375
'Theben'

12th April 4.

Sir,

My last went per 'Ranée' on 26th ultimo duplicate of which I now enclose.

2. I regret to inform you that at the second dipping which is nearly completed, a number of sheep are found to be blind both in the Darwin and North Arm sections, in one flock alone viz Egg Harbour there were 70 cases. Mr Patterson reports as follows:- "I am unable to tell the 'cause of this disease, there are 'blind sheep in every flock, the 'Dip may cause inflammation 'in the eyes, or the dry summer 'may have something to do with it, 'Bleeding is the remedy I use

F. Coleman Esq
Secretary
London

but no doubt it will cause a loss
as they wander into holes", otherwise
the flocks are in good condition
the Darwin section is quite free
of scab and up to the present
date only 10 cases in the North
Arm flocks. Walker Creek report
not yet to hand. The Tallow
works are progressing satisfactorily
sheep killed up to 5th inst. number
1,640. weight of tallow not yet
ascertained, the scraps burn well
giving more steam than required
and there are more scraps than
can be used.

3. Captain Fullerton
having allowed the Officers of
H.M.S. Algerine to connect the
pipes &c belonging to the launch
she was tried on 25th ultimo, when
it was found that the boiler
only generated enough steam
to drive the boat at the rate

of 2½ knots and even this speed could not be maintained. The Chief Engineer who was present then took the matter in hand and made some necessary alterations and on the 29th ult° she was again tried with somewhat better success but even then only 5½ knots could be got out of her. Mr Lee informed me that the Engine was all that could be desired but that the boiler was too small and for towing purposes quite useless; also that the piping should be copper not iron, for iron with the utmost care will not last more than about 18 months and will require constant attention, in the Student you will find some copper piping inserted the length &c being given me by Mr Lee

Mr. Peiran says it is absolutely necessary to have a larger boiler (enclosed is his letter about it) also that copper pipes should be sent. Miller & Tupp may refer you to the 'Crusader's' trial, but I am informed her engines were compound ones, for which the boiler would be large enough but not for our high pressure one.

4. The 'Malvinas' left here on 27th ult° to ship sheep for Mr Waldron but returned on 3rd inst° with damage to her cylinder, this has been repaired, she is still detained until arrival of the 'Theben' for a survey to be held, it is thought probable she may have to go to Montevideo. The River Thames' repairs were completed on 31st ult° she is unable to sail through the desertion of part of her new captains draft

enclosed.

The Martha Jackson's repairs will be finished in a few days her crew have also deserted, when either ship will leave this port it is impossible to tell, since writing foregoing I find River Thames' cannot settle for this mail, the surveyors having recommended both ships to lighten to the extent of 50 tons. While I am writing Mr Dean's steam launch is towing the Dennis Brundrit into Port William. She carries a small box of bone ash, being a sample from Goose Green.

5. I have just heard from Walker Creek that the dipping is finished and that the sheep are in splendid condition.

15th March 84.

6. The Hebe arrived this morning delivering your despatch No. 639 with duplicate of No. 638.

7. 638 Par 2. Respecting Tallow casks I shall write you as to number required for next season as soon as Goose Green is finished. I wish you had sent specie by this mail my balance is now just over £500 out of which I have Custom duties of over £200 to pay for liquor just arrived, payments are always heavy at this time of the year. I have therefore agreed to take £300 of C Williams and to give him a draft for next mail. You make a mistake in giving gratuities in the Charterparties, as in most cases it is simply an addition to the freight, whereas if given here without mention on Charterparty we obtain something for it, such as, the ship coming alongside the jelly &c which in bad weather

saves at least £20 in labour saying nothing of the time.

8. Par 4. The only furniture obtainable here would be at a chance sale, that in the Stores being suitable for a servants bedroom or kitchen only, of course there would not be any sale for a better class of furniture if imported.

9. Par 5. I am glad you do not intend changing the quality of our Steam coal, which up to the present gives satisfaction. Coal now on hand about 430 tons.

10 Par 8 I dont think Harper is likely to want to leave on his own account.

11. Par 15 This delay was no doubt caused by the carelessness of the Government Clerk here, who is simply a useless tool, draining the Colonial funds of £201 a year.

12. Par 16. This sum was ordered to be paid on Statement dated 15th February, it being mentioned

in a private letter to Mr Cobb, which he overlooked for the previous mail.

13. Par 17. I shall avail of this route when necessary.

14 Par 20 Messrs Travers & Sons are correct you will therefore do right to receive the sum offered.

15 I hope the Directors will not concede any of Martins claims, if he has audacity to make any, at least until they have seen Mr Cobb, he wrote to some of his friends here, saying he had seen you and was to meet the Directors in eight days time.

I am, Sir,

Your obedient Servant
pp F. A. Cobb
Manager
J. Langdon

Falkland Islands Co

Stanley Theben German Carlsen London via Hamburg

5001/12	12 chs ea 9 gals - 108 @ 3 = Value £14		1.7.0
1/50	50 cs Ale ea 4 doz = 200 dz 6 Value £90		5.0.0
5412/5462	50 chs Do = 200 @ 6 Value £90		5.0.0
	35 cs Do = 3 dz = 105 @ 6		2.12.6
5386/90	5 hegs Whiskey 40/2 gals 17. Value £27		24.5.0
5254/5353	100 cs Do @ 20/. Value £100		100.0.0
5353/5	2 Hhds Port 105 gals 17/. Value £52		10.16.0
5356	1 pun Rum 90 gals 17/. Value £25		45.0.0
			£194.0.6

194. 0 .6

15th April 4

J Langdon

J Langdon Stanley Sam

Importer

15th April 4

J Langdon

Falkland Islands Co

Stanley Theben German Carlsen London & Hamburg

(F.I.G)	5001/12	12 chs Ale ea 9 gals = 108. @ 3 =	1.7.0
"	1/50	50 cs Ale ea 4 dz 200 dz 6	5.0.0
"	5412/36 5438/62	50 chs Ale ea 4 dz 200 dz 6	5.0.0
"		35 cs Ale ea 3 dz 105. 6	2.12.6
"	5386/90	5 Kegs Whiskey 48 1/2 gals 19.	24.5.0
	5254/5353	100 cs Do 20/.	100.0.0
	5353/5	2 Hhds Port 108 gals 2/.	10.16.0
		1 pun Rum 90. 19.	45.10.0
			£194..10..6

194 . 10 . 6

15th April 4

J Langdon

J Langdon Stanley Sam

Importer

15th April 4

J. Langdon

Value Ale 25/-
Spirits 3 & 2 29/

26
£591

Enclosures.

Dupl. Nos 373, 4.
" Cash Book & Jrl Jan
Stanley C.B. Voucher & Jrl Feb
" C.B. & Voucher March
Dup Soundings of Beach
1st Ex No. 725 for £175.
2nd . . 720 & 723.
Indent
Shipping report
Pearson's letter re launch

472/503

25th Apl 4.

Sir,

I have the honour to reply to your memo respecting Customs Entry for liquors ex Thebin and beg respectfully to state that His Excellency the Governor, after a conversation with Mr Cobb on the subject of leakage and breakage agreed to allow a deduction of 10% from the draught liquors to cover the same, by my invoices (shown to your Chief Constable) you will find I have taken rather under the 10% so as to be on the safe side, having only an wholesale license we supply the cases as received and have frequently to make good deficiencies as the letter shown you this morning proved.

I have the honour to be,
Sir,
Your obedient Servant
pp F. E. Cobb
Manager
D. Langdon

Hon Sir
Fakenham Brooks Esq
Collector of Customs
&c &c &c
Stanley

376
Ramsey

4 P 5
506

28th April 4.

Sir,

This vessel having called especially for the wool I take the opportunity to forward duplicate No. 375.

2. Referring to paragraph 2 of my last Mr Bonner informs me, that he is very much afraid that the blindness may prove to be a disease and not caused by the dip, for in one case a pet lamb that had never been dipped went blind. Goose Green works are going on well, this week will finish Company's own sheep. Enclosed are some additional wool weights, which must be added to those taken home by Mr Cobb.

3. Holmested & Blake's wool

F. Coleman Esq
Secretary.
London.

goes by this steamer having been brought to Stanley per Malvina's and shipped direct, it is consigned to Messrs Bruno Silva & Son, 35 Crutched Friars. Referring to No 371 Par 7 Holmested & Blake with their wool insured for £4000 and Hides per Psyche for £500.

4. I have had to claim from Captain Seemann for 3 doz tins Sardines taken from two cases on board the Theben, the space being filled up with Clinker a sample of which he forwards to his Directors.

5. Mr Bonner and family going to England I have given a draft in favour of Kosmos & Co for £260 for passages. By the yearly balances you will perceive that Mr Bonner had a large credit balance, the remainder

of his wool is here ready for shipment, he will require you to pay over to him £2,000 or £3,000 perhaps more, on his arrival in England, should he not come to London he will probably want the above sum placed in a Liverpool Bank.

6. Dr Hamilton is now a member of the Legislative Council, whether this is in Mr Waldron's place or not I am unable to learn.

7. A meeting was held on 21st inst. respecting the building of a church at which it was stated that £1300 was already in hand or promised, it was decided to send for two or three plans of churches, not such an elaborate building as the Bishop wanted.

8. I was in hopes of having Whitney's wool for 'Psyche', but he will have nothing to do with sailing vessels, having made terms with Kosmos Co. who take it from

Spring Point to London.

9. Please give instructions for Engineer Newspaper to be addressed to Company. that is if you intend continuing it. Martin although he knew it was the Company's paper gave orders at Post Office for Hallett to receive it, being addressed in his name this was done. I demanded it from Hallett who immediately gave up the remains stating he only used it for waste paper.

10. The Psyché is now entering the Port.

I am, Sir

Your obedient Servant

pp T. C. Cobb

Manager

J. Langdon

376
Ramses

2 Mr. Apl. 4

Enclosures

Triplt. No. 3 & 4
Duplt. " 375
" Statements
" Cash Book Feb. & Mch.
" Jrl Feb
" Indent No. 27
2nd Ex. No. 725
Additional Wool weights
Specification of Baillie's work
River Thames' accts. & letter of advice
" draft No. 726 for £162. 11. 3
Camp wages 31 Mch
Statement
Shipping Report.
Indent No. 28

Falkland Islands Co.

Stanley Psyche British Patmore London

					Value
(F)	5107/30	20 Kilderkins Ale	= 360 gals @ 3 =	4.10.0	£58
	5131/54	24 Firkins "	= 216 " " " =	2.14.0	£30
	5073/82	10 chs "	Sodaq pts - 3 =	1.0.0	£37
				£8.4.0	
ex 'Theban'		7 galls Port	7	.14.0	
		5/4. Whiskey		2.12.6	
		7. Rum		3.10.0	
				£15.10.6	

15.10.6

29th April 4

J. Langdon

J Langdon Stanley

importer

29th April 4

J. Langdon

496
523

29th Apl 4.

Sir,

The Chief Constable has just inform me that he is to put a man on board the 'Psyche' as Customs Officer surely there is some mistake, my understanding with you when, I paid the duty this morning, was that when the liquor was reached you were to be informed, so that a Constable might examine it my paying the man's wages for the time at the rate of 6/ per day. if a man is to be on board the whole time of discharging, say at the least three weeks, you would impose wages of about £6.18/. on goods paying duty of £8.40 only I feel sure this cannot be your intention. I am, Sir,

Your obedient Servant,
pp F. & Cobb Manager
J. Langton

Hon.ble
C. P. Brooks Esq
Collector of Customs
K. I. K.
Stanley

377
Memphis

497/513

13th May 4.

Sir,

Having made enquiries of Kinlayson he reports that the flocks under his charge are free of scab or blindness and in good condition. I have also the pleasure to inform you that Patterson writes that the sheep both in the Darwin and North Arm sections are free of scab, looking well and in good condition, and that they are gradually recovering from the blindness. Enclosed is the completed shearing account for 1873/4 showing the number shorn to be 104,531. I cannot give the average weight of wool per sheep owing to the wool weight book

F. Coleman Esq
Secretary
London

being taken to London by Mr Cook. It was impossible to forward the numbers of the bales shipped per Ramses, she leaving before I could write them out. They are now sent.

2. On the 20th ult. I went to Darwin reaching there early on Monday, arranged with Patterson respecting his leaving, as well as, the fence to be erected at Darwin. On Tuesday went over to Goose Green and saw No. 2 Digester being drawn off. The refuse which used to be thrown over the jetty in Martins time was taken in a hand barrow and put into a press which is arranged so that the liquor running out goes into a pit, where it is allowed to cool. Then the water is let off by means of a trap and the fat remaining is put into a refiner, what remains in the press being used for fuel.

I was quite astonished at the amount of steam obtainable from such stuff. Miller having to take his turn with the fireman the tallow is not yet weighed. There are 601 casks of Company's own tallow, the number of sheep boiled down is 14,462 which you will perceive is 100 less than number sent from different sections. The error in counting I understand is principally in the North Arm return. I returned to Stanley on Wednesday evening. You will have to arrange for at least 600 casks to arrive here for next season.

3. The 'Psyche' is nearly discharged and will I hope be ready to go to Darwin about end of this week. There will be little else but tallow and hides for her homeward cargo. I regret to say that nearly the whole of the Hoopiron is badly

damaged, it was stowed right on top under the fore and main hatches, just so that the bend of the bundles came under the combings, which leaked during the heavy weather she encountered on voyage out, the greater part of it is perfectly useless. I have had a survey on it, but the report is not yet to hand.

4. Patterson and family cannot go by this steamer, two of his children suffering from Typhoid Fever and Dr. Hairston reports "not in a fit state for removal by this mail". Passengers by this vessel are Buchle (agreement enclosed) and the two sons of Patterson.

5 A number of things are still required to complete the launch. Buchle takes a list with him and will explain fully to you, his work here has been executed in first class style,

377.

6. Enclosed is a copy of an official notice calling attention to art 23 of the Port Regulations of 1882. The Government have been making a stir about the manifest of the "Lioness"; you will therefore have to see that it is carried out, if possible, by the next vessel you charter. In the case of the 'Psyche' the Governor sent a verbal order that the Beer would have to be landed at the Government Jetty, although I had paid the duty. I pointed out how inconsistent such a proceeding was, and it was finally agreed that when in the course of discharging the liquor was reached I was to inform the Collector of Customs so that a constable ~~might~~ come and

examine the casks, the next measure contemplated will be to pass an ordinance to compell all goods to be landed at the Government Jetty, so as to force us to pay warehousing. The present Colt. Secretary unfortunately for the Colonists falls into the Governors views in every thing.

7. The "River Thames" left this port on the 3rd inst but returned on 5th the crew still refusing to proceed. Enclosed you will find draft on Messrs Hargrove & Hellon for the "Martha Jackson's" repairs account amounting to £470. 0. 10. I have this day charter the "Nimrod" to proceed to Montevideo to fetch crews for the above vessels. The "Lioness" arrived on 11th instant delivering your letter of 9th February with enclosures in order.

8 The "Memphis" arrived last evening delivering your despatch No. 640, but very few other letters owing the non-arrival of the Pacific steamer at Sandy Point which is reported was 3 days late.

9. 642 Par 2. I will obtain the information asked for in time for next mail.

10 Par 4. I think it is just as well to let the Kosmos see you can do without them. They have this season taken the whole of the freight from our shores in respect of Messrs Holmes & Blackburn and Stickney Bros, in the latter case taking the wool from Spring Point to London direct for 55/.

11. A petition was again got up in favour of Mr Cobb for the vacant seat on the Council, but on its being sent to His Excellency he pointed out that he had recommended Mr Mansell, whose appointment he expected this mail, had the steamer not been

delayed. His Excellency is evidently determined that the Company shall not have a voice in the affairs of the Colony.

12 I have been nearly all day at the Court suing for damages for 26 sheep worried last night or early this morning in the Butchery paddock. I claimed £19. 10/. and although gained the day, fear it will be some time before payment is made.

13. The Boatswain of the 'Hornet' requiring his voyage to terminate at the end of his two years. I have given him a third class passage by this steamer. He is to sign clear tomorrow morning.

14 I have had to give the Messrs C. a draft for £150 on account of passages principally for Stickney Bros.

I am, Sir

Your obedient Servant
W. F. Corfe Manager
Falkland Islands

377
Memphis

Enclosures

Trip No. 375
Dispt. " 376
" Statement & Indent.
" Additional Wool weights
Stanley Jrl and Ledger Balances Mar
" Wages 31 Mar
" Jrl, Cash Book & Vouchers Apl.
Complete shearing acct (Nos 104, 531)
Sheep boiled down 1884.
B/L Ramses for 430 Bales
Numbers of bales per Ramses
2nd Ex No. 426.
Martha Jackson's accts
" letter of advice
" draft No 729 for £470.0.10
1st Ex No. 732 on Dean . 160.0.0
Port Regulations
Official Notice D°
Shipping Report
2 Statements
Nimrod's Charter
Buchtes agreement.

37 S
"Sakkarah"

504
504

13th June 4.

Sir,

The "Memphis" sailed on 17th ult. leaving a portion of Messrs Baillon's wool behind as I informed you in my letter of that date. The reason of this wool being shut out was as follows:- Captain Seemann agreed to take Stickney Bros wool from Spring Point to London for 55/. arranging that it should go in one shipment; when it became apparent that owing to the large number of 3rd class passengers that the "Memphis" could not take all the wool from the hulk and "Malvinas"; the latter cargo was taken in after dark, although an hour or two before Captn Seemann promised that not a bale should go until all from the "Egeria" was on board.

F. Coleman Esq
Secretary,
London.

Messrs Shirkings wool had been left behind the Kosmos to would have had to pay two months truth hence their playing false to us. Messrs Baillon have I think just cause to complain for had they used the "Malvinas" instead of our schr their wool would have gone in one lot. The Sheepskins shipped per "Memphis" were intended for the "Psyche", but it was found that the rats on "Egeria" were making such havoc among them that I determined to ship them as soon as possible.

