive £ 50 is noted.

11. 1920 - 18. It is noted that the Directors have decided that the Chief Clerk's house should be furnished with the necessary furniture, exclusive of plate and linen, and I will go into the matter of taking over, on behalf of the Company, the second and desirable furniture which Mr Vincent brought out with him. Mr Vincent wishes to thank the Board on his behalf.

12. 1920 - 8. We have gone into the question of bringing over a load of timber from the Coast per "Falkland", and find that although there will be no outward freight we can do this cheaper than importing it by the P.N.A.C. or the motor-steamer "Orinoco" with a generous estimate for the trip of 16 days, plus 7 days extra for contingencies, we estimate that we could bring across 400 tons of various sized wood and posts at 10/- per ton. This leaves very little profit for the "Falkland" unless some of the days allowed for are not required, and the trip is made quickly. The 23 days allowed for includes loading in Stanley, and discharging the wood on return, and we have also allowed £ 75 for interest, insurance and depreciation. If it is decided to send the "Falkland" over to the Coast we consider the most suitable time would be before she goes there for coal, and I shall be obliged if you will cable the Board's decision about this and the rate on receipt of this despatch.

13. 1920 - 20. He will report on the Welsh coal in "Luzon" soon after the "Falkland" resumes steaming.

The total coal consumption of this vessel last year up to the 31st October, at which date her accounts were made up, was 576 tons, but this includes 120 tons delivered to her for the trip to Buenos Aires which entailed some 2000 miles steaming.

No. 613, per "Lagarto" via Andes, 24/7/22.

Mr Harley is unable to give us the particulars asked for as regards consumption whilst steaming and in port, but we will see that the new engineer keeps full details this coming year.

We find that the cost of receiving coal in bulk on steamer is about 1/- per ton, delivering to "Palkland" about 2/- per ton (this would be cheaper in the case of ~~larger~~ vessels with larger bunker hatches), delivering into the store about 4/-. The cost of storage is difficult to arrive at as repairs to coal lighters has to be taken for over a number of years. The "Uspricorn" and the "Plectwica", during the last seven years have cost in repairs about £ 30 each per annum, and based on this and other considerations we estimate that storage costs about 2/6 per ton.

Seeing that we are dealing with a fairly large quantity of coal, and this may be increased in the future, we want to have some suitable contrivance for weighing, and therefore we suggest that we should be supplied with a crane weigher as per illustration enclosed, one which weighs up to 1 ton and be suitable. At the present time we have no means of telling how much coal is delivered to us and have to take the ship's word that we get the full quantity.

14. I Mr Slaughter encloses a letter from Mr H.C. Harding applying for leave after the conclusion of next season's work and I shall be glad to receive the Board's decision in due course.

15. I see that Mr Slaughter in his report again brings up the question of the percentage charged on the all kinds of goods which are purchased from Mann Myers & Co. although the question has been fully explained to Mr Moir several times during the last few years I do not think that he has grasped the fact that all expenses are borne by the Stanley store.

To state that the Store charges 33 1/3 % is incorrect as will be seen from the latest example:-

The actual cost of the shipment for Darwin and North

10. 618, per "Logarto" via cases, ...
 Are per "Logarto" was £ 150. 10. 1. or more the expenses
 were £ 150. 0. 10. which is borne by the Stanley store and
 then 38 1/3 £ added to the net cost (viz. £ 150. 10. 10.)
 The actual profit made by the Stanley Store is therefore 28 1/3 £
 and not 38 1/3 £ as suggested.

There are also other considerations. During last
 year about £ 500 worth of general goods from Store were sold
 by Darwin and North and to Islands and to Gen. Bonner etc -
 this all naturally affects the Stanley Store sales as these
 stations are able to purchase from Darwin cheaper than they
 can from Stanley. The fact that Mann's goods are cheaper
 is not disputed, but they are certainly not of the same quality
 as those kept in stock in Stanley, but nevertheless they are
 suitable for Camp use.

Also Mr Moir presumably makes (we have never been
 able to ascertain what) a small profit on stores which he sells
 and the more he adds the less will the Park wages appear.
 Again, when he sells stores supplied from Stanley which are
 invoiced out subject to the usual 12% discount (which is taken
 off in Stanley) adjoining stations are enabled to purchase at
 a lower figure than the usual retail price - this, of course,
 cuts the Stanley Store profit again.

As this question has been continually cropping up
 at intervals during the last 10 years we shall be obliged if
 it can be settled once and for all. We in Stanley do not think
 the present system inequitable, considering the forwarding charges
 perhaps the Board would prefer that a fixed percentage should
 be added to the c.i.f. cost, Stanley.

16. We shall be shipping by the "Logarto" 346 boxes, of
 which 220 have been brought in by the "Marina Kirsten" from
 Pebble Island.

I am, Sir,

Your obedient servant,

Faint, illegible text at the top of the page, possibly a header or address.

London, 11th October, 1914.

Dear Sir,
I have the pleasure to acknowledge the receipt of your letter of the 10th inst. in relation to the proposed alterations to the design of the proposed new building for the Admiralty. The opportunity is given to you to make any further suggestions or amendments which you may desire to make. It is requested that you should advise me by return of post as to whether you wish to withdraw your proposals or to proceed with them as at present. I am, Sir, very respectfully,
Yours faithfully,
The Director.

Very truly yours,
The Director.

No. 614, per "Oriana", 10/10/33, 2.

The Board will be glad to learn that you and
 weather has improved so have got on considerably with the
 outdoor work in Stanley. The re-erection of the skin down
 shed from Sullivan House has been completed at the Slaughter
 "Oriana" is the "Lady Elizabeth" has been there since 10th October
 614. Painted, and the roofing of the "Sparis" is being done
 with. This latter will entail a good deal of work and material
 as the roof has really been left too long and all the other work
 done. I have to confirm by Despatch No. 614 which was replied
 only the "Laport" on the 25th inst. will be employed
 solely. On 1st Oct after the departure of the "Laport" I took
 the opportunity of going to Darwin on the "Gwendoline" to
 discuss several matters with Mr Slaughter, as suggested by
 Mr Norman Dean. Most of the questions have already been
 dealt with in your letter to the Camp Manager, 6th July, the
 replies to which will go by this mail. The replies will
 be all be the absolute necessity of having some motor power
 in connection was well illustrated by my trip. It took us 19
 days to go to Fitzroy, Darwin, Lively Island and back to
 Stanley, a trip which, if we had had any power at all, we
 could have accomplished in about a week. The weather was so
 inclement on two days to land to receive cargo, but the
 delays were due to three calm days in Fitzroy and to being
 becalmed in Lively Island for six days after the vessel was
 becalmed, as, although it was quite fine we were unable to get
 out of the harbour owing to contrary winds. As well as this
 being a most appalling waste of time it was very annoying as
 North and Darwin each require another trip of the schooner
 with stores before the new engine can be installed. Whilst
 at Lively Island we found that the mainmast of the "Gwendoline"
 is unsafe and will have to be scrapped; luckily we have the
 "Melville's" mainmast here, which is in good condition and this
 will be fitted in its place after being slightly altered.
 As the costs are very high here the boat is being

The Managing Director,
 LONDON.

No. 614, per "Orion", 2/10/1911.

No. 615, per "Orion", 2/10/1911.

3. The board will be glad to learn that now that the weather has improved we have got on considerably with the outdoor work in Stanley. The re-erection of the skin drying shed from Sullivan House has been completed at the Slaughterhouse, the "Lady Elizabeth" has been thoroughly shipped and painted, and the roofing in of the "Florida" is being proceeded with. This latter will entail a good deal of work and material as it has really been left too long and all the upper section, but as soon as this is completed the work should proceed rapidly as all carpenters will be employed solely on the Company's property for some time.

I telegraphed you on the 10th inst. that the "Lady Elizabeth" was ready for the reception of 1500 tons of coal in case it was desired to have some here for the winter this year. Captain Roberts's report on the work done is enclosed and also his report on borings - the borings have not all been examined.

4. In answer to your cabled enquiry as to whether we considered the Darwin ash boat was in a fit condition for having a motor installed I replied in the negative. The boat is undoubtedly strong, like all boats diagonally built, but when Mr. Slaughter recently had her on the beach for a haul it was apparent that a considerable amount of work would have to be put in on her to make her serviceable as a motor boat. In my cabled reply I suggested that Captain Roberts might find a suitable boat on the coast near the coast. At Hamilton, or Russell Island, recently sent a cutter over from Sandy Point (imagined) which would have been very suitable, and it may be possible to obtain another from there at about the same price. This boat was sailed over and cost in Stanley £100 and we think that if a boat could be purchased for this figure it would be preferable to putting an engine in an old boat. In the past we have found that altering and converting old boats costs very much more than the boat is worth.

No. 614, Per "Oriana", 4/10/21

The Percheron stallion, shipped by the ...
arrived safely and was ... at the ...
for a few days where Mr Neave kindly put a stable ...
at disposal. The horse is now at ... and I understand
that Mr ... is pleased with its appearance and so far ...

In reply to your letter ...
of labour and materials in connection with the alterations
to the "Pleasant" we replied that we estimated that ...
would never ... it is rather difficult to estimate the amount
of labour, but we think that ...

I reported in ... that one ... had
been arrested and had admitted having altered a cheque drawn
on the Company by H.M. Pitlor of Hinson Grange. He had been
sentenced to 9 months imprisonment with hard labour by the
Chief Justice. This is the maximum term which can be served
here; for any lengthier period the prisoner has to be sent
home and he is then a charge on the Colony.

I regret to say that so far no arrests have been
made in connection with the "Lafonia" robbery and it seems
probable, at the time of writing, that any more of the stolen
goods will be found. Our claim, from which the value of the
goods recovered by the Police has been deducted, amounting to
£ 51. 1. 5. is enclosed.

I also enclosed are copies of official correspondence
which has passed between the Government and ourselves with
reference to our request that they should provide more adequate
Police protection. I think it may be taken that their attempt
to prove "the efficiency of the police" and "the law-abiding
nature of the inhabitants" have failed, and we can now only
rely upon their assurance that "every endeavour will be made
to increase police supervision for the prevention and detection
of crime".

The Government have agreed to our abolishing the
title of the "Diamond" Farmers on the District, North Arm and

No. 614, per "Oriana" 1/10/30,
No. 614 per "Oriana" 1/10/30,

and Walker Creek Sections and of the "Bear" Ark on Speedwell Island. In future all Company's sheep will be marked with the "Double Smallow". I enclose a sketch which gives the

10. With reference to the repurchase of the Rifle Range land at Fairy Cove I have to inform you that Mr. Nesve has removed the old range hut and therefore its acquisition by the Company does not arise. As far as can be seen it would not have been of any use to us.

11. I have not heard anything officially from Mr. Nesve, but there is a possibility that the Admiralty would be willing to dispose of the large shed at the Quaker, either in its entirety or in part. It was originally built as a coal shed but now that the oil tank installation has been practically completed it does not appear that it will be of much service to them.

There was at one time, I believe, a suggestion that some land might be reclaimed in front of the Office buildings for the purpose of erecting a warehouse. The roofing in front of the "Erebia" will go some way towards providing more space for clients' cargo, but a large shed adjoining the jetty would, of course, be a great advantage, and would obviate our having to keep cargo both at the West and East jetties with the consequent extra handling and delays.

In case the Board think the suggestion worthy of consideration I give particulars of the shed at the Quaker which could be easily taken down and re-erected as the frame work is only bolted together.

The shed is about 20 years old but in excellent condition. Built of galvanized iron, iron frames bolted together, it consists of 5 bays, each 40 ft wide by 120 ft long and about 15 ft high to the bar of roof truss. Each bay is fitted with skylights and has two sliding doors, at both ends - the skylights are the only parts which are not in good condition. The shed as it stands has only four sides and therefore

No. 614 per "Oriona", 17/10/29.

if only part of it were purchased it would be necessary to provide a fourth side. The plans should be with the Admiralty in London, but I enclose a sketch which gives the main dimensions.

If the scheme is looked upon favourably we would supply you with fuller particulars later.

12. Reverting again to the question of moorings you will observe that those belonging to the "Great Britain" and the "Lady Elizabeth" have been thoroughly overhauled and renewals have been made where necessary. There are still some of the smaller moorings to be lifted and this work will be done as opportunity offers.

1918 Whilst on the question of the Company's shipping I have to point out that the two hulks (both used solely for coal), "Proennis" and "J.F. Smith" cannot be depended upon, the former leaks badly and part of her topsides are thoroughly rotten. The "J.F. Smith" is not in such better condition and her deck beams about the main hatch are giving way and we shall have to get these shored up before working her at all.

If either of these hulks become useless it will be necessary to get a new one or to arrange for a coal dump ashore - that is, if it is decided to keep a large stock for the whalers. The "Rose Baker", which is used only for general cargo, is also in bad condition, and the serious part is that it is not possible to do extensive repairs on them owing to the timbers having deteriorated through age. It should be understood that some of the lighters and hulks are in fair condition to receive small quantities of cargo but when they are deeply laden, as they have been recently owing to the large amount of cargo which has been shipped out, several serious defects have appeared.

By next mail we will forward a detailed report on all lighters and hulks, with the exception of the "Great Britain" and the "Lady Elizabeth".

No. 614, per "Orion", 4/10/23, 6.

13. Mr. Neave regrets that so far he has been unable to get out to Darwin to make his suggestions about the Bodie Creek bridge. He thought that he would be in a position to go out there before, but his work of erecting a jetty at the Gamber has been held up by weather conditions and he cannot leave Stanley until this is well in hand. I hope to be able to see his report by next mail.

14. I enclose an application from J. M. Nicoll for two extra second class ^{passages} in addition to those specified in his agreement. His original undertaking, signed in June 1901, was to serve for a period of five years, and he has now been here 15 years without returning home.

In Despatch No. 1161, par 10, dated 16th February, 1916, the Company agreed that if Nicoll should serve a term of five years from 25th August, 1918 they would provide him with four second class passages to England on the expiration of that term. He has now completed another period of five years, and asks that the two additional passages may be granted making six in all, which will cover the return passages of the family which he brought out with him in 1901. He tells me that he has no intention of returning home at present as his wife is very much against leaving the Islands.

As you are aware, Nicoll has always been a most excellent employee. He would be very difficult to replace and his knowledge of various kinds of work, outside of actual blacksmith work, such as moulding, fitting and turning have been very useful to us in the past.

15. We are sending by this mail a sample of kerosene we import from the Coast and Montevideo, refined by the West India Oil Company, and will be glad if you will have it analysed and reported upon as we doubt whether it will be the most suitable for use in the "Gwendolin's" engine. Mr Evans has told us that the kind we import is not suitable for his press engine as it carbonizes very quickly and he always has "White Rose" sent out from England for this purpose. The flash point marked on our cases is 150°.

No. 614, per "Orlans", 14/10/33.

16. The Colonial Government have brought in a scheme for extending the educational facilities of the Colony. The main feature is to bring children of ages 10 to 14 in from the Camp to Stanley, where they would live in a hostel, and the Government ask us whether we can see our way to reduce the passenger per "Palmland" for children brought in for this purpose.

Personally, I do not consider that the scheme will be a success as I consider that parents will be loath to part with their children. If my opinion is correct the Company would not be asked to give any passages at reduced rates, and you will observe from the Schoolmaster's letter enclosed that he considers that there are not likely to be more than from 5 to 10 such cases during the first year or two of the scheme.

Under the present rates per "Palmland" children under 12 years travel half-fare and I would suggest that all children brought in under the scheme should be secured under that age, as I believe is done by Railway Companies who contract for carriage of children in Great Britain. Passengers, in addition to the fares, which are different from various ports, have to pay 1/6 for each meal. It only remains, therefore, for the Board to decide what reduction in the half-fare, if any, should be made, and I shall be glad to receive instructions accordingly. I enclose a copy of the passenger rates at present in force and also a confidential copy of the Schoolmaster's report on the whole scheme which I shall be glad if you would return.

17. To your cabled enquiry of the 26th September I replied that we could supply 500 tons of coal to the whalers in November at £ 3. 15/- per ton, but that it was essential that it should be replaced here in January, as you suggested. We should make about £ 200 over this deal.

Yours faithfully,

No. 614, per "Oriana" 1/10/23.

18. At the same time as receiving your cable asking us to telegraph Sidey & Poole the numbers of sheep which might be disposed of this season, I received a similar one from Buenos Aires reading: - "Sidey & Poole enquiring will you take business this season necessary to make arrangements please reply immediately".

I have replied that we are prepared to make the necessary arrangements in connection with the steamer, but I did not anticipate that there would be many sheep available on the East - you will remember that Mr Evans arranged the East shipment last year. At the time of writing I have only been able to get into touch with Messrs G.W. Dalton and Greenfield and they will only have about 2000 between them. It will take me some time to get an answer to my enquiries from other East farmers. Messrs Miller and Luxton are now in Stanley and will let me know after they have received their mail whether Mr Evans is arranging the West shipment or whether they wish the Company to do so.

19. The day before the "Oriana" arrived the Acting Governor asked me to go and see him and informed me that it had been decided to abolish the Land Tax as from the 1st January next and that from that date wool will be taxed at 1d per lb. This is a level tax all round - all farmers paying the same rate - which will remove the inequity of the graduated scheme.

It was not the idea of the Government to increase the revenue derived from the new tax, but they estimate that they will receive about £ 200 - £ 300 per year more, which is unavoidable unless a complicated fraction of 1d were charged. Although we have not had time to go into the question thoroughly it appears from 1921/1922 figures that the taxation for the Darwin, North Arm and Walker Creek Sections will be increased from £ 3382 to approximately £ 3525 (three years).

Although the Draft Ordinance has not been gazetted yet the Acting Governor permits me to send you a draft of the

S. 611, per "Oriana" 10/10/20 9.

Export Regulations, and also a Copy of the Certificate of L... which will be required to be signed by the Custom Officers in... and transmitted to the Colonial Government through this office.

20. The "Oriana" arrived at 2 p.m. on the 4th October, and, having nearly 500 tons of cargo to discharge, will probably not sail until sometime in the morning of Saturday, the 5th.

She will take 100 bales of wool and skins of the Fitzroy and Lively Island marks, and if the "Mendocino", which is at present at Mullett Creek, arrives in time to catch her we may be able to get away a further 50 or so bales of Haff Cove, Mrs T. Robson, and B. Browning mark.

I am, Sir,

Your obedient servant,

Manager.

- 1. ...
- 2. ...
- 3. ...
- 4. ...
- 5. ...
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- 7. ...
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- 9. ...
- 10. ...
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- 16. ...
- 17. ...
- 18. ...
- 19. ...
- 20. ...
- 21. ...
- 22. ...

Correspondence: ...
...
...
...
...

... 100 bales ...

ENCLOSURES.

DUPLICATES. (Originals per "Lagarto").

- Despatch No. 614.
- Statement on Accounts.
- Remarks on Accounts.
- Journals, June and July.
- Store Indent No 592.
- Remarks on Stores.
- Stanley Ledger Balances.
- Store Ledger Balances.
- Butchery Ledger Balances.
- Remarks on Store & Butchery Balances.
- Message to Managing Director.
- Shipment per "Lagarto".

ORIGINALS.

1. Despatch No. 614.
2. Cash Book, August.
3. Journal, August.
4. Statement on Accounts.
5. Remarks on Accounts.
6. Store Indent No. 592.
7. Remarks on Stores.
8. Camp Manager's report dated 10th September, 1923.
9. Coasting Insurances Aug & Sept.
10. Report on Meetings.
11. Govt Educational Scheme.
12. Draft Customs Export Regulations.
13. J. McNicoll's application for passage.
14. Plan of shed at Naval Camber.
15. Claim "Lafonia" Robbery, £ 81. 1. 5.
16. Claim, Parkin Ness, £ 23. 8. 3.
17. Establishment Return, Speedwell Island, June 1923.
18. Admiralty Account, £ 7. 12. 6. and £ 150. 8. 4.
19. West Store Cash Voucher, August.
20. F.I. Magazines, Sept and October.
21. F.I. Gazettes, Sept and October.
22. Index to F.I. Gazettes, 1920, 1921 & 1922.
23. P.S.N.C. Account 4th September.

Correspondence:- Clinchfield Navigation Co.
 Brecht Co.
 Naval Depot.
 Stock Inspector re earmarks.
 Col secretary re Police protection.
 " " re hay from Hill Cove.

Specification:- H.G.C. 10 wool. 7 skins. 7 tallow. 26 hides.

18th November 1947

I am in receipt of your letter of 11th November 1947 which was
referred to the Committee on the 15th November and have to advise
you that the 15th of the 15th November which arrived at
last night.

1. 15th - 2. I would like to have to discuss the
Board of Directors' report on bringing back the
the 15th has been told us in his work but cannot be sure
will be able to forward the report by the 15th.

2. 15th - 3. The Committee has the best chance to take
any more in the 15th. Since that nothing we have
the 15th of a good deal of the 15th and are
about 15th of the 15th. This is the
order for the year with the exception of 15th of the
latest and which I have referred to as being in
with a view to 15th. In view of their bringing in
order of the 15th they cannot expect us to
a 15th of the 15th.

3. 15th - 4. I have no pleasure in conveying to
Robert the Board's appreciation of the 15th of the
the 15th. Every member will be able to bring the
order to a 15th of the 15th of last year, and
to 15th of the 15th. The 15th were exceptional
last year, largely due to the 15th but which will

4. 15th - 5. The Board's instructions as to debiting
accounts charged for postage and the proportion of Mr
Glaugher's expenses are noted.

The Executive Director

No. 518 - For ... 1/11/23

I regret that the information in my possession at the time of writing ... the whole circumstances ... Mr. Baring ... that Messrs. Brown and Miller ... largely pleased to be ... the goods were ... the quarantine ... I ... at the 21st April ... the ... the ... would arrive at Port ... the 24th ... I ... and ... arrive there until the ... before the ... I ... heard from ... that Messrs. Brown and Miller ... on themselves of the ... but ... the ... I ... there are several ... the ... I did not ... Mr. ... at Port ... I ... the ... and ... Mr. Miller ... did not ... and ... it ... that he ... with Mr. ... he would ... that the ... for his ... if she had ...

Mr. Slaughter and I ... a matter of course that a ... in shipping stock ...

2. 1920 - 7. The importance of keeping the ... in ... to be able to ... a ... of the ... from this department is ... 1920 - 11. Messrs. Green ... Mr. ... have both transferred ... from ... to the Company. They will, however, still continue to ... their ... - the alternative of ... and passing it on to the ...

3. 1920 - 12. In receipt of your ... I got into touch with ... which has resulted in the following arrangements

being made for utilizing the same and a plan for the same.

Mr. Slaughter should arrive in Punta Arenas by the "Prospere" on the 11th November and the "Falkland" arrive at Santa Grande on the 25th November - this is the earliest date given to us by Mr. Slaughter for shipment of man and materials ordered by Mr. Slaughter. The "Falkland" should load the stock at Great Island about the 25th November, proceed to Stanley for coal and leave at once for Punta Arenas and Inverness Islands for a full load of coal and once there, returning direct to Stanley about the 15th December. I have arranged with the Acting Governor, who has been most helpful all through the negotiations, that Captain Mackay should accompany the vessel on the voyage and that she should be ordered and received on the 15th of February on the first trip in order to avoid ordering the stock to Stanley first.

Provision has been obtained for the "Prospere" now ordered from Australia, which will presumably arrive here by the P.S.N.C. vessel in January next, to be quartered in Stanley.

9. 11.1911 - 13. Messrs Peters, Craig and Crawford arrived by the "Prospere".

Crawford, the agent, arrived under the impression that he was returning to live at Stone Green where he has a house and furniture. He says that the matter of his living in Stanley was not discussed when he was here, otherwise he would not have returned for £15 per month. His agreement states that he shall be allowed a reasonable supply of coal "free of charge" - and this would cost him about £20 per annum in Stanley. He says that his salary might be increased by £5 per month and I have, in view of the clause in his agreement, agreed to this pending the Board's decision.

10. 11.1911 - 14. Mr. G.S. Mitchell, Messrs Graham & Co's Engineer, has been to see us and will be given every assistance in the erection of his boiler and plant. On his departure we will take over any plant which will be useful to us if we

can acquire it at a low figure. The same applies when Mr Neave's work is completed at the Chamber as he will undoubtedly have quite a quantity of material which will be of use to us.

11. 1240 - 15. The "Gwendolin" returned from her last trip on the 27th October and work in connection with the installation of the engine will be begun at once and reported upon as the work proceeds.

This vessel started running on the 18th July and has been really engaged on what may be called "clearing up" trips - taking out full loads of cargo and bringing in commodities and the produce from near ports. The weather practically the whole time she has been in commission has been exceptionally bad; she has been held up several periods through either heavy gales or dead calms.

Particulars of her work are as follows for 51 days at sea:-

<u>Inwards</u>	<u>Outwards</u>
275 bales produce	about 860 tons miscell. cargo.
200 " hay.	
50 cks tallow.	
Miscell. hides & furniture.	

12. 1240 - 16. It is satisfactory to learn that the Engineers who had an opportunity of discussing with Crawford the laying down of a slipway consider that this could be done with great ease and economy, and I have no doubt myself that this is so. I take it that if the whalers agree to stay here for overhaul and repairs the slipway will most probably be erected at some future date.

There has been so much written on this subject already by my predecessor and so little is known as to the extent of whaler repair work which it is intended should be undertaken, that I hesitate to write anything from which it would appear that the project is looked upon here unfavourably - which is not the case. Without knowing how many vessels we should have to deal with, on which depends

No. 615, Per "Oropus", 6/11/23 5.

the rate at which the work would have to be carried through. It is difficult for those with no previous experience of similar work to estimate what buildings, machinery and skilled labour will be required. It is certain that if a large number of vessels has to be dealt with it will be necessary to have the repairing machinery on the site which will entail a fairly large additional outlay.

Before writing any more I would ask you to acquaint me with further particulars when known to the Board, so that the question of outlay, on other than the erection of the slipway itself, may be gone into.

13. 1240 - 17. I have asked Captain Roberts to cable you direct if he finds a boat suitable for Speedwell Island whilst he is at Punta Arenas.

14. 1240 - 19. Since the "Falkland's" dynamo has been fixed the vessel has not been running - it was tried experimentally and appeared to be quite in good order. We will report when the vessel returns from Punta Arenas when it will have had a good trial.

15. 1240 - 21. It is most satisfactory to learn that a good salvage pump is being sent out, as you say, it is absolutely essential that we should possess one both for our own hulks and any case of salvage which may arise.

As regards the suction and delivery hose we are awaiting the arrival of the pump to see what are the dimensions of the connections.

16. 1240 - 22. As instructed, I have written to Mr B.W. Hobbs at Punta Arenas as to the disposal of the Babcock boiler at Goose Green, and will communicate to you any offer I may receive from him later.

17. 1240 - 23. Although the house for North Arm could be framed here Biggs considers that it would be much cheaper to send it out from home. Prices of material have, according to price lists which we have, fallen at home, and we certainly could not have framed the Working Men's Club House cabled for at anywhere near the price quoted by Thorborough. I

No. 615, per "Dropers" 6/11/28 6

therefore cabled you on the 16th October that I considered it would be preferable to ship it out framed from home

18. I enclose a copy of the new Regulations governing the importation of livestock into the Colony. The main points contained therein are that the Government should receive 2 months notice of importation and that the locality in the country where the animals are purchased must be given.

Restrictions on the importation of hay, straw and fodder have been modified and we shall be able to import alfalfa from the Coast in future. I have written to Montevideo, Bahia Blanca and Punta Arenas asking for quotations for alfalfa - the price landed here should be moderate and there would be a large sale for it, especially in the winter time.

19. For about a year now the Colony has been without a Stock Inspector. Governor Middleton who has gone most thoroughly into the question of sheepfarming, is most anxious that all that is possible should be done for the industry, and considers that a highly qualified man should be sent from New Zealand to investigate conditions and make recommendations as to general policy. The Secretary of State has approved the suggestion and negotiations have been proceeding with the New Zealand Government who have agreed to lend such an officer from their Stock Department for a period of from 6 to 8 months. It would of course be desirable that this officer should remain in the Colony for a much longer period, but there arises the difficulty of salary, which for the very highly qualified man required would probably amount to £ 1500 per annum. It is doubtful also whether such a man would be disposed to spend any length of time in the Islands. It is therefore suggested that after his short survey he should be followed by a younger officer as Chief Inspector of Stock at low salary, who would be fitted to carry out the approved policy for a period of two or three years.

The general feeling amongst farmers, with whom I have discussed the question, seems to be that no person, how-

No. 615. par "Propose" 5/11/28. 7.

ever highly qualified, would be in a position to express an opinion on farming methods unless he had spent at least three years in the Islands, and would even then find that his ideas needed modification.

There is this, however - that the Government are evidently desirous of effecting improvement by whatever means they can in the staple industry, and it is preferable that they should spend money with this end in view rather than indulge in costly experiments such as those in geology, forestry and natural history, which as far as we are aware have not produced any material profit to the Colony at all.

20. I called you on the 31st October that the "Falkland" commenced loading on the previous day and advised her movements as set out in para 8. It was hoped that we could distribute all the cargo (a full load) for the West on the way over to the Coast, but the Government could not place Capt. Hook's at our disposal until after the whaling fleet had left for the South, and therefore we have had to make a special trip to the West Island before going to the Coast.

21. The contents of your cable of the 11th October stating that the Board approved deferring the stowage of the War House, and agreed to the appointment of Mr A.G. Barton as an assistant at North Arm at £ 12 per month, has been communicated to Mr Slaughter and a message has been sent to Mr Barton telling him to come in on the "Falkland" this trip and take up his duties at North Arm.

22. In view of the Board's instructions that Coast wages must be reduced I have recently gone into the question of Stanley wages. At my last interview with the acting Governor I sounded him as to whether he considered that wages could be reduced at the present time, and found him very much opposed to the idea. His main arguments are that the cost of living has not gone down sufficiently and that a good price for produce was being maintained. He also informed me that savings bank deposits from people in Stanley had fallen and also that

No 615 per "Oropesa" 6/11/23. B.

the Public House receipts were very much lower. It is certain that we shall not find support from the Government or other employers of labour in Stanley yet awhile.

Unfortunately we are unable to reduce the number of employees either, as there is a considerable amount of work to be done this year and I cannot see any prospect of our requiring fewer men until June next. I have impressed upon Captain Roberts that we must do with as few men as possible on the jetty and I know that he will not keep any superfluous hands.

23. We received cable advice from the Valparaiso Office that the "Oriana" shipment would be transhipped at Valparaiso to the "Lareto". By the "Oropesa" due on the 7th instant we shall be shipping about 170 bales of wool and skins which will also be transhipped at that port.

On the 30th October Valparaiso informed us that they could conveniently arrange a mail steamer proceeding home via the direct route in early April if sufficient passages are guaranteed from here to warrant the deviation. It was first thought that this boat would arrive here in May and a circular was sent round the farms to that effect. We think, however, that the April boat will suit most people, and a radio was immediately sent to the West to ascertain what accommodation would be required.

24. I reported in 614/19 that the abolition of the Land Tax had been decided upon.

The November Gazette, enclosed by this mail, contains the Draft Ordinance for the repeal of the Land Tax passed in 1900, and the substitution of an Export Tax on wool at the rate of 1/- for every 25 lbs. As the Governor states in his letter of the 26th March to the Secretary of State, there was great carelessness in estimating the acreage when leases were granted and the excess in area as shown by the measurement, calculated from the Admiralty chart is large and is not evenly distributed. Two very good instances of the inequity of the Land Tax, due to wrong assessment of acreage, are given in his letter.

No. 615 per "Dropsa", 7th November, 1929.

E. N. O. L. 2 2 2 2 2 2

No. 615. Per "Dropsa", 6/11/29. 9.

The amount payable per sheep in the case of San Carlos North is 0.70d, whilst Fox Bay East are taxed at 4.04d per sheep. Also whilst San Carlos North and San Carlos South are assessed at 4d and 3d per acre respectively according to the leases, there is little difference in acreages as shown by the computation from the Admiralty Chart, and they carry the same number of sheep.

By reverting to the Export Tax the injustices of the graduated scheme will be done away with.

Under the old Export Tax, previous to 1930, live sheep, skins and canned meat were dutiable, but now all taxation is to be derived from wool alone.

I am, Sir

Your obedient servant,

Manager.

E N C L O S U R E S

DUPLICATES. Shipment per "Orphee", 6th October, 1928.

ORIGINALS.