2. I regret to inform you that on the night of the 23rd ult: the Store was broken into through the window nearest the liquor store, and the contents of the till, being the day's takings, together with some private money in Storekeeper's hands stolen; the total amounting to £39. 15. 9 of which £21. 10. 9 belonged to the Store, the Police have not been able to discover the miscreants. I have had the Offices and Store

windows securely barred with iron rods. A small safe that would fit in a space 2.9 x 2.9 x 2.6 under the desk would be very useful for the store, so that the days cash and books could be locked up at night, the present routine being for the Storekeeper to lock his money in a drawer (which was forced open on this occasion) at night and pay the same into the Office next morning.

3. The 'Psyché' left Port William for Darwin on 11th inst having lost 3 weeks in ballasting and head winds. I have 743 casks tallow waiting for her viz 605 casks Companys, 58 Camerons and 81 Messrs N & G. Cobb's, there will be a few more before Psyché is loaded, from Stanley & Camp fat, and a few from Captn Packe, Mr. Mansell is going to try the experiment of trying out some 500 old ewes and wishes the tallow insured for £100 you will

percentage of Cameronis and Lobbs tallow as usual. The whole will be consigned to the Company. The Sheep have given an average of 26 lbs 2 ℥ of tallow which is very good seeing that out of 14.462 only 4.124 were wethers, Cameronis 1088 wethers averaged 34 lbs per sheep.

4. I enclose extract from Finlayson's letter respecting Little's dip, which you may think it worth while looking into. Patterson leaves next mail his family having recovered.

5. The "Ranee" arrived from Montevideo on 26th ult° and on 7th inst towed into port the "Citadel" of Liverpool for the sum of £500 the "Citadel" belongs to the same owners as the "Montauk" and is being repaired by Messrs Dean. The Mate and four men were lost overboard off Cape ~~Horn~~. I again tried the Launch but to no purpose, she scarcely moved and just managed to get back to the buoy, without going out to the ship.

Chilian Consulate
14th June 1884.

Sir,

I have the honour to acknowledge the receipt of Your Excellency's despatch dated 15th April last, the circular of 12th February to which you call my attention does not appear to have reached this Office.

I have the honour to be,
Sir,
Your Excellency's most obedient humble servant,
pp F. E. Cobb
Consul for Chile
J. Langdon

His Excellency
The Minister of Foreign Affairs
&c &c &c
Santiago.

"Kambyses"

15th June 4.

6. The "Kambyses" arrived this morning bringing your despatches No 641 (which had been returned to Montevideo owing to the "Cordillera" being three days late at Punta Arenas) and 642.

7 No 641. Par 5. Mr Waldron has shipped a large number of sheep to the Camp near Sandy Point in conjunction with one of the Greenshields, but I understand that no positive terms, for the possession of the land, are yet arranged with the Chilian Government.

8. Par 8. I have been able to get sufficient tallow casks for this season, by buying up all the Publicans empties.

9 Par 12. I will endeavour to obtain a copy if possible, it was posted on the Gazette board, but the weather at this time of the year is too severe for anyone

anyone to stand on the road to copy it, and I doubt very much whether the present red tape of Government Office will allow me to make a copy, now that it is removed from the Gazette board.

10. Par 14. The £10.9.10 you enquire about was for Beer & Wine account on board "Sahharah" the details I produced on arrival but since destroyed. I feel sure the Directors will not consider this an extravagant amount, you surely did not expect us to drink warm water from Dartmouth to Stanley, and I would remind you that I paid my Hotel expenses at Dartmouth, although on my way out and you pay Shepherds lodging accounts &c.

11. No 642 Par 2. I think the Directors will be pleased at the good results of the change of superintendents at Goose Green, in addition to the tallow, there will be about 20 tons bone ash, which

I shall send per Psyché if she can take it.

12. Par 3. I regret to hear the sheepskins are carelessly taken off and will see into the matter at once, but it is too late for Goose Green for this season.

13. Par 4. I have not yet had time to complete the copy of the stock of Stores but hope to do so by next mail

14. Par 5. Should it be possible to get an experienced shepherd in Stanley while the "Anna" is here I will have the sheep examined and send you the report.

15 Par 6. The letter for Cartwell shall be forwarded to him.

16. Messrs Dean & Sons have purchased part of the late C. A Williams estate viz Port Edgar.

17. Smuggling has been carried on to a great extent by the crew of "Malvinas" but they have at last been caught and

the Chief Engineer is the party implicated.

18. Enclosed you will find new Port Regulations and I must call your particular attention to paragraph 4, a notice being posted on the Gazette board that the penalty will be enforced.

19. The Hoopiron being condemned I am returning the damaged portion per Psyché for if put up to Auction it would not fetch anything here. Rawson have omitted to charge the cooper's hoops in our invoice.

I am,
Sir,
Your obedient Servant,
pp F. E. Cobb
Manager
J: Langdon

378
Kambyses

Enclosures

Dispt No. 376, 7.
Dispt. Wool per Ramses
" Statement
" Shearing & Boiling down acct.
" 3rd March
" " & Cash Book April
" letters to Coleman 17 & 24 May
" " to Seemann 17 May
Copy Baillon to Langdon
New Port Regulations
Tallow weights for 'Psyche'
Extract from Finlayson's letter
Wool per Memphis
Sheepskins Do.
2 B/L per Memphis
B/L Hides per 'Psyche'
2nd ex Nos 729, 732.
2 B/L for W. Stickney Junr.
Survey on Iron per 'Psyche'
Shipping Report
Indent.

17th June 4.

Sir,

By the "Kambyses" a small box addressed to myself was opened and seized by the Custom's Officer on the ground that it contained dutiable goods, the contents as far as my advices inform me were as follows:-

Box of Specie
Colonial Office List 1884.
Blue Book Statistical Abstract of Colonies 1868 to 1882 C N.° 3274
Lloyd's Register Supplements N.° 21 to 24.
Mail Tables for latter half of 84 & parcel of same for Samoa
Do. Post Office, Kosmos & R. Mail Co.
Watches repaired for R. Biggs, W. Haig & Owner not named but direction sent back for identification
Desk for F. King from Cobb
Parcels for Do. Heuston, G. M. Dean, Mansel, Capt Seamann from Cobb
Edenborough's List of Wool Sales & Circular & Lloyd's Pamphlets from National Fire Insurance Co
The Sunday Chronicle San Francisco 13 Apl. 84 re letter to Editor abt Wreck & repairs to vessels at Stanley.
Price Lists from Hastings, Coley, Travers, Burys, Hill & Co.

what the private parcels contain I do

The Hon.ble
E. P. Brooks Esq
Collector of Customs
&c &c &c
Stanley

not know as they were enclosed to oblige the parties they are addressed to, if I had had any idea that they contained dutiable good I should most certainly have entered them under the circumstances I trust you will be able to order the case to be given up, as you will perceive that the parcels do not belong to myself or this Company.

I have the honour to be,
Sir,
Your obedient Servant
J. Langdon
Actg Coll. Manager.

523
527

18th June 4.

Sir,

I have the honour to acknowledge your letter of 17th instt in which you inform me that His Excellency the Governor desires you to refer me to sections 4 and 7 of the Customs Consolidated Ordinance in respect to my case.

I would beg to submit to His Excellency whether this particular case does not come under section 23 for there was no attempt at concealing the goods as the following will prove:-
On Monday morning Constable Wilmer came to my office and said he was sent by the Chief Constable to ask for particulars of contents of my case I replied that as far as I knew there were

The Honble
C. P. Brooks Esq
Colonial Secretary
&c &c &c
Stanley

no private cases for me, he then told me that a case had my name on, which I concluded was the Office case and gave him a rough memo of what the contents were likely to be, at the same time telling him I did not know the contents of the addressed parcels and that the Chief Constable had better open them. I have since learned that the case was at the time Witmer came to me already opened. I therefore humbly beg that His Excellency will take a lenient view of the matter for I feel convinced that this Company's Secretary did not know the contents of the parcels or he would have reported the same to me.

I have the honour to be,
Sir,
Your obedient Servant,
J Langdon
Act. Manager

525
530

Imperial German Consulate
Port Stanley 20th June 1884.

Sir,

I have the honour to request you to submit to His Excellency the Governor the following:-

On the 19th instant the 1st, 2nd Officers and Chief Engineer of the German S. S. "Malvinas" were tried for having on board the said vessel certain excisable goods with a view to evade the customs duty thereon.

I am informed that the crew of the "Malvinas" have always been allowed the privilege of having all excisable goods, for consumption on board, free of duty and that the said Officers had not been informed that this privilege was withdrawn, but

The Honble
E. Fakenham Brooks Esq
Colonial Secretary
&c &c &c
Stanley

on the 14th instant the Chief Constable went on board and enquired what excisable goods each member of the crew had in their possession, the 1st and 2nd Officers, according to the Chief Constable's evidence, gave correct statements and although having done this their Tobacco was seized and the men fined, both men asserting it was for their own use, having purchased a larger quantity than usual at Punta Arenas, as they understood they would not be returning to that place for some months.

I would therefore humbly submit to His Excellency the Governor whether he will not

remit the penalties imposed in the case of the 1st and 2nd Officers, who appear to have acted honestly in the matter.

I have the honour to be,

Sir,

Your obedient Servant

John Langdon

Acting Imperial Consul

327/531

20th June 4.

Sir,

I have the honour to acknowledge the receipt of your letter of yesterday's date and beg to thank His Excellency the Governor for his decision in the matter.

I have the honour to be,

Sir,

Your obedient servant,

J. Langdon
Acting Manager

The Honble
E. Pakenham Brooks Esqre
Colonial Secretary
&c &c &c
Stanley

530

Imperial German Consulate
Stanley 20th June 84.

Sir,

Since writing to you this morning respecting the Officers of the S.S. "Malvinas" I learned the information respecting the withdrawal of the privilege hitherto granted to the said vessel had been duly notified to them and would respectfully beg to withdraw my letter about the same.

I have the honour to be
Sir,
Your obedient servant
J. Langdon
Acting Imperial Consul

Manifest of cargo shipped on board "Psyche", Palmore Master, Falkland Islands for London.

Pkg	Marks	Nos	Goods	Shippers	Consign
1	No Mk		124 Salted Hides	Falkland Islands Co	Falkland Co
	2 Knots		68 " "	Baillon Bros	"
	3 "		63 " "	Stickney Bros	"
	4 "		375 " "	Holmested & Blake	"
	5 "		185 " "	J. Bonner	"
	6 "		11 " "	H. H. Cobb	"
	7 "		4 " "	W. Fell	"
2	F.I.C	1/140	610 casks Tallow	Falkland Islands Co	"
	GHC	1/84	84 " "	H & G Cobb	"
	C	1/58	58 " "	W. K. Cameron	"
	B	1/14	14 " "	R. C. Packe	"
	H&B	156	1 " "	Holmested & Blake	"
	Pe 22		1 " "	W. Fell	"
	H&B		24 drums "	Holmested & Blake	"
3	"		1 Bdle Sails	"	"
	No Mk		10 " "	Falkland Islands Co	"
	"		528 salted Hides	"	"
4	(F)	Sundry	18 bales Sheepskins	"	"
	(DH)	9	1 " "	"	"
	(HG)	Sundry	6 " "	"	"
	J. B.	1/5	5 " "	J. Bonner	"
	No Mk		363 " "	Falkland Islands Co	"
5	"		26 cks Bone Ash	"	"
	"		A quantity do	"	"
	"		do Bones	"	"
6	(HA)	1/9	9 Bales Sheepskins	"	"
	H.G.C.	1/3	3 " Wool	H & G. Cobb	"

over

Addressed packages Bc as per receipt herewith

58 Empty Drums
340 bdles Hoopiron
14 pcs Teak
1 Mould for Tank
1 case Boots
1 pcl addd F. Coleman
2 " Watches for repair

Stanley
Falkland Islands
8th July 1884

J. Langdon
Actg Manager
Falkland Islands Co

379

"Psyche" 513/536 8th July 4

Sir,

This vessel is now ready for sea having been most unfortunate in her passages to and from Darwin I have discharged and loaded her in 25 days. Captn Patmore has given entire satisfaction.

2. The case of Boots, contains 50 pairs nailed boots, sent out by Messrs Burrows without being ordered and are quite unsaleable; the Indian ink should have common black for stencil plates, the 'Psyche' cannot take the Navy Bread which was to have been returned by her being full. The Teak is a fair sample the larger planks could not be got into the hold on her return from Darwin, but Captain Patmore can testify to their damaged condition.

3. Mr R. Cobb goes home by

F Coleman Esq
Secretary,
London.

this opportunity, he applied to me for a passage, but the "Psyche" having no passenger accommodation I could not arrange the matter, he goes more as a friend of the Captains and is to share his accommodation I therefore leave it an open question, respecting passage money, for you to settle with Captain Patmore.

I am, Sir,
Your obedient Servant,
pp F. C. Cobb Manager
J. Langdon

Enclosures

Stock of Stores 31 Decr 83
1 B/L Psyche
1 Receipt do.
Extension of Protest
Copy of Survey
Manifest
Letters for Mr Bonner
Particulars damg^d Teak
Psyche's acct

380
"Luxor"

534/544

12th July 4.

Sir,

I have the pleasure to report that the Psyche sailed on the 9th instt with a full carg I omitted to inform you that I allowed Captn Patmore to take some old iron in lieu of stone ballast, as per copy of my letter to him herewith.

2. You will perceive by the copy of my June last book that although the Kambyse arrived on the 15th I did not get possession of the specie until the 20th and only then after a great deal of annoyance; enclosed is copy of correspondence relating to the same. I still maintain that the case came under artiel 23 of

F. Coleman Esq
Secretary,
London.

23 of the Consolidated Customs Ordinance, of course His Excellency would not acknowledge that it did for then I could have had a charge against the Chief Constable for illegally opening the case. In the Malvinas affair mentioned in No. 378 par 17 the 1st & 2nd Officers were fined £13.10/. each, Chief Engineer £100 and C. Williams £100.

3. When the wool from Speedwell Island is sold the proceeds are to be divided as follows to the credit of H. H. Cobb £64.15.1. The remaining proceeds to be divided between H. H. Cobb and Mrs Louis Baillon of Nottingham, Mrs Baillon's share to exceed H. H. Cobb's by £96.4.0, but from Mrs Baillon's you will please deduct the Speedwell Estate account viz £333.1.5 with interest at 5% per annum from 1st January 84 to date of payment, and pay balance to Mrs Baillon.

4. I am glad to say that Messrs Hargrove & Hellan's vessels have at last sailed. On 20th ult.o the Italian barque "Mosca" arrived her draft is enclosed. The German barque "Orion" belonging to J. C. Oestmann, Blankenese, Hamburg arrived on 3rd inst. is discharging into the "Egeria". I telegraph as follows "Federal, Orion, Blankenese. she had some dynamite on board which I have stowed in the "Fairy" so that I hope to have some good hulk hire from her. On 10th inst the "Hermione" of Liverpool came in I supplied her wants and settled with her the same day, draft herewith.

5. The reports from all the Camp stations are very satisfactory. the stock is said to be in good condition and looking exceedingly well. Mr Patterson leaves this mail if there is room for his family.

6. The 10 bales ex "Wave Queen" only yeaned 5 Ram Lambs.

7. Mr Cameron having consigned his tallow per 'Psyché' to the Company I have given his man Sparks an order on you for £250 on his account. Messrs Holmested & Blake request you to pay to the credit of Mr H. Waldron at the London & County Bank the sum of Seven hundred and twenty five pounds (£725) should he apply to you for the amount.

8. Enclosed is a letter from David Hewitt about a family Bible, if you can assist him in the matter please do so.

9. I have had an iron rod driven as far as possible in the harbour were the proposed new jetty is to be, it could scarcely be withdrawn, the bottom appears to be only blue clay outside kelp, from kelp to shore covered with shingle.

10 Steam coal as before.

Imperial German Consulate
Port Stanley 14 July 1884.

Sir,

I have the honour to enclose an account of the lost at sea of Georg Wilhelm Bornholdt from the German barque "Orion" of Hamburg, also a list of effects belonging to the said seaman which are forwarded by the Kosmos steamer "Lusi" to Hamburg.

I have the honour to be
Sir,
Your obedient Servant
Jas F. E. Cobb
Imp. German Consul
J. Langdon

Capt. Tetens
Wasser School
Hamburg

3P0 cont.
Luxor

21st July 4.

11 This vessel just arrived having been detained in the Straits for seven days by bad weather, your despatch No 643 was delivered at 10 a m and the "Luxor" is to sail this afternoon.

12. No 643. Par 1. I have already written fully about the Wool per "Ramses". I have still 40 Bales Wool here but "Luxor" is full. They were intended for "Psyche".

13. Par 3. This matter shall be carefully attended to.

14 Par 6. Finlayson shall be sent by the "Neko" to Montevideo

15 You have not told me anything about the annual report

16. Mr H. Waldron goes by this steamer for the purpose of arranging matters respecting the refrigerating of sheep, a company being formed amongst the West Farmers to carry this out. The same thing is talked of on the

East and I think this Company should be first in the field, no doubt it would pay better than Tallow.

17. The McKenzies and W Fraser leaving it will be necessary to send out 3 Shepherds by first mail, single men preferred.

18. Mr Birch wishes you would oblige one of his men by receiving some money through your office should his relatives apply to you.

19. Short wishes you to aid his son to get out, he will pay all expenses into this office.

I am, Sir
Your obedient Servant,
pp F. C. Cobb,
Manager
J. Langdon

Enclosures.

Dupe No. 378
Tallow weights per Psyche
Copy letter to Burrows
Stanley Jrl. Cash Book & Vouchers May & June
Martha Jackson's accts & draft 79.14.9
Mosea " " 105. 3. 8
Psyche " " 219. 7. 2
River Thames' " " 238. 8. 4
Hermines " 24. 9. 3
Dup Stock 31st Dec 83.
" Indent No. 29
Copy correspondence re case for Kambyse's
" letter to Patmore
Plan for Goose Green works
Bettenne's application
Dup Wool & Skins per Memphis
" Shearing acct
Cheque for £46. 13. 4
6 B/L per "Psyche"
" Parcel "
Dup. No. 379
" Psyche's manifest
Shipping report
Statements
Particulars Sheepskins
Heuitt's letter
Indent
Wool here at present.
Camp Wages June.