1. Despatch No. 615.
2. Cash Book, September.
3. Journal, 15th November, 1928.
4. Statement on Accounts.
5. Remarks on Accounts.
6. Cash Voucher, West Store, September.
7. Store Indent No. 594.
8. Remarks on Stores.
9. Return of Establishment & Wages - Farm.
10. " " " " - Fitzroy.
11. " " " " - Stanley.
12. Coasting Insurances, October.
13. "Gwendolin" Freights.
14. "Gwendolin" Manifests, 2, 3, 4, 5 G.A.
15. Claims, P.S.N.C. - £15. 17. 9. and 4/7.
16. Memorandum re Short-landed cargo.
17. P.S.N.C. Account dated 23rd October, and Passenger list.
18. Naval Depot a/o £ 3. 6. 6.
19. Admiralty Account, £ 357. 14. 11.
20. Copy of W.K. Cameron's Account, 30th September.
21. Stanley Ledger Balances, 30th September.
22. F.I. Shipping Report.
23. Copy of Livestock Regulations.
24. F.I. Gazettes, Nov 1st.
25. Correspondence:- With Col Secretary re "Odd" Licences.
 " Harbourmaster re coal for "Afterglow".
 " Waldron & Wood re tinsplate etc.
 " Col Secretary re cargo ex P.S.N.C. boats
 " " re payments to Crown Agents.
 " P.S.N.C. Valpo re vessels.
 From Col. Secretary re Stock Inspector.
 With " " re importation of livestock.

5. 1921 - 6. 1922 - 7. 1923 - 8. 1924 - 9. 1925 - 10. 1926 - 11. 1927 - 12. 1928

has been made with the business of delivering coal to the whalers - none require any special licence this year. It is noted from your report No 1212 the conditions on which the

F s	56 skins.	
McG	25 "	68 hides.

The Managing Director.
LONDON.

"Talkland" via Punta Arenas

15th November, 1928.

616.

Sir,

I beg to confirm my last Despatch No. 615 which was mailed by the "Oropesa" on the 8th November, and I now have to acknowledge your Nos 1241/2 of the 10th and 12th October respectively, brought by that vessel which arrived late at night on the 6th and sailed at 2 a.m. on the morning of the 8th November.

2.. 1241 - 1. The Postmaster informs me that the "Lagarto" mail was sent via the Andes and therefore the delay must have been occasioned by protracted stays of the vessel in ports en route to Valparaiso.

3.. 1241 - 3. It certainly is most disconcerting to receive your report on the Island hides - we will again draw the attention of all farmers to the subject in a circular letter. These farmers I have already talked with state that the hides are sufficiently salted, but one or two complain of the quality of the salt supplied to them and we shall be obliged if you would arrange for the best for this purpose to be sent out.

4.. 1241 - 5. I received by the Factory "Orn II" a letter from the Association of Norwegian Whaling Companies asking whether I would be willing to represent them in the Islands. As the Board have agreed to my acting for them I have replied accordingly.

5. 1241 - 6. It is very satisfactory to learn that a start has been made with the business of delivering coal to the whalers - none require any southward bound this year. It is noted from your despatch No 1242 the conditions on which the

The Managing Director.

LONDON.

No. 616, per "Falkland" via Punta Arenas, 15th November, 1923. 2.

coal is to be delivered. I have no doubt that we shall be able to make arrangements with the Government as regards obtaining a suitable mooring position for the "Lady Elizabeth" - these need only be temporary moorings in any case, and I do not anticipate any difficulty arising.

6. 1241 - 7. Martin Crecco arrived by the "Dropsea" and has commenced his duties in the Office. It is noted that no Agreement has been entered into except that his salary is fixed at £ 100 per annum to commence with.

7. 1241 - 8. We are doing our utmost to get the "Falkland" accounts made up to the 31st October for sending by this mail, together with all the information required. As we are very rushed for time owing to constant interruptions from the Whaling Captains a separate Memorandum will be enclosed dealing with this subject, and also the trips to San Julian and Punta Arenas for rates.

8. 1241 - 11. We note that the Admiralty have agreed to our charge of £ 750 per annum for custody and administration of the oil tank installation and 1/- per ton for oil received and delivered.

9. 1241 - 12. We note that there is a possibility of acquiring slipway equipment from South Georgia but that much depends on the attitude of the Governor. Interference on the part of the Government is sure to lead to great expense and should be avoided at all costs. There has been no mention lately of the Government building one themselves but they usually manage to keep their ventures secret. We have, however, learned that the Acting Governor was very much interested in the slip at Punta Arenas when he was over there.

10. 1241 - 13. R.J.Allan, Company's carpenter, will be retired at £ 50 per annum as instructed; he does not occupy a Company's house.

William Watson. This man, I understand, was given a job in Stanley to relieve the situation at North Arm where there had been considerable friction amongst the Watson family. We have

no use for him in Stanley as Captain Roberts reports that he is too slow. We certainly do not consider him "comparatively young" physically and will dismiss him, but we shall be glad to know whether the Board will grant him a pension on account of his length of service on the Farm. His is rather a peculiar case, as he would still be at North Arm if he had not received the promise of a job in Stanley, and now we do not want him either in Stanley or the Camp. He has no means and will find it difficult to obtain any regular employment. Under the circumstances we consider it would be the better policy to give him a pension.

Thomas Myles, Fred Jennings, Thomas Goodwin. The Board's instructions are noted and will be conveyed to Mr Slaughter.

Alex. Simpson. Simpson returned to England by the "Dropps" on the 8th instant. Before he left I informed him on what conditions his pension would be paid - he appeared satisfied and will be calling at the London Office soon after his arrival home.

11. 1242 - 2. The Board's decision as to the suspension of the stoppage of the War Bonus until after the shearing has been conveyed to Mr Slaughter.

12. I am glad to be able to report that the coal sent out for the "Falkland" is vastly superior to anything previously sent. She was able to stow 3.7 tons weight in excess of the previous shipment of Yorkshire coal, and further, she has just returned from an extended trip round the Islands, calling at 14 ports, without having to rebunker from the hold, the amount remaining in the bunkers on arrival being 124 tons.

It is a tremendous saving in time, labour and expense of bagging [&] of rebunkering on the trip, which cannot be done at sea.

13. The work of stripping the "Gwendolin" is proceeding but I wish Captain Roberts to be in Stanley when she is hauled up; everything will be got ready and this will be done on the conclusion of the "Falkland's" two trips to the Coast.

From the report which I enclose you will see that he

No. 616. Per "Falkland" via P/Arenas, 15/11/23. 4

14. Captain Roberts's report on the lighters is enclosed by this mail, but we shall be forwarding later claims for damages sustained whilst receiving cargo from the "Oropesa" on the 7th November. As frequently happens with mail boats in Port William there was a heavy easterly swell and rough weather causing lighters to range badly alongside.

15. The roofing in of the hulk "Egoria" has been completed and there now remains only the top deck to be renewed.

16. In a memorandum, dated the 6th June last ~~year~~ we gave particulars of a motor life boat which we had purchased from the "Pythia" for the purpose of towing the "Falkland's" raft. Since Mr Peters returned he has overhauled the engine and effected such repairs as were possible. Captain Roberts took it with him on the first trip of the "Falkland" - 'L 1, - and reports that considerable time and labour were saved by its use. It is quite evident that a motor boat is required for this work, especially as we contemplate replacing the raft boats by hoods or chutes such as are in use on the Patagonian Coast. As regards the engine, this is fairly old, and although at present running moderately well we do not consider it reliable for any length of time. We understand that Mr Peters ordered some spare parts but these have not yet arrived. A recommendation was made by Captain Roberts to Mr Dean that a 9 H-P Thornycroft Engine (D.B. 2 type) with reducing reversing gear should be sent out, and if we find that we are unable to rely upon the present engine we should be glad if the Board would give the matter their consideration and send this engine out. Three days saved by the use of the motor boat would pay for the cost of the engine.

17. On Dr Meir's arrival in the 'Colony I informed him that I considered that the Board would be glad to receive some kind of report from him as to the general health of the Company's employees in the Camp, and requested him to point out if there was any means of improvement in this direction.

From the report which I enclose you will see that he

No. 516, per "Falkland" via P/Arenas, 15/11/23. 5.

DUPLICATES

mistrusts the methods of conserving water at many places throughout the Camp, and instances the Darwin wells as a typical example. In order that no friction should arise, as on previous occasions between the Medical Officer at Darwin and the Camp Manager, I asked Dr Meir to furnish Mr Slaughter with a copy of his Report and an able to report that Crawford, the mason, was immediately placed at the Doctor's disposal by Mr Slaughter and that the faults in water supply and drainage are being attended to.

ORIGINAL

6. Report: The report also states that the supply of drugs at Darwin is not yet quite adequate and that what instruments were found there, on Dr Meir's taking over, are in a defective, broken and rusty condition.

10. Report: The Board might consider it advisable to spend a certain sum on fixing up a small laboratory, of which the nucleus is at Darwin, as Dr Meir is fully qualified to investigate certain epidemics which result in a fair amount of loss and in money and labour annually. Dr Meir is keen on his work and it would, in my opinion, give him added zest if something could be done in this way. You will observe that he has already visited most of the Company's Camp, even the remote parts, and I hear only well of him from everybody.

18. Report: I received your cable of the 13th November giving particulars of the average amount realized for produce shipped in the "La Paz" and also ~~sending~~ stating that you had contracted ~~with~~ to coal the two whale catchers "Weddell" and "Eik 2".

Before your cable arrived I had arranged to coal those two vessels and also another catcher which may be returning from the South Shetlands before the others come up. We note that the price to be charged is £ 3. 15/-. Allowance was made for this sale in our telegram of the 12th November when we stated that we should have storage capacity for 1800 tons in early January.

I am, Sir,
Your obedient servant,

Manager.

E N C L O S U R E S .

DUPLICATES. (Originals per "Oropesa" 8/11/23).

Shipment per "Oropesa".
Statement on Accounts (supplementary).

ORIGINALS.

1. Despatch No. 616.
2. Cash Book October, 1923.
3. Statement on Accounts.
4. Remarks on Accounts.
5. Store Indent No 595.
6. Remarks on Stores.
7. Cash Voucher West Store - October.
8. "Falkland" manifest, Voyage L 1.
9. F.I. Shipping Report.
10. Report on Hulks and Lighters.
11. "Falkland's" account year ending 31st October, 1923 with Memorandum etc.
12. Certificate of "Falkland's" "laid-up" periods.
13. Certificates of Sheep losses - from Coast.
14. Camp Doctor's report 1st November, 1923.
15. Admiralty Account, 5/3.
16. F.I. Gazette, 10th November.
17. F.I. Magazine, November, 1923.

Correspondence:- With Col. Secretary re trips to P/Arenas.

" Collector of Customs re services of Customs Officer.

" P.S.N.C. Valp/o re mail steamer direct home in April, 1924.
From Col Sec. re cargo ex P.S.N.C. vessels.

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

Mark.	Wool.	Skins.	Hides.	Tallow.
F		10		
Z		6		2
H & B	26	18		
J L W		10		

The Managing Director,

LONDON.

No. 617, per "Falkland" via P/Arenas, 6/13/23.

became overheated. Peters has overcome this by leading the circulating water through a pipe connected with the main discharge beyond the pump.

The two lubricating pipes mentioned in Messrs

"Falkland" via Punta Arenas, 11th October, 6th December, 1923. Forward-

617. ad to us, have not arrived. As a matter of fact these are an oil fuel feed pipe and a crank chamber pressure pipe, and

Sir, we have been made here in order to test the apparatus -

those. My last despatch was sent by the "Falkland" via Punta Arenas, on the 17th November.

2. Although I have not heard definitely that the Admiralty have transferred the Fairy Cove land to the Company a start has been made with the erection of a fence dividing this land roughly into two equal parts. About $\frac{1}{2}$ mile of fencing will be required with about 80 yards of beach fencing in Watt Cove and 50 yards in Stanley Harbour - the ground in the shallows very gradually on both these shores. The work will be done by contract and as we are using up some split posts they it should be done inexpensively.

3. The "Klo", a new whalecatcher belonging to the Nor Company, arrived on the 26th November, proceeding to the South, and bunkered with 48 tons of coal. The "Weddell" and the "Eik 2", both of which will need about the same amount, have not yet arrived.

4. Referring to your No. 1240/19 I am now able to say that the "Falkland" dynamo has worked entirely satisfactorily since its installation.

5. We have had several trials with the motor salvage pump which we consider will be satisfactory in every way. Some trouble was experienced at first with the water cooling system, as we found that the water taken from the bottom of the pump casing was not effective; there was hardly any flow of water at all, with the result that the engine rapidly

The Managing Director,

LONDON.

No. 617, Per "Falkland" via P/Arenas, 6/12/23.

became overheated. Peters has overcome this by leading the circulating water through a pipe connected with the main discharge beyond the pump.

The two lubricating pipes mentioned in Messrs Petters's letter of the 11th October, copy of which you forwarded to us, have not arrived. As a matter of fact these are an oil fuel feed pipe and a crank chamber pressure pipe, and these have been made here in order to test the apparatus - those from Messrs Petters will doubtless arrive next mail.

There is quite sufficient of the "Samson's" hose here, both of flexible and rigid piping, and it will therefore not be necessary to send out anything further.

6. The two motor winches have not yet been fitted up. The "Gwendolin's" will be fitted after the engine has been installed and I am awaiting the return of Captain Roberts before a definite situation is decided upon for the one on the "Egeria".

In examining the winches, however, we find that they are not fitted with hot bulb and ignition tube for blow lamp starting. This is really essential and we should be glad if you would cause four to be sent out (two as spares), also two blow lamps and the necessary holders for fitting to the engines.

7. Mr W.S. Ratcliffe has practically finished the installation of the Cochrane boiler at the Naval Camber, and I have arranged for Peters and McNicoll to be shown all the machinery in connection with the receiving and delivering of oil. Mr Peters will also be present when the final tests are carried out.

8. The roofing in and decking of the hulk "Egeria" has been completed, but before we can utilize her to the full extent one of the main deck beams which has shown signs of giving way will have to be thoroughly repaired and supported. Piles will also have to be driven in on the outside of the hulk as the continual bumping of the lighters and the "Falkland"

No. 617, per "Falkland" via P/Arenas", 6/12/23. 3.

alongside is gradually wearing away the planking and causes her to be weakened throughout. Although there is no need for alarm at the moment it will most probably be necessary during the next two years to drive in piles on both sides, connected by beams run right through the hulk, in order to prevent any chance of collapse.

9. The "Falkland" sailed for Punta Arenas via West Ports ~~XXXXXX~~ on the 17th November, and left West Point on the 23rd. She arrived at Punta Arenas on the 26th, loaded 535 rams and 2 bulls on the 28th at Gente Grande, returned to Punta Arenas for 15 tons of coal, and sailed the next day for Fox Bay and Great Island, arriving there on the 2nd Dec. The animals were discharged on the 3rd December; after this date Captain Roberts experienced very heavy Easterly gales and had to put in to Speedwell Island for shelter, eventually arriving in Stanley at 1 a.m. on the 6th December.

As advised in my telegram of today's date the following animals were landed on Great Island:-

Company,	506 rams.
Dean & Co.	26 rams ($\frac{1}{2}$ -bred merino)
" "	2 bulls ($\frac{1}{2}$ -bred Sussex).

The sheep were dipped on the same day. I have not yet had an opportunity of talking to Mr Slaughter who returned to Darwin via North Arm, but I understand from Captain Roberts that all the animals were landed in splendid condition, having had the minimum of handling.

The Board will be interested to learn that the time taken to land all the animals by boats was only $4\frac{1}{2}$ hours, compared with $8\frac{1}{2}$ hours under practically the same conditions last year for 497 sheep. This difference in time was entirely accounted for by the use of the motor boat for towing purposes.

In continuation of my 616/16 it is now evident that the present engine is not going to last very many more trips and that a clincher built boat is not really strong enough for the rough work of towing. We have no carvel built boat

I am, Sir,
Your obedient servant,

Manager.

No. 617, per "Falkland" via P/Arenas, 6/12/23. 4.

here, and we certainly recommend that a 20 ft boat of this build, fitted with a suitable petrol engine of about 9 - 10 H.P. should be sent out as soon as possible. The engine should not weigh more than about 5 cwt.

10. The "Falkland" sails for Punta Arenas and Dawson Island early tomorrow morning and should arrive back in Stanley about the 19th with a full load of wood, and will then commence wood collection from Company's ports to ensure getting a good load for the "Ballena", which the Valparaiso Office inform us will be calling here about the end of January.

Captain Roberts is taking the opportunity of the voyage to Punta Arenas of beaching the "Falkland" at Saunders Island for the purpose of cleaning her bottom which is very foul.

11. On the last trip a few butchery sheep were taken from Hill Cove to Punta Arenas as an experiment to find out what they would fetch on the Coast. The best offer Capt. Roberts could obtain was 10/- per head landed at Punta Arenas and it would certainly not be a profitable business at that price.

We also had a cable from E.W.Hobbs asking us to quote our lowest price for 20,000 sheep to be shipped over to Punta Arenas by the "Falkland" in March and April, but this is not possible as at that time we are in the middle of the produce lifting season. We consider that if the vessel was suitably fitted up she could carry from 1500 to 1800 sheep but we should not obtain sufficient freight if only about 10/- per sheep is offered in Punta Arenas. This year business is out of the question as fat sheep are required and there are very few of these in the Islands for disposal.

12.. I have just received a letter from Mr Hamilton informing me that he has decided to transfer his Beaver Island business, which has previously been in the hands of L.Williams Estate, to the Company. The business of all farms is now done through us.

I am, Sir,
Your obedient servant.

Manager.

No. 617, per "Falkland" via Punta Arenas, 6th December, 1923.

E N C L O S U R E S .

DUPLICATES (Originals per "Falkland" 16th November).

- Despatch No. 616.
- Statement on Accounts.
- Remarks on Accounts.
- Store Indent No. 595.
- Remarks on Stores.
- Report on hulks & lighters.
- Memo on Falkland's Account.
- Certificate of laid-up periods - "Falkland"
- " " of loss of sheep from Coast.

ORIGINALS.

1. Despatch No. 617.
2. Journal - October.
3. Statement on Accounts.
4. Remarks on Accounts.
5. West Store Cash Voucher, November.
6. Coasting Insurance, November.
7. Report on "Kelp's" boiler.
8. P.S.N.C. Account - £ 418. 7. 4. 31. 10/- - a total loss of
9. F.I. Magazine - December, 1923.
10. Correspondence:-

With P.S.N.C. re claims.

" " enclosing account.

" Col. Secretary re Export Tax.

" " re British Empire Exhibition.

The majority of cheques have been sent out in a very
 late number, allowing of the insertion of figures which has
 happened in the previous instance. Even after the discovery of
 the error I sent a circular letter to all concerns and
 to all persons who have cheques due or to be issued, and I
 have instructed my staff that all cheques are in future to be
 drawn in such a manner as to prevent anything of the kind from
 occurring again.

The Managing Director.

No. 818, per "Ortega", 2/1/22. 2.

The installation of the "Scotchman's" engine has been commenced. As we have no drawings or records of the vessel it has been necessary to take measurements and plot the lines of the vessel at the height of the deck in order to determine position and height of the stern tube.

2nd January. 24.
818. This all fittings, floor and lining of the starboard side of the cabin, also the fresh water tank below the saloon floor, and

Sir,
I confirm my last Despatch which was sent by the "Falkland" to Punta Arenas on the 1st December.

2. The new whale catcher "Eik 2" arrived on the 11th December, bunkered with 28 tons of coal and proceeded South. The "Weddell" came in on the 26th December and required 20 tons

3. I regret to have to report that in checking over the list of our Para Orders two forgeries have come to light which were perpetrated previous to our discovery of the Hardy forgery. In one case an amount has been altered from £ 2 to £ 12, and in the other from £ 1. 10/- to £ 31. 10/-; - a total loss of £ 40. Both cheques were correctly endorsed but it is improbable that they were presented by the payees themselves. In all likelihood they have passed through several hands before presentation for payment and I hope to obtain information from Mr Moir as to when they were given by the payees before placing the matter in the hands of the Police.

The majority of cheques drawn on us are made out in a very lax manner, allowing of the insertion of figures which has happened in the present instance. Soon after the discovery of the Hardy forgery I sent a circular letter to all farmers and to all persons who draw cheques upon us on the subject, and I have instructed Mr Moir that all cheques are in future to be drawn in such a manner as to obviate anything of the kind occurring again.

The Managing Director

LONDON

No. 618, per "Ortega", 2/1/24. 2.

4. The installation of the "Gwendolin's" engine has been commenced. As we have no drawings or records of the vessel it has been necessary to take measurements and plot the lines of the vessel at the height of the shaft in order to determine the position and angle of the stern tube. To enable us to do this all fittings, floor and lining of the starboard side of the saloon, also the fresh water tank below the saloon floor, and a portion of the iron bulkhead between the saloon and hold, have been removed.

The position of the stern tube having been determined, a long auger was set up in the line of shaft and a $1\frac{1}{2}$ " hole bored as far as possible, whilst the vessel was afloat. This hole, if in correct alignment, will be enlarged by the boring tool supplied by the makers, to the correct size for the stern tube. Before any more boring can be done it will be necessary to beach the vessel which we hope to do at the next high tide.

The spaces between the timbers through which the stern tube will pass have been filled up and the whole covered with a tapered block in order to form a boss to take the flange of the stern tube.

A photograph, taken and enlarged by Mr Peters, is enclosed showing the auger in position. Further photographs will be forwarded as the work proceeds.

5. Whilst at Dawson Island Captain Roberts inspected a lighter which was in course of construction and nearly finished for the Bente Grande Company, which he considers would be perfectly suitable for Stanley. The plan is forwarded herewith from which you will see that the dimensions are as follows:-
Length 71 ft 6 in. Breadth 20 ft. Depth of hold 7 ft.
Capacity about 110 tons weight.

Captain Roberts in his report dated the 15th November, stated that the question of building lighters in Stanley deserved consideration, but after having seen the work performed at Dawson Island he doubts very much whether we could construct

No. 618, per "Ortega", 2/1/24. 3.

No. 618 lighters here of such excellent workmanship without experienced shipbuilding carpenters. The lighters over there are constructed of wood which has been particularly seasoned and picked; the knees are picked out and cut by the constructors themselves and the vessel is copper sheathed and galvanized fastened. In addition the workmanship is everything that could be desired.

It is most probable that if we imported the raw material from there there would be considerable waste owing to some of the wood proving unsuitable; furthermore, the seasoned noble wood of which the lighters are constructed there costs very much more than the ordinary timber we import.

The lighter constructed by the Gento Grande Company is quoted at £ 2,000. at Dawson Island. This appears somewhat high, but we have not purchased lighters recently, with the exception of the two steel ones, and are therefore unable to say whether the price is really so high as it appears.

We certainly require a lighter of this type and size. The "Lafonia" is often used for mail cargo as it is, and the "Samson" when altered will not hold more than about 50 - 60 tons. Should anything happen to any of our old wooden lighters we should be put to very great inconvenience as there is not a sufficient supply of labour to enable us to discharge the lighters whilst P.S.N.O. vessels are in port and return them to the ship.

An alternative suggestion is that we obtain a second-hand lighter from the P.S.N.C. Punta Arenas who, we understand, have more lighters than they need, and perhaps it would be worth your while asking the Liverpool Office whether they would be willing to sell. If so we should stipulate that the lighter be surveyed before purchase.

6. Captain Roberts is also very much in favour of purchasing two chotas to replace the "Falkland's" raft boats which are getting the worse for wear, and we find that we can purchase these for £ 95 each. We have also received a quotation of about £ 120. for a boat which would be specially constructed for towing the chotas and taking the type of engine which is

No. 618, per "Ortega", 2/1/24, 4.

decided upon. They have offered to build it to our requirements and I cabled you with reference to this on the 1st instant and referred to my Despatch No. 617/9 in which I had already mentioned the subjects.

7. We cabled you on the 12th December asking whether any vessels had sailed for this port as we were expecting advice that the "Ortega" had sailed on the 6th idem and the "Laguna" on the 4th, and did not receive your reply concerning those sailings until the 21st December. It is probable that messages sent both ways have been held up at Carrizo and during the next few months we are led to expect delays and mutilations owing to atmospheric.

8. I advised you in 618/15 that we anticipated importing alfalfa from the Coast, but so far we have been unable to obtain it. We have ordered it both from Gibbs & Co, Valparaiso and from Maclean & Stapledon, Montevideo. The former cabled us that they were not able to ship owing to their not being able to give the necessary guarantees as regards sanitary conditions required by the Government, and the latter have also informed us that they cannot ship by the "Ortega" arriving here in a few days time.

9. The "Falkland" left on her second trip to Punta Arenas on the 7th December, arrived at Hill Cove on the 8th, was beached at Saunders Island the same morning and refloated the morning of the 9th. Captain Roberts found that she was in very foul condition, being festooned with mussels and other marine growths. With the exception of about six bow plates on each side her hull, as far as could be sighted, appears to be in a satisfactory condition. The bow plates referred to are considerably worn at the edges and laps owing to the continual rubbing of the anchor chains, but they will last the season without danger. We suggest that when these are renewed rubbing pieces should be fitted on the edges of the raised strakes. The actual bottom was, of course, not sighted.

Although refloated on the morning of the 9th the vessel

No. 618, per "Ortega", 2/1/24. 5.

was not able to leave Saunders until the evening owing to a very heavy south-westerly gale. The weather experienced going across was strong winds and heavy head seas with the result that she was only able to make an average of 5 knots all the way across and therefore did not arrive at Punta Arenas until the evening of the 12th. The 13th was spent in coaling and she arrived at Dawson Island on the 14th, took 4 days loading the wood, returned to Punta Arenas on the 19th, leaving there for Stanley on the 20th where she arrived on the 23rd.

She brought over an absolutely full load, with about 1000 Cypress posts on deck. This worked out, with 200 bags of oats and a few sundries, at 400 tons measurement.

The time occupied, including loading and discharging, on the FIRST trip to the Coast was 21 days, and on the SECOND 21 days, less one day for cleaning at Saunders Island.

Working on the basis of last year's General Maintenance charges we estimate the cost of the first trip at £ 990; we received back in outward freight and passages £ 419, which represents her earnings before she actually left the Islands. Taking the freight on the 532 sheep at £ 2, and the 2 bulls at £ 3 each, she would receive £ 1070 - which gives the vessel for 21 days running a profit of £ 499 (no allowance made for depreciation).

The second trip, which was in the nature of an experiment, shows that we cannot compete with the P.S.N.C. as regards freight from Punta Arenas unless we obtain a cargo both ways. The only possible benefit we can derive from sending the "Falkland" to Dawson for wood is that we are not called upon to pay the various charges for handling, lighterage, etc. This voyage cost us £ 790, and the total earnings at the P.S.N.C. rate of 40/- per ton, plus £ 50 for passages amounts to £ 850; - a profit of £ 60. This is, of course, not a business proposition considered from a shipping point of view alone, but we obtain a large amount of wood of excellent quality with a minimum of handling. It will not, however, bear a higher rate of freight

No. 618, per "Ortega", 2/1/24. 6.

than 40/- with any advantage to the Store. We learned from Messrs Samsing, the owners of the motor-schooner "Vivia", that they cannot compete with the P.S.N.C. unless they obtain freight both ways, and our own experience proves this. The freight of 40/- per ton pays the P.S.N.C. because they have to call here in any case to lift produce, and any freight which they obtain en route for this port is all profit, less the small deduction for handling and the short delay. I enclose statement showing how the cost of the two trips is arrived at.

10. The "Falkland" has already brought 84 bales to Stanley and we hope to obtain 1800 for the "Ballena" expected at the end of January. She sailed yesterday for Darwin and Walker Creek, and after that trip will go to Teal Inlet, Douglas, San Carloses, finishing at North Arm to relieve the congestion there.

11. I have recently been corresponding with the Government concerning wool of the 1922/1923 clip which will not be exported until this year, and which will, therefore, according to law, be liable to taxation. Copies of correspondence are enclosed from which you will observe that they are very loth to forego the duty, which can only be considered as an imposition. The matter was not, of course, discussed in Legislative Council. As far as I am aware there are 26 bales remaining of Hill Cove mark, 14 at Pebble Island, and some at Carcass. It is obviously quite inequitable that this wool should be taxed seeing that the Government have received the full Land Tax for 1923 and the ingenious arguments they bring forward are typical. You will see from their last letter that they have somewhat weakened, and I hope to obtain a decision in favour of the clients mentioned when Governor Middleton returns.

12. Mr Slaughter reports that some persons unknown have visited Great Island recently, broken into the house and taken away practically everything of any value. We strongly suspect Jack Davis who has recently purchased a cutter and was seen at anchor there. The matter has been placed in the hands of the Police but it is very doubtful whether any of the missing goods

No. 618, per "Ortega", 2/1/24. 7.

will be traced as it appears that the culprit has done it for spite and the property has most probably been destroyed. It will be remembered that we had Davis put in gaol for theft some years ago.

13. I regret that a copy of Mr H.J.Dettleff's letter, with reference to his application for leave, was inadvertently not enclosed in our Despatch. It is enclosed herewith. Kindly cable me the Board's decision.

14. The "Ortega" has been advised as due here tomorrow. No produce will be shipped by her.

I am,

Sir,

Your obedient servant,

Manager.

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E N C L O S U R E S .

DUPLICATES. (Originals per "Falkland" 6th December, 1923).

- Despatch No. 617.
- Journal - October.
- Statement on Accounts.
- Remarks on Accounts.
- "Kelp" boiler report.

ORIGINALS.

1. Despatch No. 618.
2. Cash Book, November.
3. Journal, November.
4. Statement on Accounts.
5. Remarks on Accounts.
6. Store Indent No. 596.
7. Remarks on Stores.
8. Camp Manager's report dated 27th December, 1923.
9. Lamb marking returns.
10. Speedwell Island return of Establishment & wages - Oct - Dec.
11. North Arm Store Indent.
12. "Falkland" Manifests, L 2 and 3.
13. "Falkland" & "Gwendolin" Store freights, Oct - Dec.
14. F.I. Shipping Report.
15. Admiralty a/c - £ 38. 10. 1.
16. "Falkland" - Coal reports, L 1, 2 and 3.
17. "Falkland" - Engineer's Abstract, L 1, 2 and 3.
18. "Falkland" - Chief Officer's log - L 1, 2 and 3.
19. "Gwendolin" photographs.
20. Plan of lighter at Dawson Island, and letter.
21. "Falkland" - statement of two trips to Coast.
22. Copy of Mr R.J. Dettleff's letter re leave.
23. F.I. Magazine - January, 1924.
24. F.I. Gazette - Dec 1.

Correspondence:- With Col Secretary re theft at Great Island.

" " " " Export Tax.

" " " " Captain Hockly's services.

The Managing Director,

LONDON.

"Ballena"

30th January,

24.

619.

Sir,

I confirm my Despatch No. 618 mailed by the "Ortega" which arrived and sailed on the 4th instant, and beg to acknowledge the receipt of your No. 1243 which arrived by that vessel.

2. 1243 - 7. The Company's Articles of Association, & list of Directors have been duly registered with the Colonial Government.

3. 1243 - 9. Messrs Waldron & Wood write under date 26th November that they might be able to dispose of the tinplate and solder at Montevideo. When there is a chance of shipping it there I will send you a telegram. Once it is there we shall have to accept what they offer for it, but on the other hand we cannot expect them to make a firm offer without inspection. The material is, however, deteriorating all the time, and the Board may decide that it should be shipped to Montevideo and accept what is offered.

4. 1243 - 10. Sidey & Peels cabled that there were too few sheep offering to warrant their undertaking the business of shipping sheep from the Islands this year. Now Llanse offers 5/6 for ewes and 7/6 for wethers to be shipped in March and April, and although West farmers have all along been disinclined to deal with him I have cabled on their behalf that they will have 5,000 good sheep for him. I have not yet received the East numbers from Mr George Bonar who has been in communication with Llanse. I do not think it at all probable that any business will be done this year.

The Managing Director,

LONDON.

No. 619, per "Ballena" 30th January, 1924, 2.

5. 1243 - 14. I trust that the part of the loach rope of the "Gwendolin's" foresail arrived, as it was certainly sent. It will be interesting to have the suppliers' remarks, as all here consider it extremely inferior material.

6. 1243 - 16. The bunkering contracts for the whalers came safely to hand, but we have had to cable you as we shall not have the full 1,800 tons for them at the end of March, after allowing for the "Falkland's" supplies. The "Kenute" is advised as calling here at the end of February and it is possible that you may be able to arrange for her to deliver 350 tons from bunkers. I cabled that we had been asked to supply a further 400 tons to companies not contracted for, but have had to postpone answering until I hear what you can arrange. The strike at home is most unfortunate.

As regards coal baskets what we really require is baskets that will average 3.3 to the ton. This is the usual size used by the Pacific Company. The 4 cwt baskets are only useful for coaling the "Falkland" as the derrick does not plumb the hatch and the baskets have therefore to be swung. Those holding only 2½ cwt are useful only for coaling the "Kelp", "Penguin" and "Afterglow" where hand winches have to be used.