381

536/551

"Nassau"

8th Augt 4.

Sir,

I am informed that the Governor is writing this mail to the Secretary of State to obtain permission to sell the water frontage opposite this Company's and Messrs Dean's Stores; he talks of £1000 being cheap, in which Mr G. Dean agrees, I consider this a very large sum for the advantages to be gained, more especially if the West Falklanders have direct communication with London the Store business will be considerably decreased, but still if he obtains power to sell we shall be forced to buy, having no other place for stowage of logs, timber, Bricks &c

F. Coleman Esq
Secretary.
London.

2. Mr Dean executor for Smyley's estate is empowered to sell the property, situated on the East and West of this Company's store, the estate consists of on West of Store, Stone house with about 1/4 to 1/3 of an acre of land, on East Stone house with 4 rooms and one acre of land, an offer of £600 has been made for Mr. Williams although he himself does not yet appear in the matter, it will not be advisable to let the property fall into his hands. I expect it will fetch more than the present offer, if you intend to buy please wire purchase with one figure 7 or 8 which I shall understand to mean buy as cheap as possible up to £800.

3. Enclosed you will find Frazer's letter respecting his homeward passage together with extract from Fleming's letter to him of 29 February last.

4. On 28th ult the Colonial Secretary wrote as follows "It having 'been reported that the Falkland 'Islands Co have made wharfage 'charges on persons landing goods 'at their jetty. His Excellency the 'Governor wishes to know whether 'this report has any foundation, 'and if so, what charges have been 'so exacted". as this would be in direct violation to the permission of having a jetty of course such a thing was never thought of. when mentioning the subject to Mr Dean, he told me it came from your office, through the Colonial Office, if so, you are misinformed.

5. The "Anna" arrived on 30th ult. having experience very bad weather when near these Islands, her sheep pen was smashed and 7 sheep washed overboard, the remaining 13 were in a deplorable condition, 2 died the next day

One of Mr Waldron's men here waiting arrival of "Anna" told me he considered the sheep a very poor lot. The Lioness sailed on 2nd inst Capt. Robinson kindly took 4 peices of damaged teak as per enclosed receipt. On 2nd inst Messrs Dean's launch towed in the "Melpomene" which of course went to them for repairs.

6. I regret to inform you that on 22nd ult. A. Smith whom you engaged in November left Stanley for his home at Hill head and has not since been heard of, his horse was found next morning near the second wall from Stanley, search was made for two or three days without success.

7. The "Malvinas" is lying at Sandy Point her Engines having broken down, but of this you doubtless are aware as I am informed that a telegram was sent via Montevideo.

3 Pl cont°
"Ramses"

10th Augt 4.

I Your despatch N° 644 was received this morning the "Ramses" arriving late last night.

9. Par 2. I am glad to report that the blindness is disappearing and that the sheep are in good condition, although the winter is very severe.

10 Par 4. Mr Dean showed the Governor a letter from Mr. Langridge stating that this manifest could not be obtained but it being a pet clause he would not notice it, the remainder of this paragraph shall have my attention.

11. Par 7. Finlayson will go to Montevideo by the September mail.

12 Par 10 Mr Call will be instructed immediately after this mail leaves. I can obtain

posts here, but owing to the "Malvinas" accident I have only Dean to buy of.

13. I am surprised at not receiving an answer to my telegram respecting the barque "Orion's business.

14. The "Hawkeye" belonging to the Merchant shipping Co of Swansea arrived of 9th she goes to Dean, cannot you get this agency.

I am,
Sir,
Your obedient Servant
pp F. L. Cobb
Manager
J. Langdon

Enclosures

Triple Nos 378 380
5 B/L Psyche
Dupe Sheepskins per Psyche
" Wool still here
" C. Book & Jol. May & June
" Statement
" Indent No 30
Stanley Ledger Balances 30 June
Extra acct Psyche
letter to Owner of Mosca
Frazer's letter 28 July
2nd Lc Nos 7333/6
Lioness receipt
Shipping report
Statement
Indent

382
"Totnes"

544/516

13th Sept 4

Sir,

I made application to the Government for a copy of the Colonial accounts but could only obtain those for 1882 which are now enclosed, the accounts for 1883 not having been yet returned from the Colonial Office.

2. The "Orions" repairs are completed but not receiving any instructions from you I have taken Captn Seemann's draft on Messrs J. H. Schröder & Co. in payment of her account. On the 19th ult° the "Rotomahana" of Liverpool was wrecked on the Elephant Bays, she has since gone to pieces, the wreck was sold for £10. 10/. to Dean

F. Coleman Esq
Secretary,
London.

The "Dryad" of Liverpool belonging to J. B. Walmsley arrived on 22nd ult^o. the Captain being very ill with dropsy. she will proceed in charge of the Mate, as soon as the Doctor permits his removal on shore, try for this Agency.

3. This winter has been the most severe one known for many years the cattle and old horses dying from starvation in all directions, the sheep have not suffered so badly, very few deaths being reported in our flocks at present, although of course the Ewes are very poor, especially the Merino, the last few days however have been very fine and Finlayson says if it continues so the Ewes will pick up considerably before lambing. I am glad to say that I have ready for shipment 100 bales of Sheepskins containing 8877 skins

531/553

15th Septr 4.

Sir,

In reply to your letter of this date His Excellency the Governor told me yesterday morning that he would not prevent the cargo per "Totnes" being taken to and from her in lighters providing no communication was had with her and the lighters to remain in quarantine, at the same time telling me that Captn Seemann would let him know how he was arranged. I therefore thought that I was at liberty to send my lighters down to the quarantine ground to be taken by the steamer's crew alongside. I trust that His Excellency will

C. P. Brooke Esq
Colly Secretary
&c &c &c
Stanley

if I have broken the law it was through thinking I had His Excellency's permission.

I shall be greatly obliged if His Excellency will grant permission for the Fairy's cargo to go to the Tolmes I undertaking that no one with her shall touch the 'Tolmes'.

I am,
Sir,
Your obedient Servant
J. Langdon
Actg Manager

553/561

15 Sept 4

Sir,

I have just received a memo signed by His Excellency and Mr Dean, the latter Gentleman says that "the whole of the Cargo" in his meaning was what he had to send". I had already made my arrangements with Captn Seemann before we went to Mr Dean, the Praecis as per enclosed note cannot carry my cargo and the steamer could not receive the whole cargo until the flour was discharged. His Excellency will remember that the moment he gave me permission for my lighters of which the "Perseverance" is used

E. P. Brooks Esq
Colonial Secretary
K.K. K.
Stanley

is used as one) Mr. Brandon asked me if his flour might be put on board to which I agreed. furthermore His Excellency told me I need not trouble to come and let him know my arrangements but Captn. Seemann would. I trust that His Excellency will see that I had no intention to break the law and that he will permit the Fairy's cargo to go by her she being already loaded and if it should rain her deck cargo will be ruined.

I am, Sir,

Your obedient Servant

J. Langdon

Actg Manager

4. The snow having last disappeared the body of A. Smith was found on the 5th inst. near Bold Point about six miles from where his horse was found.

5 The fence from Adventure Sound to North Arm will be commenced at once to complete it, you must send first chance 17 coils of barb wire and staples for same, its length will be 11,748 yards, the starting point and where it finishes I will send as soon as I get it from McCall

6. Can you get any information as to shipping crews for the coasting schooners. Our usual custom was to ship the men for not exceeding six months and to discharge them when not required Mr Brooks asserts that we must keep them six months, again the Nimrod's articles have about 2½ months to run I wanted to

ship a crew to take the fencing and for the coming season, he (Mr. Brooks) would only ship them for the time the articles have to run, thus causing shipping fees to be paid twice, he asserts it is the practice in England I maintain that if one part of the shipping act is carried out then the other should be namely the abolition of shipping fees.

14th Sept 84

The Tolmes arrived this morning and delivered your Despatch No. 645, unfortunately she has small pox on board and no communication is allowed with her. Mr. Finlayson and our other passengers will not go by her I shall send a telegram through Mr. Humphreys, it is very annoying as next mail the Camp work will be in full work.

8 No. 645 Par 4. When settling with Messrs Dean & Sons I had only Mr Felton to deal with, and he did not know of any reduction, but this morning Mr Dean says he omitted to tell Mr Felton and the Five Pounds will be refunded in my next settlement.

9 No. 645. Par 5. I will try what arrangements can be made with Captn Seemann, the present shipment is at 40/. per ton, this being the rate he is taking some of Messrs Dean's wool. I fear you will blame me for sending the tons ash in bulk, but I was informed that it is always so shipped in the River Plate

10 Par 10. Finlayson is not the only one who complains of Little's

dip. I have been told by some of the West Farmers that they did not consider it so good as formerly.

I am, Sir,
Your obedient Servant
p/p F E Cobb
Manager
J. Langdon

Enclosures

Trip Dupl No 380
Dupl " 381
Orion's account
Stanley Jrl & Cash Book & Vouchers July
" Cash Book & Vouchers Augt.
Particulars 100 Bales Sheepskins
Stanley Wages 30 June
Annual accounts for Colony 1882.
Dupl Indent No 31
" Ledger Balances
Pl Ce No 738 for £842. 19. 9
Pl " " 739 " 1,743. 7. 8
Indent No 32
Shipping Report

555/564

18th Sept 4.

Sir,

In reply to your memo of yesterday's date the arrangement entered into with His Excellency the Governor in your presence on the 27th ult was as follows:- that I should send the schooner 'Hornet' to the Elephant bays for the wrecked crew of the "Rotomahana" the Board of Trade paying me the sum of £45. I reserving the matter of salvage to my Master's decision, after the arrangement was made in the course of the morning you sent me a letter stating (although previously settled) that His Excellency the Governor agreed to pay the sum of £45 adding

E. P. Brooks Esq
Colt. Secretary
&c &c &c
Stanley

adding that "no delay was to be occasioned through rendering salvage to ship or cargo". I carried out my part of the arrangement and denie that any delay took place, furthermore had my Captain refused to bring the boats in they must have been cast adrift, again the matter of salvage is between the Owners, Underwriters and myself and I fail to see that the Board of Trade is entitled to salvage earned by this Company's vessel.

I was aware that Captn. Shimmin was sent for and asked about my account, which if necessary, you might have obtained on application at my office. I therefore decline your offer of £29. 2. 6 and hold the Government responsible for the

sum of Forty five Pounds (£45)
I have the honor to be,
Sir,
Your obedient Servant
J. Langdon
Actg Manager.

561/616

19 Septr 4

Sir.

In reply to your letter of 18th instt the 'Hornet' was not hired by the 'Government to earn Salvage or freight for the Board of Trade. I undertook to perform a certain service with her which was faithfully carried out, you even proposed that I should bring in what could be saved on freight at £1 per ton in addition to the stipulated sum of £45. which I declined saying I preferred salvage. Respecting paragraph 2 On Sunday 14th instt in the presence of several persons in the Post Office you informed me that the Governor intended to deduct the Salvage from the amount

E. P. Brooks Esq
Colonial Secretary
&c &c &c
Stanley

amount due to this Company for the Kennet, I replied what Salvage, you then said one third of the proceeds of sale of boats, I then said none had been charged (not that I did not intend to claim any) which was perfectly true, the account rendered Captain Shimmin was only made out on 16th inst. On behalf of this Company I decline to accept any less sum than £45.

I have the honor to be,

Sir,

Your obedient Servant

J. Langdon

Actg Manager

383.
"Hornet"

551/572

15th Octr 4.

Sir,

Having chartered the "Hornet" to sail this day for Montevideo I take the opportunity to forward some enclosures.

2. On the 8th instt the German ship "Copernicus" belonging to Messrs R. M. Sloman of Hamburg arrived with loss of Foremast and all its gear, jibboom and other damage, not being able to obtain a Foremast here Captn Lassen goes to Montevideo to telegraph to his Owners to send Mast, Yards, Sails &c from Hamburg, this is annoying for I should have sold a great portion of our rigging, canvas &c. the expenses here will be about £1,000 instead of £4 or 5,000. I

F. Coleman Esq
Secretary.
London.

wire through Mr. Humphrey's as follows: "Federal, Copernicus, Slamar, Hamburg".

3. I have drawn on you for £179. 13. 4 in favour of the Crown Agents for Mr. Bonner's rents and compulsory purchase.

4. No communication having been allowed with the "Totnes" there were four bales of skins in dispute, these were on board the Fairy and must turn out of the "Totnes".

5 Respecting the shipping of the coming season's wool I offered it to Captn. Seemann at 37/6 this he cannot accept and after some conversation on the subject, he is to telegraph whether he may arrange at 39/., 40/ being his lowest limit. I agreed to this, as ever so small a reduction on this limit would be the small edge of the wedge for further reduction.

6. Enclosed you will find copies of some correspondence I have had with the Government. On 27th Augt the Governor sent Mr Brooks to make arrangements for the "Hornet" to fetch the crew of the "Rotomahana" to Stanley he offered me £30 which I declined at the same time he said that His Excellency had been informed that there was a large quantity of Salvage which they thought the "Hornet" might bring in at about £1 per ton, this I also declined and finally arranged to fetch the crew for £45. but while the schooner was being got ready the Governor sent for me and wanted me to take less which positively refused and after a great deal of unpleasentness he said to Mr Brooks that they must give in to my terms, but he considered me very hard hearted, I told him it was a matter of business and that I could not send the schooner at

at a loss, he replied that if anothe
schooner had been in the Harbour
I should have been only to glad to
have taken less. I told him I
should not have offered the Hom
for any less for there was just as
much chance of her being 10 or 12
days of it as in doing the trip in
5 or 6, knowing the sort of person
I had to deal with I had in
my pocket my letter of 27 Augt.
you will perceive that the Governt.
sent me later on the same day
a letter with a clause added about
Salvage, in direct opposition to
the arrangement made, although
their postscript acknowledges a
verbal arrangement. In paragraph
2 of the Government letter of 18th
ultt. they imply that I had told
them an untruth but you will
see my answer sets that on one side.
I hope and trust that the Directors
will cause application to be made
to the Board of Trade for the full
amount of £45. all the Governors

15th Oct. 4.

transactions in this Colony are blurred with petty meanness.

I am, Sir,
Your obedient Servant
pp F. E. Cobi
Manager
J. Langdon

Enclosures

Triple No. 381, 2
Dupe Jrl & Cash Book July & Augt.
" Sheepskins per 'Tolmes'
" Statements & Indent 31
B/L for Skins & Wool per 'Tolmes'
1st Lx No. 743 for £ 153. 2. 6
1st " 744 . 400. 0. 0
2nd " " 739.
Correspondence re Hornet
Langdon to Govt. 27 Augt 18th 19th Sep
Govt. to Langdon 27 " 17th 18th "
Letter re New Church

Chilian Consulate
Port Stanley
17th Oct. 84.

Sir,

I have the honour to acknowledge the receipt of Your Excellency's despatch dated 7th July last and in reply to the circular of 12th February have to state that at the present time there are no Chilian subjects residing in these Islands.

I have the honour to be,
Sir,
Your Excellency's
most obedient humble servant
pp F. E. Cobb
Consul for Chili
J. Langdon

His Excellency
The Minister of Foreign Affairs
&c &c &c
Santiago

Sd.
"Memphis" 566/576

19 Oct. 4.

Sir,

The "Memphis" arrived yesterday afternoon bringing you despatch No. 646.

2. No. 646 Par 6. The Governor informed me the other day that he expects to get permission to sell the water frontage and if not to sell he has proposed to the Secretary of State to lease the same, according to his idea, our rent will be something like £10 a year.

3. Par 7. Steam coal on hand about 350 tons, do you mean you want an account of the sale of small quantities of coal or only the larger sales say to H.M. Ships. I have this week sold 39 tons to H.M.S. Ready.

F. Coleman Esq
Secretary.
London.

4. Par 10. The West Falkland Farmers I understand are still determined to try refrigerating and say that the whole plant can be erected for £6,000.

5. Par 12. I have already informed most of our clients that their produce is covered by insurance. Mr. Dean having asked me the same question, told me he had written to his Father about compensating those who had lost their wool.

6. Par 13. As you will perceive by my last despatch per "Harvel" I could have obtained more favourable terms from Captain Seemann. I think the Kosmos Company should reduce to 4%. seeing that Mr Dean's wool per "Tolmes" was taken at that rate.

7. Par 14. I thank the Directors for their kind consideration, of course Mr. Cobb will

[illegible]ffirment their grant. seeing
[illegible] wath on my hands is more
[illegible]han double what it was in 1879
[illegible]hen I received £180.

I Par 19. This shall be
[illegible]ttended to as soon as possible.

9. I am glad to be able
[illegible] report that Camp matters
[illegible]re going on satisfactorily, the
[illegible]eather lately having been very
[illegible]ine for the lambing, so I hope
[illegible]at the loss of lambs will not
[illegible] so great as I anticipated,
[illegible]hough the Ewes being weak
[illegible]om the severe winter. Our
[illegible]and being mostly low the
[illegible]heep do not appear to have
[illegible]fered so much as on other
[illegible]ms. Mr Bonner's loss is
[illegible]timated at about 1,000. Mr
[illegible]illon says his is about 700
[illegible]tually frozen to death.

10 Mr Humphrey's writes
[illegible]e that he received a cable
[illegible]am "eight" which I presume

refers to Paragraph 2 of my despatch No. 381.

I am, Sir,
Your obedient Servant
pp H. R. Cobb
Manager
J. Langdon

Enclosures

Despd No. 383.
2nd Ex Nos 743, 4.
Stanley Fol and
Indent
Statement
Shipping Report
Colonial Revenue Rt 3.
Campmages Sep.

SP5 572/585
"Uarda"

17th Nov. 4.