With reference to the ½ ton iron tip buckets we ~~would~~ would point out that although all lifting gear should be supplied by the P.S.N.C. vessels, in the event of their not having these it would take us a considerable time longer to discharge them with the 6 cwt baskets. The difficulty is, as in the case of the "Laguna", that the coal is so stowed that we can only take delivery into the "ady Elizabeth" at one hatch at a time, and, that by means of the larger tubs a double gang can be worked into the one hold.

There is a further delay caused by using baskets as they have to be lowered on to the deck, unhoked and rehooked to the bottom of the basket to empty. It is quite certain that a considerable amount of time is saved by the tubs which

No. 619, per "Balleua" 30th January, 1924. 3.

act practically automatically as they only have to be filled, hoisted over the hatch and the catch released.

7. 1243 - 17. A few of the cypress posts which were sent to the farm were rather small, that is to say they tapered a good deal at one end, but they were quite strong and sound. I do not consider that there are any grounds for complaining to Mr Hobbs, but I shall point out to him that we shall in future expect to receive posts similar to those brought over by the "Falkland" which are excellent.

8. 1243 - 18. The Board's decision as regards Mr H.C. Harding's leave has been communicated to him and he will return by the "Oriana", proceeding direct home at the end of March.

9. 1243 - 24. Kindly advise me when the negotiations with the Admiralty for the sale of Fairy Cove land has been completed. The Government here, on the Conveyance being exhibited to them, will prepare various documents in connection with the exchanges of the various plots of land which have already been agreed to by the Board, viz:- suburban allotments and the portion of land ceded to us by the Government now enclosed by the new Fairy Cove fence.

10. 1243.- 25. I have written to Mr Neave asking him to give us an opportunity of tendering for any of the plant at the Naval Camber which the Admiralty may decide to dispose of, including the whole or part of the Naval Shed.

Enc.

On going further into the question of the erection of a warehouse in front of the Office building, an alternative to my original suggestion has occurred to us, and I now enclose plans and photographs prepared by Mr Peters which show very clearly the two separate schemes. The first idea was to erect part of the Naval shed - one way measuring 120 ft by 40 ft - alongside the East Jetty on reclaimed land, but although this would undoubtedly be the most convenient it will be seen from the plan that a considerable amount of stone and cement foundation is required, and also ten 20 ft x 12 in x 6 in iron girders. The cost we estimate at about £ 750

No. 619, per "Ballena" 30th January, 1924. 4.

exclusive of the price to be paid for the shed itself. The advantages of this site are that it is adjacent to the jetty along its whole length, and the smaller iron lighters could be loaded direct from the outer end of the shed.

The alternative idea is to erect the shed (same size) running East and West in front of the Office building with the West end opening on to the Jetty, which has the advantage that the major portion of the shed would rest on solid ground (enclosed by our fence) and it would be only necessary to build one wall above high water mark with the following saving of material:- 180 tons of stone as against 300 tons, and the relative quantities of cement, sand and girders. The floor would be cemented and rails run down the centre with a turntable which we already possess at Goose Green on the jetty. The disadvantages of this situation compared with the former suggestion is that goods and materials would have to be wheeled further and that we are using land instead of making it, but as the proposed site is only suitable for storing wood, spars etc, this is not really so important as it would appear. The cost of making the bare foundations without cement floor we estimate at about £ 450.

I previously pointed out in 614/11 that the whole shed as it stands has only four sides as the five bays of which it consists are not divided by Partitions, and it would therefore probably be necessary to purchase iron for one side unless it was decided to build it of wood.

The carrying out of ~~the~~ either ~~some~~ cheaply is contingent upon our being able to obtain the shed from the Admiralty at a moderate figure, but undoubtedly something of the kind is necessary to obviate so much handling and rehandling of our own and clients cargo with the extra expense entailed.

21. 1243 - 27. J. McNicoll wishes me to convey the Directors his appreciation of their allowing him the two extra second class passages to England for his children.

No. 619, per "Ballena" 30th January, 1924. 5.

12. 1943 - 32. I assume that you will make arrangements for the Survey on the "Falkland" and will advise me the approximate date on which she will be required to leave the Islands, as soon as known. I enclose some remarks by Captain Roberts on the various matters referred to in the specimen survey Report you enclosed from which the Board will observe that there should be no necessity for any very extensive repairs.

Enc.

13. I am sending by this mail, under separate covers, a supply of "Certificate of Landing" forms, which after being completed and signed by the Senior Customs Officer at the Port of discharge, should be returned to this Office for transmission to the Collector here. They should commence with the "Ballena" shipment, and kindly note that a separate certificate is required for each individual mark.

14. We note from your cable of the 14th instant that the Board disapproves of the importation of alfalfa from ports north of Port Madryn, and on hearing further from you we will take the matter up with the Government as they and others have already obtained consignments from Montevideo for feeding horses and cows in Stanley. We had ordered 10 tons previous to the receipt of your cable, which was received too late to cancel shipment.

Enc.

Your cable deferring cutting 10 War Bonus until further notice was conveyed to Mr Slaughter.

15. I am extremely glad that the Board have sanctioned in 2 the purchase of the two chatas and boat from Hobbs. In the reply to yours I cabled asking you to send a 9 P. Thornycroft engine as this can easily be installed here, the builders having agreed to build the boat to our specification. A bed plan of the engine has been forwarded to them.

16. The safe arrival of the 30 merino rams from Australia was included in my cable of the 8th instant and my subsequent message to the effect that nine had died after dipping the Quarantine Station must have come as a shock to the Board.

No. 619, per "Ballena" 30th January, 1924. 6.

The rams, which were apparently in excellent condition, were dipped unshorn in Carbolic Dip on an extremely fine morning, the weather being warm throughout the day, and the animals were housed before sundown. Three days after they showed signs of coughing and difficulty in breathing and the nine died within about 48 hours. After this the Acting Governor called in the services of the Colonial Surgeon who dosed them with salts and other medicines which I feel sure resulted in saving three more which appeared to be in a very bad condition.

Seeing that there was no apparent reason for such a high mortality I have requested Mr Slaughter to write to the Government enquiring for full particulars as to dipping etc, and their reply will be forwarded to you when received, together with their certificate of death and a claim against insurance.

Enc.

17. I forward herewith copy of letter from the Government enclosing a cable received from Governor Middleton relative to an offer made by the Rowett Research Institute of Aberdeen who are anxious to investigate the cause of bad lambing in the Colony. The institute request that examples of Coast and Island grass may be collected from various stations and sent home for analysis. This is being done, and samples of the Company's grasses are being forwarded from North Arm, Darwin, Fitzroy and Port Louis South.

18. The "Laguna" arrived on the 19th instant and left on the 27th having discharged nearly 2000 tons of cargo in 8 days which is extremely satisfactory, as we learnt from the Captain that he expected to be about twice as long in port here. The "Ballena" arrived on the 26th homeward bound and we expect to ship 2000 bales, 116 casks tallow and 354 hides. She brought over 65 horses for ourselves and others, the majority of which have been driven out to Darwin where they will be inspected by Mr Slaughter. I hear from farmers in Stanley that they consider them to be quite a good shipment.

No. 619, per "Ballena" 30th January, 1924, 7.

19. As the "Falkland" was making a quick trip round the West last week I took the opportunity of going in her and visited all the main ports with the exception of Roy Cove, and was able to talk over matters with the various Managers. We were exactly a week away from Stanley and brought in 683 bales of wool and skins.

S.S. "BALLENA"
END.

Sir,

I am, Sir,

Your obedient servant,

Manager.

I have received your letter of the 28th inst. regarding his plan and report and I am sure the Board will agree that the question is how best to carry out the plan and that his advice and plan will be of assistance to the structural engineers at base.

Although, owing to the short time elapsed before the sailing of the mail, I have not had time to discuss and thoroughly go into the separate schemes with him (he completed his report after 11 o'clock last night) I know that he is in favour of the use of the "Garland" bridge and I agree. He has written a very good report on the "Garland" as an alternative to the "Tasmanian" and it is necessary to employ the "Tasmanian" as the quantity of rock and the labour involved in excavating and shipping this. There is also no doubt that the "Garland" will at some time collapse unless additional work is put in on her at some future date.

If the plan is based upon Mr. [Name] thinks that the services of an erector foreman might be necessary, but that if full particulars and the method of erection to be adopted are sent out Mr. [Name] should be able to cope with it. Too much attention cannot be paid to the fact that plenty of latitude must be allowed for in the material sent in order to allow of slight alterations; this the structural engineers would doubtless see to.

The Managing Director.
London.

S.S. "BALLINA"

30th January,

24

620.

Sir,

I have received from Mr Neave, as the mail is sailing, his plan and report on the proposed Bridge at Sodie Creek and I am sure the Board will agree that he has gone into the question in the most thorough manner and that his advice and plan will be of inestimable value to the Constructional Engineers at home.

Although, owing to the short time elapsing before the sailing of the mail, I have not had time to discuss and thoroughly go into the two separate schemes with him (he completed his report after 12 o'clock last night) I know that he is in favour of the 400 ft span suspension bridge and I agree. He has written fully about the use of the "Garland" as an alternative idea, but it will be necessary to employ the "Falkland" to tow her, a considerable quantity of rock and the labour involved in obtaining and shipping this. There is also no doubt that the "Garland" will at some time collapse unless additional work is put in on her at some future date.

If the 400 span is decided upon Mr Neave thinks that the services of an erecting foreman might be necessary, but that if full particulars and the method of erection to be adopted are sent out Mr Peters should be able to cope with it. Too much attention cannot be paid to the fact that plenty of latitude must be allowed for in the material sent in order to allow of slight alteration: this the Constructional Engineers would doubtless see to.

The Managing Director.

London.

2.

ENCLOSURES

Mr. Neave suggests that his plan be sent at once to Messrs W.S. Stanley and Company, Limited of 236 High Holborn and that they be asked to supply 3 "True to Scale" photographic prints, black line on white ground, which they will prepare in a few hours. These he says will cost about 3/6 for the first print and about 1/6 for each extra one, whereas the Consulting Engineers will probably charge us a guinea a piece and there will be delay. I shall be obliged if you would send these out at the first opportunity.

Kindly also send a cable stating which scheme is approved so as to enable Mr Slaughter to get on with the work of preparing the track and the erection of a shanty on the site.

- 8. West Store Cash I am, ar, December, 1931.
- 9. Establishment & wages Sir, contract of Stanley and Comp.
- 10. P.I. Sh. Your obedient servant,
- 11. "Falkland" - notes re Survey
- 12. "Falkland" Manifests, L 4, 5, 6.
- 13. Plan and Estimate Manager, shed.
- 14. Letter to Managing Director re Bath fittings.

ENCLOSURES.

- 15. Letter to Managing Director re Galvanised Iron sheets.
- 16. Copy of telegram not received at Stanley.
- 17. Photographs of the site.
- 18. Freight for "Falkland" - Punta Arenas to Stanley.
- 19. Under separate registered cover. Mr Neave's Plan.
- 20. P.S.N.C. Account, 31st December.
- 21. Admiralty Accounts, £ 5.16.5., 5/-., £ 15.13.1.
- 22. Government Meteorological Report.
- 23. P.I. Magazine, February.
- 24. P.I. Gazette, January 1st.

Correspondence.

- Circular re cheques.
- Colonial Secretary re Rowett Institute.
- " " " " Articles of Association.
- " " " " Educational passages per "Falkland".
- " " " " Blasting rock.
- " " " " delivery of mails.
- With Mrs A. Hardy re Mortgage.

Enclosures, (2).

E N C L O S U R E S

DUPLICATES (Originals per "Ortega" 4/1/24).

- Despatch No. 618.
- Journal, November, 1923.
- Mark. Statement on Accounts. Hides.
- Remarks on Accounts.
- DH Store Indent 596.
- "Falkland" and "Gwendolin" store freights.
- DH "Falkland" - statement of two trips to Coast.

ORIGINALS.

- 1. Despatch No. 619.
- 2. Statement on Accounts.
- 3. Remarks on Accounts.
- 4. Store Indent No. 597.
- 5. Remarks on Stores.
- 6. Camp Manager's Report 24th January, 1924.
- 7. Lamb Marking returns, Fitzroy.
- 8. West Store Cash voucher, December, 1923.
- 9. Establishment & wages, December Qr, Stanley and Camp.
- 10. F.I. Shipping Report.
- 11. "Falkland" - notes re Survey.
- 12. "Falkland" Manifests, L 4, 5, 6,
- 13. Plan and Estimate of proposed shed.
- 14. Letter to Managing Director re Bath fittings.
- 15. Letter to Managing Director re Galvanized iron sheets.
- 16. Copy of telegram not received at Stanley.
- 17. Freights per "Falkland" - Punta Arenas to Stanley.
- 18. P.S.N.C. Account, 31st December.
- 19. Admiralty Accounts, £ 5.16.5., 6/-. , £ 15.13.7.
- 20. Government Meteorological Report.
- 21. F.I. Magazine, February.
- 22. F.I. Gazette, January 1st.

Correspondence.

- Circular re cheques.
 - Colonial Secretary re Rowett Institute.
 - " " " Articles of Association.
 - " " " Educational passages per "Falkland".
 - " " " Blasting rock.
 - " " " delivery of mails.
- With Mrs A. Hardy re Mortgage.

Enclosures, (2).

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

Mark.	Wool.	Skins.	Hides.
D H	411		
D H	223		
N A	546	26	
W C	206	9	
W C	98		
F I C		52	
Heart	7	10	
Triangle			
F B	43	4	
F-	100	3	
H	58	12	
JH	53		
Z	193		
J H D		36	
J H D			
-K-		3	
H & B	150		
H & B			
J L W	2		
Mc G	3	8	12.
J L W	277	11	
S & W			
J L W		1	

321 February, 1934.

I confirm my 4th notice Nos 419 and 420 which were mailed by the s.s. "Baltica" proceeding direct home on the 31st January.

2. I regret that there seems to be some confusion about our supplies. I said that our full storage capacity was 2,200 tons and that we could deliver 1,500 tons if we had the full amount in September and that allowance would be made for the "Falkland". By cable of the 12th November I advised, in answer to your enquiry, that we had capacity for 1,500 tons and assumed that that amount would come out by the "Lagos", but we only received 1,500 tons which resulted in our being about 300 tons short of the amount required.

Previous to your cable arriving I was in communication with Punta Arenas requesting them to make arrangements for the delivery from the "Humboldt" bunkers of 250 tons, but I have since heard from Valparaiso that they are unable to arrange this owing to a strike at Cerroel only having just terminated - they offer us 250 tons of Chilean coal to be brought by the "Lobos", but this I have not accepted as the price quoted is £ 4 per ton. The "Lobos" is a motor vessel and we should therefore be liable for freight as well.

I have now arranged with Mr Meave to let us have about 100 tons from his stores and with this, and cutting we shall be able to get an order for 1,500 tons.

The Managing Director,
LONDON. I have at last received the goods of 1,500 tons in respect of which I have to be held to be arranged with the

No. 621, per "Oropesa" 8th February, 1924. 3.

down all supplies to outsiders I think we shall be able to get through; if not I shall arrange with Valparaiso to send our barest requirements by the vessel following the "Lobos". It is not certain that all the whalers will require the full amount contracted for, and if not this will also assist us.

"Oropesa"

8th February, 1924.

Enc. 621.

1. Enclosed is correspondence with the Government as to the delivery of mails by P.S.N.C. vessels. The question originally arose through the "Oropesa" not having the mails ready for us for delivery to the Post Office. (A copy of our letter to them was enclosed in our 613). The views of the Government and the P.S.N.C. are at variance, for while the former contend that we, as agents, should deliver the mail as

Sir,

I confirm my despatches Nos 619 and 620 which were mailed by the s.s. "Ballena" proceeding direct home on the 31st January.

2. I regret that there seems to be some confusion about coal supplies.

In my 613/7 I said that our full storage capacity was 2,200 tons and that we could deliver 1,300 tons if we had the full amount in September and that allowance would be made for the "Falkland". By my cable of the 12th November I advised, in answer to your enquiry, that we had capacity for 1,800 tons and assumed that that amount would come out by the "Laguna", but we only received 1,500 tons which resulted in our being about 300 tons short of the amount required.

Previous to your cable arriving I was in communication with Punta Arenas requesting them to ~~make~~ arrange

4. I enclose copy of weekly Circular issued by Messrs Brown Bros. of Buenos Aires, which amongst other matters deals with the question of freights from Buenos Aires to the United Kingdom. It may be of assistance in any further discussions with the P.S.N.C.

5. The P.S.N.C. Valparaiso have asked us whether we are agreeable to the substitution of the "Lobos" in the second week of March instead of the "Kenita" at the end of February. This delay of a fortnight will make no difference to us and we shall be able to get an extra 500 or 600 tons away by the

I have now arranged with Mr Neave to let me have about 100 tons from his stores and with this, and cutting

The Managing Director,

LONDON.

I have at last received the Deeds of Conveyances in respect of Suburban lands to be sold to or exchanged with the

No. 621, per "Oropesa" 8th February, 1924. 2.

down all supplies to outsiders I think we shall be able to get through; if not I shall arrange with Valparaiso to send our barest requirements by the vessel following the "Lobos". It is not certain that all the whalers will require the full amount contracted for, and if not this will also assist us.

Enc.

3. Enclosed is correspondence with the Government as to the delivery of mails ex P.S.N.C. vessels. The question originally arose through the "Oropesa" not having the mails ready for us for delivery to the Post Office. (A copy of our letter to them was enclosed in our 612). The views of the Government and the P.S.N.C. are at variance, for while the former contend that we, as Agents, should deliver the mail ashore, the latter hold that it should be received on board by a Post Office representative and conveyed ashore by the Postal authorities as in other parts of the world. We have not yet received an answer to our last letter, but it is quite obvious that we cannot send the "Kelp" out to Port William for the express purpose of bringing mails ashore without delay to the mail boats. I may add that we do not receive a penny from the Government in connection with the delivery and collection of mails, which in addition to the services of the "Kelp" and crew also means a certain amount of carting. Unfortunately the arrangement has been in force for about 23 years.

Enc.

4. I enclose copy of Monthly Circular issued by Messrs Gibson Bros. of Buenos Aires, which amongst other matters deals with the question of freights from Buenos Aires to the United Kingdom. It may be of assistance in any further discussions with the P.S.N.C.

Enc.

5. The P.S.N.C. Valparaiso have asked us whether we are agreeable to the substitution of the "Lobos" in the second week of March instead of the "Kenuta" at the end of February. This delay of a fortnight will make no difference to us and we shall be able to get an extra 500 or 600 bales away by the "Lobos".

6. I have at last received the Deeds of Conveyances in respect of suburban lands to be sold to or exchanged with the

No 621 per "Oropesa" 5th February, 1924. 3.

Government. The negotiations were conducted by Mr W.A. Harding to whom it will be remembered the Board gave a free hand in dealing with the question. Summed up, the results are that we have sold two plots of land which are useless to us and have exchanged two other plots, also useless, for 18 acres of land taken in by the new fence at Fairy Cove.

Enc.

The following Conveyances are therefore enclosed for execution and return:-

- (a) Two 10-acre Lots Nos 4 and 5 situated in the Western suburb. (Pensioners special allotments).
- (b) One 10-acre lot No. 7 situated in the Western suburb.
- (c) One 10-acre Lot No. 6 situated in the Eastern suburb, near Colonial Wireless station.

The exact situations can be traced on your plan when compared with the sketch on the back of the respective deeds.

Lots Nos 4 and 5, Pensioners special allotments, comprising 10 acres each are being sold to the Government at £ 2 per acre, and Lots 6 and 7, also of 10 acres each, are being exchanged for the 18 acres of Crown Land taken in by the new fence at Fairy Cove.

There still remains to be prepared the Deed in respect of the 18 acres of Crown Land above referred to, and you will observe from the copy of the Colonial Secretary's letter enclosed that this has been delayed pending the completion of your negotiations with the Admiralty for the re-purchase of Fairy Cove Land, Sections 27 and 39.

Enc.

Also enclosed are the Conveyances, duly executed, of the following:-

- (1) Part of Sullivan House property (including house).
 - (2) Part of Dairy Paddock, Manager.
- the position being shown on plan attached to the Deeds.

ENCLOSURES

No. 621 per "Oropesa" - 8th February, 1924. - - 4.

7. Mr Slaughter, who is now in Stanley, wishes me to add the following before the mail closes.

He proposes about the end of March or middle of April, when the 500 rams from the Coast will have to be moved from Great Island to Egg Harbour, to make other movements of sheep, as follows:-

- (a) 1000 ewes from Egg Harbour to Speedwell Island.
- (b) 1000 sheep from Speedwell to Egg Harbour.
- (c) 2000 - 3000 from Egg Harbour to Swan Island.

which is to be carried out with a view to commence stocking the Islands and taking suitable ewes to Speedwell for the remaining 21 merino rams, which we shall be landing there in about a week's time.

This work can only be done this year by the "Falkland" and I shall be glad to learn whether the Board consider that she should be used for this purpose, which I estimate would in all occupy about 12 to 14 days, thus causing a delay in the collection of wool. Kindly send me a cable giving the Board's decision so that I may make the necessary arrangements as to the vessel's movements.

The alternative is to wait until next year and effect the various transfers by means of the new Speedwell motor boat which will be rather a lengthy business.

Knowing that the Board are anxious to see the Islands stocked as soon as possible they may decide that it must be done this year by the "Falkland".

I am, Sir,

Your obedient servant,

Manager.

E N C L O S U R E S .

DUPLICATES (Originals per "Ballena" 31st January).

- Despatch No. 619 & 620.
- Statement on Accounts.
- Remarks on Accounts.
- Store Indent No. 597.
- Remarks on Stores.
- Estimate proposed shed.
- Shipment per "Ballena"

ORIGINALS.

1. Despatch No. 621.
 2. Statement on Accounts.
 3. Remarks on Accounts.
 4. Store Indent No. 598.
 5. Remarks on Stores,
 6. Camp Manager's Report 2nd February.
 7. Record of service - Geo. Bowles.
 8. Admiralty Account - £ 352. 9. 7.
 9. Certificate re drugs - Dr Moir.
 10. Deeds of Conveyance - Sullivan House.
Dairy Paddock.
Lots 4 and 5, & 6 and 7.
 11. F.I. Shipping Report.
 12. Claims - £ 8. 12. 7. and £ 7. 4. 9.
 13. Gibson Bros monthly circular.
 14. P.S.N.C. Account 4th February.
 15. F.I. Gazettes - 1st February.
 16. Shearing Returns, Darwin, Walker Creek and North Arm.
- Correspondence:- With Colonial Secretary re conveyances.
" " " re mails.
" " " re Great Island Burglary.
- Specification:-
J B. 100 bales wool.

ACCOUNTS, 1923.

	1923.	1924.	1925.	1926.	1927.	1928.	1929.	1930.	1931.	1932.	1933.	1934.	1935.	1936.	1937.	1938.	1939.	1940.	
Interest & Commission																			
Insurance																			
Stores																			
Wages																			
Pitney's Estimate																			
Speedwell Island																			
Mail Agency																			
Lighthouse																			
Bad debt recovered																			
<u>EXPENSES.</u>																			
General charges																			
Consumption																			
Buildings																			
Lighthouse																			
Provision																			
Expenditure																			
January to October																			
Bartha's goods																			

A C C O U N T S. 1 9 2 3. -- C O M P A R A T I V E S T A T E M E N T.

	1923.		1922.		Increase.		Decrease.	
	1923.	1922.	1923.	1922.	1923.	1922.	1923.	1922.
RECEIPTS.								
Rent	316.	--	326.	--			10.	--
Interest & Commission	198.	3.	1263.	4.	129.	19.	1065.	1.
Insurance	365.	15.	235.	16.	129.	19.	468.	15.
Store	7342.	5.	7811.	--	4803.	12.		6.
Farm	42179.	19.	13876.	6.	4444.	--		
Pitsoy Estate	5181.	14.	737.	13.	1454.	9.	454.	7.
Speedwell Island	1454.	9.	1664.	1.			206.	12.
Mail Agency	1209.	14.	206.	12.			496.	10.
Lighterage			496.	10.				3.
Bad Debt recovered	58248.	--	26617.	5.	34332.	1.	2701.	6.
EXPENSES.								
General Charges	325.	8.	191.	--	134.	8.	52.	--
Consumption			52.	--				3.
Buildings	1776.	14.	1053.	15.	722.	19.		
Lighterage	819.	10.	270.	16.	819.	10.	270.	16.
Fencing			8.	12.			1.	--
Furniture	76.	1.	27.	14.	48.	7.		
Sundry Debtors	55.	8.			55.	8.		
"Bertha" Wreck	3060.	16.	1605.	19.	1780.	13.	398.	16.
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INCREASE OF PROFIT -- £ 80173. 18. 1.

No. 222 (Account) for Whale Catcher via M/Videco 2/3/24.

FAIRBY BROTHERS & CO. LTD. 14, 3, - IMPROVED & CO. LTD. - 5, -

The increased value of the produce is, in this account, also, responsible for the large increase. At the same time there has been a reduction in running expenses and material.

Whale Catcher via M/Videco.

5th March, 24.

622. attracted in that they were being to several heads the last of

ACCOUNTS

Sir,

I have pleasure in enclosing accounts for the year 1923 which, owing to the increased value of Faro produce, show a substantial increase in profit over the previous year.

Nett Profit, £ 55,157. 4. 3. - an increase of £ 30,173. 18. 1.

This property was taken over at the beginning of the year. Items on the Credit side:-

PAY. £ 42,173. 19. -. Increase, £ 50,803. 12. 7.

The improvement in prices for produce is entirely responsible for the largely increased profit. Salaries and wages which now include the cost of repairs to fences remain at about the same figure, as do the materials invoiced out.

Travelling expenses, which include passages of Mr W.M. Dean, Dr and Mrs Herklots, Dr and Mrs Moir, and the Nicholls and Peters family (part) are heavy at £ 1000, and will be greatly reduced this current year. Other expenses are on a par with last year with the exceptions of £ 4400 expended on livestock as against £ 2900, and the sum of £ 1520, which includes £ 200 off the new Babcock boiler, written off the carrying materials on hand.

On the other side, the sale of surplus sheep to Messrs Sidey & Poels realized £ 2700, and there was also a small credit for pasturage of clients' sheep at Great and Huggies Islands.

The Managing Director,

LONDON.

WILMINGTON STREET. The profit from this department is included under Stock, and although running expenses have to be made or

No. 622 (Account for Whale Catcher via Montevideo 6/3/24. 2.

FITZROY ISLAND £ 5181.14. 3. - Increase £ 444. -. 6.

The enhanced value of the produce is, in this account also, responsible for the large increase. At the same time there has been a reduction in running expenses and material supplied amounting to over £ 1300. A saving of £ 500 was effected in Camp Wages owing to several hands who left at the beginning of the winter not being replaced until the spring. The reduction in materials supplied amounts to £ 500, but it will be remembered that deliveries in 1922 were exceptionally heavy owing to a considerable amount of installations the cost of which was born by this section.

SPECIAL ISLAND £ 1454. 9. 6.

This property was taken over at the beginning of the year, the account showing a debit balance in our books at the 1st January of £ 563. 9. 7., credit for which was passed out to us by the Head Office. Details of expenses and receipts are given on the accompanying statement.

STORE £ 1347. 5. 8. - Decrease £ 468. 15. 6.

I think that this profit, although slightly less than last year, can be looked upon as satisfactory and that the new system of keeping the account, started in 1921, shows that in normal years the Company can count upon from £ 7000 to £ 8000 per annum from this source.

The stock on hand at the 31st December - £ 53,022.13. 2, remains about the same as last year owing entirely to the three shipments in transit by the "Oropesa", "Laguna" and "Palkland". These shipments, half of which was coal for the whalers and wood from Dawson Island, totalled the very large sum of £1704. From the Summary of the Stock at the East and West Stores it will be seen that excluding this amount our stock of stores and materials of nearly all kinds have been greatly reduced - in all by £ 6000. The value of the Drapery goods on hand is about the same as last year.

MILLINERY STORE. The profit from this department is included under Store, and although running expenses have to be more or

No. 622 (Account) per Whale Catcher via N/Video, 6/3/24. 3.

less estimated, we consider that £ 1428 is about the correct figure for the year as shown on the enclosed statement. This is £ 200 more than the average for the last 3 years, details of which were forwarded earlier in the year. - against £ 1417. in 1923.

Particulars of Store sales and deliveries during the past four years are as follows:-

	Sales.	Deliveries.	Total.	Stock of Stores.
1920	75,235	25,342	111,865	85,000
1921	55,193	24,178	80,065	74,065
1922	43,065	27,305	75,390	57,130
1923	54,624	26,358	82,287	56,082

The stock has been written down again this year fairly heavily to meet falling prices and to provide a reserve for next year, which I hope meets with the Board's approval.

MAIL AGENCY £ 1209. 14. - Decrease £ 454. 7. 8.

This year I am enclosing a detailed statement of this account showing the reasons for the fall in profit, which are as follows:- We have received £ 568 less this year for commission on outward cargo from London and commission on freight and passages obtained in Stanley. It will be seen that although we have paid £ 350 more this year in wages for discharging cargo on P.S.N.C. vessels it has been returned in the receipts for Landing Charges which have increased by £ 512.

It was pointed out last year that the two accounts, Mail Agency and Lighterage, hullage etc, are really interdependent and require to be taken together, and it occurs to me that it would simplify accounts if the two were merged. There appears to me to be no objection to this if a full abstract is furnished every year showing the amount spent on conditioning lighters and hulks (as heretofore), wages for loading and discharging (which are now in separate accounts), hulk hire, and commission on freights and passages. The "Mail". A portion of this should

The two accounts deal with cargo and shipping only, and an abstract of the combined accounts would show the position each year more clearly.

No. 622 (Accounts) per Whale Catcher via N/video. 6/3/34. 4.

INTEREST AND COMMISSION £ 198. 3. 4. Decrease £ 1085. 1. 6.

The decrease in profit for this account is accounted for by our only receiving the small sum of £ 462. this year for interest on Clients' overdram accounts, as against £ 1417. in 1933.

STANLEY BUTCHERY.

The profit resulting from the Butchery business is included in Para, which account bears all expenses and receives credit for the mutton and skins sold.

The profit for this year of £ 2445. 8. 7. is a good deal in excess of our former estimate based on the three previous years. Assuming that we paid 7/6 per head for the sheep the nett profit per sheep is 9/6. 5085 sheep were killed realizing £2700 5. 11. for mutton and 127 bales of skins fetched £ 305. 11. 10. The number of bales is above the average of about 21 for the last few years, but this occasional overlapping is unavoidable. This business is certainly a paying one, especially when sheepskins are fetching good prices.

On the debit side:-

TIGHTENING OF BULK OF etc. Loss £ 819. 10. 6. Increase £ 1027. 9. 11.

I have this year furnished a statement of this account from which it will be seen that the loss is due to larger deliveries of materials for keeping lighters in condition; labour and materials in connection with the roofing in of the "Egeria"; and port salary and passages of the Company's Engineer and family.

We have as yet not received credit for commissions on shipments per "Isarito", "Oriana" and "Oropesa", and there are also claims to be put forward to Underwriters for repairs to three lighters which received damage in Port William whilst discharging cargo in heavy weather from the "Oropesa" in July last.

As mentioned in last year's accounts Despatch, this account bears all the expense of the "Kelp". A portion of this should undoubtedly be allocated to Mail Agency, but as it is only a transfer from one account to another it appears that her running expenses

No. 522 (Accounts) per Whale Catcher via N/video, 6/3/24. 5.

should, for preference, be contained in the one account.

GENERAL CHARGES £ 325. 6. 2. Increase £ 124. 6. 1. 6519. 18. 11.

This is accounted for largely by the increased number of telegrams sent.

BUILDINGS £ 1776. 14. 11. Increase £ 722. 12. 11.

A good deal of work in connection with repairs to buildings and fences in Stanley has been done this year, although not as much as I would wish. The main work this year has been the complete removal of the fences (vegetable garden) behind the Manager's House which were in a very bad state; repairs to Military Store dwelling house necessitated by fire; the re-erection of the Sullivan House skin shed at our Slaughter house; and repairs to the Cooper's and Carter's houses which were very badly needed.

Last year was one of the worst known for external painting, and I must prepare the Board for heavier expenditure under this heading. I employed four extra hands for this purpose, but so far there have really been only three fine weeks, and during the whole of that time all hands had to be employed in dealing with the "Gropson", "Laura" and "Palkland" cargoes.

STANLEY OFFICE £ 2758. 2. 11. compared with £ 2505. 2. 6.

which has been apportioned to various accounts in the same manner as last year.