Sir,

I have the pleasure to inform you that the reports from the Camp are very good, the Lamb cutting is commenced and from appearance there will be a fair crop of Lambs. I have ready for shipment by this opportunity the remainder of this year's sheepskins viz

Company's	P/	63	bales
Packe's	P	5	"
Cameron's	C	15	"
H & G. Cobb's	H.G.C.	29	"
		112	"

2. The following extract from A. McCall's letter will doubtless account for the wire ex "Ramses" from Antwerp being cheaper than usual, "The coils of wire which have come this time

F. Coleman Esq
Secretary,
London.

are different to any other which I have seen here yet, there being a large splice in the centre of each coil which hinders them from running it through the hole in each post, each coil requires to be cut and spliced again" I have to complain that the 3 doz Sashes shipped per Ramsés in February last and invoiced as sashes and frames costing £19.10/. turn out to be sashes only and exactly similar to those shipped in February 1883 at a cost of £7.10/. I can only sell them as sashes therefore Messrs Arnold have £12 to refund on this account. The Ale shipped in June last viz 60 Hhds is so very dark in colour and having a peculiar bitter taste I am unable to sell it while any other can be obtained and in the meanwhile the Publicans purchase most of their other liquors where they get their beer. I think Messrs Bass should make a large

reduction on this shipment, but possibly the Publicans might be induced to take it at a low rate, otherwise it will become a loss.

3. Enclosed you will find the New Port Regulations in which the section relating to the manifest is altered and that the Harbour Master's fees is one pound. All vessels & hulks now being moved by the Pilot who receives half the fees, this fee I think should be optional more especially in cases of moving the hulks, as McLauchlen is quite as capable to do the work as Campbell.

4. Capt.n Evans late of the "Dryad" expired suddenly on the 11th inst., enclosed is copy of a letter I have sent to his late Owners, which will explain how the matter stands. I hope there will not be any difficulty in getting the money.

5 On the 21st ult.o the British barque "Caroline" arrived with the Captain's body on board he having fallen from aloft, on 27th the four masted vessel "Eleanor Margaret" and on 28th "Dennis Brundrit" all consigned to Dean. I should have had the "Eleanor Margaret's" business if the "Malvinas" had been here so that I could have towed her up Port William, which was done by the "Ranee" for £150.

6. I am informed by Captn. Seemann that the Governor has written him that by sending the "Malvinas" to Punta Arenas" he had broken the 3rd clause of the contract, this was only raked up because Captn. Seemann refused to send her to Fox Bay especially to bring his two daughters & son to Stanley, by doing which he would have earned £6 for two or three days hire of the vessel. The Governor further informed him that he will insist on the clause (in the new mail contract) being continued relating to the intercolonial

Steamer

3 & 5 cont°
'Uarda'

also that an independent Agent shall be kept here.

1 & Oct 84.

7 The "Uarda" arrived this day delivering your despatch No 648 with its enclosures.

8 No 648. Par 2. Respecting Smyley's estate nothing more has been done in the matter, the Governor having informed Mr Dean that Smyley being an alien his property will have to be escheated to the Crown. Mr Dean is waiting to hear from the United States before he proceeds further, when it is sold I shall endeavour to buy as low as possible

9 Par 4. I don't know of any written permission respecting the jetty, but it is perfectly understood to be the case, both by the Government, Dean and the whole Colony it was only the other day that the

Governor was speaking to me on the same subject.

10 Par 6. You will never get a better offer of a steamer, the "Malvinas" being far superior to the "Ranee" I believe Mr Dean if offered to him at that rate would close with her at once, for he talks of sending "Rance" to Montevideo for sale and getting a more powerful one.

11 Par 7 I am sorry my telegram was not understood, what I thought you would do, was that the arrangements having been made by you with Messrs Drabble, that you would have instructed them by wire to select and forward the Rams per "Memphis".

12 Par 10 This paragraph shall be attended to on arrival of Gipsy Queen.

13 Par 13. I dont see how this can be arranged, unless you

intend a large additional shed to be put up. Miller informs me that in the Plate, the Bone Ash always remains in heaps in the open air (but here it would certainly get blown away) until it is shipped in the way I did the "Psyche".

14 This morning I have heard that the British barque Menai Straits, took fire and sunk off Salvador, "Malvina" left at 10 a m to fetch the crew in.

15 I omitted to mention that a fire occurred in the Engineer's mess room of the "Ranee" on 3rd inst doing considerable damage.

16 I forward a bundle of Tussac, it weighed 108 lbs when first cut.

I am, Sir,
Your obedient Servant
pp F. E. Cobb
Manager
J. Langdon

Enclosures

Triplt No 353
Dupt " 354.
Copy of Letter to Seeman re Wool
Dupt Statement
" Indent No 33
Stanley Jrl & Cash Book Sep & Oct
" Cash Vouchers do
" Wages 30 Sep
Particulars 112 Bales sheepskins
B/L for do
Copy Rotomahana's act
2 Copies Port Regulations
Letter from Glendon re Watch
Copy of my letter re Capt Langdon to Coleman
Stanley Ledger Balances
Shipping Report
Indent No 34.

540

Imperial German Consulate
Port Stanley 9 Decr 1884.

Sir,

I have the honour to enclose an account of the death at sea of Johannes Hartmann a sailor on board the German ship "Copernicus" of Hamburg also a list of his effects which realized M324.80 making a total amount due the late seaman of M623..26 which is covered by an order on Messrs R. M. Slaman & Co

I have the honour to,
Sir,
Your obedient Servant
p/p F. E. Cobb
Impt German Consul
J. Langdon

Capt. Fetens
Master Schout
Hamburg

576
589

#86.
Hambyses.

12th Dec. 4.

Sir,

I arrived here on the 10th inst. with your despatch bag, the contents of which call for little reply.

2. Par. 7. I have already wrote you that Messrs Drabble say they have received no letter from you about shipping the pumps, and now await explanation.

3. Par. 8. I hope that you will not fail to send the three bladed propeller as soon as possible.

4. Bearing in mind the Director's desire to reduce the stock of stores, I find myself in a position to confirm the opinion I sent you from Montevideo, i.e. that it is not necessary to send the tattoo ship on the round from London this season. The Gipsy Queen supplies all the

H. Coleman, Esq
Secretary,
London.

rough goods wanted for some time, and no indent is sent simply because nothing is wanted. A February ship both loads and discharges in the most possible weather.

5. The Gipsy Queen arrived on the 9th inst., and is just beginning to discharge.

6. The first fumbing account is enclosed, 34115 against 32467 last year, this will be increased probably by about 5000 before the second counting is completed. Mr. Langdon was at Darwin last week and reports all well in the lamp. The quantity of wool promised for the Sakkarah is 400 bales.

7. I find that Mr. Langdon sold the Perseverance to Mr. H. Cobb about two months ago, in conformity with instructions I left him to sell if he could get £300. When I left Mr. J. Deem was rather expected to buy, but appears to have given it up.

8. Enclosed is 3rd & 2nd Exchange at Raiatéa. It was taken by the Storekeeper during Mr. Langdon's absence in ~~Stanley~~ Darwin, the former just understanding about bills omitted to fill in the first & second.

9. By account there are 350 tons steam coal, and 40 more 9 tons ready on Monday next. and the Algerine, shortly expected, will probably take 60 or 70 more ~~should be desirable to ship not~~ more than 400 tons at once from N. Wales, when advantage might be taken to send the few sample goods on order. Cons 300 tons would do.

Dear Sir,

Your obedient servant

Geo. Foole.

Manager.

Enclosures and

Enclosures

Triple N° 384
Dupl. " 385
" Jol & Cash Book Sep & Oct
" " Ledger Balances
" Sheepskins pr. Nanda
Stanley Jol. Cash Book & Vouchers Nov.
First Lambing
Scott's receipt evidently intended for Lamb
3rd Ex N° 750 for £16. 2. 6
Shipping report
Statement

387.
H. M. S. Ready.

585
600

1st January 5

Sir,

I returned yesterday from the Camp and find that this vessel is leaving for Montevideo, having been relieved by the Algerine.

2. I have the satisfaction to report that everything appears to be working smoothly in the Camp, with every prospect of continuing to do so. In the Darwin section, however, there has of late been rather a serious mortality among the sheep the cause of which is an absolute mystery to all, and I shall be glad if you will take a first rate veterinary opinion upon it.

3. Shearing began ~~as usual~~ the first week in December, and proceeded as usual, the only thing noticeable being the lightness of the wool and the comparatively low condition of the sheep, consequent upon the unprecedentedly severe winter. The flocks were taken in the following order

J. Coleman Esq.
Secretary,
London.

Kilhead, Black Rock, Mount Pleasant, Bluff Cove, Fitzroy and Kilbride. The sheep were apparently in good health, and were treated in the usual manner, that is to say, those not actually in hand were herded out on a superabundance of good pasture with plenty of water, and after dipping each flock was dipped before returning to its own ground. Before the Mount Pleasant flock went, however, about 24 hours after dipping, deaths began to occur among them, 26 being down the first morning, and over 50 the second. On the drive home over 300 succumbed. It was supposed that something wrong might have got into the dip and the trough was cleaned out and replenished with fresh mixture, with the result that each of the next three flocks from 70 to 100 deaths occurred on the drive home.

The sheep were, to all appearance, in perfect health up to the time of being dipped, and the deaths began about 24 hours after, continuing for three or four days, after which time all those unaffected appear to have escaped.

the malady disappearing as suddenly as it came. Suspicion was directed towards the dip, and Armstrong prudently sent the same flock back, without dipping them. At this time I arrived in Darwin, and at once sent to Walker Creek and South Alligator to enquire if any mishaps had occurred; the Superintendents, however, reported all well, in each case after an examination of the dipped sheep. Further, I found by comparing the shipping numbers that precisely the same dip was being used at all three places, the drums bearing numbers between 3000 & 3400. I then ordered 100 old rams to be brought up to be Experimented upon, of these I had 68 dipped, some with whole skins, some with cuts from the shears, the remaining 32 I had driven through the pens, but not dipped, to see if there was any infection hanging about them: the result was that all the sheep after 4 days were alive and well: this Experiment only served to further acquit the dip, and to show that sheep not dipped immediately after shearing had a better chance of escaping the disorder.

Here I should give a description of

the external symptoms as described to me by some of the shepherds. The sheep first becomes heavy & dull, disinclined to move with the rest, his skin shows red, in some cases the leg swell, in some the head. and before long the animal lies down, his ears back and his nose to the ground, in this posture he dies without a struggle. Some are found in the morning lying down as though they had only gone to sleep. One man told me that all he found dead had received cuts with shears, but upon this point others do not speak with certainty. Dr. Newton I am indebted for a description of the post mortem appearances. He examined two cases, and found the sheep, which were in good condition, lying on one side with the head extended and limbs in easy positions, while on the ground near was natural looking dung, evidently passed shortly before death. On different parts of the body the skin was deeply injected and of a bright red colour through all its layers, in patches varying in size from an area of about four inches square to the whole of one side. These patches, which

were much swollen, extended in all directions from a cut or cuts, which had taken on an unhealthy healing action, being blackened, sloughy, and emitting a foully-smelling bloody serous, with complete absence of healthy granulation. On pressing the affected parts they felt doughy, and a pit was formed which filled up but slowly. The wool on the parts very readily came away. On laying open the infected patches all tissues as far as the deepest muscles were very highly impregnated with a dark fluid apparently serum, and dark coloured fluid blood, which freely flowed away through the incisions, and the muscles themselves were darker than natural. Incisions into unaffected parts showed the muscles also darker than natural. On opening of the chest: the cavity of the pericardium contained a quantity of dark coloured bloody serum, in one of the instances sufficient to distend the sac. The heart was dark coloured, flaccid, in the position of diastole, and contained a few dark coloured clots entangled in the valves

The lungs were collapsed, ecchymosed in small patches, and when cut exuded dark coloured fluid blood. The larynx and bronchi contained a small quantity of frothy bloody mucus, and were congested of a bright red colour. The tongue, throat, and gullet were normal, as also the stomach, which was filled with bright green pulp, apparently herbage, and did not emit a foul odour. The intestines were healthy but congested of a dark colour, and the sac of the peritoneum contained from a pint to a quart of a dark coloured bloody serum. The kidneys and liver were congested of a dark colour, and all the usual parts in the abdomen were well coated with fat, the bladder contained some healthy smelling natural coloured urine, and neither it nor any other part of the body emitted the peculiar odour due to tar or its derivatives.

I have but little to add to the foregoing description of the case which you will of course send to the Veterinary College; perhaps the only thing left unsaid is that the sheep in the best condition appear to have

suffered the most. From what I have been able to pick up from books I have formed a theory that the sheep, unusually impoverished during the winter, were suddenly brought to the richest grass we have, that round Darwin, which has been trampled on and fed over for years, and that this brought them to a condition of body which needed only a chill to develop an inflammatory fever, this chill being supplied by the dip. This, however, is only a conjecture, and I am anxious to get a good opinion, with advice about guarding against any future attack.

4. As to numbers, I am glad to say that after having had the ground carefully looked over and the carcasses counted, the deaths are returned at 780, which, although a large number, really amounts in fact to 5.6 per cent only on the number shorn. Dead sheep were found in all the flocks excepting Hill Head, the first shorn; about 70 which had travelled home safely being on the Black Rock ground.

5. I shall be obliged if you will send me two copies of the latest

edition of "Morrall on sheep."

6. I am pleased to find that peace is the order of the day in the Camp, and I do not anticipate much difficulty in carrying on the work with the present superintendents.

7. The wool promised for the January steamer will be here in time, and the number of bales may be somewhat exceeded.

8. The cylinder of the Darwin press leaks slightly near the head, probably being a defective casting; Miller has put a band round it, which will enable it to be used this season with a slightly reduced pressure; but it must go to England to be exchanged for a sound one. A brass casting connected with the pumps of the new Walker lock ~~pumps~~ press showed a flaw directly it was used, and, although Mr. Miller hopes to make it work temporarily, this also must be put to rights.

9. I am much afraid from what I hear from Mr. Fraser, the schoolmaster, that your agent in Dundee holds out inducements to intending emigrants which are not fulfilled in the agreements; at all events, others are complaining besides himself, and I intend to investigate any cases of which I may hear. I think that an improvement may be made in your system of signing agreements. The man, I believe, signs a temporary agreement in Scotland, for which you exchange the formal one signed by yourself and by them at the port of embarkation, giving them a certified copy; — why should not the agreement be signed once for all by yourself in London and by the man in Scotland in duplicate, one copy to belong to them? And should they not be stamped? The present system gives unscrupulous men the opportunity of saying that they sign for certain terms with your agent, and that another contract differing from the original is furtively exchanged with them at Dartmouth or London as the case may be

10. I am informed that the Company's tea is so bad that more than half the camp is supplied by C. Williams. Would it not be possible to select your shipments by tasting? you might, for instance, establish afternoon tea at the office? As to clothing, there has been an improvement of late years, but I learn that Williams' goods are still considered to have more wear than ours; on this point I cannot speak from personal experience.

11. Please send me the letter upon which the dimensions of the launch's boiler were decided, it was sent from here without a copy being kept; and I am at a loss to understand how it can have been ordered of a size just six inches too large to pass down the coamings of the engine room. This will, I fear, lead to much work before the boat can be put into working order.

12. Mr. Langdon informs me that no newspapers except a few Illustrateds have arrived during my absence, which is hard to understand, as I believe the office copy of the Times has been posted regularly. In these

times of rapid mails papers sent by sailing vessel have no interest; some, for instance, dated early in September came out in the Lady Jane and were not seen until the middle of ~~September~~ December. Unless they can be sent regularly by post each week it would be better to discontinue sending any papers at all.

13. I find that Messrs. Dean for the Commercial Union Ins. Co. are taking six months picks on wool and sheds at 7/6 per cent; my rate for the National is 15/. for five months. The Co. insurances would be better done with the farmers if there is no mistake about it.

14. The Secretary of State has not confirmed the Governor's proposal to give £500 out of the Colonial funds to the new Church. Some people have been persuaded to pay up their subscriptions, but the more prudent ones are waiting until there seems to be some prospect of beginning the building.

15. The Steady has reduced the stock of coal last reported by 47 tons.

I am, Sir,
your obedient servant

Enclosure.
Navy Bill (No. 752) £215.

Geo. E. Cook.
Manager.

388.
Sheep.

589
603

5th January 4

Sir,

This vessel has put in unexpectedly looking for wool, and will take what I have ready, some 300 bales.

2. I have yet much to add to my despatch put on. Nearly excepting the most unwelcome news that the ram flock, notwithstanding all precautions, has suffered like the rest. I am absolutely at my wits' end over this affair. There are the rams dipped experimentally on the 26th December unaffected by the ailment and yet when the general body of the flock, the last of which were dipped on the 23rd or 24th December, came to be dipped on the 20th — an interval ample for all purposes — the same symptoms as before showed themselves and down they dropped as though struck by a plague. Well and lively up to the time of dipping, dying by the dozen afterwards, does not this look like the dip being wrong? and yet — why do they not die at Walker Creek and other places? It is unfathomable

J. Coleman Esq.
Secretary
Launceston.

Income fell so completely behind.
My letter of today will show steps to be taken.

3. I have received a letter from Mr. Cooper quoting the price of Messrs. Drabble's cases at $25 m/n, a reduction of $5 in our favour, and am writing him to send 20 by next steamer.

4. I find that sundry accounts for us have not been sent out, viz: invoices from Wood, Spencer, Begg, Lyndall, &c., please forward them, also several papers and pamphlets belonging to us left in the office.

5. Stocktaking has begun and I hope to be able to forward the accounts as usual in February.

6 I hear, much to my surprise, that the Psyche is going to Spring Point for Stirling. I can hardly believe it; but there is also a rumour that Baillon Bros. are going to ship home direct. So the vessel may be going to both places. If so the latter firm will have to satisfy me that the proceeds are going to the Company, or I may have to take steps to protect our interests.

7. The Governor has written me for a bill on account of the Lancashire due on or before the 31st inst. I value demand but as he put it somewhat in the light of a favour I sent him one at 30 days for £300 which he returned as being at too long a date so to obviate any possibility of being unable to meet our own bill I have thought it more prudent to give a draft at 10 d/s for that amount only. Could you not ascertain whether the Crown Agents will not receive remittances at 30 or 60 days? Of course if the Lords do not mind being drawn upon at 10 days no more need be said. I have to get a good deal of cash just now to meet the Colonial's disbursements, her bill which ought to go in February, will exceed £3000. I send the Governor's notes about the bill.