STANLEY WAGES £ 3345. 7. 7. compared with £ 3532. - 4.

The increase is due to Mr Peter's salary which since his return has been chargeable to Stanley; the extra £ 100 per annum granted to Captain Roberts; and extra hands being required for a considerable period for scraping and painting the "Lady Elizabeth", and for dealing with large outward shipments of cargo at odd times.

As pointed out in connection with the Mail Agency Account, a considerable amount of wages paid comes back to that account, and this also applies to the Store, as any work done for outsiders is charged out at a profit which goes to the credit of Store direct, and does not appear as a contra in the wages account.

S.S. "PALKLAND"

This account has again been closed at 31st October and a credit balance of £ 107. 12. 8. at that date transferred to Head

No. 624 (Accounts) per Whale Catcher via M/video 6/3/24. 6.

Office. Since that date we have received further credits for freight on produce and local earnings amounting to £ 5513.18.- which, less expenses for the months November and December, will be carried forward to next year.

sch. "SWENDOLIN"

The debit balance of £ 458. 2.10. at 31st October has also been transferred to London. No credits have yet been received for produce brought to Stanley.

STORE AND BUTCHERY DEBTS

I am glad to be able to report that owing to the attention given to the Store books by the Office during the last three years a great reduction in the debts outstanding has been effected, as is shown by the following figures:-

1920, £ 4,109. 8. 10.

1921, £ 4,566. 15. 4.

1922, £ 2,737. 15. 6.

1923, £ 2,755. 10. 8.

Although I disapprove of taking Court Proceedings in Stanley this course has had to be resorted to in many cases during the last year which has resulted in accounts being reduced gradually, and has also acted beneficially in showing bad payers that their accounts will not be allowed to remain outstanding for considerable periods.

The sum of £ 76 has been written off as bad debts - £ 67 of this was a long outstanding account of the Casper's late butcher who died leaving no assets whatever. We take over the business from T. Casper, which date you will no doubt communicate to Sir, as known.

Your obedient servant,

Manager.

Despatch No. 1244 via Montevideo per Quila October, 5th March 1924.

- 22. (1923 accounts)
- 23. Inventory of stores at Pisco, 1st Part
- 24. Inventory of stores at Pisco, 2nd Part
- 25. **ENCLOSURES**
- 26. List of stores at Pisco
- 27. Balance Sheet
- 28. Profit & Loss Account
- 29. Journal, December, 1923

5th March, 1924.

The Managing Director.

London.

Dear Sir,

I beg to acknowledge the receipt of your Despatch No. 1244 per "Oropesa", which I will reply to by the "Lobos" calling in a few days time.

I have gone into the matter of the importation of alfalfa and fodder with the Acting Governor and I understand that he is making enquiries of various British Consuls on the Coast as to sanitary conditions in various districts.

With reference to the employment of a man to look after the Oil tank installation, I have had a talk with Mr Neave and he is still of opinion that Stacey is the best man we could employ as general handy man and caretaker at the Camber. Stacey informs me that he is anxious to obtain the job and I have given him to understand that we will employ him from the date on which we take over the business from the Admiralty, which date you will no doubt communicate to me when known.

Yours faithfully,

Manager.

- 30. Balance due to and from men on the Farm.
- 31. Statement of expenditure on Farm Buildings.
- 32. List of Farm consumption stores on hand.
- 33. " " " building material
- 34. " " " fencing material
- 35. " " " manure material

Despatch No. 339 via Montevideo per Whale Catcher, 6th March 1924.

32. (1923 Accounts). (Auditors' Copy.)

34. Inventory of Stores at Fitzroy & Port Louis.

ENCLOSURES.

35. List of ~~Stores at Fitzroy & Port Louis~~ Consumption materials.

1. Balance Sheet. Building

2. Profit & Loss Account. Fencing

3. Journal, December, 1923, balances due to men.

4. Cash Book, 1923, Campbell Island Account.

5. L.O. Cash a/c - items outstanding. (Auditors' copy.)

6. Deposit Account - items outstanding.

7. Interest Deposit a/c out of Stores on hand.

8. Statement of additions to Plant, Wall Island.

9. Statement of additions to furniture on Stanley buildings.

10. Statement re new Fencing (nil). on hulks & lighters.

11. Summary of Stock in Stanley Stores.

12. General summary of Stock on Hand.

13. List of Store debtors - estimated value.

14. List of Butchery debtors.

15. Summary of Store & Butchery debtors, estimated value.

16. Statement of Stanley Office Account.

17. Statement of Manager's salary, Oct. 1923 with reconciliation.

18. Adjustment of Head Office Account.

19. Abstract of Mail Agency Account.

20. Abstract of Lightage Account.

21. Abstract of Farm Account.

NOTE: 22. have not yet received statement of material on hand, but Mr Slaughter informs us that probably none of the material has been used.

23. Details of deliveries to Farm.

24. Inventory of Stores at Darwin Harbour.

25. Inventory of Stores at North Arm.

26. List of Farm consumption stores on hand.

27. building material

28. fencing material

29. canning material

30. Balances due to and from men on the Farm.

31. Statement of expenditure on Farm Buildings.

32. Abstract of Fitzroy Estate Account.
33. " " " " " " (Auditors' Copy.)
34. Inventory of Stores at Fitzroy & Port Louis.
35. List of Fitzroy & Port Louis Consumption materials.
36. " " " " " " Building
37. " " " " " " Fencing 17th March 1924.
38. Fitzroy & Port Louis, balances due to men.
- 38 a. Details of Deliveries to Fitzroy Estate.
39. Abstract of Speedwell Island Account.
40. " " " " " " (Auditors' copy).
41. Speedwell Island - balances due to men.
42. " " " " " " Stock of Stores on hand.
43. Details of deliveries to Speedwell Island.
44. Details of labour & materials used on Stanley buildings.
45. " " " " " " on hulks & lighters.
46. Millinery Store - Trading Account.
47. Butchery Trading Account.
48. Farm Produce unsold - estimated value.
49. Fitzroy " " " " " " in Stanley as there are several
50. Speedwell Island produce unsold - estimated value.
51. "Falkland" account - November & December.
52. "Gwendolin" a/o Jan to 31st Oct, 1923 with reconciliation.
53. Auditor's certificate.
54. Letter for Mr Goddard.

NOTE. We have not yet received statement of Speedwell Island material on hand, but Mr Slaughter informs us that practically none of the material invoiced out this year has been used.

4. 1244 - 10. I note that the importation of alkalis and other fodder from Uruguay and places north of Madrid is considered dangerous. Seeing that others are importing all the time and making a good profit out of the business, I thought it best for the Acting Governor to be acquainted with the Board's views, as all importations should be stopped from the localities mentioned. The fact of our ceasing to

The Managing Director,

EDON.

No. 623, per "Lobos", 17/3/24.

Import does not safeguard us in any way since others are doing so, and I therefore wrote to him privately, recommending that he should communicate with British Consuls on the Coast in order to ascertain the sanitary conditions of the various districts. It is important that 17th March, report 24.

"Lobos".

623.

alfalfa as it is considerably cheaper than home or Falkland grown hay, which compare in selling price as follows:-

Sir, hay, 35/-; Falkland hay 15/-; alfalfa 12/6, about per

I confirm my No. 621 which was mailed by the "Oropesa" on the 8th February, and the "Accounts Despatch" - No. 622, which was sent by Whale Catcher to Montevideo on the 7th instant, and I now have to acknowledge the receipt of your No. 1244, which arrived by the "Oropesa".

2. 1244 - 5. Crawford is still fully employed by Mr Slaughter in the Camp, effecting repairs to chimneys and dealing with the question of wells for the more sanitary conservation of the water supplies. When this work has been carried out I shall require his services in Stanley as there are several matters which need his attention. I note that the Board approves my arrangements.

3. 1244 - 8. The question of the raft boat for the "Falkland" was referred to in my 617/8 and 618/15 neither of which you had received on receipt of my cable.

In accordance with your telegram of the 21st February I asked Mr E.W.Hobbs for the lowest quotation for the lighter as specified by him, and telegraphed his reply, viz; £ 2100, at Stanley, on the 10th instant.

4. 1244 - 10. I note that the importation of alfalfa and other fodder from Uruguay and places north of Madrin is considered dangerous. Seeing that others are importing all the time and making a good profit out of the business, I thought it best for the Acting Governor to be acquainted with the Board's views, as all importations should be stopped from the localities mentioned. The fact of our ceasing to

The Managing Director,

INDON.

No. 523, per "Lobos", 17/3/24. 2.

import does not safeguard us in any way when others are doing so, and I therefore wrote to him privately, recommending that he should communicate with British Consuls on the Coast in order to ascertain the sanitary conditions of the various districts. It is important that we should import alfalfa as it is considerably cheaper than home or Falkland grown hay, which compare in selling price as follows:-

U.K. hay, 25/-; Falkland hay 16/-; alfalfa 12/6, about per cwt bale.

It will be seen from a copy of Consular Certificate which I enclose that Uruguay was declared free from all epizootic diseases on the 30th January last.

5. 1244 - 15. I have interviewed Mr Neave as regards Stacey, and he is still of the opinion that he is the most suitable man we could obtain for looking after the Admiralty Oil Tank installation. Stacey is anxious to obtain the job, and I have given him to understand that we will employ him from the date on which we take over from Mr Neave. This date you will no doubt communicate to me later. There is no doubt that we must have a man living on the premises and Stacey will have a very comfortable house to live in, which is at present occupied by Mr Neave's Foreman of Works.

6. 1244 - 15 a. I note that the Admiralty have accepted our tender of £ 550 for laying the moorings of their oil barge and that the necessary gear is being shipped. Directly this arrives the work will be put in hand as we have not much time to effect all the necessary alterations to the "Fleetwing" before we may expect the first shipment of oil, which I understand may arrive in June.

7. 1244.-18. I am sure that the Clients much appreciate the cabling out of the prices realized for wool sold at auction. On the receipt of your telegrams we radio the prices to the West and inform farmers on the East in writing or by telephone.

8. With reference to the Board's sanction, contained

from sales to the shalors, but we cannot run the risk of a

No. 623, Per "Lobos", 17/3/24. 3.

No. 1233, I now beg to advise that Thomas Dettleff, one of the Company's carpenters, has entered into an Agreement to purchase about $\frac{1}{4}$ an acre of Town Land, the property of the Company, on the West side of Hebe Street, for the sole purpose of erecting a dwelling house. The conditions under which the Company part with this land for the sum of £ 75 are contained in the Agreement, as per copy enclosed. I have been approached by persons outside the Company's employ who wish to purchase land in the same ~~part~~ plot, but have refused to sell as I understood that the Board only approve of disposal to our own employees. I am entirely in agreement with this, and if it is decided to sell to outsiders a considerably higher price should be asked.

Whilst discussing the question of property I would refer to the Sullivan House Jetty and hulk "Jhelum" which are quite useless to us in situ. The hulk is, of course, aground and cannot be moved, but the material comprising the Jetty, which was very well constructed in the first instance, could be used for repairs to our own West and East jetties which are now (I refer to the sleepers) showing signs of wear. I have asked the Government whether they are interested in the purchase of the hulk and Jetty, but it is probable that they will reply that the property is of no value to them, and I shall therefore be glad to receive the Board's sanction for the removal of all serviceable material, and the sale of the remainder for breaking up.

9. The question of the possibility of a shortage in the amount ^{of coal} contracted for with the whalers has caused us such anxiety, and in order that there should be no question of our not being in a position to carry out the contracts, 150 tons English coal has been ordered from Punta Arenas by the "Lobos", which will work out at about £ 4. 12. 6. per ton landed at Stanley. It is unfortunate that we have had to make this purchase as it will detract slightly from our profit derived from sales to the whalers, but we cannot run the risk of a

No. 623, per "Lobos", 17/3/24.

shortage as far as the "Falkland" is concerned, which in April will just be practically finished as regards the collection of produce. I hear from Mr J.E. Hamilton, the whaling Officer, that terrible weather has been experienced at the South Shetlands, and that the floating factories will stay down there as long as possible. If they are able to remain there until about the 20th April there should be no question of our not being able to supply all the coal required as the "Huanchaco" with further supplies should reach us soon after that date.

Enc. 10. Enclosed is a copy of Dr H.A. Baker's report on his geological investigations in the Colony which, as was expected, from previous surveys, has resulted in a failure to find mineral deposits of any commercial value. His investigations, carried out over a period of 16 months, are therefore only of scientific interest, the cost of which to the taxpayer must amount to a considerable sum. There are, in Dr Baker's introduction, certain inaccuracies and exaggerations as regards means of travel by the "Falkland", to which I considered it advisable to draw the attention of the Government. A copy of my letter is enclosed.

Enc. 11. Work on the "Gwendolin" in connection with the installation of the engine has been proceeding all the time. Since my 618/4 of the 2nd January the vessel has been beached and the boring of the stern tube and the fitting of the A bracket and propeller completed. It should be understood that all external work in this connection could only be got on with at low water, owing to the vessel's depth of draft, which has resulted in the work being protracted. I enclose Mr Peters's report and the photographs, from the former of which it will be seen that the engine bed and supports are now being fitted (these are nearly completed) and the iron bulkhead and the saloon fittings are being replaced in position. Once the engine bed has been completed more rapid progress should be made, although we still have to ship a new mainmast.

12. The Camp Manager, at my suggestion, wrote to the

No. 623, per "Lobos", 17/3/24. 5.

Enc.

Government requesting them to give some explanation of the cause of death of our 9 merino rams from Australia, and I have their reply. The conclusion they arrive at is that they died of congestive apoplexy, due possibly to the change of climate. This explanation appears to me to be feeble in the extreme, and I have suggested to Mr Slaughter that if he intends to continue the correspondence he might enquire whether congestive apoplexy is only a secondary cause following on immersion in too strong a dip. In the opinion of farmers I have spoken to there is no doubt that somebody has blundered, either through using too strong a mixture or allowing the animals to feed on grass on to which they had drained. Such a heavy loss will, I assume, act adversely on livestock insurance rates to the Colony.

13. With my 619 I enclosed copies of correspondence with the Government with regard to the alleged delay in the delivery of mails by the P.S.N.C. vessels in which we were implicated as Agents. The Government adopted a quite untenable position as regards our duties in this connection, and have, as the result of representations from this end and from the Liverpool Office of the P.S.N.C., concurred with our view that no alteration is required in dealing with the incoming mail - vide letter enclosed.

Enc.

14. I was unable to consult the Marine Superintendent as regards external painting of whalers until over a week after the receipt of your telegram, as he was away on the "Falkland". On his return he agreed with the message which I had already sent, namely that I saw no difficulty in the work being performed here. It is probable that some kind of suitable shelter will have to be erected for the men whilst at work if we are to deal with any number of vessels quickly, but this would not be a big matter.

15. In accordance with your cable of the 1st March I informed Mr B.J. Dettleff that the Board had granted him full pay whilst on leave, which I fixed at six months, and he

No. 623 per "lobos" 17/3/24.

requests me to thank the Directors for this concession.

16. George Bowles, Camp Hand, proceeds home by the "Oriana" and will be calling to see you with reference to his pension; particulars of his service were enclosed with Mr Slaughter's Report of the 2nd February.

17. Mr Langdon has asked me to request the Board to furnish him with the usual form of Agreement.

18. As far as I am able to foresee at present there will only be four more trips of the "Falkland" after the present one, on which she will bring in a full load and passengers for the "Oriana" which is due to arrive here on the 31st March.

The following produce has been brought to Stanley to date:-

4004 bales of wool
 334 " " skins
 5 casks of tallow
 463 hides,

and if the vessel does not have to be employed in shifting sheep, as indicated in my Despatch by the "Ballena", all produce with the exception of that from Lively, Bleaker and George and Barren Islands, should be in Stanley by the third week in May, which will be more than a month earlier even than last year.

This has only been accomplished by grouping ports at which produce could be collected expeditiously, in fact by subordinating practically everything to rapid collection. Nearly 400 tons more outward cargo has been carried this year than last, over the same period, showing that the quicker collection is not due to less outward cargo.

There may be one or two clients who consider that a call should have been made at their port when this was, from our point of view, quite impracticable. There is another point, namely, that we promise to supply the P.S.N.C. cargo vessels with a certain tonnage on specified dates, and as this is their last port of call it would not be creditable to us if we failed to fill the space allotted to us. We have

No. 623, per "Lobos" 17/3/24. 7.

always managed to do this but it would be extremely difficult if we have to alter the vessel's itinerary whenever anybody wishes us to do so. Naturally, some latitude is allowed, as in cases when stations run short of provisions, as long as it does not mean too great a deviation or delay. In order to make the "Falkland" pay we have to collect produce and distribute stores in the shortest space of time which does not allow of calls to ports because the vessel happens to be "passing the door".

19. We learn that Governor Middleton will be returning in the "Oropesa" on the 7th May. He will be joined at Montevideo by a Mr Munro, connected with the New Zealand Agricultural Department, who will spend eight months in the Colony and advise on farming matters. A Chief Inspector of Stock, also from New Zealand, has been appointed for a term of five years, and will arrive by the same vessel.

20. Your cable asking for borings and particulars of the site for the proposed slipway was received on the 15th March, and we hope to get these away by the "Oriana". We felt that it would be unwise to send you any data hurriedly acquired by the "Lobos", and as a matter of fact we could not have sent you full particulars as the weather has been far too boisterous from the North.

21. The following are passengers travelling to the United Kingdom by the "Oriana", leaving on the 31st March:- Mr and Mrs J. Robertson, Mrs George Greenshields and Mrs Jane Bennet, Mr, Mrs and Miss Miller, Mr and Miss Luxton, Messrs J.W. Dean, H.C. Harding, J.D. Creamer and T. Goodwin (late Camp Schoolmaster). By this opportunity (the "Lobos") Captain and Lady Cameron and Mr Norman Cameron are leaving for England.

22. The "Lobos" which was scheduled to arrive here on the 15th March, came in at midday on the 18th, after experiencing very heavy weather the night before her arrival. Owing to her having horses on deck she had to heave to for several hours with the result that they all arrived safely. The general opinion in Stanley is that they are a very good looking lot.

No. 623, par "Lobos", 17/3/24. 8.

Although we cannot tell yet how many bales she will lift it is certain that a considerable amount of our space has been filled at previous ports. It will be remembered that in order to oblige the P.S.N.C. we agreed to the substitution of the "Lobos" for the "Kenuta", and it is therefore particularly annoying that they have failed us. On the 12th February I cabled Valparaiso as follows:-

"Lobos, will have following, 2300 bales 1800 tons

"Measurement 300 salted hides, no tallow."

to which they replied on the 14th February,

"Space reserved as requested".

We have in Stanley ready for shipment 2435 bales of wool and skins and 451 hides, and the former, according to our usual computation, measure 1827 tons. At the time of writing it appears most probable that at least 800 bales will be shut out, although we are not shipping any hides at all. We will advise you how many have been shut out when despatching the ship, and a cabled protest will be made to Valparaiso when advising them of the produce which we shall have ready for the "Magellan", which is expected here early in May.

Although the P.S.N.C. are carrying out their agreement to send three cargo vessels here early in the year, unless the "Magellan" ships everything away we ought, seeing that they have failed us as regards the amount of space in the "Lobos", to ask them to send us yet another vessel or else absolutely guarantee that the "Magellan" will lift everything.

We received a cable from the Liverpool Office on the 15th instant reading as follows:-

"Consignees anxious include Lobos wool in May sales

"condition being that vessel reports visually off

"English Coast before 4 p.m. April 21st and proceeds

"direct to London. If practicable desire to oblige

"them, notify Captain."

From this it would appear that good prices are expected to be obtained at the May sales, and if this is so, and the vessel can reach home in time it is still more unfortunate that our

No. 623, per "Lobos" 17/3/24.

land space allotment has been cut down.

It appears to be the settled policy of the Valparaiso Office, in spite of the Pacific Company's reiterated statement that they are anxious to retain the Island trade in their hands, to let us down when they cannot provide sufficient space at South American ports. The only other reason can be that they do not know the carrying capacity of their own vessels, which is suggested by the present instance and by that of the "Lozada" in May, 1922 which shut out 600 bales, or over a quarter of the space allotted to us. In the case of the last named vessel Valparaiso pointed out that their failure to lift the full quantity was due to broken stowage, which is ridiculous as when allotting space to us they should take into consideration the average amount of broken stowage when the vessel is full, this being the last port of call.

I shall be writing to Valparaiso via Montevideo by the "Oriana", and a copy will be forwarded to you by that opportunity, when you will doubtless take the matter up with the Liverpool Office.

I am,

Sir,

Your obedient servant,

Copy of agreement with T. Dettlaff

"Gardolin" report & photographs.

P.I. shipping report. Manager.

P.S. 23. This despatch was commenced a few days before we originally expected the "Lobos", and dated the 17th. We do not expect the vessel to sail before Friday evening, the 21st March, as her draft was too deep for her to go alongside the "Great Britain" and we have to lighter all the wool etc out to her at her anchorage just inside the Narrows.

No. 523, per "Lobos", 22nd March, 1924.

ENCLOSURES

With F.S.S.C. re "Gardens" re seal per "Lobos".

Duplicates.

- Accounts Despatch, No. 522
- Remarks on Accounts
- Statement on Accounts
- Letter to Managing Director re fodder.

ORIGINALS.

- 1. Despatch No. 523.
- 2. Cash Books January & February.
- 3. Journals, January & February.
- 4. Statement on Accounts.
- 5. Remarks on Accounts.
- 6. Store Indent No. 525.
- 7. Remarks on Stores.
- 8. Camp Manager's Report, 15th March, 1924.
- 9. Lancharking returns.
- 10. Shearing Returns.
- 11. Speckwell Island Establishment & wages.
- 12. West Store Cash Vouchers, January & February.
- 13. Coasting Insurances, January & February.
- 14. "Falkland" manifests, 7/10 L.
- 15. P.S.N.C. account, £ 80. 11. 11.
- 16. Admiralty Accounts, £ 35. 15. 6. & 353. 12. 1.
- 17. "Falkland" Coal reports & log extracts, Voyages L 4/10.
- 18. Copy of agreement with T. Dettleff.
- 19. "Gwendolin" Report & photographs.
- 20. F.I. Shipping report.
- 21. Post Office notice re radio telegraphic service.
- 22. Dr Baker's Geological report & letter.
- 23. Memo for Managing Director re shortlanded cargo.
- 24. " " " " re sundries.
- 25. F.I. Gazette March 1st.
- 26. F.I. Magazine, March.
- 27. Chain, Anson & Luxton, £ 3. -. 8.

Correspondence:-

- With P.S.N.C. re passengers per "Oriana".
- " " re wool per "Lobos".
- " " re "Lobos" substituted for "Konuta".
- With Camp Manager re merino rams dead.
- With Col. Secretary re mails. 31st March, 1934.
- " " re Sullivan House petty & hulk.

29. Copy of certificate re alfalfa.

Sir, SPECIFICATIONS. My last Dispatch was sent by the "Lobos" which sailed

Mark.	Wool.	Skins.	Hides.	Tallow.
F S		42		
N & W	155		56	
W C	140	2	35	
S I	77	13		
D H			253	
W E D	44	11		3
C C W	13			
W P	53	5		
Heart	93			
D & S	250	12		
triangle				
F B	57	4		
J B	224	15		
W K C	159	10		
J L W	44			
J B L.	60	6		

54 1/2

The Managing Director,
LONDON.

I received your cable approving Mr Slaughter's
 arrangements for the movements of sheep as outlined in
 my Despatch 21/3, and the "Falkland" will commence this
 week after she has made trips to near ports and Salvador
 before.

~~221~~ "Oriana"

31st March, 1924.

I received in 21/3 that two consignments of yarn from
 Punta Arenas had been in light and that Mr Holt was making enquiries
 in the Dept. As these enquiries did not result in any
 Sir, I placed the matter in the hands

My last Despatch was sent by the "Lobos" which sailed
 on the evening of the 22nd March direct for London.

As intimated in the last paragraph thereof it appeared
 to us likely that our allotment per "Lobos" had been encroached
 upon and that there would not be room for the 2300 bales,
 space for which had been allotted to us by the Valparaiso Office.
 This turned out to be correct although not to quite such an
 extent as we anticipated at first. 1858 bales of wool and
 skins were shipped, instead of 2300, making a shortage of
 400 bales, showing that one-sixth of our allotment had been
 filled en route, or proper allowance had not been made for
 broken stowage up to the time the vessel reached this port.
 I have cabled to the Valparaiso Office asking if we can ship
 wool by the "Oriana", but it is unlikely that we shall be able
 to do this. Copies of my letters to Valparaiso and Liverpool
 are enclosed. It is probable that unless it is found

2. The "Lobos" brought over from Punta Arenas 150 tons
 of coal, less some washed overboard, claim for which has been
 sent to Mr Hobbs, and we should now be absolutely on the safe
 side as regards coaling the whalers. In 22/3 I reported
 that the landed cost would be about £ 4. 12. 6. per ton, but
 this will be reduced by 10/- per ton as the F.S.N.C. have char-
 ged £ 1. freight instead of 30/- J.B. Crosser are proceeding

The Managing Director,
 LONDON.

I am, Sir,
 Your obedient servant,

Manager.

No. 324, per "Oriona", 21st March, 1924. 2.

3. I received your cable approving Mr Slaughter's suggestions as regards the movements of sheep as outlined in my Despatch 321/7, and the "Falkland" will commence this work after she has made trips to near ports and Salvador Waters.

4. I reported in 318/3 that two forgeries of Pass Orders had come to light and that Mr Moir was making enquiries in the Camp. As these enquiries did not result in our obtaining any information I placed the matter in the hands of the Police with the result that the Chief Constable visited Walker Creek and then Darwin where the whole matter was gone into by Mr Slaughter in his capacity of Justice of the Peace. Many witnesses were called but no information was obtained and it is therefore nearly certain that the cheques in question, after passing through several hands, were altered in Stanley. Mr Slaughter tells me that the Chief Constable's visiting the Camp will have a salutary effect out there, but it is most unfortunate that we have not been able to get at the perpetrators.

5. A new factor has arisen in connection with local freights on produce. J. Davis has recently brought to Stanley a cutter capable of carrying about 60 bales of ordinary size, freight on which he quotes at £ 3 per ton weight. This rate being £ 2 cheaper than per "Falkland" or "Gwendolin" it is probable that unless it is found possible to reduce freights we shall encounter competition when dealing with small near ports and Islands.

6. I am glad to report that the "Gwendolin's" engine has been installed and after the "Oriona" has sailed the new mainmast will be put in and a trial trip made as soon as possible. Photographs of the engine bed are enclosed.

7. Mr H.C. Harding and Mr J.D. Crooner are proceeding home by this opportunity.

I am, Sir,

Your obedient servant,

Manager.

No. 524, per "Oriana", 31st March 1934.

ENCLOSURES.

DUPLICATES.

1. Statement on Accounts.
Despatch No. 523
 2. Memorandum re slipway site.
Journal, January & February.
 3. Store Indent No. 500, dated 31st March, 1934.
Statement on Accounts
 4. Naval Depot Account. £9.14.5.
Remarks on Accounts.
 5. Falkland Islands Shipping Report.
Store Indent 599
 6. Envelope addressed to Mr. Goddard.
Remarks on Stores.
- Camp Manager's Report 16.3.24
- Memo. to Managing Director re short landed cargo.
- " " " " " sundries
- "Gwendolin" report.
- Post Office Notice re radiotelegraphic service.
- Claim Anson & Luxton £3.-.8
- Shipment per "Lobos"

ORIGINALS.

1. Despatch No. 524
2. Statement on Accounts
3. Remarks on Accounts
4. Coasting Insurances March.
5. P.S.N.C. Account £22.5.5 (due to us).
6. Photos, "Gwendolin".
7. F.I. Magazine, April

Correspondence.

With P.S.N.C. Valparaiso, re "Lobos"

- " " Liverpool
- " Camp Manager 2 forgery.

SPECIFICATIONS.

MARK	WOOL	SKINS	HIDES.
J H.	54	1	8
WEDDELL.	-	4	-
D&S	-	-	-
H&B	121	14	-
H	21	-	-
JH	20	-	-
H&B	3	-	-
JLW	-	-	-

DISPATCH NO. 624 31st MARCH 1924

ENCLOSURES - supplementary.

1. Statement on Accounts.
2. Memorandum re slipway site.
3. Store Indent No. 600, dated 31st March, 1924.
4. Naval Depot Account. £9.14.5.
5. Falkland Islands Shipping Report.
6. Envelope addressed to Mr. Goddard.

2nd April, 1924.

per Aia Ora via Montevideo.

Dear Mr Goddard,

The above vessel has come in at a 4th's notice to drop the two Stock and then New Zealand, instead of taking them to Montevideo and then sailing to wait for the "Gropessa" waiting here about the 7th day next. The Governor fixed it up with the consuls by cable and I understand that they are willing to pay for the 200 which will mean great saving to the Colony.

I have already spoken to Master about the matter memorial and although he had heard nothing about it had agreed to get Massey to give us all the information which may be necessary, and this will be done next week.

I have no time to answer the Dispatch. The propulsion engine is fitted in and the room being built round it. The old mast was taken out yesterday and the new one will be stopped in a few days time. I am hoping to get her underway in about three weeks time and will send you a cable as asked for in the Dispatch.

I enclose some remarks on stores and Indent No. 600.

Yours sincerely,

The Director
 1924.

Southern Isles via Monte.

14th April, 1924

625

I confirm my last despatch which was mailed by the "Orion" on the 1st instant, and, now beg to acknowledge the receipt of

per via Ora via Montevideo. by that vessel.

2. 1245. 4. Enclosed will be found a statement showing the exact position of Richards coal.

Dear Mr Goddard,

The above vessel has come in at a day's notice to drop the two Stock men from New Zealand, instead of taking them to Montevideo and then having to wait for the "Dropsea" getting here about the 7th day next.

The Governor fixed it up with the owners by cable and I understand that they are calling in for the sum of 300 which will mean a great saving to the Colony.

I have already spoken to Heaton about the little memorial and although he had heard nothing about it has agreed to get Baseley to give us all the information which may be necessary, and this will be sent next mail.

I have no time to answer the Despatch. The "Orion" engine is fitted in and the room being built round it. The old mast was taken out yesterday and the Malvina's old one will be stepped in a few days time. I am hoping to get her underweight in about three weeks time and will send you a cable as asked for the in the Despatch.

I enclose some remarks on stores and Indent No. 601.

Yours sincerely,

825 per "Southern Isles" 14/4/24.

"Southern Isles" via Monte.

14th April, 24

825

4. 1245. 5. William Watson. This man, who is now going sailing in Stanley, considers that the pension granted Sir... of £15 per annum is inadequate and has declined to

I confirm my last despatch which was sailed by the "Oriana" on the 1st instant, and, now beg to acknowledge the receipt of your No. 1245, which arrived by that vessel. Enclosed will be found a statement showing our exact position as regards coal. It will be seen that the possibility of our being short was due to deliveries to the Naval Depot and the Colonial Government, when we had persuaded to purchase through us instead of getting their own stocks out as heretofore. These deliveries alone amount to over 300 tons which yield us, on an average, a profit of about 12/6 per ton. We think that with the 150 tons obtained from Punta Arenas we shall be able to meet all commitments to whalers which now amount to 1,700 tons. The "Falkland" will bunker with 30 tons at San Carlos on the long trip for moving sheep which she is now engaged on, and, if it is found that in spite of this we are short, owing to our not having made sufficient allowance for losses or short deliveries, I have arranged with Mr. Neave to let me have 50 - 70 tons from the Naval Depot.

A statement showing coal on hand will be forwarded each mail, as instructed. Without these two we consider that

3. 1245. 5. I have had pleasure in conveying to Capt. Roberts the Board's appreciation of the manner in which he ran the "Falkland" during last season and he wishes me to communicate his thanks to the Directors for the special gratuity granted him.

Due note is taken that, in future, the "Gwendolin"

The Managing Director,

LONDON.

625 per "Southern Isles" 14/4/24.

2. accounts should be closed at the 31st October each year and forwarded to you as soon as possible, as is done in the case of the "Falkland". You will have observed from the yearly accounts that we have rendered statements for the two periods.

4. 1945. 6. William Watson. This man, who is now doing carting in Stanley, considers that the pension granted to him of £18 per annum is inadequate and has declined to accept it. I regret that time has been wasted in considering his case at all.

5. 1945. 7. You will have had an opportunity of discussing the matter of the reduction of the War Bonus with Owners and Managers who returned to England by the "Oriana". I have talked to Mr Evans and one or two of the smaller farmers here and gather that we shall not obtain any support from them at the present time.

6. 1945. 10. Referring to Captain Roberts's report of the 15th November we have now decided that the hulk "Troceis" must be scrapped as she is quite unsafe for the storage of coal or being used as a lighter and is quite beyond repair. We have had to pump her practically every other day for the last two months which is an expense and we fear that in a gale she might open out, sink and thus become a danger to shipping.

The "J.P. Smith" should also not be used longer if it can be avoided, but by scrapping both these hulks we lose storage capacity for about 500 tons. No other lighters can be spared for this purpose - in any case they would only hold a very small quantity. Without these two we consider that our storage capacity is as follows:-

"Lady Elizabeth"	1,300 tons.	
"Plectwing"	300 "	
"Capricorn"	350 "	Total. 1950 tons.

You will have observed from my 618/5 that Captain Roberts has reconsidered his idea of lighters being constructed in Stanley and that he now thinks that it would not be a profitable proposition.

625. per Southern Isles 14/4/24.

7. 1245. 14. As regards the Hot bulb and Ignition tube for the motor winches Mr Peters informs me that when he visited Clark, Chapman & Coy's Works at Gateshead the winches were under construction and were not completed until after he had left for the Falklands and says that you will remember his mentioning this on his last visit to the London Office. The Lamp bracket is attached to the engine and it therefore appeared strange to us that the hot bulb was not attached and no Blow lamp was sent. Mr Peters is quite sure that these should have been supplied; they are an essential part of the outfit as unless fitted one would have to rely entirely upon their own patent cold starter. It is included in the General Specification of Petter's 'S Type' Oil Engine which I have before me.

8. 1245. 15. The question of using concrete piles for the 'Egeria' has already occurred to us and will be gone into when the 'Falkland' has stopped running. A start with reinforced concrete has also been made for the small slip which has been under construction in the West yard - this should be completed before the winter frosts come on.

9. 1245. 2.2. Particulars of the loss of the 9 Mering Bases in quarantine were given in my 623/12. The Government are entirely responsible for the welfare and the dipping of stock from the time of their arrival at the Quarantine Station until the date of their release.

10. The 'Falkland' started on a very extended trip on the 10th instant for the purpose of shifting sheep to and from Speedwell, Great and Swan Islands, as instructed in your cable of the 14th March.

She will not return to Stanley after finishing this work but will bunker at San Carlos North and then go right round the West collecting a full load of Produce. It is hoped that she will be back in Stanley by the 30th instant and then go to Salvador Waters for another full load and arrive in Stanley in time to discharge direct into the 'Magellan', due

1256. "Southern Isles" 14/4/24. 4.

here on the 7th May. After that there will be one more trip round the West and all produce will then have been collected by this vessel with the exception of that from Lively and Mullet Creek. This, I think, the Board will consider as satisfactory as the vessel will be losing two weeks in shifting our sheep.

The Pacific Company have allotted us 2,300 tons measurement on the "Magellan" which if they allow properly for broken stowage should enable us to get all wool in Stanley away by her.

At about this time our resources will be taxed to the limit as the "Oropesa" and the "Huanchaco" outward and the "Magellan" homeward are all due to arrive here on the 7th prox.

11. The "Malvina's" mast has now been fixed in the "Gwendolin" and a trial trip of the engine will be made in a few days time. If everything is found satisfactory I shall then send her to Lively and Mullet Creek for the remainder of the produce and then to our own Stations with Farm requirements for the winter.

12. The "Southern Isles", transport for the Southern Whaling and Sealing Company is arriving from the South Shetlands the mail closing this afternoon.

I am,

Sir,

Your obedient servant,

Manager.

No. 625 per "Southern Isles" via Montevideo. 14/4/24.

ENCLOSURES.

DUPLICATES. (Originals per "Oriona" 31/3/24.)

- Despatch No. 624.
- Statement on Accounts.
- Remarks on Accounts.
- Store Incent No. 600.
- Memo. on Slipway Site.
- Specification shipment per "Oriona".
- Specification. 2 100 Wool and 5 sheep skin.

ORIGINALS.

- 1. Despatch No. 625
- 2. Statement on Accounts
- 3. Cash Book, March
- 4. Cash Voucher, West Store, March
- 5. Return of Establishment, Stanley, March
- 6. Falkland Manifest Voy. III
- 7. Statement of Freight
- 8. Statement of coal on hand
- 9. Memo for Managing Director re Battle Memorial
- 10. Falkland Report for 1923
- 11. Falkland Island Gazette, April

APPENDICES.

Mark
 S & S
 T R

... 145 ... 136 ...

... arrived ... the same day ...
 ... should ...
 ... at once. I ...
 ... profit of ...
 ... and ...
 ... shall ...
 ... Government ...
 ... will ...
 ... of the ...

These appendices will have to be made
 in. I have for allowing the visitors to
 insert their comments at a figure to be
 agreed upon. Yours faithfully,
 ...

27th April, 1924.

The Managing Director,
London.

Dear Sir, *Box "Dropsea" via Andes.* 27th May, 1924.

The Manager - I regret that I am unable to get away a despatch by the last of the whalers but it is quite impossible - as a matter of fact there is little to report with the exception of the work done in connection with the coaling of the whalers. This whole question will be dealt with fully by the first available opportunity. We have not delivered the whole quantity of coal contracted for and this will be explained, we shall not lose any money by this as we shall show. We have been complimented on the way in which we have delivered the coal and we are sure that they are satisfied.

Manager

Four of the factories arrived on the same day and the 'Ronald' luckily did not require her coal for we should not have been able to deliver to four vessels at once. I have therefore agreed that the Company will take over the 300 tons contracted for at 71/- - we thus have a profit of 2/- per ton or 600 on this transaction alone, and assuming that the coal costs 55/8 in our hulks we shall now sell it at 54.2.6 or thereabouts to the Government and other concerns.

The Governor as regards the site and will then send you the particulars of the contour of the ground.

Yours faithfully,

Some arrangement will have to be made in future for allowing the whalers to cancel their contracts at a figure to be agreed upon. Yours faithfully,

"MAGELLAN" ... 31st May, 1924.

per "Oropesa" via Andes. 31st May, 1924.

The Managing Director,

L O N D O N .

Dear Sir,

I beg to advise you that we only heard last night that the "Magellan" proceeding direct home and scheduled to arrive here yesterday will not be despatched from Punta Arenas until the 15th instant or thereabouts. We are by this opportunity (the Oropesa) therefore only sending the duplicates of advices and the whalers drafts as we do not wish to trust the latter over the Andes. It is difficult to say at present which mail will arrive home first but we do not think that there should be much in it.

Had we received advice that the "Magellan" was so very much delayed I would have forwarded an account of the coaling of the whalers, but on mail day we have no time to type a despatch being short handed with Creamer away.

The Model of the Battle Memorial is safely to hand and I am taking the first opportunity of seeing the Governor as regards the site and will then send you the particulars of the contour of the ground.

Yours faithfully,

The Managing Director
London.

21/3/24.
 how practically next year will in all probability not
 be calling there, and it is also doubtful whether the material
 could be shipped by steamer owing to their having to pay ton-
 nage dues. The only thing is to have it in Stanley ready for
 MAGELAN should opportunity occur. Note 21st May, taken to 24.
 626. into the soldier.

1. 1246. 10. Unfortunately, the scheme for visiting the
 Sir, Doctor had run through. I beg to confirm my Despatch No. 625 of the 14th April
 sent via Montevideo, and my two letters dated 27th April and
 6th May. Your 1246 which arrived by the "Groppe" is now
 under acknowledgment.

2. 1246. 6. The question of fodder for the Colony is lik-
 ly to become serious if we are unable to obtain supplies from
 here, as the local Government have, owing to the prevalence of
 contagious cattle and sheep disease, prohibited the exportation
 of fodder from Argentina, Chile and Uruguay - no permission to
 import will be given until further notice. We have a fair
 amount of alfalfa and hay in stock, but if outsiders run short
 we shall probably have to cable you to try and effect a ship-
 ment from somewhere.

3. 1246. 9. Nothing has been discovered by the Police as
 regards the descent of thieves on Great Island and the chances
 of any arrests being made are small. The Board will see on my
 return to England, that all possible has been done to stir up
 the authorities as regards Police supervision and investigation
 as regards this occurrence both Mr Slaughter and myself, as
 Justices of the Peace, have informed the Government that we
 do not consider that Davis should be allowed to do coasting
 work. I am sorry to say, that if anything, hooliganism is on
 the increase in Stanley and whether discussing the matter with
 the Governor will do any good remains to be seen.

4. 1246. 11. I am glad to have the Board's permission to
 ship the tinsplate etc to Waldron and Wood, Montevideo; the only
 difficulty is how to get it there. The cargo boats proceeding in
 The Managing Director
 London.

home Transatlantically next year will in all probability not be calling there, and it is also doubtful whether the material could be shipped by whalers owing to their having to pay tonnage dues. The only thing is to have it in Stanley ready for shipment should opportunity occur. Note has been taken to retain the solder.

5. 1246. 16. Unfortunately, the scheme for utilizing the Naval Carber Shed has fallen through. Somewhat to Mr. Neave's surprise, I think, the Admiralty have advised him that it has to be repaired and retained. Perhaps in the future you might be able to obtain something of the kind, as it would certainly be a great advantage to us.

I may say here that the motor winch which has been installed on the hulk "Egeria" is a complete success - we have had one or two trials and the Foreman informs me that the cargo is delivered from the lighter onto the hulk at least three times as quickly as before, in fact, the tally men experience difficulty in keeping up with the rate of discharge. I am inclined to think that owing to a new system of discharging outside consignees cargo at our own jetties, which I have persuaded the Government to allow us to adopt, the time occupied in landing outward cargo will be reduced even more.

6. 1246. 17. I note that the question of the slipping of the "Falkland" has been left to my discretion after obtaining the necessary information from Waldron and Wood and firms in Punta Arenas. Once the matter has been decided upon I will cable you, and it will then depend upon Captain Roberts to do the best he can towards keeping down expenses - this is no easy matter on the Coast, but I feel sure that we shall not be called upon to meet the preposterous charges we experienced before.

I have already cabled Waldron and Wood and E.W. Hobbs to let me have what information they can as soon as possible. At the present time we are in favour of Buenos Aires unless we can get good guarantees that the vessel will not be held up by tides at Punta Arenas. There is certainly the question of

626 per "Magellan" - 31/5/24.

3.

of twice as much steaming, but there are proper Lloyds Surveyors at the former whereas at Punta Arenas the surveyor appointed by Lloyds agent might be hand in hand with the repairing firm, and this is what we are doing our best to guard against.

7. 1246 18. I enclose correspondence with the Government in connection with Wool Landing Certificates and will cable their decision when known.

8. 1246 23. The three photographic prints of Mr Neave's plans of Rodie Creek Bridge are to hand. Mr Neave, to whom I have conveyed the Board's appreciation, hopes that the material will be sent out soon so that he could again visit Darwin, before he goes home in about 6 to 8 months time. He would only be too glad to give any advice to Mr Slaughter or Peters as to the erection of any points that may arise.

9. 1246 34. The question of the delivery of mails to the Postal authorities is governed in the Colony by Ordinance No. 10 of 1898, para 6, in which it is laid down that "every Master who shall refuse or neglect to deliver without delay at the port of destination to the Postmaster or other addressee every mail or postal package which he has brought shall be liable to a penalty not exceeding One hundred pounds".

It is quite obvious that the Pacific Company can only do this through their agents and during the last six or seven years we have seen that we are recompensed for this service, not from the Colonial Government, but from the Pacific Company. In our account with the P.S.N.C. we always charge them for launch hire, according to the length of the stay of the vessel in the port, and so far they have not queried this. This covers the delivery of the mail to and from the ship, and, in addition we charge 2/- per passenger visiting the ship in harbour and 3/- when the vessel is anchored in Port William. This pays us and the handling of the lighters is in no way interfered with.

As regards the point which you raise as to the liability of outside consignees to pay lighterage, this has always

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three times a day and that 4. would be no consultation with the
 been quite clear and for years past all consignees have paid
 Landing Charges which are credited to Mail Agency account. The
 rate charged varies from 8/4 per ton of 40 cu.ft. to 10/- per
 ton according to the amount of cargo landed, and, for landing
 and storing clients cargo for re-shipment per coasting steamer
 16/8 per ton. This last charge was increased during the War from
 13/4 and I do consider that it should be increased as various
 clients already consider that it is rather high.

10. 1945. 25. The various Conveyances of Suburban land have
 been sent to the Government for registration and will be return-
 ed to you when received.

11. 1945. 26. I have to thank you for explaining the present
 position as regards the erection of the slipway, which information
 will be useful to me when the question is raised by the Governor.
 I note that the matter is at present in abeyance.

12. 1945. 27. I certainly think that the objections to the
 position of our Slaughter House are somewhat exaggerated but I
 understand the Governor's wish to have it removed to the other
 side of the Harbour. Before however we go to expense in doing
 this it would be better if the Government would put their own
 house in order and provide some suitable substitute for the
 "right sanitary cart", which is frequently encountered by the
 inhabitants after dark on their way to and from entertainments.
 The Slaughter House can only on very rare occasions be termed
 obnoxious and the men who would be employed on the erection of
 the slipway would probably consist of a large number of men who
 have at various times been engaged in killing operations at
 Goose Green. There is certainly something in what you point out
 about the driving but then if the Slaughter House is on the other
 side our Dairy Paddock and Sullivan paddocks would be practically
 useless to us as regards sheep pasturage.

The chief thing against the idea is that there would have
 to be a tremendous amount of boating very often at times when
 the motor boat could not be spared for such work. There would
 be the boating of the man and carcasses across at least two or

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3.

three times a day and there would be no communication with the butcher except by water. We have to deliver sheep to the Whalers very often at short notice and this would be most awkward if we had to send a boat across every time with a message. As regards expense, the removal to the other side of the two buildings, one of which (the skin shed) has only just been put up with concrete floor, would entail an outlay of at least £1,000, and the Slaughter House being old it would probably be found that it is not in good enough condition to be re-erected. I am certainly not in favour of this scheme which has been voted before, but note that it may be desirable to fall in with the wishes of the Governor.

13. 1245. 29. Arrangements will be made for Peters to instruct J. Clark in the running of the "Speckell's" motor and note has been taken that one of the 22 cat anchors is for sale by the Store.

14. 1246. 31. Your investigations into the reasons as to why the returns for hides have been so poor have been read with interest and as you point out some alteration is necessary. Our clients have, on your instructions, been more than once advised that greater care was necessary in curing the hides. The majority of those from whom I have received answers blame the salt or the long detention on the "Britain". Our position is that in many cases we do not get proper specifications, the hides are not properly salted and what is worse the P.S.N.C. vessels avoid salting them if they possibly can. This means that as a rule we only get them away by the last boat and then the care of re-salting and booking up about 1,900 hides is no small matter when it has to be done on the "Britain" by our own men who have their ordinary routine work to perform. There would also be a certain amount of confusion as it is not at all an easy matter to differentiate between an ox and a bull hide, especially if we have only imperfect specifications. I see from the Memorandum on the subject that when hides are received in Stanley they should be salted and laid flat in the hold of the "Britain", they will, of course, have to be booked up again as the vessels will not take them loose. The

that one or two of his hides are reported as being yellow stained, this also must be correct as they have not been near the

6.

The new system cannot be applied to this year's parcels, unless the "Magellan" refuses to take them. A memorandum will be sent to all clients embodying all your observations and instructions and copies of their replies forwarded to you. The accountancy part of the scheme will not present any difficulty.

15. 1245. 12. With reference to the installation of Australian water supply tanks for the various stations will it be necessary to order one for Darwin if the proposed concentration at Goose Creek is likely to be effected in the next two or three years.

16. 1245. 24. I have discussed the matter of the skin-drying shed with Mr Peters and he is now at Darwin where he will give the matter his attention. There are still from 400 to 500 trays to make and about 40 tray-carriers to assemble. Peters considers that the fan can be driven with the pulley of the Ford tractor and steam supplied for the pipes from the small boiler in the Linnop nursery. If the whole process is found to be successful it would be much better to instal a small steam or petrol driven engine for the fan. Only from 1 to 2 H.P. is required for this and it would not be economical to use the 20 H.P. tractor even if it would run for 10 hours without stopping.

17. 1245. 35. The "Gould Brunson" was the first of the whalers to arrive from the South and did not require coal. I wrote a letter to the Master informing him that we should probably be in a position to supply him in future years and advised his owners to get into communication with you.

18. 1245. 41. We are quite unable to understand why the bale of neck pieces from the Stanley Butchery can in any way have become sea-damaged. The bale in question was taken straight from our Slaughter House, down the Sanitary Jetty, put onboard one of the iron lighters and hoisted onboard the "Oropesa". It is quite inconceivable that this bale could have become sea-damaged even if exposed on the deck of the lighter, which it was not, during the short passage from the shore to the ship. Mr Slaughter tells me that one or two of his bales are reported as being tallow stained, this also cannot be correct as they have not been near tallow

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-7.

Neither on the coasting boat or on the P.S.N.C. is tallow ever stored with wool or skins and the marks which are noticed by the brokers must be the grease from the wool in the bales themselves.

18. The 'Falkland' started on her sheep shifting voyage on the 10th April and returned to Stanley on the 2nd May. The time actually occupied in the various movements of sheep was 12 days for which we have charged Port £200 or £30 per day. Pens were fitted by the crew and a couple of hardy men at Great Island in two days, after which the following shipments were made:-

- (1) 466 Oxist ewes from Great to Egg Harbour.
- (2) 500 Ewes from Egg Hbr to Speedwell.
- (3) 1075 mixed from Speedwell to Egg Hbr.
- (4) 408 " from Egg Hbr to Spar.
- (5) 1095 " from " " "
- (6) 20 horses from Egg Hbr to Weddell.
20 Rams and 1 bull Great Island to Cape Orford. (Hart)

The vessel then proceeded round the West and to Bleaker Island bringing in practically a full load of produce. One of the two bulls for Port Stephens, which was the strongest winner of the two, died a few minutes after being hoisted onboard. Captain Roberts reports that he certainly did not receive injury whilst being taken onboard but appeared to be very fat and blown.

In the days when we were carrying the 'Falkland' only used to carry 700 to 800 sheep per trip from Port Howard to Egg Harbour but Roberts found that it was possible to increase this number to 1,100 below decks - if proper pens were fitted in the hold there is no reason why 1,500 should not be carried below deck and another 300 on deck. The present system of fitting pens would have to be abolished but the timber will be found useful for odd work if it is found necessary to fit new ones.

20. The Whaling Factories started arriving from the South Shetlands on the 19th April and had all left again by the 28th. They have had a bad season and have only obtained about half the full load of oil, which, I understand, was mainly due to the fact that the whales were scarce near the Islands and the

8.

and the catchers had to proceed as much as 50 to 100 miles out to sea before finding whales which necessitates very long towing of the carcasses back to the harbours.

Now that we have had experience of bunkering the whalers we are in a better position to see how this must be done in future years. First of all the coal must be in lighters as well as in the "Lady Elizabeth" and it is doubtful whether we should go to the expense of heavy roofings for this hulk. Captain Anderson of the "Svendfoyn", who took quite an interest in the matter, said that the factories would not go alongside the "Elizabeth" unless she was roored fore and aft as if there is any wind she shears about too much, and, although these whaling captains are adepts at handling their vessels, I certainly consider that there is danger in going alongside so small a vessel in any wind. The main consideration is however, that we must have our coal distributed and capable of being taken to the vessels if necessary. This year, and it is quite likely that it may happen again, four factories, the "Orni", "Svendfoyn", "Palki" and "Ronald" all arrived within 24 hours (the first three altogether), which strained our resources both in lighters and casual labour to the utmost. Had all the coal been in the "Elizabeth" only one vessel could have coaled at a time, which would have meant serious delay to them. If we contract to coal them we must be able to do so at once and not keep them waiting two or three days. As regards the time occupied in putting coal onboard it may be taken that we can discharge 300 in 24 hours if the men work right through, having their reels on board the factory which saves considerable time. This was actually done in the case of the "Svendfoyn" which was loaded from the "Elizabeth". Four of the Captains expressed great satisfaction of the manner in which the work was done a considerable amount of the credit for which is due to Walsh, the navvy foreman, as Captain Roberts was away from Stanley during the whole time the whalers were in port.

The Board may be disappointed that we have not delivered the full quantity of coal contracted for (1,500 tons, but I considered it inadvisable to insist upon the full quantities being delivered.

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taken as three of the Captains were most anxious to get away at once. In the case of the Hektor Company, Captain Oure was particularly anxious to arrive at Montevideo as soon as possible as an enquiry had to be held there into the loss of one of his catches, before proceeding to Norway. As he did not take any of his 300 tons I agreed that if he paid us £10 (10/- per ton), we would retain the coal for our own account. We shall be able to sell this coal at over 80/- per ton instead of 75/- so I trust that this arrangement will be approved.

In this connection I consider that in future years an arrangement should be made to which by the various Companies could be enabled to cancel their contracts, either in part or whole, either at a fixed rate per ton or on a sliding scale according to the amount of the contract cancelled. I am sure that they would be glad to pay well for this in order to avoid delay in Starley, when they did not require supplies from Starley. I am not, with our small storage capacity, in favour of storing coal for their account. I see that the Contract Force made out by Messrs Lambert Brothers state that the entire quantity should be taken but I think the above suggestion is a more equitable arrangement, especially as it were that three whalers arrive at the same time we should not be able to perform our part of the contract without delay. The usual labour here is limited and the men cannot carry on after about 24 consecutive hours.

I enclose a statement showing that the profit derived from this year's deliveries to whalers is about £540,000. from which will have to be deducted what is considered a fair amount for locked up capital. It should also be added that on the 552 tons not delivered to whalers we shall derive more profit than if it had been delivered to them as it will be averaged up to our advantage with the "Laguna" shipment just arrived. Our complete dealings with the whalers this year have produced a profit of approximately £1,393,000. made up as follows:-

which is partly covered by agents on the West. She will bring in about 300 tons which is the remainder of the coal on the West and will clear our part Louis South and Harassey. Beyond the

63s per "Magellan" 21/5/94.

10.

Profit on Coal: 840. 0. 0.

Profit on Mutton and
Stores supplied. 135. 0. 0.

Consular Fees (part of
Manager's Salary) 51. 0. 0.

Interest & Commission. 367. 0. 0.

1,393. 0. 0.

31. On opening the case containing the motor winch for the "Grandolin" we found that the tank base of the engine was badly fractured, which in Mr. Peters's opinion could only have been done when the engine was fitted to the winch. The case shows no signs whatever of rough usage and a new one should be supplied by the makers with the improvements suggested in the Engineer's report.

The Board will have been glad to receive by cable of the 3rd instant stating that the trials of the "Grandolin" were very satisfactory. The weather was calm with only a slight breeze blowing and the speed over the measured mile averaged a little over $5\frac{1}{2}$ knots. Soon after the trial began one cylinder ceased firing and Mr Peters considers that we can rely upon a speed of 6 knots in calm weather. In Lieut. Newman's letter to you of the 1st January last he estimated that the loss of cargo space would be 180 cu. ft or the equivalent of 6 bales, but, as has been pointed out this was obviously an incorrect estimate. The actual space taken up by the engine, tanks and engine room is 860 cu. ft part of which would be broken stowage in any case. Our estimate of the effective space lost is 600 to 700 cu. ft. or the equivalent of 20 to 23 bales.

32. It was my original intention not to commence running the "Grandolin" until the "Falkland" was laid up, but, owing to the "Huanchaco" being so delayed by strikes in the Argentine I am sending her to Darwin and Lively Island before the "Falkland" makes her last trip. It is absolutely necessary to await the arrival of the "Huanchaco" as she is bringing a fair amount of cargo which is badly required by clients on the West. She will bring in about 300 bales which is the remainder of the wool on the West and will clear out Port Louis South and Horseshoe Bay on the

636 per "Maedolan" 21/5/24.

11.

The "Maedolan" arrived from the Islands, where she returned on her return journey. She should be back from this last trip about the middle of June.

There will then remain to be collected by the "Maedolan" 70 bales from Speedwell, George and Barron Islands and about 100 barrels of Tallow from Goose Green.

23. I beg to convey to the Directors the appreciation of all participants in the Honor of 10% advised in your cable of the 2nd instant.

24. Although I have nothing official to go on I think that it is quite probable that the importation of livestock from the Coast will be prohibited. In conversation with the Governor recently he told me that it is quite possible, if the farmers will combine, that we might be able to obtain a ship from New Zealand. Lord Pirie, who travelled on the Oropesa with the Governor from Montevideo, and, who has of course, tremendous interests in shipping circles, might I think be asked to use his influence in getting a New Zealand vessel to call in here if it was desired.

The two stock men have already seen a good many of the Camps, on both the East and West Falkland, and will shortly be visiting Lafonia again. Mr. Muoro, who the Governor informs me, is the expert on breeding in New Zealand, is thought highly of by the few farmers I have met, and it is to be hoped that the Colony will derive benefit from his visit.

25. I enclose Dr. Hoir's Report for the period 1st Nov, 1923 to 30th April, 1924, and would draw your attention to his remarks in connection with the erection of a small laboratory; a copy of a letter from him is enclosed giving his views as regards this and it only occurs to me to ask whether the Company's Medical Officer will continue to reside at Darwin or go to Goose Green in a few years time. If in future he will live at Goose Green it would probably be preferable, from the point of view of expense, to postpone anything of the kind until he moved. His present house is of course very old and leaky and will probably not last many more years without very extensive repairs. I should be glad to know whether any details have been decided upon as to the concentration at Goose Green in order that no unnecessary work may be undertaken at Darwin.

62 per 11/5/14. 21/5/14.

12.

26. The 'Huanobaco' arrived from Bahia Blanca, where she had been held up for 8 days by strikes, on the 19th instant and we hope to get her away on the 25th. The 'Speedwell' arrived safely.

27. The 'Magellan' arrived from Punta Arenas on the 21st instant and should leave on the 24th with all produce we have in Stanley, viz:-

- 2835 bales Wool.
- 137 " Skins.
- 722 Hides.
- 11 Casks Tallow.

This vessel brought from Punta Arenas the new lighter, motor boat for the 'Falkland' and one chata all of which arrived safely and in good condition. The other chata which has been ordered will be sent over by Mr. Hobbs first chance.

Two vessels being in at the same time like this taxes our resources in labour to the utmost.

I am,

Sir,

Your obedient servant.

Manager.

E N C L O S U R E S.

Duplicates (Originals per "Southern Isles via Montevideo")

Despatch No.625

Statement on Accounts

Statement of Coal on hand

Memo. for Managing Director re Battle Aerostat

do With P.S.N.C. re passenger "Sylvania" Slipway

Store Indent No.601

Remarks on Stores dated 5.4.24

Duplicates (Originals per "Ronald" via Montevideo.)

Statement on Accounts

Originals.

1. Despatch No.625

2. Cash Book April

3. Journal, March & April

4. Stanley Ledger Balances 31st March 1924

5. Statement on A/cs, 5th May & 23rd May

6. Remarks on A/cs 23rd April & 23rd May

7. Store Indents Nos.602 & 603

8. Remarks on Stores

9. Camp Manager's Reports, May 5th, 17th, & 21st

10. Dipping Returns Fitzroy April

11. Return of Establishment Speedwell Island March 24

12. do do Fitzroy do

13. do do Darwin do

14. Camp Doctor's Report to 30th April

15. West Store Voucher April

16. Coasting Insurances April

17. "Falkland" Manifests 12, 13 & 14 L

18. Admiralty A/c £7.18.1

19. Mr. Peters' Report on broken rotor winch

20. "Gwendolin" Photos & Report

21. Statement of Coal for Whalers

22. F.I. Shipping Reports April 14 & 30th

23. P.S.N.C A/c April 16th







24. F.I. Gazettes April 25th, May 1st & May 8th

- 25. F.I. Magazine May
- 26. Memo. for Managing Director re Bathroom Manager's House
- 27. do do Importation of Sheep
- 28. Plan of Goose Green
- 29. *Dipping Returns - April, Ikawin, Walker Creek North Arm.*
Correspondence :-

- With P.S.N.C. re passages "Oriona"
- 627. " " " short-shipment "Lobos"
- " " " 2 c/s damaged "Oropesa"

- Sir, Capt. Andersen ("Roald Arundsen") re coal
- Dr. J.I. Moir re Medical Report
- E.W. Hobbe re "Palikland" survey
- Colonial Treasurer re Landing Certificates

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

Mark	Wool	Skins	Tallow	Hides
S	310	18		39
A F C	48	8		
J.L.W.	12	4		63
E E M	4			
JHD	157			
 B	30			
F	175	2		
 H	32	9	8	
W K C	259	10		
 P H	75	1		3
 F B	2	1		4
 D H	33	4		21
S B	100	12		
 K C	1	5		
A	145	7		

The only thing to do is to bring her in on the "Palikland" and put in new plates and order a new shaft and outer bearing of stern tube, which are badly worn. The engine has been well looked after and is in good condition.

The "Palikland" started on her last voyage of the season on the 8th ultimo after being detained nearly a month in Stanley.

Managing Director.

"ORINIA".

End July

21.

627.

Sir,

I confirm my Despatch No. 525 dated the 21st May, since when I have received nothing to acknowledge.

2. In continuation of paragraph 21 of my last Despatch, I am glad to be able to report that the "Gwendolin's" engine performed well during her maiden voyage to Darwin and Lively Island. The longest continuous run was ten hours after which the engine, bearings and stern gland were examined and showed no signs of overheating. Mr Peters considers that the consumption, at five gallons per hour, is rather high, but thinks that this may be reduced when the engine is run in more.

The danger of getting in and out of Lively Harbour was again emphasized on this trip, as the "Gwendolin" ran on to a sand bank where she remained several hours until the tide rose. The weather was quite calm and the vessel received no damage.

3. Mr Peters' report on the condition of the hull of the Darwin motor boat is enclosed, from which it will be seen that the whole of the bottom is so badly corroded and wasted that it is only safe to use her in fair weather. Since Mr Peters' report was made Mr Slaughter informs me that he has had difficulty in putting small patches on holes as the act of screwing a patch on causes other holes to appear.

The only thing to do is to bring her in on the "Falkland" and put in bow plates and order a new shaft and outer bearing of stern tube, which are badly worn. The engine has been well looked after and is in good condition.

4. The "Falkland" started on her last voyage of the season on the 8th ultimo after being detained nearly a month in Stanley
The Managing Director.
London.

431. 521-9900 TO 1887. 2/7/34.

to owing to the late arrival of the "Huanuco". As already reported we had to await this vessel's arrival as there was on board a small quantity of cargo required by clients before next season.

She returned on the 28th ultimo with a full load of produce and is now laid up until she goes to the Coast for survey.

The "Owendolin" will make several trips to our own station and a voyage or two to the West before the "Falkland" commences in running again.

As advised in my 635.6, the coal hulk "Proctor" has been definitely scrapped and there is no doubt that we cannot any longer rely upon the "Rosa Baker", which cannot be repaired any more owing to her timbers being too far gone to stand the fastenings of any new planking.

After loading her with cargo Ex. "Huanuco" and being surged dry she was found next morning with 2 ft. 6 ins. of water in the hold. Fortunately we had been able to take the precaution of putting rough cargo in her, such as timber, and no damage occurred but it will be understood that with unreliable lighters we might incur damage running into £1,000 or more, if the lighter was stowed with military or other expensive goods. This, in the majority of cases, cannot be avoided as we have to receive the cargo as it is delivered from the ship and on this occasion had seven lighters all full of cargo at the same time. We certainly need another lighter similar to that just purchased from the Coast which we have named the "Dawson", after the place where she was built.

We also cannot really rely upon the "Nimrod". Although she is not in quite such a bad condition as the "Rosa Baker" she looks fitfully, depending somewhat on the nature of the cargo with which she is loaded - she has recently had rather extensive repairs to her decks and deck beams, several of which had broken, and we certainly cannot recommend that any more money should be spent on her.

We feel that we should have, if at all possible, another new lighter similar to the "Dawson", for delivery in the new year, as if anything should happen to the "Nimrod", the "Rosa Baker" being quite unreliable, we should be in a rather awkward position owing

627. per "Oitega". 2/7/24.

to lack of lighters. We would also, looking ahead, recommend that a certain sum should be set aside for yet another early in 1925, which would be to carry on for a good number of years. Kindly cable me if the Board decide to purchase another at once in order that I may place the order with the Genie Grande Company.