8. John Lees the Sports Arms Storekeeper says that he objected at Dartmouth to receiving £1 per month only, as his position is more responsible than that of a shepherd, and that you said I would make it all right on my return. Is this so?

I am Sir,
your obedient servant
Ed. Glover
Manager.

Enclosures:
Drf. 386/7
" Book & Journal &c.
" Lambing &c.
Quotn. no. 752
Order for Dang.
Drf. statement
indent no. 35
Copy Arrangt. Cobb & Co. &c.
Statement on &c.

369.
Lakhanah

600
600

7th Jan

Sir,

I have this morning received your despatch No 600 of 2nd Dec.

2. Par. 1. I asked you to complete the number of shepherds required in consequence of old hands leaving, and even suggested your sending them via Sandy Point this mail; you must remember this, because it was in connexion with the question of passages that I found for you a paper about Pacific fares in your own writing that you declared you had never heard of. Now the season is nearly over, and in consequence of the passengers intended for the Tolmes having remained, and of three men having been got from Montevideo, enough labour has been available for the shearing. As to boys I said that if two or three men were wanting we might manage to get some extra help from the former, but they would only be useful to a limited ext

H. Coleman, Esq.
Secretary
London.

and could not supply the place of more than the number mentioned.

3. Camp par. I utterly deny that I made a "wrong statement" about Filgate's and Campbell's investments; when I spoke to you about them, some time after I got to England, you said you had been hoping I should not proceed with the investment for some time because it would be more convenient for you on account of your finances not to be called upon for the money: I replied that in that case I would delay. I have a most distinct recollection of the conversation, — the matter is not important, but I object to be told that I have made a wrong statement about it, and I am sorry that at the last I forgot to carry out the men's wishes.

4. Par. 3. You had better note that in writing to catch an outward vessel at Monte Video you should allow for her being early: had you done so on the 5th Oct. for the Hawkspur you would not have caught her.

5. Par. 6. The minutes for the ~~supply~~ sale of coal are applied to H.M.'s vessels, therefore I cannot send copies of them, all the information you require is contained in the Journal entries from here, but I will recapitulate the sales:- Rifleman 85 7/20 Tons. Algerine 70, Amethyst 60, Ready 86, total up to the present under the contract 301 Tons 14 cwt. The Algerine will take four 80 tons before she leaves.

6. Par. 5 & 9. The Government pays for the transit under protest, so that the Board of Trade may re-open the question, but it is not likely.

7. Par. 10. It would be most difficult to predict what steps the Government would take in the matter of the Italian ships, Dr. Hamilton says that they would be rigorously inspected, and placed in quarantine if there shall be sickness on board, clean Bills of Health notwithstanding. There was a good deal of panic in the State about cholera, but it has probably subsided by this time. Vessels in quarantine lie to the eastward of the Narrows.

8. Jan. 11. The national premium, which you say is now 15% on wool for 5 months, is the same as has been charged here for the last two or three years.

9. Jan. 12. Given 12 Almanacks published at 6, buy them for 4/6, send them to Sandy Point for 7/6, from Sandy Point to Stanley for 5/, required to know probable profit on the sale of same. Seriously, I recommended you to send a quantity of Whitaker's Almanacks, if published, by this route, but the above transaction appears to verge upon the absurd. Future orders will specify the kind of books required. Most of the live prices I brought you planted, but it is too early to say whether they will grow or not.

10. Jan. 13. I quite agree with you, from an economical point of view, that we ought not to incur the expense of issuing mail tables for the benefit of others who do not appreciate them, but who think, on the contrary, that the Company assumes an air of proprietorship over the mail service to which it is not entitled.

11. The Sakkarah being detained because the Governor will not allow work tomorrow (Sunday) I shall post this and write another despatch later on.

Have the honor to be
Your obt. Servant
[illegible]
Chiang Mai

Enclosures in desp. 389.

Disp. no. 3667
Desp. - 388
" Statement an a/c.
A/c. of wood received from Lyttiny Queen
Indent
Statement an a/c.
Shipping report
Wool and Sheepskins per Satkhanah.

390
Sakharah

603
620

18th Jany.

Sir,

The Gipsy Queen has discharged her cargo, and I send an account of the wood received. Fourteen tins of Little's dip were delivered empty, a loss of £28, due to improper stowage but Capt. Bately says that as your stevedore was employed, and worked under your orders, he cannot be answerable; it is a question whether it would not be better to employ one named by the owner.

2. I am informed that the spars sent by Anderson & Forsyth, not being cut in order to get down the hatchway, the original length would have been sufficient to build a mast of for the Copenhagen as it is they are useless, and an iron mast had to be bought from Dean for £200.

3. Mr. Bonner complains that the goods sent out for him for Memphis, fencing, sheers, &c. were not marked or advised as belonging to him, so that

F. Coleman, Esq.
Secretary.
London.

sending home the crew of the Alabama Straits when they could have got employment here. His reason was, I believe, that they would only be employed for six months or so, and might then have become chargeable to Government a very remote contingency, for I have never known able bodied men become destitute here at any time. I question if the Board of Trade would thank him, if the circumstances were known. The question of sailors is an important one: Mr. Brooks says they cannot be shipped here on coasting articles, because the M. S. Act only applies to the coasts of England and as far as, I think the Elbe and Brest, the articles then for an ordinary foreign going one, and the usual clause is "a period not exceeding six months," under which I have always assumed that though bound for six months if required, the owner is at liberty to discharge the crew at any time should the vessel be out of work and consequently have to be laid up: Mr. Brooks on the other hand says he cannot in fairness bind one party and not the other; he may be

some of the shares had actually been parted with; I think this order was one sent up home at the office, and handed over for execution at once.

4. The ventilators I gave to the school act so well, that the Governor has commissioned me to ask you to buy six for the Church on Government account; and send them by Dennis Bundrit. They are to be from Mr Wood of Manchester, and consist of six Tobin tubes with wall gratings and a cowl or roof outlet, same as shipped by Appey Lewis.

5. I wish to know if any acid or chemical would take the mark out of crockery; we have a large stock with the Company's badge on, which would sell readily if it could be removed.

6. I regret to say that the Spinnaker is lying idle for want of a crew, the result partly of the stupidity of the Captain in shipping a crew in Mount Sider last April for six months only, partly of the Governor's action in

right. but I think that if the vessel is unfortunate enough to be out of employment the misfortune should not be borne by the owner alone, but fall equally upon the crew. Can you obtain an authoritative opinion upon the subject? I may have some difficulty in collecting the wool this season, but the Market is nothing rapid bids, and I have promised 600 bales for the attached steamer.

7. There is likely to be a large demand for sheep for Patagonia and Tierra del Fuego: the Governor of Santa Cruz has instructed to buy a number. The West Falk. Landers have been selling at very low prices, but I shall decline to part with any of the Company's stock except the old ewes destined for Goose Green, and those not under 12/ each.

8. An apprentice from the Dryad whose leg was broken on board is being sent this mail. The Expenses are heavy, but I hope the owners, Messrs. A. B. Walmsley & Co

of Liverpool will meet the account. The case is complicated through the death of the Captain, who took charge of the boy himself and refused to put him into the hands of the Board of Trade.

9. Mr Barlow has just written me that Messrs Townend & Spearing have made such a favourable offer to buy & ship goods for him direct and take his produce by sailing vessel from Hoi Bang that he has accepted, and wants to know on what terms I will supply him with cash and such stores as he may require. He proposes to consign to me sufficient wool to cover his account, in round numbers £1000. I am not at all pleased with the way this has been carried out, for after the fair way his firm has always been treated and supported, simple courtesy demanded a little more openness; this arrangement was doubtless in progress while I was in London, and must have been concluded

of his wool: he says that by [illegible]
stores direct from Gothenburg [illegible]
to Port Howard at 40/., and supplies
his employés at Stanley prices he [illegible]
some hundreds a year, and wants to know
whether I cannot give a larger discount
than usual upon wholesale orders: then
again, if consigned to the Company the
wool gets into the Broker's catalogue
under the mark T.L.C, which is misleading
this however, is the Broker's mistake
and can surely be provided against.
His firm are not under the same pecuniary
obligations to us as the Baillons are
and I may reasonably make some
concession to retain a valuable account.

11. The Malvinas is in the
State endeavouring to save a Chilian
war vessel that is ashore, and the
former is earning a good sum per day.
The West Falklanders are complaining
that their communication is stopped, but
in this case again, they are being here
as a convenience and giving no return
It is positively amusing to see how
completely upside down the Hamas
Co's calculations about this vessel have
been turned: she came out as a feeder

1818

between Mr Barlow, Captain Palmer and Mr Spencing at the very time the first named put me emphatically in possession Mr. Ch. Griffiths very refused to furnish money they shipped £100 per Hamburgh to Captain Seymour, and it has just been hinted over to the Government to pay rent and land tax ~~yet~~ now due, I have declined to pay a small balance still owing, and shall write Mr. Barlow that I would rather under the circumstances refrain from doing any more business with him, unless for the advance of money he pays a good commission and gives security. Gratitude was long ago defined as a lively sense of favours to come, and the Barlows after making a considerable of us for years now think it well to kick down the ladder they have climbed up by. Payment the Kirkland Copper Co as well as all other payments on this account are to be discontinued.

10. I am in treaty with Mr Blake about the consignment

[illegible] would otherwise be shipped in another way, and what is lay would? She has never gained a pound of wool that would not have gone by the line anyhow. The West Falklanders use her, and are shipping their wool by sailing vessels, and the only consistent supporters of the Monmouth line, ourselves, are the ones who use her least.

12. I have no more news about the sheep dying as unusually bad weather has nearly stopped the work up to the date of my last advices; a few deaths with a suspicious appearance have taken place in the S.t. Ann section but not enough to make it a certainty. I believe it is a disease called St. Anthony's fire.

13. William Travers, a time expired shepherd, with his family, go by this steamer to Portsmouth.

I am, Sir,
Your obedient servant
Geo. E. Foote
Manager.

Enclosures.
Disp. 319
Letter for J. B. Walmsley & Co
2 Bills of lading per Sabbarah.
Copy a/c. sent J. B. Walmsley & Co.
Extract from Buenos Ayres Standard at Land in Patagonia

564
648

Falkland Islands Co.
Stanley, 11th Feb. 1865.

Sir,

A doubt having arisen as to whether agreements made out of this Colony are binding here, and the question being one of vital importance to all employers of labour, I venture to ask His Excellency the Governor for an interpretation of clause 28 of the Summary Jurisdiction Ordinance of 1853, as regards this point.

For upwards of thirty years the Company has been sending out shepherds and others under agreements signed in England, binding them to service in the Falklands, and within the last ten years a large majority of the sheep farmers have imported servants in the same way. Not only has the validity of the Company's agreements

Hon. E. Pakenham Brooks.
Colonial Secretary.

L. L. L.

agreements never been questioned; but in April, 1869, two of their shepherds, engaged in England, who had refused to work at Darwin Harbour, were brought before the Stipendiary Magistrate, Mr. Griffiths, and sentenced by him to 21 days' imprisonment for the offence.

I find in "Smith on the Law of Contracts" that aliens have a right to contract with English subjects, and may sue on such contracts in the Courts of England, whether the contract was made in England or abroad. This being the case, there can surely be no doubt that British subjects, contracting with one another in England, can sue on their contracts in a British Colony? The ordinance says that a contract for services may be a verbal one or in writing; but it does not say that it must be made here, and I submit that it refers to all contracts to be performed within the Colony, whether made in the Fatherlands or elsewhere. The disadvantage of a doubt on the point in question is not confined to the Employers; it may bear even more hardly on the Employed. Men may

be tempted to come here by extravagant promises, only to be told upon arrival that they are under no legal contract, and must submit to such terms as may be offered them. At the present time the Company is under contract to a large number of their older servants to provide free passages for themselves and their families to England when they leave the service; but these contracts were made in England; if invalid here, how can I be bound by them?

Assuming for a moment that a contract to be binding must be ratified here. I should like to ask for His Excellency's decision as to what amounts to a ratification. Where a contract may be made verbally or in writing it follows that a ratification of one made elsewhere need not be made in writing. Take the case of a man signing an agreement with the Company in England; he accepts his passage out, he receives wages from the date of his arrival in Stanley and board and lodging at the Company's expense while detained here, perhaps, in consideration of services to be performed, he gets an advance of money in this office, he goes to the Camp in obedience to my orders, — do not these acts amount to an acknowledgment or ratification of the contract, binding him henceforward to

abide by

abide by its conditions?

It may be said that this question would be best decided by a test action in the Police Court; but the injury and loss that an adverse judgment would inflict on the employers of labour throughout the Islands would be so great that I would not hazard it. The question is a simple one, — are these agreements valid under the ordinance, or are they not? — and I submit that nothing can be gained by arguing it in a public Court: if they are not valid, then any dishonest person may take advantage of the present state of the law, and Employers and employed alike must respectfully ask His Excellency for a change in the law which will afford that protection to which they are entitled at the hands of the Government.

I have the honour to be,
Sir,
your obedient servant,
Fred. Evans.
Attorney.

391

Ramsey. 608/638

12th Feby. 5.

Sir.

Since I last wrote I have again been in the Camp, and returned only three days ago. The weather for the last year has been much against the sheep. For a worse summer for rain and stormy cold weather has never been known, and following, as it has upon the worst winter on record, it is no wonder that the stock has suffered.

2. Shearing is over at South Arm and Walker Creek, but at Darwin several delays through weather and other causes have prolonged it, though this week will probably see it over. As far as I can see the wool will be lighter all round, through being washed by the continual rains and the folk not using as yet warm seasons, but from the buyer's point of view this is, I think an improvement, and higher prices may compensate for the lower weight

H. Coleman, Esq.
Secretary,
Launceston.

3. In my last I did not explicitly mention that I had the same dipped because the experiment with 100 seemed to show that all they wanted was rest after shearing, but the Directors would understand this. I am sorry to say that the disease is apparently developed by any kind of dip, for a change to tobacco which I made the first week in January was of no avail, the first and only flock dipped showing the usual proportion of deaths: correspondence on this subject is enclosed, by which you will see that I stopped dipping at Darwin altogether, and took the extreme step of stopping shearing to bury the carcasses, over 800 in number, a sickening operation, but necessary in my judgment. Since dipping ceased there have been no deaths to speak of. Up to the end of December the disease was confined to the Camp outside Lafonia, but soon after I received report of the same thing both from Mackay Creek and Port Darwin, and a dead [illegible] the same [illegible]

flocks with the result of at once arresting the mortality. Fortunately scab does not exist here, so that the necessity of dipping off the shears has passed away; were it necessary to dip for scab I should be on the horns of a dilemma. It seems hard, after a 20 years battle with scab, to be assailed by another disease just as the first has been conquered.

4. The epidemic is becoming general, I fear. The Petalugas have lost sheep at Salvador, and Mr. Cameron a number at San Carlos, besides which I learn last week that forty dipped at Fox Bay has died directly after. I hope, however, that with the cessation of dipping it may die out.

5. The fence between Aventures Sound and North Arm has been partially completed, it is all on the ground and will be finished in a few weeks. I rode along a great portion of it, and found that it has been put up with great care.

6. I have arranged to put a large number of rows to the sand

this season by anticipating the drafts for the stations works and pay, the debt will increase more rapidly from this time until the land is stocked up. I had arranged to do much the same thing before leaving last year, and was surprised to find that the Camp people had not carried out my instructions.

7. I expect to ship the balance of the Company's ship next mail, the weight I think will be a little over last year; but as the North Kiss and Walker Creek bales are heavier the number will be less.

8. Mr Blake will consign his wool to the Company this year, and requests that reports, & sales, and Brokers' catalogues may be despatched promptly. As each farmer likes to know how his neighbours do, you should send us for distribution not less than a dozen prices sale catalogues of every F. L. sale, this is important, sometimes I only get two - I also receive hide & tallow catalogues, most regularly, without prices, which do not afford much information.

9. The newspapers from the office arrived last mail correctly, for the first time I am informed.

10. In a general entry to the charges for this establishment "Office Expenses at Dartmouth F.E.C. and Secretary, £9.10/." Office all my expenses, railway, hotel, and boat bills inclusive, and have receipts for the last two, so that if you have been charged over again I can send you evidence to get the money refunded. I do not think the cost of your trips should be charged to the Island Administration, particularly in this case when I offered to do all the work, that is, sign agreements with four shepherds.

11. Patterson has returned to Scotland, I hear and would like to be in the Islands again; but having shown up his place here of course you can never employ him again. His sons, too, may find their way out, but I shall keep them at a distance.

12. I regret to say that R. A. Stevis, per Hamilyeen, turns out to be

a stamp. He was the man who had been here before for a season, and was engaged upon a certificate supposed to have been given by a farmer to the effect that he had been a shepherd for four years. He has worked just four days at Walker Ck. been off with a bad leg for six weeks, and has now walked into Stanley declining to serve the Company any longer. It seems that he has told people at Walker Ck. that he has been a Gloucester Cow since he left here, that he is married, but engaged as a single man because he found married men were not wanted. That he has got all he wanted, his passage out, and now the Company can do with him as they please. Unfortunately upon going up for a summons Mr Brooks threw some doubt upon the legality of his agreement, partly because it was not ratified here upon arrival, partly for want of mutuality, for the Company can get rid of him at six months' notice, whereas he and all our shepherds are bound for six years. Send Mr Brooks a letter upon the subject of agreements.

of which I enclose a copy, and this morning the Governor called him to say that the Company's agreements in his opinion are perfectly valid and can be produced as evidence in Court in case the signatures are properly authenticated; but as regards the particular agreements he has seen they would not be accepted, because the signatures are not properly attested either by a Notary or by the Mayor of the town where they were executed. This being the case I am in a dilemma; if I prosecute Revie I expose the weakness of our agreements. if I do not it is almost as bad. I rather hope he will run away to sea, and so get me out of it. Of course the Governor's law may be wrong, but in the meantime it is the highest authority here. I must go with all our submit the questions to the Co's solicitors and instructions how to proceed, for a sudden determination of a number of men never to turn up their agreements would be simply ruinous.