6. I enclose copy of letter, addressed to the Pacific Steam Navigation Company, Valparaiso, informing them that we will not in future take out our lighters into Port William for the discharge or loading of cargo boats. The Captain of the "Huancho", who had been held up in Bahia Blanca for eight days by strikes, insisted upon going into Port William on the last day of his stay in the Port in order to save time. A thick fog descended soon after he went through the Narrows and it was with the utmost difficulty that we could get our lighter to him in Port William, and tow two lighters back to Stanley after the work was finished. Luckily Captain Roberts was able to take a bearing whilst on the "Huancho" and a course was set for the Narrows by compass. Do consider that the risk, especially to old lighters is far too great, and in future, the question of taking lighters outside must be left entirely to our discretion and not to the Masters of the Pacific Steam Navigation Company's boats.

7. With the large consignments of coal that are now shipped out, we may find it more economical for the Pacific Steam Navigation Company to discharge their vessels by contract labour. In going into the question we arrive at the following figures:

	Amount of coal.	Charged to P.S.N.C. per ton.	
"Eliz Park".	705 tons.	2/8.9	No double time.
"Laguna".	1,500 "	3/4.6	Without D.T. 3/11.1
"Lagarto".	1,000 "	3/11.4	No Double time.
"Huancho".	1,420 "	4/3.85	Without D.T. 3/6.1

The work of discharge is carried out by casual labourers and for the next consignment we hope to come to some arrangement to pay them about 2/9d per ton contract rate. At the present time the casual labourer working on coal receives from the Pacific

627. per "Ortega". 2/7/21.

Steam Navigation Company 2/- per hour ordinary time, 3/- overtime, and 4/- double time which is rather heavy and is about twice as much as our own men are receiving in our lighters.

The cost of receiving coal for us is small as our men only tip, (no trimming) and works out at about 6d per ton.

We have also gone into the question of shipping wool and find that if the measurement of a bale is taken as thirty cu.ft. (i.e. $\frac{1}{2}$ ton) that the Company pay 5 $\frac{1}{2}$ d per ton measurement or 4 $\frac{1}{2}$ d per bale and the Pacific Steam Navigation Company 1/8d per ton measurement or 1/3d per bale. It may also be found that this work can be done more economically by contract and as there is no doubt that it would expedite the despatch of the Pacific Steam Navigation Company's vessels we shall adopt this, if possible, next year.

8. Although the thieves who broke into the lighter "Larsonia" have not been brought to book, one B. Peck, has been sentenced to a fine of £ 5 or one months imprisonment with hard labour for being in unlawful possession of goods. I enclose a Memorandum explaining the difficulty the Police are experiencing in arresting the suspected persons.

9. Mr Peters has thoroughly overhauled the "Kelp" and his report is enclosed. The engine is in good order, but the same cannot be said of the boiler although the defect in the boiler front, which she came out with is no worse, it was found on taking out one of the rivets in the furnace plate that the plate, which was originally $\frac{1}{2}$ " thick is now reduced to $\frac{1}{4}$ ". The pressure has therefore been reduced from 160 lbs to 110 lbs per sq. inch. In the opinion of Peters three years is the longest the boiler will be safe to be in use.

10. We have been getting on with the conversion of the "Floerwing" as quickly as possible and hope to have the moorings in place for the arrival of the oil barge. If this is not found possible, owing to shortness of time allowed, suitable and separately. For instance Goodwell Island will soon have no

627. per "Ortega". 2/7/31.

5. ... adequate arrangements will be made for securing the barge safely until these sent out have been put down. I have told Mr Nesve that this will be done and you may wish to advise the Ministry from your end. There will be very little delay, if any, and no anxiety need be felt about the safety of the tanks whilst lying at the temporary moorings we should provide.

11. The ketch "Speedwell" has been put on the beach and thoroughly overhauled. It was found that the caulking of the stem was very loose and that the copper sheathing had been torn off in several places and by effecting repairs we hoped to stop her leaking which was at the rate of 3 ins. per week. It would have been better if the iron shoe piece and the stem band for carrying the rudder had been made of metal as in these waters the galvanic action is very strong. Mr Nicoll will make a metal shoe piece and by fitting the iron rudder with zinc plate which can be renewed from time to time, the galvanic action between the copper sheathing, propeller and iron rudder post, will be greatly reduced.

J. Clark, who was in Stanley received instructions last from Peters as to the running of the engine and she has arrived safely at Darwin on her way to Speedwell Island.

Mr Slaughter reports that she is again leaking rather wool seriously since she arrived. The engine worked splendidly all the way out but the sails are practically useless except for running before the wind and she will not "stay" in the shortest

12. Can you inform me when it will be possible to amalgamate our accounts - Fitzroy Estate and Speedwell Islands with the Farm Account. So far they have been kept separate and have shown practically the true financial position of these Stations, but this cannot now be considered as true as they are not run as separate farms. The large movements of sheep from one to the other which have taken place and which will continue make it impossible to show the profit derived from each one separately. For instance Speedwell Island will soon have no

627. for "Ortega". 2/1/21.

wethers for killing and lambs born there will be shipped to the Fair. Again, lambs have been taken from Fitzroy Estate and sent to Laronia, and wethers from the Fair sent to Sparrow Cove. We could, of course, estimate the values of the different classes of sheep but the three stations are practically one from the farming point of view and it would appear better to run the accounts accordingly, if this is now possible.

13. We learned from the Pacific Steam Navigation Company's circulars that the "Loriga" had been substituted for the "Ortega" due to arrive here on the 6th of August but would not be calling here. This leaves us three months without a mail and after discussing the matter with the Governor I asked you to cable whether the amount of cargo offering was not sufficient to induce her to call in and was disappointed by your reply that she would not call. We have since heard from Valparaiso that she will be calling in for the remainder of the wool, and the "Ortega", on which I had obtained a small space allotment, will not take any produce. The "Falkland" as a lighter and it is most fortunate that she. In No particulars as regards shipping charges for the "Falkland" were received from Messrs Waldron & Wood by the last mail, which was most unfortunate, but I have since obtained information by cable. However, your cable, stating that you are ordering 10,000 cu.ft. of wood from Punta Arenas for the new wool shed has decided us to send the vessel there. We shall be writing by this mail to Mr Hobbs asking him on what date the vessel should arrive there for shipping and receive the wool in the shortest possible time.

Captain Hockly, whose services we have received on previous trips to the Coast, is going home by this mail, and means that Captain Roberts is the only certified man in the Islands. The Government have agreed to J. Walsh being informally examined by Captains Roberts and Hockly for a provisional certificate for the voyage and I shall, if he passes, ask you by cable whether not having a properly certificated man in addition to Captain Roberts,

627, per "Ortega", 2/7/34.

No. 627 per "Ortega" 2nd July 1934.

7.

will affect the insurance of the vessel in any way.

15. I regret to have to report that the "Falkland" on her last voyage whilst passing the Eastern Entrance to Shear Pass, bumped rather heavily three or four times on apparently hard rocky ground. A certified copy of an Extract from the Log is enclosed, together with the Note of Protest, which latter will be extended when Captain Roberts arrives at Punta Arenas for the vessel's Survey.

Captain Roberts states that taking into account the state and time of the tide and the age of the moon there can be no more than approximately twelve feet at Low Water Spring Tides instead of eighteen feet as charted and quoted in Sailing Directions South American Pilot. We are communicating with the Colonial Government in order that they may bring the matter to the notice of the Admiralty.

16. The "Ortega" is due to arrive tomorrow morning with 715 tons of cargo. This large amount will necessitate our using the "Falkland" as a lighter and it is most fortunate that she is in Stanley.

I am, Sir,

your obedient servant,

Remarks on Stores

2 Sailing Copy Final A/c

3 Coasting Insurance April, Manager.

4 West Store Cash Voucher, May

5 Stanley Bonus List 1933

6 Para Bonus List 1933

7 Pacific S.N.Co. a/c to 25th June

8 Darwin Motor Barge - Report on

9 Engine "Gwendolin" Maiden voyage - Report on

10 "Guld" Engine & Boiler - Report on

11 P. F. Shipping Report

12 "Gwendolin" Manifest G.I

13 Camp Manager's Report, May 30th June 28th

No. 627 per "Ortega" 2nd July 1924.

20 Copy: Stock Returns ENCLOSURES.

181 181 181 (Originals per "Magellan" 21.5 24.)

- 22 A Despatch No. 626 19.7.9
- 23 P Journal, March & April building.
- 24 C Stanley Ledger Balances March 31st.
- 25 C Statements on A/cs 23rd May.
- 26 C Remarks on A/cs 23rd Apr., 23rd May & 24th May.
- 27 F Store Indents Nos. 602, 603 & 604
- 28 F Remarks on Stores
- 29 M Mr. Peters' Report on broken Motor Winch 1923 produce
- 30 "Gwendolin" Report J. Smith, Great Island
- 31 Statement of Coal for Whalers "Antonia" Robbery

CORR Memo. for Managing Director re Importation of sheep
 with 160 N.C. May do re. Fire Wood Landing Certificates & Battle Memorial
 Specification "Magellan" Shipment, King "Quanchan"

Originals. Flour ex "Ballena"

- 1 Despatch NO. 627
- 2 Journal May re Shipping re temporary certificates for May "Palikland"
- 3 Cash Book May temporary
- 4 Statement on A/cs P.I.C.A.P.I.O.N.S.
- 5 Remarks on A/cs Coal Skins Tallow Hides.
- 6 Store Indent No 605
- 7 Remarks on Stores
- 8 Whaling Coys' Final A/cs
- 9 Coasting Insurances April, May & June 8
- 10 West Store Cash Voucher, May
- 11 Stanley Bonus List 1923 5
- 12 Farm Bonus List 1923 5
- 13 Pacific S.N.Co. a/c to 25th June 4
- 14 Darwin Motor Barge - Report on
- 15 Engine "Gwendolin" Maiden voyage - Report on
- 16 "Kelp" Engine & Boiler - Report on
- 17 F.F. Shipping Reports 7 5
- 18 "Gwendolin" Manifest G.I.
- 19 Camp Manager's Report, May 30th June 28th

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- 20 Camp Stock Returns
- 21 "Falkland"- Extract from Log & Note of Protest
- 22 Admiralty A/c £239.7.9
- 23 Plan of Millinery Store Building.
- 24 Claim 2 bags Sugar £1.19.2
- 25 Copy of Memo. to Clients re Hides
- 26 Governor's Memo on Sheepfarming Industry
- 27 F.I. Gazette June
- 28 F.I. Magazine Sat July, 1924.
- 29 Memo for Managing Director re Discrepancies 1923 produce
- 30 do do do J. Smith, Great Island
- 31 do do do "Lafonia" Robbery

CORRESPONDENCE.

- With P.S.N.C. Liverpool re Claims asked to request the
- " do Valparaiso re discharging "Huanchaco" next year.
- " do the load of Flour ex "Ballena"
- " Gibbs & Co. re circumstances re do at his wife and two
- " Registrar of Shipping re temporary certificate for Mate "Falkland"
- " Colonial Secretary re with the do of her father and

SPECIFICATIONS.

Mark	Colony	Wool	Skins	Tallow	Hides.
(H G C)		97	8	7	
W P				25	
F B			1		
H & B					8
Heart		4			
E E M					5
H B		44			5
J					4
J B		4	3		
J H D		52	4		
K		3	3		
D & S		8	7		5

RFA Petroleum via Montevideo

3rd July, 1924.

Sir,

I beg to acknowledge the receipt of your numbers 1247 and 1248, dated 2nd July, 1924, regarding the proposed leave of absence of Captain Roberts. The Managing Director, London.

Dear Sir, Captain Roberts has asked me to request the Board to grant him leave as early as possible next year, after the last trip of the "Falkland".

The circumstances are that his wife and two children are at home: he wishes to settle up financial affairs in connection with the death of her father and also make arrangements for their return with him to the Colony.

I recommend, taking all the circumstances into consideration, that it will be an advantage for him to be in England at about the same time as Mr Slaughter and myself.

I shall be obliged if you would let me know the Board's decision.

Yours faithfully,

Manager.

Some difficulty was experienced in starting the cylinder engine onboard, for working the pump, on to the air reservoirs which provide the initial compression, being leaking, but this has now been rectified. We find that we can handle one hour (500 tons) per day weather permitting, and have at this date discharged approximately 3,000 tons since the 31st inst. We expect to report that the "Kelp" is really rather under-powered for the job and

Petroleum
The Admiralty would be certainly impressed of this as while we
can guarantee to receive the oil, perhaps with a little delay, we will
not be able to issue it expeditiously to a warship in a case of
emergency. In view of this, they may decide to send out one of
their own tankers or a self-propelled barge such as an "Underdog" is
used in the West Indies.

JULY 31st 24.

628. R.F.A. PETROLEUM, via Montevideo

As regards salary, I have agreed to pay him £12.10.0 per
month and an allowance of 8 tons of coal per annum, as it is not
possible for him to obtain coal on the other side of the harbour. That

I beg to acknowledge the receipt of your numbers 1247 and
1248, which arrived per "Ortega" on the 2nd July.

2. 1247.4. The 500 ton oil barge, in tow of R.F.A.
"Petroleum", arrived here on the 15th instant. The actual
mooring gear on the "Fleetwing" had been finished, but the moorings
had not been put down. This will be done as soon as the
"Petroleum" has sailed.

The barge, which we were rather surprised to find was
not a new craft, arrived here with about four feet of water in the
fore compartment. This has been pumped out and at the time of
writing the source of the leak has not been located but she now
does not make more than one inch per day. Her shell plating
badly needs sealing outside and there are a good many dents

3. 1247.10. It is noted that George Gosler, who is now in
the United Kingdom, has been granted a pension of £17 per annum.
apparently not been caused recently. The shell plating is in
fairly good condition but the rivets show considerable
corrosion. Inside, the hull is in fairly good condition with the
exception of the after compartment which needs sealing.

Some difficulty was experienced at first in starting the
cylinder engine onboard, for working the pump, due to the air
reservoirs which provide the initial compression being leaking,
but this has now been rectified.

We find that we can handle one load (500 tons) per day
weather permitting, and have at this date discharged
approximately 3,000 tons since the 21st inst. We regret to report
that the "Kelp" is really rather under-powered for the job and
Managing Director.
London.

228. That while she is able to tow the barge in most weathers, she is too light and low-powered to keep her properly under control.

The Admiralty should be certainly informed of this as while we can guarantee to receive the oil, perhaps with a little delay, we might not be able to issue it expeditiously to a warship in a case of emergency. In view of this, they may decide to send out one of their own tugs or a self propelled barge such as we understand is used in other places.

As regards Stacey, I have agreed to pay him £12.10. per month and an allowance of 8 tons of coal per annum, as it is not possible for him to obtain peat on the other side of the harbour. There is a certain amount of peat near his dwelling house at present which was conveyed there by locomotives and this should last him one or two years.

Neither he, nor anyone else in the Islands, has any knowledge of diving, and the moorings, if not examined by H.M. Ships will have to be lifted for examination as often as the Admiralty require, but we suggest, with our experience of the "Great Britain's" moorings before us, that once every two years should be ample.

I have discussed the question of taking over the installation with Mr Neave and it has been decided to do so sometime before he leaves in October/ at present he still has a considerable amount of "clearing up" and minor works to do on the property.

3. 1247.10. It is noted that George Bowles, who is now in the United Kingdom, has been granted a pension of £37 per annum.

4. 1247.21. I was interested to receive the copies of correspondence with the Colonial Office with regard to the establishment of regular steamship service between the Colony and the Dependencies. As far as we are concerned the idea is, of course, quite impracticable for as you point out, the "Falkland" is fully engaged in wool collection at the very time when she would be required to go away. The Governor, in his speech to the Legislative Council, stated that he was going to ask the members to vote him a certain amount to be paid to the Tonsberg Whaling Company for the services of a whale catcher for this service; the cost for the present anyway, coming out of the Dependencies funds.

Petroleum
628. per *min* - *R. R. R.*

5. It is noted that an order for the Bodie Creek Bridge has been placed and that we may expect delivery in about four months. I have had several talks with Mr Neave, who at first thought it might be advisable to ask for an erector to be sent out, but on learning that Peters has had two years experience of iron erection he now considers that this is not necessary. Peters is quite confident that he can carry through the job and this will mean a great saving in the wages of an erector, which would be high, and passages.

On the 14th ulto. I wired that Mr Neave strongly recommended that pitch pine decking should be shipped out, as Sandy Point wood is far more liable to twisting and expansion. I assume that, if it is decided to do this, the decking will be cut to lengths ready for putting down. Your engineers will also be able to say how much Portland Cement for the Foundations and paint for the Bridge should be sent at the same time. In addition we should have sent out sufficient tar for treating the decking before it is put down.

One point Mr Neave was insistent upon, and that was, that all components should be clearly lettered in accordance with the key drawing. This is the usual practice, but, if not done would involve a lot of unnecessary labour and waste of time.

6. 1247. 23. As instructed, I have advised Mr Slaughter that an agreement has been come to with Mr James Smith and that he has accepted \$500 for all property and materials left by him on Great and other Islands.

7. 1247. 24. I note that it has been decided that, in future, all cargo has to be tallied Ex.P.S.N.C. vessels and this will be commenced with the next vessel calling. The position, as stated by you, is correct, namely: that in the past, everything has been subordinated to giving quick despatch to their vessels. We have not tallied in order to effect this, and, as a result, have suffered pecuniary loss when it came to the question of claims. I cannot help saying, however, that we have our attention, also your instructions under

628. per Wm. 31/7/24.

that part of the loss so suffered has been due to the negligent way in which the Liverpool Office have dealt with our just claims and those of other consignees. As a result of this we have eventually had to accept a compromise when the full amount should have been paid.

Now that a definite course of action has been decided upon as to the future, a criticism of the Pacific Company's letter to you of the 11th April, serves little purpose and little need be said beyond pointing out that Mr Whiteside arrived with a definite policy which he wished carried out, and that no amount of argument would have convinced him that possibly what may be described as "a little give and take" has worked in the past to their advantage. The Pacific Company are of course, quite incorrect in stating that cases of pilferage in our lighters have come to light and no cases of cargo such as oil, wood, etc. being taken from the decks of lighters has been brought to our notice.

There is no doubt that the correct solution of the problem is to deal with cargo as in other ports and not, as you say, sacrifice our own interests in favour of the Pacific Company. It now only remains for us to provide the best tally we can, but it should be realized by the Board that they can only be obtained from among our more or less ignorant labourers.

It is quite possible that captains may be annoyed owing to delays being caused by tallies having to be agreed. This however will be ignored and as I advised you in my 627/0 we shall not, in future, enlarge our draft by taking them to Port William unless the weather is extremely favourable. We are short of lighters as it is and I take it that the Board will support us in this seeing that we should obtain no satisfaction from the P.S.N.C. in case of any loss.

8. 1248.ACCOUNTS. I am glad to learn that the accounts were found to be in order and the recommendations made by the auditors have our attention, also your instructions under

Petroleum

528. Mr. ...

Practically the whole of the remainder are persons who pay various headings.

SPEKRELL ISLAND. J. Clarke, owing to pressure of work

and not quite realizing what was required failed to take stock of materials on hand at the end of the year and we therefore had to estimate the value. This we were able to do fairly accurately as very little of the material which had been shipped out had been used. It has been explained to Clarke that these particulars are essential.

MAIL AGENCY AND LIGHTERAGE A/Cs.

I have to thank you for your instructions under this head and there is no doubt that by running these accounts on the new lines suggested we shall be able to obtain a far better idea of the whole question of shipping. From the first of July the Mail Agency account has been changed to Pacific Agency and the necessary adjustments will be made to show the true position from the beginning of the year both in this account and the Lighterage Account.

LIGHTERAGE, HULKAGE, ETC.

My remarks, as to not receiving consideration on various shipments, should have been included under Mail Agency.

STORE AND BUTCHERY DEBTORS.

These accounts are always receiving our attention as the Board's views are fully realized. We are, however, practically down to bed rock as regards reducing the amount of credit outstanding at any one date, unless persons who have enjoyed the benefit of the credit system for years and who settle regularly are in future to pay cash.

I am enclosing the usual List of Debtors by this mail and it will be seen that there is an increase of £119 on the amount owing at the end of the year. This is due to the Colonial Government owing us £123 at the 30th June whereas on the 31st December last their indebtedness was only £129. As you will see from the remarks £250 was paid off the larger accounts as soon as the bills were sent out early in July -

Petroleum

628. per ~~xxxx~~ 31/7/24.

- practically the whole of the remainder are persons who pay their June account during the following month.

The two cases to which attention is drawn, those of Captain Hockly and T.A. Hall, the Colonial Dentist, are of course ridiculous. I am glad to say however, that Captain Hockly settled all of his accounts with us before leaving the Colony. As regards Mr Hall, his credit has been stopped for a considerable time and he is now making payments of £10 in reduction of what he still owes.

LONDON OFFICE CASH A/c. has been renamed London Suspense Account as instructed.

9. As reported in a letter to the Honorary Secretary of the Falkland Islands Battle Memorial Fund, permission has been given by the Governor for the erection of the Memorial on Victory Green.

10. I have to thank the Board on behalf of all the Company's Officials concerned for the readjustment in the matter of salaries, with which all are completely satisfied.

11. In continuation of 627/14, I am glad to say that J. Walsh passed the examination for temporary mate of the "Falkland" for her voyage to Punta Arenas and I cabled on the 11th instant, asking whether the fact that being only a provisional ticket, the insurance of the vessel was effected, and if the wool required for the new wool shed had been ordered from Hobbs.

The question of whether we should not have a man with a Home Trade Certificate for mate of the "Falkland" needs consideration. Captain Roberts is now the only certificated man in the Islands and should he at any time during the wool lifting season be ill, we should be in difficulties. We have come to the conclusion that we shall risk this next season, as if the Board grant Roberts leave next year, he would prefer to obtain a man himself.

12. We never received a contradiction of your cable of the 11th June stating that the "Loriga" would not call and trust that the Liverpool Office advised you in time to get a mail away.

Petroleum
628. per "MAM": 31/7/24. 7.

I had already asked Valeriano if she was calling and they advised that she would and that she had already left Swansea - on the 25th June. She is due in to-day and will take the remainder of last season's produce - about 752 bales.

13. I have seen the Governor several times about the message sent to him from the farmers as the result of their meeting and transmitted his reply on the 24th inst., from which you will see that he is very disappointed that Mr Munro's views were not sought before further importations from the Coast were made. He explained to me that he could not ask the New Zealand Government to allow Mr Munro to visit Patagonia but hoped that it would be possible to arrange for farmers to meet him in England. The date of his departure from the Colony has not yet been fixed.

14. I enclose a copy of the Governor's speech to the Legislative Council - the copy, which is rather soiled, is the only one obtainable; others will be forwarded as soon as printed.

I am, Sir, sincerely to you which are of me to you, either as per your obedient servant, have not intended for anything simply because we could obtain it cheaply. All the items making up the 2500 guineas referred to above are absolutely required by us, mainly for the extension to the Green Jolly. Several of the larger items, such as timber, tramwheels, stone crushing machines, etc. are absolutely necessary for the erection of the bridge and can be utilized for other works after this has been completed.

The "Petroleum" will leave to-morrow morning having discharged her cargo of oil. Full particulars of the discharge, including cost of labour entitled will be forwarded by the first opportunity.

I am, Sir,

Your obedient servant,

The Managing Director,

M. R. G. F.

No. 628 per R.F.A. "Petroleum" (via Monte)

RESOLUTIONS.

R.F.A. "PETROLEUM"

via Monte.

6th August,

24

629..

Journal Day

Sir, sent on A/c. 1st & 4th July

My previous despatch was written to be mailed by the "Loriga" via Valparaiso, but owing to the sailing date of the "Petroleum" being advanced it has been kept back to send by this opportunity, which will reach home quicker.

2. I have to confirm my cable of the 2nd instant, stating that I required the Board's sanction to the expenditure of about £800 on machinery, materials and timber to be purchased from the Naval Depot. It was unfortunate that I was not able to give you some idea of what we should require before, but, it has only just been made known what has been reserved for the Colonial Government. I enclose a statement showing what the machinery, etc. is required for primarily, and also, to what ultimate use it will be put. We have restricted ourselves entirely to items which are of use to us, either as plant or for re-sale, and have not tendered for anything simply because we could obtain it cheaply. All the items making up the £800 (since reduced to £700) are absolutely required by us, mainly for Bodie Bridge and extension to the Goose Green jetty. Several of the larger items, such as timber, tramrails, Stone crushing machines, etc. are absolutely necessary for the erection of the bridge and can be utilized for other works after this has been completed.

3. "The Petroleum" will leave to-morrow morning having discharged her cargo of oil. Full particulars of the discharge, including cost of labour entailed will be forwarded by the first opportunity.

I am, Sir,

Your obedient servant,

The Managing Director.

Manager.

No.628 per R.F.A. "Petroleum" (via Montevideo)

ENCLOSURES.

- 20. Duplicates. (Originals per "Ortega" 2.7.24.)
 - Despatch No.627
 - Journal May
 - Statement on A/cs. 1st & 4th July
 - Remarks on A/cs 2nd July
 - Store Indent No.605
 - Remarks on Stores
 - Coasting Insurances June
 - Stanley Bonus List 1923
 - Darwin Motor barge - report on
 - "Kelp" engine & boiler - report on
 - Memo for Managing Director re J.Smith Great Island
 - Colonial Salary re Estancia Robbery

Originals

- 1 Despatch No.628
- 2. Journal June
- 3. Cash Book June
- 4. Statement on A/cs
- 5. Remarks on A/cs
- 6. Store Indent No.606
- 7. Remarks on Stores
- 8. Store Ledger Balances & Remarks on debtors
- 9. Butchery Ledger Balances
- 10. Stanley Ledger Balances
- 11. Best Store Cash Voucher June
- 12. Falkland Manifest L15.
- 13. Store Freights "Falkland" June Qu.
- 14. do "Gwendolin" do
- 15. Fitzroy Bonus List 1923
- 16. F.I. Shipping Report
- 17. Abstract Colonial Managers Salary 1923
- 18. Speedwell Island Materials on hand 31.12.23
- 19. Claim Paraffin "Laguna" \$25.1.6 - Protest attached.

APPENDICES.

ENCLOSURES

2.

20. P.S.N.C. 170 30th July 1934

21. Return of Establishment & Wages June Qr. Stanley

22. do do Notification per do Loriga. Fitzroy

23. Originals do do Darwin

24. F.I. Magazine No. 829.

25. F.I. Gazette 1st July 1934

26. Governor's Speech 23rd July 1934

27. Memo. for Mr Edwards - re Saddle Memorial Fund.

28. do do Remarks on game Hides.

29. do do Game Manager - re Discrepancies in 1923 Produce.

30. do do Managing Director, re Hides and Speewell Island.

3. CORRESPONDENCE.

with George Hunter & Co. Ltd. re Sheep Surplus.

• R.C.P. Evans.

10. Statement re Tender for Machinery etc. at Naval Depot.

• Colonial Secretary re Certificate "Palmland" etc.

• do Correspondence Dr. Baker's Report.

• do Colonial re Hooliganism at Gillian Point.

APPROPRIATIONS.

SPECIFICATIONS.

Mark.	Wool.	Skins.	Tallow.	Hides.
N.P.	-	-	-	6
R.B.C.	35	3	-	24
W.K.C.	-	-	18	-
F.I.C.	-	-	123	-
N.A.	11	-	-	-
S.I.	21	-	-	-

E N C L O S U R E S.

Despatch No. 629. per R.F.A. "Petroleum". 6th August 1921.

H.M. Duplicates.

600. Specification per "Loriga".

Originals.

1. Despatch No. 629.
2. Statement on accounts.
3. Remarks on Accounts.
4. Store Indent No. 606. (Supplementary).
5. Remarks on Stores.
6. Camp Manager's report. August 4th 1921.
7. West Store Cash Voucher. July.
8. "Gwendolin" - manifests for Voyages 4.2 and 3.
9. List of Bonus, "Palkiani" and "Gwendolin".
10. Statement re Tender for Machinery etc. ex Naval Depot.

Correspondence.

With Colonial Secretary re Light on William Point.

SPECIFICATIONS.

<u>MARK.</u>	<u>WOOL.</u>	<u>SKINS.</u>	<u>TALLOW.</u>	<u>HIDES.</u>
N.A.	24	-	-	2
A.P.	5	-	-	2

The statement showing the amount of oil received, on which the Admiralty should pay the EMS. is enclosed, together with the Return of Receipts & Issues which they require to duplicate.

We have received instructions in connection with the handling of the oil, a Log Book, Forms showing Return of Receipts & Issues of oil, and forms for Delivery to vessels. Mr Neave informs me that he has suggested to the Admiralty that they should inform us what they require as regards the administration of the plant, such as periodical reports,

The Managing Director.
London.

H.M.S. "DAUNTLESS".

August 30th

21.

630.

boiler tests, inspections of machinery etc., but so far nothing has reached us. They should be asked for a supply of official forms and stationery in order that we may furnish the required information in the manner they require. It is very important that we should know exactly what is required of us otherwise trouble is likely to arise. Sir, since of His Majesty's ships visiting the port, you will doubt I have to confirm my Despatches Nos. 628/9 which were mailed by the R.F.A. "Petroleum", via Montevideo, on the 7th instant. Mr Neave has decided to meet with the Depot at Lima the 2nd of Jan and to be able to report that our original estimate of the cost of receiving oil turns out to be very accurate. The particulars regarding the 5880 tons received from the R.F.A. "Petroleum" are as follows:-

comple from Admiralty. 1/- per ton. By agreement to pay for the conveyance on 5880.2 tons received" and the £269.10s 9d of the Loss:- should well cover our expenses in this matter

and for Labour. Engineers and Navigators, not yet received credit Marine Support. 77. 9. 3. 15. - - -

Chief Engineer. fitting 15. - - -

obliged Use of "Kelp" and Motor Boat. 30. - - - 137. 9. 3.

appreciation of the valuable information given us by the Chief Engineer of the "Petroleum" £137. 9. 3. 11.

The statement showing the amount of oil received, on which the Admiralty should pay the £269. - - 2. is enclosed, together with the Return of Receipts & Issues which they require in duplicate.

We have received instructions in connection with the handling of the oil, a Log Book, Forms showing Return of Receipts & Issues of oil, and forms for Delivery to vessels. Mr Neave informs me that he has suggested to the Admiralty that they should inform us what they require as regards the administration of the plant, such as periodical reports,

The Managing Director.
London.

130. per H.M.S. "Dauntless" 20/8/24.

boiler tests, inspections of machinery etc., but so far nothing has reached us. They should be asked for a supply of Official forms and stationery in order that we may furnish the required information in the manner they require. It is very important that we should know exactly what is required of us otherwise trouble is likely to arise with Captains of His Majesty's Ships visiting the port, who will doubtless be requested to report on our administration of the Oil Depot.

Mr Neave has decided to hand over the Depot as from the 1st of September and our remuneration should commence from that date.

The laying down of the moorings for the oil barge, which has been unavoidably delayed, has now been completed. The £550, which the Admiralty agreed to pay for the conversion of the "Electwing" and the putting down of the moorings should well cover our expense in this matter and leave something in hand. We have not yet received credit for this amount.

If you are writing to the Admiralty I shall be obliged if you will convey to them our very great appreciation of the valuable information and assistance given us by the Chief Engineer of the "Petrolona", in connection with the working of the oil barge.

You will observe from correspondence enclosed that we were not at all satisfied with the hand maps for the compressed air starter on board the oil barge and Mr Neave is referring the matter to the Admiralty with a view to them supplying a more powerful form of pump. The two cylinder Bolinder Engine starts by air compression furnished by air containers and unless we have really reliable pumps to obtain the necessary compression we are unable to start the engine at all.

The following is proposed: The water pump will be above Stanley, which by carrying off the surplus water from the hills, will prevent the overflowing of the tanks.

430. per H.M.S. "Dauntless". 20/5/21.

3.

3. In continuation of 629/2, I have to advise that we were only successful to the extent of £528. when tendering for Admiralty machinery and materials. Unfortunately we were outbid for two stone crushing machines which we needed for Bodie Bridge, and a concrete mixer, which we shall also require, was taken over by the Colonial Government. We have, however, obtained a great quantity of very useful material at a low price.

4. At a recent meeting held in the Town Hall, the Governor explained that he is going to ask the Council to vote £20,000. for improvements in Stanley, consisting of a water supply, drainage system, and road improvements. The expenditure on the original scheme, as drawn up by Mr Neave amounted to £80,000. but such sum is considered out of the question.

A proper water supply is the first consideration and it is proposed to run a pipe line from a "stone run", containing a spring, above Bender's Farm, in Moody Valley, to a reservoir containing 350,000 gallons, which will be excavated in the Company's Dairy Paddock, in proximity to the Magazine. The necessary piece of land will not be of any extent, and which use to us as feed, furnishes the required height for the reservoir, into which the water will run by gravity, and is the only site where there is a sufficient quantity of bedding clay. The water will be filtered by a sand drifting filter before entering the reservoir, receiving additions of lime and alumina if found necessary. The water in the reservoir will then gravitate to fountains in John Street, and, about 28 Fire Hydrants in various parts of the Town. The minimum supply is expected to be 7 gallons per head per day rising to about 30 gallons in times of plentiful rainfall. Householders who wish water laid on to their houses may connect with the mains at their own expense paying a small annual water rate.