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628

Consulate of the
German Empire.
Port Stanley. 13th Feb. 1885.

Sir,

With reference to my letter of 10th March 1884, I have the honour to inform Your Highness that I have returned from England and resumed my duties as Consul.

I have the honour to be,
Sir,
Your Highness's most obedient
humble servant,
Geo. Esser
Imp. German Consul.

To His Highness
The Chancellor of the German Empire.
&c. &c. &c.
Berlin.

627
696

Consulate of the
German Empire,
Port Stanley. 13th February.
1885.

Sir,

In reply to circular II. 26819/30042 of 31st October, 1884. I have the honour to state that, as I have on several occasions had to add pages to a ship's muster-roll without being provided with a supply of the proper paper, it would be of great advantage to supply me with twelve sheets (form D), to which Sequent may be added six forms for Muster-rolls, and some black white and red thread of the description prescribed. I have the honour to be,

Sir,

Your Highness's most obedient humble servant,

Geo. E. Love.
Imp. German Consul.

His Highness
The Chancellor of the German Empire,
&c. &c. &c.
Berlin

13 There is a point in connexion with the Store that has, I think, been overlooked in talking of the question whether it pays or not. It is usual to look upon it as an establishment for the sale of goods only, whereas a large proportion – about one half – of the outgoings consist of deliveries for the use of the establishment. Now these deliveries are made at cost price, and it will at once be evident that if we had no Store, and were obliged to purchase goods for use from others at Stanley prices, we should be at a loss of several thousands a year. Nothing would illustrate this better than making all our own deliveries at the usual selling prices; the true profit of the Store would be seen, of course at the expense of the Farm account, shipping, &c., but the actual profit of the whole establishment would not be affected. Mention this, because the increasing competition of the numerous small Stores that are springing up is affecting our sales and profits to an extent that is likely to bring the question prominently forward again.

14. With reference to the question of Fire insurance on wool, the whole of the Company's clip, with the exception of about a hundred bales, is this day out of the sheds, and before another fortnight is over there will not be a bale left at any of the establishments, the whole being stored here and covered by the Marine policy.

15. I have arranged with Mr. Langdon about his Extra remuneration, and he has pointed out to me that he was charged £50 for carrying out furniture for his house by the Aberdeen, charged by the Company, an amount which he thinks excessive, and although I cannot deal with it myself, I must say it seems hard, as he received no notice that he would have to pay until the furniture was actually on board, was charged nothing for the effects he brought in the Chiselhurst in 1870 and the mail in 1876, and could have made, had he known, much more favourable terms with Mr. Dean for the Dennis Bennett.

16. Feb. 16. The Ramsgate arrived on the evening of the 14th, and leaves tomorrow.

17. In reply to your despatch 651 – 2, it does not seem to me that the wire from Germany is any the worse for the knots or splices as regards its quality; but as you must be aware, the whole coil is reeled off and passed at once through the posts as far as it will go, and if there is a large knot either the holes in the posts have to be bored larger, or the knot has to be cut out, causing a waste of time. If welded, as Mr. Townson remarks is generally done, and the weld is strong enough to bear a strain it would be better than a knot. The wire from Bacs will pull without flaws, as Dean has proven, though Williams has just imported 48 casks for himself, leaving us only one publican to supply.

18. Par. 3. Can you ascertain if the bond charges here are really the same as in England, you have only the Governor's assertion, and, if true, how is it possible for people to keep goods stored year after year in the London docks when they have to pay such an enormous percentage on the duty?

As there are so many things about which legitimate complaints may be made, it is a pity that you get confused about the statements of revenue and expenditure and the estimates of the same: it is very clear that the former have to be published for the information of the Colony, the latter passed by Ordinance, similar to the Budget in Parliament. See par. 350/1. 358.

19. Part I will send a certificate of Capt. Evans's death, and the effects shall go by first direct chance. I hear that the unfortunate apprentice, Holinger, was cut adrift from the Lakkanah in Montevideo, and that his leg has been taken off in the hospital.

20. Par. 7. I had not forgotten your writing to Montevideo about rams, but I thought it was in time enough to have them got ready for the Hamilton. Hence my surprise in finding that the letter has only just arrived, too late to be acted upon. The rams (30) have just arrived without mishap. I repeat that there is no necessity to go to the expense of sending a letter overland from England, just as it comes, to keep up an old custom — remember that Gabriel pays supplying the Timber keeper by

large towards the end of the Sitting Queen's loading, and we were not bound to take more than she could stow, of course this shipment cancels the order for wood from here, as the stock is now large. A quantity of rough stuff large enough to fill a vessel of 50 tons is now required, and if a flat is ~~now~~ forced upon the Store Swark pay hands of all responsibility, for I gave warning in time to stop it. Frazer is not leaving the employ and Morrison is not wanted yet. The trouble of ~~ballast~~ ing a ship from England in winter is enormous, and if I bring in 100 tons of Tallow Knight can well pitch the rest.

21. Par. 8. The envelopes containing the securities for Finlayson and Campbell were closed, so I cannot write instructions as to what they are to do.

22. Par. 9. I do not know what "plan" of fences is required, but if you take a ruler, and with a pencil draw a straight line from Moffat St. to North West Arm, and another line from Adventure Sound to North Arm, in each case taking the shortest cut from water to water, ~~you get~~ all that for all practical purposes you can

require. The line of the Mount Edward fence you mention correctly. Sections 47 and 48 are leased by Spencfields.

23. Jan. 11. I have had a long talk with Mr. Windsor, and hope we may be able to come to terms about sheep, but at present I can say any little crafting in general terms. Whatever is done I should like to part with our sheep between February and May, for the following reasons. 1. They are in the best condition before the winter. 2. The wethers (4 yrs. old) have to be removed before May and even earlier to make room for new flocks of hoggets, which are drawn from the ewe flocks as they come up for dipping. If left until July or August where can I put the lambs? 3. It may pay to sell a wether in April, but when the same sheep has passed the winter, has plenty of grass and will cost no more to keep and will yield two or three months later a fleece worth 6/. Now can we sell him for 12/?

4. After the sheep are once stationed for the winter it is not a good thing to knock them about. There are other minor reasons against making a winter shipment which will have the concident. I should not hesitate in offering at once 6000 wethers and 6000 fatewes, but I must have them taken off my hands now ~~[illegible]~~, or all the work will be turned upside down. As the City of Paris cannot be out before all the work should be over for the year, it appears impossible to do anything this season, but arrangements may be made for the next. As to ewes, I could supply last year's cast, those kept from the ram last May, which yield very good mutton, but Mr. Windeor says there would not be maiden ewes, which must be strictly taken to mean those that have never had a lamb, a class of stock that he will not find in the islands for many years to come. I am fully alive to the importance of this proposal, and will do all in my power to bring it to a head, having regard to the importance of its further increasing the Company's stock.

24. The sale of the Perseverance was overlooked by Mr Langdon, but I supposed it was done as I heard of it on my arrival here.

25. Mr Lamblen asks me to thank you for attending to his payments made to his late mother.

26. I shall be obliged by your receiving a parcel for one of our shepherds from Messrs B. Benjamin Son. It will contain an Ulster about which I have written them.

27. I received last night a letter from Armstrong reporting that he had just found another pair dead and got another sick with the disease. The rams have been worse than any sheep. out of 1700 odd differed 218 died within a few days. and I hear that the Romney Marsh rams have suffered no fewer than seven imported ones being found in a heap, all dead. I am inclined to think that when we get we have a change of blood we must port some new Christ strain into the sheep; this I am going to talk about to the Camp superintendents.

28. The coal steamer I think ships about 640 tons of the Cardiff wood, and nearly 200 from outsiders.

29. The Sequel from Sandy Point has taken a cargo of sheep for the Straits from Port Rowan's. The Orissa has been sold to a Mr. Scott of Sandy Point.

Yours Sir,
your obedient servant
[illegible]
Manager.

Enclosures.
Ship. 30/9
Dest. 29°
" Indent no 26
" Statement on ap.
Copy Rising Queen ap.
Extracts from correspondence on shipp.
Copernicus's ap.
Indent no 27
Copy Cobb & Col. Secy. on agreement
Mrs. Algerine's coal remnant weight
Stanley Jt. S. Cobb. Dev. vouchers
" P.L. statement
" Balance sheet
" Wage return
Consumption Store on hand
Navy Bill £190
Copernicus " 2192. " 2
Waldrons " 459. "
Copy letter to Capt. Larsen
Camp balance
Wage return
Darwin Deptford Arm Stock of stores
above in separate envelope.
Shipping report
Statement on ap.
Addition to Plant & Building ap.
Certificate of Capt Evans's death

392.
Jolnes.

620
654

8th March 5.

Sir.

Since my last despatch I have been into the question of supplying sheep for refrigerating, and have met Mr. Windsor at Darwin, when I returned only yesterday.

2. After a careful examination of the returns for some years past, I have arrived at the conclusion that of the weather lambs weaned any given year there will be alive at the end of three years nearly sixty per cent: and at the end of four nearly fifty, due allowance being made for deaths from all causes including the slaughtering for mutton in Stanley and the Camp. On this basis I see no risk in guaranteeing to supply them ~~Hoffmeyr~~ at the rate of 45 and 55%, and applying it to the figures in my pas-

F. Coleman, Esq.
Secretary
London.

sage section

season I would recommend the directors to offer 9000 ewes a year for the first three years and afterwards 10,000 or more. We have for some years taken four fleeces off the ewes & before boiling down, but if we can get 12/. for them it will answer to kill them at three years old. I would supply them as follows:—

Early in 1886.	4 yr. olds	5600	
	3 " "	3400	9000
1887	4 yr. olds	3000	
	3 " "	6000	9000
1888	4 yr. olds	2000	
	3 " "	7000	9000

In 1889 & after, we can give 10,000 without touching the two year olds. indeed we may manage this number earlier, but I have made this estimate with extreme caution, so as to be perfectly safe. It is unfortunate that Mr Windsor cannot take cast ewes, which yield excellent mutton, for these would raise our supply at once to about 15,000 a year. These you are aware, are the ewes kept from the

raw the last year of their lives, and are boiled down after giving their fleece. As regards the time for delivery Mr. Menzies thinks he could take all over the first cargo, i.e. in February or March this would suit our arrangements best, and enable us to clear out the workers for killing in time to make room for new flocks of lambs, the plan we have always followed in drawing the sheep for Goose Green.

Then comes the question of buildings and conveniences for slaughtering. I have always intended to pull down the old shed at Goose Green after this season, which will be the eleventh of its use, a portion of it being very shaky; and the new building to be erected according to Mr. Miller's ideas is to be more roomy and convenient in many ways. The principal improvement being a floor upstairs on which the slaughtering is to be done, thus placing the meat on a level with the top of the digesters. This building is intended to be 90 or 100 ft. long by 36 ft. wide,

and alongside it, adjoining in fact, it is proposed that Messrs. Hoffman should put up another of about the same dimensions, and that the joint building should be used in common, the slaughtering being done in Messrs. Hoffman's shed both for refrigerating and afterwards for boiling down. Cape Green would then be the central and only station for the East Island, and the Company would undertake to boil down the offal, and dry and bale the skins belonging to outsiders for a price to be arranged, but this price not to exceed in proportion what has been hitherto charged for the whole ship, and no charge to be made for the use of the buildings as far as regards the killing and refrigerating part of the business. In consideration of the fact, to be recognized, that should the refrigerating scheme be dropped the building will not be removed. Should

undertake to find the stones and lay the foundation at the Company's expense. Mr. Miller is preparing a plan, and it may be here in time for this mail; we can at all events, before next mail leaves get out an estimate, and decide whether the building should be of wood or wholly or partly of iron.

Mr. Windsor would have liked us to keep the workers Sam about to boil down, in hopes of being able to take them later on; but after carefully thinking over the matter I could not see my way clear: for, in the first place, some must go to make room for new lamb flocks, and, secondly, communication is not sufficiently rapid to enable an answer to arrive in time before they should be killed, so that ship the end they might be turned to write mutton per tallow.

Had the scheme been brought forward a few months earlier it might have been possible to save this season; as it is, we must be contented to make careful and complete preparations for the next. Undue haste or any defiance in the arrangements might spoil at the outset what promises to be a profitable business for all concerned.

3. No further deaths have been reported among the sheep, and I hope the last has been heard of it among our sheep: but I heard yesterday from Mr Buckwalds that he had lost 500 out of 6000 within immediately after dipping, his letter being dated 13th February. It is most strange that this fatal disease should have attacked in the same season sheep so far remote from one another.

4. Finlayson and Campbell would like you to remit their dividends through the office, and send letters asking you to act for them. I suppose you can now send out Powers of Atty.

for them to sign. Are the certificates in your possession?

5. I have arranged to begin boiling down on the 16th and shall dispose of about 15000.

6. Enclosed are the completed lambing and first shearing accounts, the total of the former is 36653, the highest on record, and next year I intend it to be well over 40,000.

7. The Mackenzie family, Warburton and J. M. Clyde are passengers by this mail, the last named will probably return before next shearing.

8. It is most important that you should at once get a sound legal opinion on the question of contracts, for the idea has got abroad that ours are valueless, and, until our legal luminaries here can be set right, such is practically the case. I contend that, however necessary it may be to have foreign contracts attested, those made in England for service here are just as valid in a Colony if properly witnessed as if they were to be performed at home.

9. 10th March. The Tolmer arrived yesterday afternoon with your despatch 652, to which I reply.

10. Par. 2. I am ~~moving~~ the Governor to get the mails transhipped at Monte Video, but hitherto I have not been successful.

11. Par. 3. I understand that Captain Evans and the apprentice Molinger were brought ashore, the former suffering from dropsy and the latter with a broken leg, and that both require constant attention night and day. The leg was mortified and very offensive, consequently no one ~~could~~ nurses the boy without being highly paid. No doubt, as Mr. Langdon, it would have been better to throw both on the hands of the Board of Trade; but he acted to the best of his judgment in carrying out the wishes of Captain Evans, who up to the time of his death insisted upon taking all responsibility upon himself. I will get details of his charges from Dr. Hamilton.

12. Par. 4. It is very reprehensible on the part of R. Cartwell not to write to his mother, but I do not see how I can compel him to do so.

13. Par. 6 The return of sheep cannot be sent until all the straggler are in at the second dipping, it is usually sent in March or June. The accounts already alluded to give the fullest information up to date. When the sheep are stationed for the winter I will forward the details asked for. The statement drawn up by Mr. Mortimer's order can only be useful if it starts with correct figures, and as far as I can see this is a mass of inaccuracies: I have no time to go into it now, but seeing that the sheep are supposed to have yielded 6.8 lb. wool in 1877 & I have looked up the correct figures and find the following discrepancies:—

Your return		My stock book	
	Sheep shorn		
1877	68263	1876/7	70870
8	68204	1877/8	79,784
9	73782	1878/9	85762
1880	92964	1879/80	92964

After this the numbers are correct. The 1877 return, however, seemed to show that the clip per head was 6.2, which puzzled me, for I knew the increased weight had only appeared the last few years;

however, on turning to my wool book I find that the gross weight shipped from here in 1877 was 3695. 3. 21, and how this grew on the voyage into 3961 cwt. will I must leave to you to determine. The figures as far as I can see are drawn from imagination, and the whole return is utterly untrustworthy.

14. Par. 8 In consequence of Dean's supply running short, the publicans have had to take the dark ale, and there are not only about half a dozen casks left, upon which there will be no loss.

15. Par. 12. I am glad to find that the Mary Hedlake is bringing at least the quantity of coal required. I am at a loss to understand the remark in your letter via Bordeaux that there will be no tallow vessel this year, how is the tallow to be shipped? I thought of chartering in Monte Video, but the Mary Hedlake will be about the size required, and I make make a cheap bargain with her: failing this perhaps it will answer to ship by steamer, for assuming the weight to be 200 Tons gross, at 40/. this would be less than I should have to give the vessel.

616
665

Falkland Islands Co
Stanley, 10th March.
1885

Sir,

I beg to inform you that letters sent hence by the Olanda on the 19th November to be posted in Montevideo were delivered in London on the 22nd December, while the mail itself did not arrive until the 31st. As so much valuable time is lost, mail after mail, through sending the bags to Darmouth by the Nassau steamers, I venture to ask, not only on this Company's account but in the interests of Lloyd's, to which body early information is of importance, whether the mails cannot be consigned to the British Consul at Montevideo for transmission by one of the fast mail steamers from that port.

I have the honour to be.
Sir,
your obedient servant,
[illegible]

The Hon.
C. Pakenham Brooks.
Postmaster.
L L L.

16. Par. 7 10. The tackers
Chief put in for water only, and not
being in want of repairs I did not
wire her arrival. No doubt Capt
Percy reported her in Montevideo, and
Messrs Carlill Smith & C. must have
made enquiries upon hearing from Messrs
Hall & Son.

17. I have in charge of A.
McKenzie a panel of plate to be for-
warded to Messrs James R. de Wolf
Son of Liverpool, being part of the
Polomahanna's property, and to your
care I also forward Capt Evans bo
which I suppose his widow will inter-
pret in a little money in it.

18. Since writing par. 10 I
have seen the press copies of the clearing
accounts for 1877 and 1878, the former
is dated June 1877 and gives the
Company's clearing at 70270. the
letter forwarded in dep. 258 of Aug.
1878, also agrees to a cheque with my
book, viz- 79744. I thought that by
chance an incorrect return might have
been sent you, but now that I see that
you are in possession of the correct figures
I but I will say no more.

19. Mr Bonner has given me a cheque for his balance, and desires me to say that, although he ships wool this mail, he does not wish to sell in a bad market, and unless 8 can be got, would prefer holding over, to which please attend.

20. The Lurlei of Liverpool has put in with loss of maintop-mast, and is consigned to us. The Captain having been here before in the Dennis Brundrit when she was condemned. The account will be a small one, and I shall take a draft on the owners. Messrs. J. B. Walmsley & Co as usual.

21. I am glad to hear that the three bladed propeller is at last coming out; the boiler has is ready, but most unfortunately it has been discovered that the propeller shaft has been so cut and grooved in the bush of the stern tube that it is questionable whether it can be made serviceable. Mr Lee of the Algerine has taken it in hand very kindly, and I am awaiting his report. This shaft is cased with brass about 9/16"

Schiff, and it is this brass casing that is scored, besides which the lignum vitæ strips have in some cases been torn out all are much worn, even the brass lining of the tube being cut. How this happens nobody knows, for the shaft fitted well and revolved smoothly when first put in. There is also another defect, which however, can be made nearly good. The nut screwed on the outside of the ~~stern~~ propeller to the end of the shaft was supplied without a cap, and it has eaten away at least two inches of the shaft this seems to have been a gross oversight I remember hearing Mr. Miller say that there should have been a cap, and I feared then that mischief might be done. I presume that the builders have a record of all dimensions, and although I hesitate to advise any further outlay on this grievously expensive boat, I think it is worth considering whether a spare shaft would not be desirable.

22. Dr. Hamilton has called to say that his fee for attendance in Port William is £2.2s. and that he visited Port Captain Clay three frequently, but he attended them afterwards constantly at all hours, night and day, and he left a memorandum with me which I enclose. Were there a hospital here of course the expense would have been comparatively trifling, but as there his most unpleasant case kept people away from his house, the Doctor is not surprised that Mr. William's charge was very high.

23. The Tolmes has brought 300 bags flour from Valparaiso.

24. I must close this to post it, but may add a few lines tomorrow via Monte Video.

Yours, Sir,
your obedient servant
Fred. E. Coombs.
Manager.

Enclosures.

Dup. no 391
2nd Ex. £190 and £1459
Dup. Journal & Cash book Dec.
" P. & L. Statement & Balance sheet
Journal & Cash Book Sump.
Cash vouchers Sump.
L. & Cash. of balance
Complete Lambing at. 1884
Dist. shearing at. 1884/5.
Summary of Stock of Stores (details not mail)
Specification of Wolf Cobb's wool
Campbell & Finlayson to Coleman
Cobb
Dup. Statement
" Instrument
" Additions to Plant & Buildings
pd Ex. £1691. 10. 1
Cheque . 1022. 3. 10
Instrument
Merino flocks - statistics
Statement on oath.
Hamilton's memo. on charges
Cobb to Brooks 10 March.

292
Colmer.

11th March. 5.

Sir,

In continuation of my despatch of yesterday I have to report that Mr. Lee thinks that he will be able to repair the shaft, and has sent an Artificer ashore to take it in hand.

2. I enclose copy of the Government reply to my letter about hastening the mails, and as no hope of improvement is held out I have forwarded the correspondence to Lloyd's in hope that they may take the matter up. The Consul in Montevideo always took the mails until the Thames came here, so that there could be no difficulty in that way.

3. I regret that you have neglected to forward the Lamps and which should have come in December, for our supply has been exhausted some time, and I hardly know how people are going to light their lamps. I am ordering some from Montevideo this time, but it will probably be dear and bad.

4. The Colmer will not take all the wool, and as I shall not know what is left until the last moment I send specification of the remainder of the clip,

from the

F. Coleman, Esq.
Secretary,
London.

from that
You will have to pick out the present shipment:

5. The Malvinas has returned from the Straits, having passed the Chilian man of war Arganas in Sarmiento Channel, and carried out £3600. She is now under contract to carry 6000 sheep at 8/. a head to the Straits; it is very unfortunate that the Company has not been able to buy her or some steamer, for our shipping matters are in an unpleasant state: our schooners do our own work, but the carrying for outsiders has gone to the steamers, so that I cannot find work enough for our own vessels, whereas one steamer, the Malvinas, would have done all ours as well as our constituents' carrying, and never remained idle. Then again it is impossible to reckon on making a quick journey to Darwin or anywhere else, even if our schooners had any accommodation for passengers, which they have not: the things will shake down if the Malvinas is withdrawn I cannot tell. I suppose all our people will be turned into Mr. Dean's hands. I Captain Stevenson offers to carry cattle for 45/. dead

weight. 200 tons @ 45/. would be £450, and reckoning the few hides which Mr Dean would be glad to take for next to nothing in the Varuna as the remainder of the cargo to be shipped, could I charter the Barry Henlake for £450, £500, or even £600? As I am in so ~~much~~ uncertainty about the Directors' wishes I wire "Can ship tallow Noemar forty five weight reply", and hope to hear by return steamer.

I am Sir,
your obedient servant
Fred. Lowe.
Manager.

Enclosure.

Copy of correspondence abt. mails
Dup. despatch 392

394
Hon. Algernon. 654/668

1st April. 5.

Sir,

This vessel which has been here since the 22nd Dec. is now leaving for Montevideo, and is to carry a mail.

2. The tallow works have been started, and Miller reports the sheep in very good condition as regards fat. I am going to the Camp as soon as the mail leaves, and shall have some to report by the Menco via Sandy Point.

3. I am sorry to say that on commencing the autumn dip at Darwin the disease again showed itself: Black Rock flock, about 1700 or 1800, some dipped on the 16th, and on the 18th between 30 and 40 were dead, besides a number ailing. Of course I have stopped dipping for this season, and as there is no seat the risk is not great, but it is very unfortunate. On the other hand, McCall reports from ~~Hawkins Creek~~ South Arm that up to the 23rd ult. he had dipped 8523 sheep.

R. Coleman, Esq.
Secretary, London.

and been through the flocks afterwards, finding the following deaths:— in Bumfort 1, Oquita 9, Egg Harbour 6, Egypt Harbour 3, and in Mariquita none. In nearly every case the sheep seemed to have been bruised, and he intends to have them handled at the dip as tenderly as possible. These losses are so trivial that I have told him to go on. I have seen Mr. Biddle lately, and learn from him that his sheep and Mr Parke Buckworth have got it, but that the north of the West Island appears to be clear; Mr Buckworth has to dip for scab, and his losses are terrible. Why the complaint is more virulent in our Damaraland sections than in Lafonia is a complete puzzle to me, and I await the report of a London Veterinary with great interest.

4. There has been an influx of shipping in consequence of severe weather off the Horn, and we have the fleets share this time; the Wyle belongs to Hillick Martin & Co and the Confluentia to Mr. Botsch of Hamburg: on the latter Bottomry will be taken, unless by chance a credit is opened by wire.

The Dundas barge, consigned to Dun got ashore in beating up the harbour and was towed off by H.M.S. Algerine. It is possible that she may go home in ballast; but I understand that the Captain will go to Montevideo to communicate with his owners before deciding. The Lurlei is still here, the mate having injured his leg so much as to necessitate bringing him ashore.

5. I enclose a correction of the remarkable statistical paper received last mail on which I have already commented. Its value may be judged by the fact that in 27 instances the figures were only correct in 7. An enormous blunder in the weights of wool in 1877 reduces the yield per head from 6.8 to 5.4. The account was apparently intended to show that no improvement has taken place in the sheep since 1877, whereas the fact is, as I think I have pointed out more than once, that the gain of weight per fleece has been for the last seven or eight years almost uninterrupted. The stock of sheep at the beginning of the year is taken to be the number shown plus the lambs born the preceding Spring.

6. The average price of wool last year was 8.08 pence, but just under 8 pence, not 8¾ as stated in your return.

7. Looking up old returns of late has brought to my notice the great increase of flimsy and sometimes illegible press copies which are now bestowed upon me, — Brokers' press copies as well as others, whereas formerly carefully copied in the office, and was much easier to read and to handle.

8. Mr Baillon has agreed to hand over Bills of Lading for 100 bales of wool to cover his account, and Mr Dean has taken up his account on the usual terms, notwithstanding that he does not want more than about £100 in stores during this year, will not bind himself as to the consignment of his wool, and wants to draw at least £500 to £700 cash. Stated him that as he was importing stores direct he would be making a commission of the Co. if he expected us to find him cash without charging a commission, to which he assented. Mr Dean however finds it worth while doing business for nothing; he has also advanced Mr Baillon £1000 for his Fuegian speculation.

at 7½% without security.

9. Mounsdon & Blake's wool is to be insured for £2000 and £2500 from Shallow Bay and Mill Cove respectively. You will also, I suppose, have covered the rest of our clients' wool as usual, viz. Messrs Bowers', Sell's, Holy Cobb's & H. H. Cobb's.

10. I send under separate cover a plan of the purposed new shed at Goodlepen, it has been roughly drawn up by Miller, but is sufficient to show what is wanted. The question is whether it should be framed here or in London, and this depends a good deal upon whether Messrs Hoffnung & Co are going to send a ship out with materials or not. The idea is to have the shed large enough to carry on the killing for refrigerating and boiling down the fat and offal at the same time; the sheep are to be driven up an inclined plane to the pens, and when killed hung up in rows in the cooling space, from which you will observe that the pipes and supports of the killing

floor and the top plates from which the shed are to hang must be of a strength proportionate to the weight they have to carry. It would be worth while having this worked out by an architect, and a plan properly drawn to scale sent out. The questions I wish the Board to decide in conjunction with Mr Hoffmeyer are: (1) whether the frame work of the shed is to be of wood or iron; (2) whether the outside is to be corrugated iron or weather boarding; (3) whether it is to be framed here or in London, and (4) whether they will depend upon local labour or send mechanics out. My opinion is that considering that it is to be a permanent as well as a strong building, and that iron is cheap, that material should be used; that the question of iron or weather boarding is one of money, bearing in mind that I have a good quantity of 3/4" boarding in stock here; the roof of course should be of corrugated iron and properly ventilated to prevent condensation as much as possible; that if the freezing project is carried out you must be certain that everything will be ready at the right time and time.

fore you must not depend upon local labour, which an influx of shipping may render unavailable; if an iron frame then is no question of course, if wooden I would still say that it should be put together in London, and that the vessel, which will also bring the additional materials which Mr. Windsor will require at Port Stephens and Port Howard, should carry such mechanics — carpenters, riveters &c. — as may be necessary to complete the preparations, these people returning to England by mail or by the City of Paris on her first voyage. The internal fittings of the ship and any small matters of detail can be arranged here, with the exception of the hangers, as to which it would be well to consult some one who understands the arrangement of a slaughter house on a large scale. You will bear in mind that a considerable portion of the lower floor will also be available for hanging if necessary.

11. Mr. Windsor is on the Continent but writes me he will be here for the mail on the 18th. I find that throughout the islands a determination is evinced to carry the thing through, and I do not

bear of a single discontinued voyage.

12. Mr Lee has put the Lauriel's shaft to rights by cutting off the damaged portion of the brass casing, and casting a piece of solid brass round the iron, but I do not know whether it will stand long or not. The boiler has been safely got on board, and I am only waiting for the Rani's Engineer to connect it with the engines.

13. The stock of steam coal is about 180 tons.

I am Sir,
your obedient servant
[illegible]
Manager.

Enclosures.

Disp. No. 290/2
Disp. " 293
" Martin Lewis's receipt
" Statement
" Correspondence about mark & [illegible]
Vat Ex. No 7864
Disp. Pt. & Cash book Jan.
" Banking & shipping accounts
" Invoice
Stanley Pt. & Cash bk. ~~Jan~~ Dec. 7864
Correction of ship statistics
Stock of Stores
" Coals & [illegible]
Jam Bill for £95
Algerine's coal receipt
Above in separate envelope
Shipping list

Falkland Islands Co.
Stanley, 4th April, 1885.

Sir,

I am obliged, very unwillingly, to make a personal explanation with reference to a petition to the Secretary of State that was sent to His Excellency the Governor some days ago.

I find that this document was forwarded by Mr F. I. King by direction of the Committee of which he is the Chairman, and that in acknowledging it you addressed him as Storekeeper to the Falkland Islands Co., from which it might possibly be inferred that the Company had something to do with it.

When asked early this year to attend a public meeting on the subject of drainage

The Hon.ble
C. Fakenham Brooks,
L. L. L.

drainage and other matters. Mr. G. Ovens and I replied that, in our position as unofficial members of the Legislative Council, it would be premature for us to do so, but that we could afterwards, if desired, represent the views of the Colonists to His Excellency. In everything that has since taken place, I have scrupulously avoided bringing any influence whatever to bear directly or indirectly on the parties concerned.

As the matter in question I express no opinion; but it is clear that if the Petitioners have any right on their side, a suspicion of undue influence must be prejudicial to their case. I therefore beg to say:-

1. That I invariably abstain on principle from interfering with the actions of the Company's servants in matters outside their business.

2. That I have never until today spoken a word to Mr. King about his Chairmanship of the

of the Committee or the subjects dealt with in the petition.

3. That when I do take part in any public matter I am not at the trouble to conceal it.

I have the honour to be.
Sir.
your obedient servant.
Ced. Glove.
Manager.

No. 657
605

Menes.

7 April. 5.

Sir,

I have just returned from Dam: after plunging since yesterday morning through mud, slush and pelting snow finding that the Menes arrived on the 15th. The despatch and enclosures by her arrived in order; but I cannot attempt to reply to them.

2. I have to report with infinite regret a terrible and fatal accident at Goseigaon, by which I have lost the Company's intelligent and trustworthy superintendent, Mr. Miller, and the works have been completely stopped for the season.

Everything has been progressing well from the beginning, and there had never been such promise of a prosperous season. When on the evening of the 6th inst: about 8.30 p.m. the ~~[illegible]~~ digester blew up without the slightest warning. At that time there was the usual night

J. Coleman Esq
Secretary
Calcutta

water in the shed, consisting of Mr. Miller himself and three digester men, Swan, Johnston and Pearson. The digester went through the roof like a rocket, and fell about 80 yards from the shed. The three men, who were just packing another digester were hurled down. Johnston and Pearson escaping with some bad scalds and bruises, while Swan, who was for a time entangled in the wreck of some piping, received a severe wound on his face, and was fearfully scalded about the head and arms by the escaping steam. These three men got out without assistance, but Miller was missing, and a brave rush was made into the ruins in the midst of blinding steam and falling wreckage by William Hope the shepherd, who found the poor fellow on the ground in a bath of scalding tallow, lying alongside an overturned cooler, and half buried under bricks and rubbish, which had been thrown down. His burns were of so terrible a nature that Dr. Henderson

[illegible] life of his recovery from the fever, and after lingering for over six days, he died early on the morning of the 13th inst., never to the last fully conscious of what had happened. In him I have lost an invaluable servant; on whom it will be difficult, if not impossible to replace. Always at his work, and by his example encouraging his men, obliging and conciliatory in his manner, so that the other superintendents found it a pleasure to deal with him, he seemed heart and soul to be wrapped up in his business, even to the last, in his delirium, giving his orders and raving about his work to the exclusion of every other subject.

The time to the damage to the works caused by the explosion, the shed is shaken from end to end, a portion of the roof blown off, and the remainder detached from the walls; the whole must come down without loss of time, or the first gale will level it. The steam piping is torn and twisted, so as to be for the most part useless, the Giffard;

[illegible] digester is broken, the [illegible] [illegible]
[illegible] now as [illegible] as [illegible]
from its foundations, and the
place is, generally, so completely
ruined as to make a continuation
of the work this season an impossibility.
There were about 400 sheep hanging
up when the accident happened, and
it was at first thought that they must
be sacrificed; but the steam connection
with one digester with one digester was
found to be not very much damaged,
and it has been put into order sufficiently
to dispose of them.

An inquest was held on the 15th.
when a verdict of accidental death
was returned. In consequence of my
being required to attend and give
evidence, I was first engaged almost
at a loss to know how to get through
the mail work before it closes.

As regards the cause, the evidence
given at the inquest throws no light.
but this digester was the one which
exploded previously on account of being
honeycombed and because the
steam pipe to your defection, this

apostrophes false, for there is not a sign of honeycombing in it, and the steam inlet was good to the last. However there was a small cavity of steam at the bottom, and Miller asked my permission to repair and put it last year, which I only granted on condition that it should be carefully tested and pronounced to be safe. He took out and replaced a number of rivets, and put on some extra plating in the neighbourhood of the leak; in a letter to me in February last year he said he would test it with hydraulic pressure to 60 lbs. and Curtis told me the other day he had raised the pressure to 82 lbs. It works well last year. When I was in England. I hear, and the year was doing better than ever. So how it went with a pressure of 25 or 30 lbs. seems a mystery. My idea is that poor Miller was over confident in the stability of his repairs, and has paid for his error with his life, and yet there may be another or have thing to say.

The whole shell of the digester went up, leaving the bottom on the foundation pillars stand; it has been cut round with a sharp chisel, and it fell to the ground about 80 yards from where it stood.

This accident has prevented a state of things which which it has been hard to deal; but I have taken immediate and strong measures, which will, I hope, reduce the loss to a minimum. The position is this. Only 4700 sheep, out of a probable 5,000 have been killed, thus about 10000 are thrown back on the ground which was intended to be used for other stock. Besides this, the gari produce will be short by the amount the tallow and skins of these sheep would have realized.

Dr Darwin has now nearly at the time of the explosion 1900 cattle, drawn for the most part from land already fully if not overstocked. At Walker Creek the whole of the Tup flock, consisting of nearly 4000, was to be cleared off to make room for all the useless lambs of the station,

of these only 177 were killed, and the remainder returned, a stoppage on the way to Gualeguay. Only 60 of the cast cows of this section has been killed, having a number far beyond the carrying capacity of the land. South Ann having Spar gorse pod been off, and a number of rooters from there had already been killed; the there remained the Driftwood rooters from which within the new fence, whose place was to be taken by a flock of ewe lambs.

I provide room for the Darwin cast cows by killing off the rodeo of cattle at Sequera and Hope Place, a step long contemplated, and now rendered necessary. The hides from these animals will go some way towards compensating for the loss of tallow, of which this year's shipment will be barely 200 casks. The cast cows taking the place of the cattle, I am going to get another crop of lambs off them, and shall not kill them until the season after next.