The second consideration is the drainage system, and the following is proposed: Two catchment gullies will be cut above Stanley, which by carrying off the surface water coming down the hills, will improve the condition of the back yards

630. per U.S.S. "Dauntless" - 30/8/23.

and gardens which are seas of mud after heavy rain or snow.

Subterranean drains will be put down for the carriage of surface and stop water which will be conveyed below low water mark by means of pipes. This system is capable of conversion into a water borne sewage system and it is hoped that this may be effected in the future; meanwhile an incinerator is to be purchased and better methods of scavenging adopted. The improvement of the roads will then be taken into hand.

The whole question has been very carefully considered for two years and, of several schemes suggested by Mr Neave, it has been decided that the above, of which only an outline has been given, is the only one which can be carried out with the

- 1. Funds at the disposal of Government.
- 2. It is absolutely essential that we should be supplied with a concrete mixer of one quarter of a yard capacity and a Stone Crusher to suit the Mixer with a lower unit to drive the two machines. Mr Peters suggests that these should be obtained from Messrs The Hansome Machinery Company of 11/13 Grosvenor Gardens, S.W. and sent out by the first possible opportunity. There is a tremendous amount of concrete mixing and stone crushing to be done at Botic Bridge which must be done by machinery. This machinery will, of course, come in useful for all kinds of work in Stanley after the bridge has been completed. It is also essential that you should have a Hand Operated Cork Drilling Machine, complete with fixing wedge and some drills.

In 1918/19 I reported that I had applied to the Government for a refund of Export Duty on wool of the 1922/23 clip, which was not shipped in this year and it was hoped that the Government would take an equitable view of this matter. They have replied, however, after full consideration they have decided that no refund will be made. As the result of our clients, I am going to make one further appeal, but it is very doubtful if anything will be gained by so doing.

I am, Sir, your obedient servant,
Manager.

Duplicate. (Originals per U.S.S. "Dauntless")
Despatch No. 630
Statement on Accounts
Remarks on Accounts
Store Incident No. 606 (supplementary)
Remarks on Stores
List of Bonds "Talkies" & "Mechanics"
Statement re tender for Machinery No. 606 (supplementary)
Originals.

Colonial Secretary
I am, Sir, your obedient servant,
Manager.

Despatch No. 630 per H.M.S. "Dauntless"

ENCLOSURES.

Duplicates. (Originals per R.F.A. "Petroleum")

Despatch No. 629

Statement on Accounts

Remarks on Accounts

Store Indent No. 606 (supplementary)

Remarks on Stores

List of Bonus "Falkland" & "Gwendolin"

Statement re tender for Machinery & ex Naval Depot.

Originals.

1. Despatch No. 630
2. Cash Book, July
3. Statement on A/cs
4. Remarks on A/cs
5. Store Indent No. 607.
6. Remarks on Stores
7. Coasting Insurances, July
8. List of tenders accepted by Admiralty Depot
9. Abstract of Steam Plant.
10. Data of Oil Fuel discharged from R.F.A. "Petroleum"
11. R.F.A. "Petroleum" - Statement of particulars of tank measurements at Ports of loading & discharge.
12. Weekly Return of receipts & issues of Oil Fuel ex Depot.
13. Admiralty A/c. £11.16.10
14. Coal A/c. to 18.8.24
15. F.I. Shipping Report.
16. Copies of Governor's speech 23.7.24 (two)
17. F.I. Magazine, August
18. F.I. Gazette, August 1st
19. Memo for Managing Director re adjustment of salaries.

CORRESPONDENCE

with Officer i/c Naval Works re compression pumps on oil-barge

" Colonial Secretary re renewal of lease, Dean & Co

" do do

refund Export Duty from the Naval
reduction in fares of Camp children
per "Falkland"

" do do

... I do not like running the risk of carrying out
 ...

The Government would not allow the inscription of
 ...

"Ortega". September 30th 21.

631. which you will observe that the precise notice and various
 particulars must be given before applications to insert will
 be considered.

Sir, although nothing yet has been definitely decided

I beg to confirm my Despatch No 630 which was mailed by
 H.M.S. "Dauntless" on the 20th ulto.. I have nothing to acknowledge.

2. The "Walkland" sailed for Punta Arenas on the 20th
 August for her periodical survey and as I have heard nothing
 from Captain Roberts to the contrary I assume that everything
 is proceeding satisfactorily. I instructed Captain Roberts,
 before his departure, that should the estimates for the work
 to be done appear to exorbitant, or, any major points arise,
 he should communicate direct with you, in order to save time
 and unnecessary delays.

I passed on to you, in my cable of the 12th instant,
 Roberts's message stating that the vessel was expected to refloat
 on the 16th instant and that the total cost of docking, painting
 and repairing would be slightly under £2000-. This amount
 appeared so extremely reasonable that there can have been very
 little repair work necessary. His later message to the effect
 that she would not refloat until the end of this month, owing to
 a new stern tube having to be made, came as a disappointment.

In reply to your cable of the 19th ulto. enquiring
 whether we could bring over wood for clients I replied that all
 space was already booked. I had already ordered a large amount
 of wood which is badly required and there was in addition a
 fair amount in Punta Arenas for the Colonial Government which
 I had agreed to bring over. In addition to the timber there
 will be several animals and also a deck load of petrol, for
 which I had shipped over steel drums, purchased from the Naval

Managing Director.
 London.

No. 521. 10/10/21. 30/9/21.

- 2 -

Craber, as I do not like running the risk of carrying case
 patrol. The Government would not allow the importation of
 Mr Luxton's horse as the Livestock Regulations had not been
 complied with. A copy of these have been sent you, from
 which you will observe that two months notice and various
 particulars must be given before applications to import will
 be considered.

3. Although nothing yet has been definitely decided
 upon, it is practically certain that the Government, acting
 upon Mr Munro's advice, will expend a fairly large sum on
 experimental farming. Without anticipating Mr Munro's report,
 which will deal with both questions of Livestock and
 Agriculture, I am permitted to say that he considers that a
 great deal of improvement can be effected in both directions,
 but that experiments should be made on sound lines. With this
 in view it is proposed that the Government acquire a block
 of land which shall contain, as nearly as possible, fair
 samples of the various types of ground the farmers have to
 contend with:— dry, marshy, diddle-dee, ferns and eaten out
 camp.

When the Governor first asked me to see him on
 the subject the idea was to acquire either from ourselves
 or Mrs T. Robson, about 1,500 acres, but, it has been found
 that the various types of camp required are not contained
 in such a small area. It is proposed to do quite a good deal
 in the way of agriculture, such as the growing grasses, oats
 and turnips (for winter feed) and, in fact, try to ascertain
 what can and what cannot be done with different kinds of
 ground. It is anticipated that such an experimental farm will
 be self supporting after three years.

Now that various localities have been inspected
 it is practically certain that the Government will ask the
 Company to exchange Block 5, consisting of six thousand acres,
 situated at the extreme North of our Port Louis Section for

Darwin Harbour and Port Sussex Government Reserves. The Governor explained to me that he does not wish to purchase the land as the purchase money could be better spent on the experimental farm, and, suggests that the Board will be agreeable to the exchange which works out as follows:-

Government acquire Block 5. 5,000 acres.		
Loss sold by Vera Parks to Mrs T. Robson.	160	5,840 ac.
Company acquire:-		
Darwin Reserve.	3,000	
Port Sussex Reserve.	2,224	5,224
Loss to Company by Exchange -		616 acres

(The annual rental of the two reserves paid by the Company is £21.15.4.)

The Governor has pointed out that the Block 5 has been chosen only because it contains the different types of camp required. The 'pros' and 'cons' can I think be stated as follows:- Two Government Reserves in the heart of our camp, which have been the subject of controversy in the past, will be abolished, together with the small annual rentals; the experiments will be carried out on ground similar to a great deal of our own camp and all such experiments can be closely followed owing to the experimental farm being on our borders. We also give an earnest of the Company's desire to assist the Government in effecting improvements as regards the staple industry. Against the exchange, we have the question of losing pasturage for about 1,100 sheep and a loss on the exchange of six hundred and sixteen acres of land. As regards the loss of pasturage the Government point out that if they are able to obtain favourable results from the experiments, especially in connection with the re-grassing of hard camp areas from which nutrient grasses have been eaten out, the loss of Block 5 would become after a few years practically negligible.

It is intended that all experiments will be carried out under the supervision of a man from New Zealand with perhaps one extra hand. I have not attempted to outline what

form the experiments will take as Mr Munro's report and suggestions will be published as soon as possible but I would be glad to receive the views of the Board, which will assist me in future discussions with the Governor.

I cabled you on the 21st ulto. that the Rock Hand Drill for work at Bodie Bridge could be obtained from Messrs Jones, Burton & Company, of Liverpool - this is considered suitable by Mr Neave and Mr Peters. The latter has recently been out to the site and, since his return, has erected a large iron caisson which will be necessary for the foundations on one side of the Creek. This, which was made from steel plates, purchased from Mr Neave at an absurdly low figure, has now been taken adrift and will be shipped out next chance with an iron shed also purchased from Mr Neave. I have already shipped out a large derrick to the site which will be erected as soon as the temporary cockhouse is finished, which will be in a few days time. Once the derrick is in place we can land all material actually on the site, thus obviating boating everything from Goose Green.

As present I see why a start on foundations and the causeway should not be made during the middle of October but we may be faced with a shortage of labour, as unfortunately the Government have already engaged suitable men, for their improvement schemes.

5. I am enclosing by this opportunity Deeds of Conveyance in respect of the exchange of land on the North side of Stanley Harbour, referred to in Mr W.L. Harding's letter of the 22nd of March 1923. Kindly return a copy of each after the Company's seal has been affixed.

6. In continuation of my 628.4. I have to advise that the Government have entered into a contract with the Tonsberg Whaling Company to subsidize a vessel of 116 nett tonnage for communication between the Colony and the Dependencies, for a period of two years at the end of which

The question of renewal will be considered. I think it extremely doubtful whether it will be a paying proposition but will doubtless be of considerable value to the Colonial Government in the matter of communication. The Governor, in his speech to the Legislative Council, stated "that the renewal will depend to some extent on whether the people of the Colony are prepared to take full advantage of the opportunity of extending their trade by selling meat and vegetables at reasonable rates". As far as we are concerned we already have Stanley as a market for our mutton sheep and vegetables and it would not pay us to put more ground in Stanley under cultivation. A copy of the Government notice giving all particulars is enclosed.

7. You will have learned from my cable of the 1st inst. that the Shaw, Saville and Albion Company have agreed to provide shipping facilities from New Zealand to the Colony for the transport of Stock and merchandise if reasonable inducement is offered. The freight payable on not fewer than three hundred live sheep would be £5 per head, the shippers to provide fittings and fodder.

As it may be decided to get sheep from New Zealand of obtaining supplies from there, I have gone fully into the question with Mr Munro, but judging from the price lists which I have seen everything is rather dear. Mr Munro informs me that although there are several reputable firms we could rely on we cannot do better than do business with Dalgety & Company who have Offices in Wellington, Christchurch, Auckland and Dunedin. I enclose a list of various products with the names of suppliers, suggested by Mr Munro and if sheep are brought over we might ask for a trial shipment of some of the items given, especially hay, alfalfa, potatoes and onions; it all depends on the prices however, and we are not able to get any reliable information as to these.

8. As I anticipated the Government will not reconsider the question of allowing a refund of Export Tax

Nb 631. per "Ortega" 30/9/24.

on the wool awaiting shipment prior to the 1923/4 shearing.

9. It is regretted that the word "SHIPMENT" contained in your message of the 16th of July was deciphered as "shipment per steamer during December/January" and on receipt of your cable pointing this out I saw the Governor and explained the mistake. It is curious, but I think that this error in decoding may have been for the best as may have influenced the Governor in obtaining permission for Munro to visit the Coast farms, which it is now possible he may do, on his way to England.

10. I have to report that in accordance with the Board's sanction already granted, I have given permission to J. Walsh-Senr. the Company's Navy Foreman, to erect a house on a half-acre plot next to that already sold to F. Dettleff.

P. McPherson, Company's Pensioner, who has two sons in our employ has applied for another plot, but I have not given him a definite reply, and await the Board's decision. I see no objection to his having a plot however, as there are no means of forcing the owners of the houses to always retain them for their own use or for Company's Employees, and, we are certainly relieving the housing question which is still serious.

11. The "Gwendolin" has been running the whole time since the "Falkland" has been away, but I am not as far forward with clearing Stanley of cargo as I would wish. Darwin and Walker Creek are well supplied and the next trip will be to North Arm with the majority of farm materials, stores and some of the furniture for the Assistant Camp Manager. The new house for there has not yet been sent out but will go out directly the foundations are prepared. I hope to get the West farmers away by this vessel a week after the arrival of the "Ortega" due in tomorrow.

12. The absence of the "Falkland" has enabled us to get on with a great deal of necessary work on moorings and lighters and a long spell of dry weather has allowed of a start being made on painting ashore which was badly needed.

13. I cabled you on the 5th inst. that the Government would be glad to purchase the Sullivan House jetty and hulk "Thelma" for the sum of two hundred pounds and recommended the Board to accept that figure. It is, as previously pointed out, useless to us where it is but the materials would be useful to us. There would, however, be a great deal of labour involved in taking it to pieces and we should be probably asked to blow up the hulk after as much as possible had been removed as it would be a danger to small craft.

I have received your cable of the 26th inst. informing me that the Board have sanctioned the sale of the jetty and deeds for the transfer of the property will be forwarded at a later date.

14. The message referred to above contained the information that so far only two stations had decided to import rams from New Zealand, viz: Parks Brothers 40 and J.J. Felton's Estate 10. On receipt of this message I had an interview with the Governor and he tells me that he thinks that Mr George Bonnor and Mr R. Greenshields may make up the required numbers of 300 sheep, in which case other farmers here will be able to see the type of animal we are likely to obtain from New Zealand. If, however, it is arranged that a vessel should call I will advise you in case the Board wish to obtain a trial shipment.

Your instructions as to awaiting your letter before taking any steps as regards a new lighter are noted.

15. I cabled you on the 29th, in reply to your enquiry, to do nothing as regards the Darwin Motor Boat. I have gone thoroughly into the matter with Mr Slaughter, Peters and McNicoll and it is evident that we could not thoroughly repair the boat under from £400 to £500, and it is not worth spending this amount on a craft which is unsuitable for the work she is required for, she is useless in moderately rough weather both on account of her build and being under-engined.

No 681. per "Ortega" 30/9/24.

- 8 -

The main reason for scrapping her is however, that by reorganizing the whole question of boating at the Farm stations we can, I am sure, effect a very great economy in what is an expensive item, and I would make the following suggestions.

Firstly, we require a boat about twice as big as the "Speedwell" for the islands in the Sound. Mr Slaughter tells me that she will only carry about one hundred and fifty sheep which is a very small number - a boat carrying about three hundred will reduce the number of trips considerably. If we get a good seaworthy boat capable of carrying that number the "Speedwell" could go to Darwin where she would be quite capable of doing all the work there and the three boats at Darwin at present, the Darwin Motor Boat, "Governor" Motor boat and the cutter "Flora" could be abolished. It is absurd keeping three boats there when one efficient one will do the work.

I certainly think it essential that we should have a larger vessel for the Sound if the work in connection with the islands is to be done expeditiously.

The Governor has appointed me provisionally a Member of the Legislative Council, pending the submission of my appointment for confirmation and His Majesty's approval.

Mr George Bonner has been appointed to the Executive Council.

The Government have agreed to the payment of £20- per annum to the Company as remuneration for our handling of mails ex overseas vessels. This should fully compensate us for the work performed.

In answer to your cable of the 1st October concerning coal for whalers, I replied that our utmost capacity at the beginning of December would be for 900 tons Welsh coal and 300 tons House coal and that we should require a further shipment at the end of March owing to the "Falkland's" requirements.

In contracting to supply the whalers with 2,000 tons in April it will be seen that we have insufficient storage capacity unless the 2,300 tons are in Stanley only a short time before the factories arrive from the South.

The following will make this clear:-

Coal in Stanley. 30th Sept. 1924.	1,200 tons.
arriving early December.	<u>1,200 "</u>
Less used in interim.	2,200 "
	<u>300 "</u>
Storage capacity filled in early December.	<u>2,300 "</u>

Of this 2,200 tons, 300 is House coal leaving only 1,900 tons for the whalers and none at all for the "Falkland" which vessel will require over 500 tons from December to May or June. At whatever time a shipment arrives here we have only 300 tons to work on for the "Falkland" and as her requirements are about 90 tons per month the hulks must be full shortly before the whalers arrive.

2nd October.

The "Ortega" which was due here on the 1st will arrive tomorrow at daybreak. There will, I think, not be time to answer any mail.

I am,

Sir,

Your obedient servant,

Manager.

ENCLOSURES.

Despatch No. 631 per "Ortega" 30th September 1924.

DUPLICATES. (Originals per H.M.S. "Dauntless")

Despatch No. 630.

Statement on A/cs

Remarks on A/cs

Store Indent No. 607

Remarks on Stores

Abstract of Steam Plant.

Data of Oil Fuel discharged from R.F.A. "Petroleum"

Coal A/c to 18th August.

Memo for Managing Director re adjustment of Salaries.

ORIGINALS.


1. Despatch No. 631
2. Journal, July & August.
3. Cash Book, August.
4. Statement on A/cs.
5. Remarks on A/cs.
6. Store Indent No. 608.
7. Remarks on Stores
8. "Gwendolin" Manifests 04, 5, 6 & 7
9. Coasting Insurances, August.
10. Camp Manager's Report, 25th Sept.
11. Return of Establishment & Wages, Speedwell Island, June 0r.
12. Stock Returns 1924
13. Conveyances, Land North side of Stanley Harbour.
14. Pacific S.N.Co. A/c 22nd August
15. West Store Cash Voucher, August.
16. Suggested Imports from New Zealand, List of.
17. Government Notice re s.s. "Fleurus".
18. Coal A/c Oct. 1st.
19. Mr. Peter's Notes re Darwin Motor Boat.
20. Admiralty A/c. £19.18.--.
21. Note on charges on Wireless Telegrams.
22. Falkland Islands Magazine. September & October.

23. Falkland Islands Gazette. September 1st.

CORRESPONDENCE.

With The Colonial Secretary re Refund of Export Duty on Wool
 do Trade Communication with New Zealand.
 do Appointment H.H.R. Gresham
 do Mails Legislative Council.

SPECIFICATIONS.

Mark	London	Wool	Skins
H & B		6	
			35

I beg to advise you that by the mail, just arrived, I have been informed by Mr R. J. Pettigrew, Asst. Storekeeper, that he does not return to the Colony for ever considerable time. It is not possible for us to keep his position open for him any longer. Although he has been a good servant to the Company there are considerations which make it preferable that he should not return to his post, the most important being that he and Mr Creech have never "gelled off", with the consequent lack of expert handling in the Store business. He is also a native of the place and therefore has not sufficient control of the Store equipment, and need be made up. Mr Creech is practically confined to the West Store and we must have a man on whom we can depend at the West end. An experienced person is difficult to obtain here with even average intelligence for counterwork and therefore a Superintendent will have to be procured from home. There is the further point that there is nobody here capable of carrying on the Store and shipping business whilst Mr Creech is away.

is due for leave next year, but will not go until the following year.

We shall therefore be glad if you would write a
 4th October, 1924.
 and you should have a knowledge of the duties of the
 position of the Manager of the Store and Shipping.
 The Managing Director.
 London.

Dear Sir, in regard of a salary of £250 per an-
 num. I beg to advise you that by the mail, just arrived,
 I have been informed by Mr. F. J. Pettieff, Asst. Store-keeper,
 that he does not return to the Colony for some considerable
 time. It is not possible for us to keep his position open
 for him any longer. Although he has been a good servant to
 the Company there are considerations which make it preferable
 that he should not return to his post, the most important be-
 ing that he and Mr. Creece have never "hit it off", with the
 consequent lack of smooth running in the Store business.
 He is also a native of the place and therefore has not suf-
 ficient control of the Store counter-men, who need bracing
 up. Mr. Creece is practically confined to the East Store and
 we must have a man on whom we can depend at the West end.
 We experience great difficulty in obtaining men with even
 average intelligence for counter-men and therefore a Super-
 Intendent will have to be procured from home. There is the
 further point that there is nobody here capable of carrying
 on the Store and shipping business whilst Mr. Creece is away

he is due for leave next year, but will not go until the following year.

We shall therefore be glad if you would obtain a man who should have a knowledge of General Store business (such as books), a knowledge of costing and pricing, fairly smart at figures and able to supervise and control a small staff in Mr Creech's absence.

Mr Dettleff was in receipt of a salary of £250 per annum, without house or other allowance, and, there is no house available at the present time. The man should be young, preferably about 24 or 25 years of age and must be single.

The hours which he will be required to work are in the summer from 6 a.m. to 6 p.m. and in the winter from 7 am to 5.30 pm. He will be paid for overtime, of which there would be very little, except when Mr Creech is away on leave.

If someone is sent out as soon as possible, he should have ample time to gain a good knowledge of the business under Mr Creech's tuition before he goes on leave.

Yours faithfully,
H. H. H. H.

The "G... .." engine still continues to work satisfactorily and has been most useful on various occasions. I will forward details of all operations with the engine for this vessel which have been done at the end of October.

I enclose the difficulties of the approach to the

The

"Ortega"

3rd November, 1904

631

Sir,

I beg to confirm my Despatch No 631 which was mailed by the "Ortega" on the 5th ultimo, and have to acknowledge the receipt of your 1249 which arrived by that opportunity.

2. 1249 - 2. The motor winch still continues to work most satisfactorily. As regards the patent starting device Mr Peters says that it is quite effective at the engine starts on the firing of the first cartridge, but it cannot always be depended upon to do this and the combustion of further cartridges blocks up the oil fuel jet. We prefer the use of the blow lamp as being absolutely reliable.

3. 1249 - 5. We have explained to the Colonial Government that on occasions it will not be possible to furnish them with wool landing certificates within the period prescribed.

4. 1249 - 10. Mr Peters is now at Goose Green and will be able to give his attention to the skin drying shed. The necessary trays are being made and the whole plant will be ready for a trial this coming season.

5. 1249 - 13. The "Gwendolin's" engine still continues to work satisfactorily and has been most useful on various occasions. I will forward details of oil consumption with the accounts for this vessel which have been closed at the end of October.

As regards the difficulties of the approach to Adely Island Harbour Captain Roberts is of opinion that

The Managing Director,

LONDON.

No. 532, per "Proposa", 3rd November, 1924.

the Harbour and the approach need to be thoroughly sounded, and he will take the first opportunity of doing this. He at present thinks that there is insufficient water except at especially high tides.

It is really far more important that the Chartres River should be ^{surveyed} ~~measured~~ and Captain Roberts will take soundings on his first visit this coming season.

6. 1249 - 14. It has now been definitely decided that Mr Munro will visit Coast farms on his way to England and at a recent interview with the Governor I made a point of saying that I trusted that it would be found practicable for him to visit Hobbs's farm in Tierra del Fuego. Last year the Colonial Secretary visited the Coast as the guest of Mr Greer, the Manager of the Explotadora Company and, I understand, saw little of stations belonging to other Companies. It is of little value seeing only one firm's stations and I hope that Mr Munro will be able to have a good tour round.

7. 1249 - 15. I have taken up the question of the more expensive instruments required by Dr Moir and he informs me that the cost of the microscope and stands appears excessive and he is indenting from another firm. The other items he considers are quite reasonable.

8. 1249 - 17. Nothing can be more suitable for the trade than the "Dawson". She is especially strong and well built, easy to handle and tow, and carries approximately 105 tons as compared with the Iron Lighters' capacity of 75 tons wet load.

Although it has not been suggested, we are very much against anything in the way of iron vessels, owing to their being in constant need of chipping and painting, and also they will not stand the buffeting which a wooden craft does. These Iron Lighters are really troublesome to us as it is a sticky procedure working them alongside the forward batches of steamers - not only do they receive damage, but

the men are unable to stand on the decks in bad weather. For this reason we always endeavour to place them at the after hatches, and this is not always conducive to the quick handling of cargo.

Although the original outlay on new lighters like the "Dawson" is heavy, they should require repairs, beyond painting, for many years.

The work of converting the "Samson" into a lighter has been proceeding at odd times during the year, but it is only lately that Monicoll and the engineers have been able to make much headway. She is, of course, extremely strongly built and a great deal of work has had to be done on cutting her deck plates, superstructures, bunkers etc, and cutting out an enormous number of rivets. I was able to get the Captain of the "Southern Queen" to lift her boiler out and this has saved us considerable trouble and expense. We can now proceed with cutting out one or two bulkheads and fixing up the hatchway. We consider she will hold about 120 tons.

The "Lafonia" has been in use as a lighter for over 12 years, and, as she now is, holds about 125 tons. Owing to the composite ^{construction} ~~structure~~ of the vessel and the bad state of her fastenings Captain Roberts is not in favour of weakening the structure by cutting down the bulkheads in order to gain an extra 15 tons space.

Our present lighter capacity for general cargo is as follows:-

"Lafonia"		125 tons
"Dawson"		105 "
"Mizarod"		100 "
"Fairy"		60 "
"Teal"	} Iron	75 "
"Swan"		75 "
		<hr/> 540 "
"Samson" (next year)		130 "
		<hr/> 670 "

No. 632, per "Oropesa", 3rd November, 1924.

4

The "Ortega" on her last voyage discharged here 750 tons and we were only able to cope with this by risking the "Rosa Baker" and placing rough cargo on top of the coal in the coal bunker. We have already mentioned that we have only been able to deal with previous large shipments by using the "Falkland" as a lighter - this is, of course, very rarely possible and, when it is, results in delay in the collection of produce if it occurs during the wool season. The "Gwendolin" has also several times been used as a lighter and Captain Roberts is against this as it usually results in damage to her bulwarks and chainplates.

9. 1249 - 19. We, also, have received complaints from the P.S.N.C. as regards the slow working of cargo at this end, and if the local labourers refuse to work their vessels on an equitable contract basis it is difficult to see what can be done. According to Captain Roberts the labour here compares very unfavourably with that at other ports, and the reason is obviously the shortage of men, which cannot be remedied. On the last voyage of the "Ortega" we had to borrow men from the Government, who are under no obligation whatever to lend them, and even then we could have done with more. The "speeding up" of any particular gang on board also presents great difficulties, as if much is said to them they threaten to go ashore and there is nobody to replace them.

We see no objection to the P.S.N.C. using their own men for loading and discharging, but would point out that we do not see how cargo boats arriving with 3000 tons are going to get a quick despatch merely by using their own crews, which can only muster about two gangs. From our own point of view we shall be only too pleased to see them work their own cargo out of their vessels.

I do not think that a contract rate for coal will be arranged under 2/9 per ton, but we shall endeavour to fix it at 2/6. To compensate the shortage of labour, in spite of

No. 532, per "Oropesa", 3rd November, 1924. 5.

the closing down of all work at the Naval Depot, one only has to consider our failure to obtain labour for Bodie Bridge after having a notice posted for over a week, with a promise of \$7. per month, as much contract work as possible, and found in all essentials, we obtained ten men who can only be looked upon as the "riff-raff" of the Islands. Another notice has been posted for a further ten men and a cook, and so far we have had only one application - for the cook's job and that from an aged man who is quite unsuitable.

As regards the 4-ton iron tubs, Captain Roberts informs me that these were indented for in the first instance to facilitate the coaling of whalers. We have only three of them - just sufficient for working one gang - whereas, on the "Huanchaco" four gangs were being worked on the coal. Further, the objection raised by the men was a reasonable one, whilst they were working in the square of the hatch. They were used later and discarded solely because of the delay in tipping them by men untrained in their use.

We would say here that it is not our business to provide any gear such as tubs, baskets or anything else for the discharge of any cargo, though as a matter of fact we did supply a few baskets and shovels to the "Huanchaco" of whaler they had failed to provide a sufficient supply. The discarding of the baskets at a very late state of the discharge was decided upon by the ship, in consultation with Captain Roberts as it was thought that the work of discharge would be expedited. We would also point out that the handling of coal in canvas slings is no innovation as the whole of the bunkering business at Coronel is done by this means. We, ourselves, show no preference for the slings and it is entirely a matter for the ship whether they or baskets should be used, or any other gear they possess. Another point is that we are wearing out our baskets and tubs in the interests of the P.S.N.C., and we hope that from the above the Board will realize that we do what we can for the Pacific Company and that due allowance

No. 432, per "Gropessa" 3rd November, 1924.

must be made for the fact that we have not got proper labour.

When Captain Roberts was on the Coast he ascertained that the general rate of discharge of coals at Punta Arenas is up to 250 tons per gang per day, as against our 70 to 80 tons. It is all done by contract and the price, at the present rate of exchange, works out at about 1/6 per ton, but it must be remembered that there is a class of labour there entirely dependant on work of that nature and at times a surplus, and scarcely ever a shortage.

I regret that I did not make myself clear as regards the question of alleged pilferage from our lighters, but, as I pointed out in my memorandum of the 26th October, 1923, the "Lafonia" case cannot be looked upon as one of pilferage; this was a deliberate burglary which could only be guarded against by having a night watchman on every loaded lighter in the harbour.

Nothing is more certain, now that we have had the first experience of tallying cargo, that this will entail delay to the ship and the P.S.N.C. will suffer through existing, at this port, a ridiculously shortsighted policy. On the occasion of the "Ortega's" last call here two store clerks and the two most reliable navvies were put on to tally with ~~the~~ extremely poor results. The work of discharging 760 tons was completed at midnight on the 4th October. Mr Vincent and myself were occupied in attempting to agree our tallies with those of the ship from about 11 p.m. until after 3 a.m. on the following morning. Our own tallies were accurate, as you will observe from the enclosed statements, and the ship's tally left a great deal to be desired. The cargo has now been all tallied again by our own men and the Customs as before. The question which now arises is - are we or the P.S.N.C. any better off? For instance, we say we did not tally a certain package into our lighters, and they say it went out of their vessel. The matter is in dispute in exactly the same way as when we relied upon our shore

tally, checked by the Customs. As long as they say a package was tallied out they will refuse to pay, and we are in a no better position than before. If, in future, they refuse to pay our claims it will be as well to inform the Liverpool Office that it will be necessary for them to send a representative to Stanley once or twice a year to fight such matters out here in the local Court. Our claims lately have not been heavy but we never know when they might fail to deliver a case of millinery or other valuable cargo which would result in a loss to us of many hundreds of pounds.

I enclose copy of correspondence with the Liverpool and Valparaiso Offices with reference to an absurd statement made by Captain Roberts of the "Magellian" to the effect that we failed to provide all the cargo obtainable for that voyage. It will be remembered that the "Huanchaco" which was in port at the same time as the "Magellian", arrived here long after her scheduled date, and the "Falkland" was kept partly loaded in Stanley for a considerable time in order to take some of the "Huanchaco's" cargo to the West. The Captain of the "Magellian" states "there were a further 200 boxes ready for shipment in Berkeley Sound, ready to lift, but you would not agree to this or to bring the cargo out to the steamer although the necessary craft was available". I have gone to the trouble to explain to the P.S.N.C. the impossibility of getting this cargo in, but, if I receive any more similar complaints based on the absurd statements of the masters of their vessels I shall feel inclined to ignore them. The cause of most of the friction between us and the P.S.N.C. at the present time is the recent setting up of a quasi Board of Inquiry which is held in Liverpool upon the return of each vessel. Before this Board the ship's Officers appear to answer various matters in connection with the voyage, and it can be quite understood that these officers will tell any cock and bull story to cover delinquencies or failure to deliver cargo. The statement of the Captain of the "Magellian"

referred to above, is a fair specimen of the complaints we are likely to receive in the future. It is most unfortunate that we cannot induce another steamship line to call here, as competition is the only thing which will put an end to the arbitrary manner in which the P. S. N. C. adopt in their dealings with us.

10. 1249 - 28. We certainly took too pessimistic a view of the condition of the "Speedwell", which was due to her leaking on the way out to Darwin. This must have been due, as you suggest, to her having been so long on the deck of the "Huanchaco", causing her seams to open out. I find now that when her ballast was taken out in Stanley and replaced, instead of it being stowed across the ribs it was placed between them. Naturally this would also tend to open the seams, although they just been caulked. The boat has now been in commission for some time, and with the exception of being too small for the job work likely to be required of her, gave every satisfaction. Unfortunately, however, it has just been reported to me that her engine has "seized" badly and she will have to be towed to Goose Green for overhaul by Mr Peters.

11. 1249 - 28. Two copies of new coloured charts of the Falkland Islands are being sent you, as requested. It would have been better if the Government had sent the proof to us for revision, as you will observe that some of the farms are in the names of previous owners and various boundaries are not shown - namely, between Greenfields and Felton's Estate, Felton's and Port Louis North, and between the latter and suburban land. These farms should certainly have been printed in distinctive colours.

12. 1249 - 30. I regret extremely to learn that the Pacific Company have taken advantage of the clerical error made in this Office in connection with the bills of lading being made out to Liverpool instead of to London. This is the most discreditable episode of which we have yet had to complain.

No. 622, per "Dropsea", 2nd November, 1924.

No. 622, per "Dropsea", 3rd November, 1924. I had to
and I cannot see, in view of what follows, that they can
maintain their present attitude. If, however, they still
fail to repay the £ 35 freight from Liverpool to London,
kindly inform me, as I will deal with the matter at this end.

I observe from the extract of letter you received
from the P.S.N.C. dated 24th July, 1924, that they have decided
to charge us the extra freight "in consequence of their Stanley
House shipping cargo by a vessel they were not authorised
to do". The facts in connection with this shipment are as
follows:-

Our cable to Valparaiso, 24th March.

"Lobos left on 22nd March; ship is full, shortshipped 400
bales. We will have 300 for "Oriana", can you allot us
space".

Valparaiso's reply, 27th March.

"Regret Oriana cannot take wool as is fully booked".

From Pacific, Punta Arenas, 1st April.

"Oriana called Sunday (details of cargo) has space available
for cargo for Liverpool 6,000 cubic feet".

This last telegram from Punta Arenas can only be
taken as an invitation to fill up the 6,000 cubic feet, and
this we did all possible to accomplish. I had the necessary
wool lightered out to Port William, about 200 bales, of which
the "Oriana" took only 91, owing to her wishing to be despatched
before night. The cost of putting the balance of wool
back into the "Great Britain" is borne by us, so we are still
further out of pocket.

Reverting now to the P.S.N.C.'s letter to you of
24th July, in which they say "without even referring the
matter to our Valparaiso Office, in which case they would
have been informed that the cargo was not to be shipped by
that opportunity", how do the Liverpool Office reconcile
the following received by us from their Valparaiso Office?:-

No. 682, per "Oropesa", 3rd November, 1924. 10.

"When you consulted us regarding the 'Oriana' we had to telegraph you that, according to our calculations, the steamer was fully booked. We are pleased that, through good storage of grain cargo shipped, 'Oriana' was able to give you this space, providing you an opportunity for getting away part of the wool which had been left behind by the 'Lobos'.

It is quite clear from this that Valparaiso approved of the shipment and that Liverpool's argument is merely a subterfuge. As they have stated that they "have no desire to take advantage of the Stanley House", we can, I think, now ask them not to do so. It appears to us that in all dealings with these people they adopt a policy of "heads we win, tails you lose"; they protest (on absurd grounds) that we did not provide all possible cargo for the 'Magellan', and when we fill space on the 'Oriana' at the request of their own Agency at Punta Arenas, we not only get no thanks, but are rebuked to the extent of \$ 85.

13. 1242. 21. I have gone carefully over the Contract for the supervision of the Admiralty Oil Fuel Depot, and I see no reason why the instructions with regard to the management of the installation cannot be complied with. I telegraphed you to this effect on the 18th October.

14. 1249 - 26. We have now instituted a double check on all telegrams received, which should obviate any re-occurrence of such mistakes. Whilst there is no excuse for the blunder perpetrated we would point out that the words in Hartley's code are very similar and liable to be misread. The same kind of error has been made at your end, vide our cable of the 1st August last, "LJFYK" having been decoded as "LJFY".

15. 1243. 27. The carpenter and labourers for Darwin and the labourers for Mr George Honnar arrived per "Ortega" and were landed at their respective stations within a week of arrival.

No. 682, per "Oropesa", 3rd November, 1924. II.

16. 1949 - 48. The copies of the new agreements entered into between Mr Harding and Mr Cresser are to hand.

17. I forwarded, with Despatch No. 527, copies of correspondence with the P.S.N.C. and Gibbs & Co at Valparaiso with reference to a damaged consignment of flour which we allege must have become contaminated by cresote, carbolic or some similar substance whilst in transit per "Haliens". The whole affair is rather mysterious, but we are absolutely certain that contamination did not take place at this end as the whole consignment of 1000 bags was put into an absolutely clean lighter and run straight into the flour shed. First of all we had a few complaints from Stanley retail purchasers and I requested the Colonial Surgeon to examine the flour with me, which he did without finding any trace of carbolic or any such substance. The local bakers used the flour for some weeks and none have complained. On the other hand, some of the consignments sent to the Camp have been returned, chiefly from the West, amounting in all to about 250 bags, some of which is being retailed now without any complaints being received.

I had two samples of undoubtedly damaged flour made up, one of which was sent to Gibbs & Co. for analysis, and the other to be sent to you. This has already been sent to you, but I had intended to keep it back until I received answers to your enquiries. Both the P.S.N.C. and Gibbs & Co. repudiate any idea of their being responsible and I shall be obliged if the sample sent you may be analysed if this can be done without expense. I think a good many of the bags have been returned from the West as the result of a great deal of talking about it on the telephone, but there are undoubtedly some bags contaminated, and it is only natural that people would hesitate to try various samples.

No. 522, per "Oronosa" 3rd November, 1934

18. Enclosed is the first page of the "Motor Boat" giving an account, written by Mr Peters, of the installation of the "Gwendolin's" engine, with a photo of the vessel on the beach whilst her propeller was being fitted.

19. I have to advise the Board that I have been appointed Consul for Uruguay in the Falkland Islands. This is the first time that this position has been held by the Company's Manager, and was obtained mainly through the recommendations of Mr H H Stapledon at Montevideo. It is not likely that it will prove any more lucrative to the Company than the other Consular appointments, in fact it will probably prove less so.

20. The sale of Sullivan House Jetty and hulk "Shelun" has been completed for the sum of £ 200. The execution of documents is unnecessary.

21. It will be remembered that the Company advanced H Siffin funds against war loan as security, in order that he might return to the Islands. He states that he spoke to Mr Goddard about defraying part of his passage money out, but as it was uncertain at that time whether we had work for him it naturally was not possible for him to accede to his request. Mr Slaughter has found his employment and I would suggest that if he completes three full years with the Company that he should be helped in the same manner as the six navvies lately sent out. Kindly advise me of the Board's decision.

22. The "Falkland" left for Punta Arenas via Fox Bay for her Second Special Survey No. 2, on the 20th August and arrived back in Stanley on the 22nd October. Owing to very bad weather she did not arrive at Fox Bay until the 23rd August, clearing the same morning for Punta Arenas. Very bad weather was experienced on the passage across and the vessel anchored in Punta Arenas at 10.30 a.m. on the 25th. On the 27th all ballast and surplus coals were discharged and the vessel anchored off the end of the slipway awaiting sufficient

No. 632. 3rd November, 1984, per "Crepese", 13.

No. 632. On the 2nd September the cradle was placed under the ship and heaving up was commenced at 1.30 P.M., but she was not finally in position until 5 P.M. the following day, owing to the use of old fashioned plant and the fact that she is a heavier ship than they are usually called upon to deal with.

Specifications for repairs were made by Lloyd's Surveyor whilst the ship was in process of being hauled up and tenders for the work to be done asked for to be sent in the same night. The Tallor Minerva's tender arrived in the evening but it was thought advisable to allow a little time for other tenderers, and Messrs Wilward & Iinjoki's was received the following morning. A third firm, Cortes, was asked to tender, but after viewing the work to be done did not send in an estimate. The tenders which are enclosed will show why the Tallor Minerva's tender was accepted and it will be seen from the Surveyor's estimate that every effort was made to get the vessel off on the following tide. Work was commenced on the 4th September and great hopes were entertained of getting her off on the following tide, but unfortunately a defective stern bush, which could not be discovered until the tail shaft had been drawn, made this impossible, as a new stern bush had to be modelled, moulded and cast. Lloyd's Surveyor strongly condemned the manner in which the stern bush had been dealt with at the last survey - instead of remedying the defect at the time the bush was merely turned round to bring the wear and tear on to another part with the result that on drawing the tail shaft in Punta Arenas it was found to have a full 3/8ths of an inch vertical play. She has now a brass stern bush lined with white metal, instead of a steel one, so that in future any wear and tear can be remedied by the simple process of remetalting.

The plate work consisted of eight new plates, chafing strips and a shoe on the extreme end of the keel under the forefoot, and was completed by the 16th September, so that if

Enc.

Enc.

No. 632, per "Oropesa" 3rd November, 1934.

It had not been for the necessity of renewing the stern bush the vessel would have been refloated as expected and the remainder of the work finished whilst afloat. The tail shaft was replaced, the propeller out hauls and the vessel was ready to take the water on the 25th September but, unfortunately, the spring tides did not come up to expectations and it was not until the early morning of the 4th October that she was refloated. Further delay was occasioned from the 4th to the 6th inclusive through exceptionally bad weather. On the 7th to the 9th she was bunkering, taking on ballast and water, and tests were made to machinery and boilers while under steam. At 2 p.m. on the 9th she proceeded to Dawson Island for wood and arrived back in Punta Arenas on the 15th, left there for Stanley after bunkering and loading posts on the 17th, and arrived back here at 8 a.m. on the 22nd October.

A special survey was held to ascertain what damage the vessel had suffered in bumping on the uncharted depth in Tamar Pass, and this was found to be slight, as will be seen from the Surveyor's Report. We enclose accounts dealing with this separately and consider that a claim should be made against the Underwriters for the cost of repairs, and half the cost of slipping charges.

Enc.

Before giving the cost of the Survey and the voyage it is as well to say here that Captain Roberts considers that the work was carried out in an efficient manner and as expeditiously as possible under the circumstances. Also after reviewing some of the work done on another vessel on the same slip by Milward & Jlnicki he was pleased that they were not doing our work.

I think the Board will be very satisfied with the small cost of the voyage and repairs compared with previous Surveys. The details of the expenditure are as follows:

No. 632, per "Oropesa", 3rd November, 1924 15

Vessel away from Stanley from 20th August to 21st October 1924.
- 63 days.

Coal, 116 tons, 312 4

Coaling expenses, 9 5

Wages, Captain & Crew, 424 5

Wages, Overtime, 15

Victualling, 187

Government, Hobbs, and sundries, 61 4

Maintenance during voyage, 40

Survey and repairs only, 2745 13 5

LESS Freight and passages, 731

without delay. There are no signs of ...

... If you are successful in your claim against the

Underwriters for damage suffered in Taser loss there should be a further sum of £ 230. 10. 11. to be deducted from the above.

Whilst the vessel was on the slip Captain Roberts made a careful examination of the hull and he found severe pitting on a good portion of the bottom, mostly in parts inaccessible except when in dry dock, which is due no doubt to insufficient docking for cleaning and painting. He estimates that she will require up to 8 or 10 plates at each side, mostly amidships on the A, B and C strakes, and although the decks were passed this time it is unlikely that they will be at the next survey, which will be such more drastic. The Board should therefore bear in mind that at the Second Special Survey, No. 3, in four years' time, the expenses are certain to be considerably in excess of the present one, and this being so we would suggest that it might be worth while the Board considering the sale of the vessel and building or purchasing another in order that the matter may be discussed when Captain Roberts is at home next year.

No. 682, per "Oropesa", 3rd November, 1924. 16.

23. I cannot see that we can do without a mason in Stanley. The old arrangement was that the mason should spend part of the year in the Camp and part in Stanley. As we have 80 Camp houses with about 120 chimneys it will be seen that a man can be employed practically on these alone, but now that we have all this masonry work in connection with a Bodie Creek Bridge, the new wool shed and the new Manager's house at North Arm, it is very unlikely that he can be spared from the Camp for three years. Meanwhile, the Stanley property is suffering as I cannot even get a decent handyman to do odd jobs. We can certainly find full employment for a mason in Stanley for three years, and I would suggest if the Board agree to send one out that he should be sounded as regards his knowledge of concrete pile work as I want to get on with the shoring up of the "Egeria" without delay. There are no signs of her weakening but she now holds a great quantity of cargo and should be strengthened as soon as possible.

- 18. F.I. [unclear]
- 19. F.I. [unclear] SIR,
- 20. [unclear] Your obedient servant,
- 21. [unclear]
- 22. [unclear] *[Signature]*
- 23. Stanley cable incorrectly decoded.
- 24. "Orings" m/lies. **Manager.**
- 27. Manager's House Conservatory.
- 28. Copies of Correspondence:-
 - High Consberg Re/Argentin re s.s. "Fleuras".
 - Col. Secretary re "Jahlan" resistance, \$1000.
 - Pool landing certificates.
 - P.S.N.C. Valparaiso re damaged flour.
 - "Orisan" shipment per "Magellan".
 - Liverpool "Panchaco".
 - Gibbs & Co. re damaged flour.
 - Montevideo Minister re Uruguayan Consulate.
- 29. Specifications. **Heart.** 63 pldas.
- 30. H.P. 2.14. **AP** 14 "

E N C L O S U R E S

1. Despatch No 632.
2. Cash Book - September.
3. Journal, September.
4. Stanley Ledger Balances, 30th September.
5. Statement on Accounts.
6. Remarks on Accounts.
7. Cash Voucher, West Store, September & October.
8. "Gwendolin" Manifests, Voy: 8 & 9.
9. Coasting Insurances, September & October.
10. Return of Establishment & Wages, Stanley, Darwin and Fitzroy.
11. Store Freights, "Gwendolin", September Gr.
12. P.S.N.C. Account, 17th October, 1924.
13. Article on "Gwendolin" from "The Motor Boat".
14. Claim - pilferage, £ 5. 19. -.
15. Claim "Falkland" Damaged in Tamar Pass, £ 299. 10. 11.
16. "Falkland" cost of Second Special Survey No. 2.
17. "Falkland" freights, Punta Arenas to Stanley.
18. F.I. Magazine, November.
19. F.I. Gazette, 1st October, 1924.
20. Memo re Bodie Bridge with Peters's report.
21. " " Dr Meir's apparatus.
22. " " "Falkland's" voyage for survey, with tenders.
23. " " Stanley cable incorrectly decoded.
24. " " "Ortega" tallies.
27. " " Manager's House Conservatory.
28. Copies of Correspondence:-
 - With Tonsberg Hvalfangery re s.s. "Fleurus".
 - " Col. Secretary re "Jhelum".
 - " " " remittance, £1000.
 - " " " Wool landing certificates.
 - " P.S.N.C. Valparaiso re damaged flour.
 - " " " "Orlana".
 - " " " shipment per "Magellan".
 - " " Liverpool " "Huanchaco".
 - " Gibbs & Co. re damaged flour.
 - " Montevidean Minister re Uruguayan Consulate.

	<u>Specifications.</u>		
S.I.	1 bale skins	Heart.	63 hides.
H & B.14	" " "	AP	14 "

British Consul
 "Ballena" via ~~Spain~~, P/Arenas.

18th December, 1924.

623.

Sir,

I confirm my 622 which was mailed by the "Orpheus" on the 3rd November, and have to acknowledge your Nos. 1250 and 1251 which arrived by that vessel and the "Ballena" respectively.

2. 1250 - 3. Our remuneration for work in connection with the Admiralty Oil Fuel should commence on the 21st July last. The lighter O C 82 was loaded on that day, but there was too much wind to bring her ashore. The following day the engine on the lighter refused to work owing to loss of air in the compressing bottles and ineffective air pump, and oil was not actually pumped into the tanks until the 23rd July. The compressing foot pump for the oil engine has arrived, and works satisfactorily.

3. 1250 - 3. The detailed schedule of the materials purchased at auction were enclosed in our 620 per "Dauntless" and the concrete mixer did not appear on our list of the 5th August as it, together with a quantity of other plant, was not auctioned, but taken over at a valuation by the Colonial Government. The stone-crushing machines have seen a good deal of service, so that with all the work in front of us it is better that we had now and efficient plant.

4. 1250 - 4. The total appropriation for the Stanley Improvement Works is estimated at £ 30,000 and is allocated as follows:-

The Managing Director,

L O N D O N .

No. 638, 18/13/24, per "Milkmaid" via Dents Avenue, 2.

Water Supply, £ 15,000

Plans 2,500

Provision of
Incinerator, 1,000

Drains & Roads 11,500

Total £ 30,000.

all to be met from surplus balances.

It is estimated that £ 1525 will have been spent on these works by the end of this year, and provision is made for the expenditure of £ 15,500 in 1925. In addition to this last item there will also be met from Surplus balances in 1925.

Improvement of Stanley Cemetery, £ 1000.

Dockyard Jetty, alterations & repairs, £ 1000.

Improvement of Giraffe Station, £ 1000.

Drill Hall for Volunteers, £ 1000.

making a total estimated expenditure for next year of £ 30,302.

There is also an estimated £ 250 chargeable to the Land Sales Fund, which includes salary and expenses of the Stock Commissioner and a contribution of £ 250 to the Howell Research Institute for investigations to be carried out in connection with specimens, sent from here, of greases, soils and the bones of sheep.

5. 1260 - 5. A trial was to have been made with the Fordson Tractor for driving the stone-crushing plant, but this has broken down and requires various spare parts. We shall now have to use the engine of the motor salvager pump recently sent out, which, with the reducing pulley you are sending, should develop about 10 h.p. which will be quite sufficient.

I cabled you that Mr Peters considers that sending out an erector is quite unnecessary, and I hope that you will be able to cancel any arrangement which you have come to with him.

8. 1250 - 7. I have conveyed to Captain Roberts the Board's approval of his taking leave next year, and he will proceed home after the "Yalkland" has been laid up.

No. 533 per "Inlet" via Punta Arenas, 13/12/34. 3.

No. 534 per "Inlet" 14/12/34. 3. He had already gone into the question of providing better accommodation for him and his family, and it was first proposed that the roof should be heightened in order to allow the use of the cretaire rooms (if they can be called rooms), being used. The whole building, however, is very old, extremely damp, and, in fact, in such a condition that I do not consider that the expense of making it habitable is justified. The block premises, post shed, chicken houses and various structures erected by Captain Thomas out of old packing cases are all in a terrible state of condition. I think that Mr H.M. Dean will agree that the whole block of land should be cleared of everything and a new house and post shed erected. The Board will realise that this is the only suitable site for the Marine Superintendent's house, as it commands a view of the lighter anchorage.

7. 1950 - 11. You will by now have received my 631/9,

explaining the wording of my cable with reference to coal for whalers. We have insufficient storage capacity for 300 tons for whalers, a sufficient quantity for the Falkland and local requirements. We can only hope that this season they will not require their full quantities contracted for.

8. 1950 - 12. Mr Murray's Report was finished a few days before the last mail left - only very few typed copies were available, but one was sent to you direct from the Colonial Secretary's Office.

9. 1950 - 16. With reference to the shortage in Stanley of fencing material for the Camp, we would point out that this was due to Mr Slaughter requiring standards and not Cypress posts of which we have always had a good stock. At one time it was thought that the Cypress posts were superior and cheaper than standards but Mr Slaughter considers that in certain circumstances the standards have a much longer life, and their present price is 2/11 as against about 3/8 for Cypress posts.

10. With reference to my 631/3 I now find that both the Governor and myself have been working on the assumption that

No. 622, per "Ballena" via Punta Arenas, 13/13/24. 4

Block 5, which the Government wish to acquire for experimental farming, is about 2, 6,000 acres. On turning up the deed he found it was 7, 840 acres but we should not lose all this acreage as our paddocks at Green Patch will of course not be touched, and there will also be another considerable portion left to us, owing to their having to put a beach fence in a suitable situation. It is therefore not possible to give you at present the actual acreage which they will acquire.

I cabled you on the 11th November that Dr Slaughter had had an operation for appendicitis. Luckily, both he and Dr Noir were in Stanley at the time of the attack which was an extremely severe one, and it was considered imperative that he should be operated on before returning to the Cape. Upon operating it was found that they were only just in time and although his condition afterwards caused some anxiety I am glad to be able to report that his condition is satisfactory and that he is now back in Darwin. There is no doubt that his constitution has been subjected to a severe strain and Dr Noir says that he will be of no use in the Cape this coming year, and that he should return to England about March. Kindly cable me the Board's sanction.

In the same cable I informed you that Mr Greece must return to England by the December boat. He has been examined by Dr Noir and Dr Halliwell, and they are both of opinion that unless he gets away a nervous breakdown is imminent, and that a condition of his abdomen exists which requires immediately more scientific investigation than can be obtained for him in the Islands.

It is hoped that he will soon return, but it will be understood by the Board that we are, now that R. J. Dettlery is no longer returning, in difficulties as regards the store business.

and it is hoped that the new man asked for will prove efficient and be sent out as soon as possible. Mr Greece is meanwhile

with some of the remaining stores, then some of the "Mandolin" on her voyage to North Bay and for the further

No. 583, per "Pollara" via Punta Arenas, 13/12/24. I had made an
 doing all he can to train others in the work.

12. In your 1940/24 you considered that the Board would
 realise the importance of having a certificated mate for the
 "Falkland".

Unfortunately the necessity has been very strongly
 emphasised owing to Captain Roberts suffering from meningitis
 and having to go into Hospital. The circumstances are as
 follows:-

The "Falkland", fully loaded with materials and
 provisions which were badly needed on the West, was ready to
 sail via Salvador Atore and San Carlos on the 13th November,
 but Captain Roberts was ordered to bed and could not sail until
 the 15th; the 15th to the 18th were spent in Salvador Atore
 discharging at various ports, but on the evening of the 18th
 we were informed by Mr Blair, who was on board, that Captain
 Roberts was seriously ill on board the vessel at Teal Inlet
 and that he would not be well enough to proceed on the voyage
 until at least the end of the week. He rang up the following
 morning and said that it was now imperative that Captain Roberts
 should be brought to Stanley for hospital treatment. I there-
 fore arranged for Walsh (acting mate) to bring the vessel
 back to Stanley, where she arrived at 5 o'clock in the evening
 of the 19th. Mr Walton kindly invited the first class pas-
 sengers, including Mr Mathews, Mr George Dean and Mr Griffith,
 to remain at Teal Inlet until the vessel returned to pick them
 up.

The question then arose as to what arrangements
 could be made for proceeding with the "Falkland's" voyage as
 Captain Roberts might be ill for a long time. After seeing
 the Governor, who was most helpful, as usual, I decided to
 recall the "Gwendelin" from North Am in order to get G. Osborne
 back to Stanley, who acted as mate of the "Falkland" under
 Walsh, who was then in command. H. Penlandorff, who has had
 many years of coasting experience, then acted as Master of the
 "Gwendelin" on her voyage to North Am and for two further
 trips.

No. 633, per "Ballena", 13/12/34.

No. 633, per "Ballena" I enabled you the arrangements which I had made as regards the "Falkland" on the 20th November in order that you might arrange insurance, if necessary. The Board will realize that it was impossible to hold the "Falkland" in Stanley indefinitely, owing to clients wanting their materials and provisions, and I had to have her back in Stanley in time for the arrival of the "Ballena" as we really do not know where we are going to put all the cargo. It is quite probable that we shall have to put some of it into the "Great Britain" which has never been found necessary before.

Captain Roberts has now recovered sufficiently to leave the hospital but it will still be some time before he is really fit again and able to resume command.

It will be noticed from the last three paragraphs that we have not been in Luck's way at this end lately.

14. The question of shipping sheep away this coming season has been engaging our attention and we are at the present time in communication with three possible purchasers - Sides & Poole, Mr Langdon, and Mr Valverde Lyons. The last named has sent down a representative, a Mr Thomasset, who has done the round trip on the "Falkland" with a view to seeing the rangers and having a look at some of the sheep.

After a meeting I had with some of the farmers I cabled Messrs Sides & Poole asking them whether they would call for 25,000 sheep at 9/- for wethers and 6/5 for ewes, and they replied that they would, provided the sheep were good sound ones. This is a better price than we have obtained in late years and it now only remains to be seen who will be able to charter a vessel for the work. Mr Slaughter estimates that we shall have about 12,000 sheep altogether for disposal, but so far I have not been able to obtain really reliable figures from other farmers.

15. The form of agreement for Mr Langdon is to hand, but it is observed that no mention is made of providing him with passages. Was it not the Board's intention to provide these, as if he had been engaged at home? His family consists

No. 623, per "Ballena" via Punta Arenas, 12/12/24, 7.

of himself and his daughter, who keeps house for him.

16. I enclose Dr Noir's Report for the six months last May to October 31st from which it will be seen that he has been very hard worked this winter owing to the phenomenal sickness from colds and whooping cough; the latter affecting adults quite severely. The Doctor has also successfully performed his second major operation under very difficult circumstances and has explained to me that in both cases the patients would certainly have died had he not operated.

Dr Noir is very diffident about getting the Company to expense, but after hearing from him the difficulties under which these immediate operations are performed I told him that I would suggest to the Board that some sort of operating table and a suitable light should be provided if this can be done with a moderate outlay. It is not his wish to operate in the Camp in cases which can with safety be brought to Stanley where there are all appliances and efficient nursing, but I feel that we are lucky in having an efficient surgeon at Darwin and that the Board will be willing to assist him.

17. The Colonial Government have been making enquiries from the British Minister in Montevideo concerning the likelihood of our spring runs having contracted scab at the quarantine station there, and, although opinion seems divided it would appear that there is every probability that it is there that infection took place. I enclose, attached to Sir Claude Rollet's letter, a memorandum dealing with the question from which it will be seen that scab is extremely prevalent in Uruguay, and which states that the "possibility of stock awaiting shipment at Montevideo becoming infected appears, indeed, only too likely".....

18. The "Ballena" arrived on Sunday the 7th December bringing your Despatch No. 1251 of the 30th October. At the time of writing (10th December) the Captain reports that the work of discharge is proceeding quite satisfactorily, especially the bulk coal for the discharge of which we have arranged a

No. 633, for "Lalson" via P/Armas, 18/12/24. 8.

contract site. via Punta Armas, 18/12/24.

1251 - 2/5. Be sure that the Admiralty consider the "help" to be sufficient to meet peace-time requirements. This admission will be useful to us in the event of the work of discharge being delayed owing to boisterous weather.

I had hoped that a further tanker would not have been sent out for some time in order to obviate Mr Peters being taken off the Bodie Bridge work. If the British Beacon brings 9,300 tons it seems that he will have to remain in Stanley about a month. Crawford, the main, however, can be trusted to push on with all the ground work.

20. 1251 - 3. With reference to the question of new lighters I was glad to receive your letter of the 30th October stating that the Board were prepared to sanction the purchase of two similar to the "Lisson". I am convinced that they will not regret purchasing wooden lighters instead of iron ones. My cable of the 11th instant stated that we should be glad if you would order two for delivery in Punta Armas next October and that the "Falkland" would then be sent over. Captain Roberts considers that this is quite practicable, but the cartings, by freight on wood across, will not be so much as £ 500 as only about 50 tons would be brought across in each lighter and 350 in the "Falkland". As long as the "Falkland" is not delayed in Punta Armas waiting for fine weather to get across we certainly ought to be able to get the here cheaper than the Pacific Company. Their freight of £ 200 on each lighter appears high, but it is really only £ 2. per ton and there is no doubt that towing in these waters causes great trouble and anxiety.

20A. 1251 - 4. I have to thank you for your remarks dealing with the difficulties which may arise in connection with coal landing Certificates: the main facts points have been communicated to the Government.

21. 1251 - 5. Coal contracts are to hand and it is noted from your cable of the 8th instant that the "Lalson" would call with 600 tons in March. Although we shall again be

No. 533. for "Ballena" via Punta Arenas, 18/12/24.
 No. 633. for "Ballena" via Punta Arenas, 18/12/24.

frightfully crowded for space so replied agreeing to the arrangement, but stated that not more than 500 tons should be shipped.

22. I cannot speak too highly of the manner in which Mr Peters has tackled the Rodia Bridge work, and it is most disappointing that what can only be described as a serious blunder has been made by Mr Neave in measuring the distance across the Creek. The position of the centre of the towers has now been ascertained accurately by Mr Peters, and the result is extremely disappointing and will cause Mr Peters a certain amount of trouble. All the drawings show the Windlay Creek Tower standing in 2 feet of water at low spring tides, whilst it is actually in 5 feet of water and is 20 feet further out in the water than shown on the plans. This necessitates bringing one corner of the anchor block out on to the beach instead of being on the high land further back, and allows of the ingress of water into the excavations at high tide. The greatest difficulty will be the placing of the steel caissons and excavating for the base of the pier, the front of which is now in 5 to 10 feet of water. Mr Peters explains that these difficulties will doubtless be overcome but it would have saved considerable trouble and expense if the initial measurements had been correct and the bridge had been made 20 feet longer. He also explains that now the main ground work has been done the actual erection of the bridge, from the plans, presents no difficulty to him.

Enc.

Mr Peters's Report is enclosed together with three photographs showing:-

- (1) Excavation on Darwin side.
- (2) Site at Darwin side.
- (3) Anchor hole, Windlay Creek side, showing ingress of water at high tide.

23. I enclose accounts for the "Falkland" and "Grandolin" made up to the 31st October, as instructed. The "Falkland" account shows a debit balance of £ 3,571. 12. -- but this includes the following debits:-

No. 533, per "Ballena" via Punta Arenas, 13/12/24.

10.

Cost of 2 chabos, Stanley,	£ 192. 7. 6.
Motor boat & Engine,	209. 3. 11.
Survey & Repairs at Punta Arenas,	2870. 14. 0.
Sundry expenses in connection with sheep trip, 1923.	153. 11. 1.
Total,	£ 3332. 2. 8.

Their failure to meet our claims, and he seemed to realize and we have not yet received credit for the very large "Magellan" shipment and also the "Loriza" shipment. In spite of the expenses for survey and repairs and capital expenditure (as above) I think the years working can be looked upon as satisfactory. The position is a ridiculous one with "GAMBLIN" a/c. showing a debit of £ 1350. 12. 5. due to this vessel being in commission in the slack season, leaving Stanley full but returning with small amounts of produce. However, she still has to receive credit for all produce brought in this year and you will observe that labour and materials in connection with the installation of the engine (£422.) is included in the account.

24. The following table has been received by the Colonial Government from the Research Institute as the result of the analysis of grasses forwarded to them in May this year:

"Analysis of grasses shows marked deficiency in lime and certain other essential constituents. Believed that the deficiencies cause of malnutrition. Tests with sheep being conducted to determine whether deficient substances can be fed direct to sheep. Full report follows by post."

This opinion has, of course, been arrived at independently of Mr Murray's report. Further specimens of grasses are being sent to the Institute by us and other factors this coming year.

25. I have to report that when the "Oropasa" called here on the 5th November the cargo was tallied by us, but whilst we were trying to agree a long list of discrepancies with the ship Captain landed here into the Purser's Office between 8 and 8.30 p.m. and, learning that it would take us till

No. 633, for "Ballena" via Punta Arenas, 13/12/24. 11.

about 10 or 10.30 p.m. to get everything square, he refused to wait, and sailed without our being able to give him any receipt for the cargo received. Mr McGill, who is the P.S.N.C.'s Chief Accountant, and who was on board, in conversation with me stated that it highly improbable that Masters of mail vessels would keep their boats back for receipts. I explained that the whole question of our tallying had arisen owing to their failure to meet our claims, and he seemed to realize that our claims against each steamer are extremely small, and it would pay them to meet us rather than delay their vessels. It is the P.S.N.C. who have insisted on cargo being tallied on board and their Commanders refuse to wait until we can give them a receipt. The position is a ridiculous one. Both tallies on board are scandalously done, and are a farce, and it would save time and money to all concerned if we revert to the previous arrangement. I am certain Mr McGill realized this, and think that if the Pacific Company are approached they will no longer insist on receipts being given; if they still adhere to it they must instruct their Commanders to wait here in port until they get them.

26. The "Ballena" arrived on the 7th instant and the work of discharge was commenced on the 8th, a contract rate of 3/9 per ton being arranged for the discharge of the bulk coal. This has worked very well, and Captain Hough appears very satisfied. 521 tons were delivered by the 11th out of one hold and 434 tons by the 10th out of another. The average rate of discharge per hold per hour was 14½ tons as against a little over 6 tons per hour in the case of the last boat, the "Huan-choaco". Altogether she will have discharged about 2400 tons of coal and general cargo between 6 a.m. on the 8th and midday on the 13th, when she should sail for Punta Arenas.

We have already booked space by this vessel, which is returning here at the end of January, for 1800 bales.

I am, Sir,

Your obedient servant,

Manager.