At the Mother Creek section the sheep of the Trap flock are to be allowed

this season to increase on the ground occupied by the burning mass, and a sufficient number of workmen hands will be transferred to the Southern section to avoid the risk of overstocking. The Cove flooks in this section are the most heavily stocked of any, but I shall endeavour to sell a few of the cast, and if the ships are very poor next season it cannot be helped.

The Cove hands at Southern intended for Diffloore will be set go for the season between the Moffat Harbour and the Southern fences, next year they will be placed on their own ground. As the workmen hands including those from Walker Creek, room will be found in the neighbourhood of Orpata.

From the foregoing explanations the Directors will see that against the shortcomings of the present year may be set a slip next season of 9000 to 10,000 sheep more than we should have had, and a supply of several thousand pastures over my anticipations for Messrs Moffatt's first cargo.

failing that, the number of sheep available for boiling down will be enormous. I do not know that Scouls have made more beneficial arrangements for meeting the present emergency, and I hope the Director will be satisfied

3. Mr Miller has unhappily left a widow and nine young children, the eldest 14 or 15. Snow's injuries are so serious, that he is likely to be a cripple for life. Johnston will be unable to work for months, but Pearson will soon be about again. I have not had time to look up the Employer's Liability Act, which is extended to the Colony, but no doubt we are liable under it, and I must ask for definite instructions as to compensation. In the meantime I have informed Mrs Miller that until the return mail, I will allow her the use of the house, and continue to pay her husband's wages, which will be considered as part of the compensation to be paid. In consideration

of all the circumstances we doubt the Directors will act liberally.

4. The next question is as to Miller's pension. It must come from the State, as no English Engineer knows anything about battery making and burning crafts. He should be here also within three or four months, for the whole plan has to be put up anew. I am writing to Mr. Humphreys to make enquiries, and should the Directors wish me to go to Montevideo to choose a man personally I would do so, if they will give instructions; but I would rather not do so, and should it be necessary the Atlas Assurance Co. must be informed and an extra premium paid, if required, on my life policy.

5. It is extremely likely that the explosion may have a serious effect on our battery operations in future in the way of panic, and how this can be allayed must be considered. Suppose the men refuse to go into the shed again for any money? It seems to me that the only remedy would be to

have digested commonly in cases of the strength required for the pressure used, 200 lbs., pay that could be tested and certified to 100 lbs. The two remaining ones, which came by Spencer Heath and Federico are both apparently as good as new. Can Ella tell you the maximum pressure they should bear? It must be remembered that both have already or very nearly have been written off, so that they stand at nothing in our books. Shall I keep them going, and have them tested by an engineer and certified to every year, or will the Directors send out three new ones of great strength as suggested? If so, the tops we have can be used again, but I think that sliding doors of extra strength should be supplied, the boxes to be set up with a number of cross bolts like the ones first sent out. I wish I could have an hour's discussion with the Directors on the subject; but as that is impossible I can only wait now to hear what they have to say, reminding them that whatever is sent should be here by October.

6 In connection with the subject

practically running up the stock of sheep, which has had my anxious attention for months, and put now through this calamity, some better practical form, is the question of fencing. When I first saw the line from Bear Cr. to Aaronson Sound I intended to give the whole land inside the fence to the Walker Creek section. But at Bear Cr. for years there have been the marauders of breaking mares and the stud flock, belonging to the Darwin section, each of which being under a different head is a thorn in the side of Walker Cr., the boundary keeping miserably restricting the carrying capacity of the land very much. The mares shall come to mustering, and I am going to place for them as suitable as the Stinson Mequada. The original mares' ground is Lafonia, between Egg and Egg Harbours, where a fence must be run in the Spring. Once established there, both they and the sheep will be at peace. There is also another fence that will be

of great advantage, from Port Lincoln to Boxer Ck. When he calls an element the ground inside that fence will be free the cost arises from all sections for the whole year so that they will not have to return to their flocks again, a great thing for the flocks and a great thing for them, for they will be within a few miles of Oppelquan and can be brought in as required in convenient numbers. I am unable to find out to what he has much sheep he have. But a shipment of 15 or 20 tons of sheep would be amiss.

7. I hear of fine lambs of sheep near Darwin. Weather dark stopped dipping, & work has been singularly free. The telephone at Strzelecki Ck is today he has lost ten since he brought his sheep down from Darwin; they were not dipped, but got very wet passing the streams. As sheep have died lately on the Eastern West Islands not only after dipping in Lime, but in blackwater after dip and even when not dipped at all,

it is continually commencing to differ from blame that I do not think it necessary to accuse home a lie. I actually had a couple of boils some months ago, but as soon as I heard Adams had had the same affect I decided not to mind them. The marks must be the cause; I have never anything like it since I came. The whole summer was miserably wet, and we had nothing to remember it since, except a few bright days in the beginning of last month. Since the 19th of August we have had a single day without rain or snow, and a Sunset now on the night of the 17th Sept is this thing. On the morning of the 8 I was just ready to leave for Darwin until I could more about freely, when the news of the explosion came in, and then I was off in a boat over an hour in a constant succession of rain and hail squalls. The streams so flooded that I could hardly pass them, for not any being under water, with the ground covered with snow. The same hailstorm overtook me on Friday three miles

except that the lighthouse has gone
a leak: in ordinary seasons we do not
expect anyone until the end of July.
My journey in her been the worst I
have had for 12 years, and unfortunately
I must repeat it soon, for I must be
at Sponsen again before long. No
wonder the clerk cannot thrive in such
a hateful climate. I remember seeing
in an old Gazette before I left in
1867 that the place was unfit for the
habitation of man, and this port
of thing goes on. It is not far from
true.

8. The Mermaione from Liverpool
belonging to Capt Hatchard is in with a
nutting on board, which was only
suppressed by the Captain shooting all
ringleaders. The Coroner's jury have found
a verdict of manslaughter, and I have
at his request on behalf of the owners
given bail for him for £200.

9. Would it be of any use my
making a further appeal to the
Directors to buy the Alabama, taking
at the money she has been earning of
late in carrying stuff to Sandy Point
considering that if we do have the

means of paying you could be infor-
of our supplies did we so advertise
among the many farmers calling
on us here, then again the hay comes
cannot and 10 to cannot in quantities
and tonnage, and the fact, for which
I can vouch, that the people would
a day idle? Mr. Dean talks of putting
with the Rance, and will get a larger
steamer, perhaps keep his eye if you
do not take her.

10. I will write in a few
days in Sunday Point when the
Melbourne goes with ship. I am
my lines after my letter, and trusting
that the necessity of closing the mail
would have made me write so much.

Dear Sir,
Your obedient servant
Geo. E. Moore.
Manager.

Enclosures

Trip No. 393.
Dup . 394
" Stock of Stores
" Jrl & Cash Book Feb
" L.O. Ja Balance 31 Dec. 06.
" Cattle acct
" Correction of Sheep Satisties
Lurlei's acct & draft for £201. 9. 6
Cash Book & Vouchers March
Illegible Manifest returned
2nd ba No. 769. 766
Indent
Statement
Shipping Report

396 668/691

Memo.

18th April. 5.

Sir,

I find myself this morning able to add something to my despatch of last night; and partially relent to answer your despatches 653/4. I have received your telegram "Accept tallow 45 hides average 55 ship especially." This is of course subject to any cheaper arrangement made here: I have engaged with Mr Dean for forty shillings. Lewis. "Explosion gaseous Miller killed work stopped."

2. May I venture at a suggestion that you might confine yourself to sending a despatch about these lines by a sailing vessel, simply enclosing invoices and Bills of Lading? Twenty years ago, when the mail was every two months it was possible for a sailing ship to outstrip it; but now and surely we feel the times have changed, and that the flimsy semi-legible copies that I receive of the irregular despatches are very trying. If old customs must be kept up, might I humbly suggest that you should buy some better copying ink?

F. Colmer, Esq
Secretary,
London.

3. 653 2. In a little book on diseases of sheep by Clark, that you sent me years ago, the disease called St. Anthony's fire is described, and the symptoms are so like those observed here that I am almost convinced it is the same. I have nothing to add to the reports already sent home but I am glad to say that the deaths have much diminished.

4. Par. 5. I am glad to find that the error about the boiler was not committed on this side; the Engineer & the Allen Gardiner is going to connect the piping, but he points out that besides the steam valve on the boiler there should be one close to the engine within easy reach of the driver.

5. Par. 6. The newspapers now come regularly.

6. Par. 7. As you say Mr. Dean pays 10/. a week there seems no reason why the Company should pay 18/. You appear to have paid 20/. in 1884, at the same time that I was taking wishes for the National at 18/.

7. Par. 8. The accounts sent from me might have come by mail. I only want copies of them as I am

has the duplicates and do not remember the details.

8. Par. 11. As explained, it is impossible to send copies of invoices that do not exist, but you shall in future have the Engineer's receipts; the Reflemar coaled twice, and the amount 86 Tons 14 cwt. @ 50/ agrees with the Navy Bill No. 707 for £214.0/., and the 87 tons to be Ready, in two lots of 39 and 47, with Bill no. 702 for £216.

9. Par. 15. You have not sent the Merchant Shipping Amendment Act as promised.

10. Par. 16. As the Chap. Stoffenmeel wants workers and the State people cover the demands, will not clash. The report about the Sequel is incorrect: I informed you, Sutlick, that she went over for Ala. Moor from Port Nouvas.

11. Par. 17. Mola Fraser that if he returns here I would re-engage him.

12. Par. 19. Lucia see whether A. Rutter's friends will advance the money required.

13. Par. 20. I do not think that letters go across from the Plate to Chile unless specially sent. Probably cross confines in passports or some place

give a quarter percentage than in the pen Camp. 150 tons or Seal Schooner had 300 barrels.

14. Par. 21. I know of no one to, has any business with, or took the slightest interest in Captain Young of the Eastern Chief. I find he was here when I arrived, and I then he went to Sandy Point in the Kamloops but having just landed I thought more important matters to attend to.

15. Par 22. The postage stamps shall go next mail.

16. Par 23. In putting the option the bulk must be considered, I should say they would take up an immense deal of room. I know exactly why the skins were heated but yet and had I then her I would not have allowed them to be baled so early as the period.

17. Par. 3. The Hoonan Co. would not hire shed for us. a provision respecting chambers above, as I imagine that nothing could be done with them.

18. Par. 4. You appear to have misunderstood the remark respecting about the mail service tables; when

we run our own vessel they were very properly issued from the office; but now the words are at your hands the words "Falkland Island Co. 29a Queenhithe St. London" at the bottom gave rise to the criticism, which was not mine, that the Company still seems to assume an air of proprietorship over the service. You must put at all costs a stop to our own servants in Stanley and the Camp, who are guilty in the matter, of this information about the mails; let us be the outside public should see why the letters should be printed for their benefit.

19. Since report anything has been about the service. Capt Summers says that he remains, and that the prolongation is for an indefinite time.

20. Par. 9. Mr Newton would of course pay freight on his cases. I wish you would desist from ~~[illegible]~~ mulcting as luggage and evading the Steamer regulations. Bungopai cases got into the hands of the Government agent, and at one time I feared serious trouble

21. Dear M. I have already told Finlayson to speak to Cotnell about his mother.

22. Enclosed is order for fencing for Mr. Blake to be shipped by first mail. Merchants in London will ship to any one here for 2½ p.c. commission and allow all discounts, so I suppose the C. can do the same. and they have the consignment of the fencing wool.

23. Mr. Bonner goes home this mail.

24. A petition having been got up by the inhabitants of Stanley about certain extravagances and irregularities in expenditure, drainage &c., I thought it well to write the enclosed letter on the subject.

25. I the meant some wood is mentioned which will perhaps wait until the next sailing vessel. I may remark that the points lately sent out, especially the mine ones have been of exceedingly bad quality. I am Sir.

Your obedient servant

Edward Lowe.

Manager.

Enclosures.

Blake's fencing order

Cobb & Brooks 4th Apl.

Brooks to Cobb 6th -

397.
Prince Adalbert

685
693 27th April. 5.

Sir.

This frigate came in yesterday and is leaving unexpectedly in a few hours. I have therefore only time to forward enclosures as at foot.

2. The injured men at Goose Green are progressing well.

3. The Gulenberg from Talcahuano has arrived with pumps choked and cargo damaged: she belongs to Sloman Lutic consigned to Dean, having been chartered by Williamson Balfour & Co.

I am. Sir.
your obedient servant
[illegible]
Manager.

Enclosures.

Trip. no 394
Drft. 395/6
Copy Journal Mark
Ledger Balances 31st Mar.
Drft. Indent and Statement
Confluentia's account
Do draft for £560. 13/
Stanley Wage return

Over

4. Finding that more ale is unexpectedly wanted I write "of Falter ~~House~~ Bass 250."

5. From what I can gather I believe the Malvinas may be bought for far less than the sum asked; perhaps a little over £5000.

395
"Luxor"

691/697

7th May 5.

Sir,

In the absence of the Manager I have to acknowledge receipt of Despatch No. 655 which arrived this day.

2. On the 29th ult. the "Perthshire" of Glasgow was stranded near Blind Island, the Captain wrote to Mr Cobb for assistance and understanding that the "Luxor" would most probably not arrive until about 15th inst., he went yesterday to the wreck in the "Ranee" intending to ride back, calling at Goose Green to make arrangements for the new building and to return in time for the mail. Owing to a continuance of bad weather

To Coleman Esq
Secretary.
London.

it is impossible to let him know of the "Lisson's" arrival, you can form some idea of the state of the camp, which at this time of the year is generally bad, when I inform you that since the 19th March not a day as passed without rain accompanied with snow or a gale of wind.

3. I have been obliged to give some orders on you which will be confirmed next mail. C. Williams was to have had a draft for £500 for cash had of him, should Messrs Hooton & Yates enquire you might let them know the reason he could not send it this mail.

4 Mr. Windsor goes this mail to make final arrangements for the refrigerating business, enclosed is form of agreement which is already signed by

Messrs Dean & Others.

5. The trial of Captn Jones of the Hermine ended in his acquittal.

6 The sum of £23 is placed to the credit of A Rutter.

7 The remainder of the wool and 109 casks of Tallow go by this opportunity. Mr Cobb had arranged to ship the hides by Mr Dean's vessel @ 2d. enclosed is bill of Lading for 926 hides, the vessel will sail shortly.

I am, Sir,

Your obedient servant

J Langdon

Enclosures

Tripl Nos 395, 6
Dupl. " 397
" Jrl, Cash Book & Balances Mch
2nd la No 768, 770
Tallow & Wool Weights
1st la No 772/3 for £539.12.2 & £120
B/L for 926 Hides
Statement
Shipping Report
Agreement re refrigerating

620

Imperial German Consulate,
Port Stanley, 3rd June,
1885.

Sir,

I have the honour to forward a statement of German shipping that visited this port during 1884, and an account of fees received in connection with this Consulate in the same year.

I have the honour to be,
Sir,
Your Highness's most obedient
humble servant,
Ad. Foote.
Imp. German Consul.

His Highness
The Chancellor of
The German Empire,
&c. &c. &c.
Berlin.

N 399 693

Harry Stelake to Rio de Janeiro.

No 77 15th June 5.

Sir,

I am in some uncertainty about the advisability of writing this day, but I have been so unfortunate about my correspondence of late that I do not like to let any opportunity slip. You will have heard from Mr. Vandeuvers how we were all led to believe that the Lucci would be a fortnight late, until the last moment, and how in consequence I missed writing by her. Since then hopes of an extra steamer for wood have been held out, but proved delusive, and here we are with no later news from England than the 26th March at a time when, according to a Buenos Ayres paper of 1st May, Europe is probably reconciled, and we may for all we know be destined to be blown up tomorrow by a Russian cruiser.

2. I have to reply to your dispatch

F. Coleman, Esq.
Secretary,
London.

despatch 655 received by steamer.

3. Cocoa may be obtained in practically unlimited quantities on all the small islands, and schooners carrying ship bottom Shaits usually cut some for fodder; but as for drying - the word is not in use in these islands as applied to anything out of doors.

4. Par. 4. I believe that I am right in saying that the Mataloinas may be bought for much less than the price originally asked.

5. Par. 5. Some penny postage stamps shall go per Tolmico.

6. With regard to shipping tallow I see that you wrote Mr. Stands. "We cannot rely on the weights given "at Goondiqueri or Stanley as they are "at times ridiculously excessive through "the Engineer wanting to show such "grand results from his melting."
The public washing of the Company's linen must be highly interesting to Mr. Stands. and seeing that Miller's ~~return~~ last was reported from here were 26 lb 2 oz. ~~[illegible]~~ per head against an outturn of 26 lb. 10/14 according to your return, and

that Martin was not allowed the last three or four years he was here to have anything to do with the weights. The remark does not even possess the merit of being true. It is a fact, I am told that on tallow put into clean casks there is always a loss in soaking that cannot be avoided, and this, in combination with bad coopering and worse casks, is the real reason why there has at times been such a discrepancy in the weights. We have now an excellent cooper, and I am glad to say that the strong complaints made of the casks formerly supplied had the desired effect, for Mr Cauty reports the last lot to be superior to anything we have had before.

7. Will you be good enough to bear in mind that any private goods coming under the Company's marks are liable to be opened unless I can declare the contents and value. Private effects nothing dutiable is a sufficient description; the value is required for statistical purposes.

8. Drabble Bros account for rams was rendered to me at £172.17.5 the exchange having been calculated at 5d. presumably the rate on London.

it seems to have been fair £6.9.0 in cases - just 5% - in this right?

9. The Barque Neelakes arrived on the 15th May, having been struck by a sea which carried away a portion of her bulwarks and starboard rail, both her boats, and smashed the deck pen; fortunately by great good management Captain Hill saved all the sheep, which he took into the half deck adjoining the cabin for the rest of the voyage. The twelve were landed in very fair condition and are considered good animals. For his attention to them I have given Captain Hill an additional gratuity of 10/. a head. The bill for repairs will be drawn at 7/p/o, but Captain Hill expects his owner to get the full benefit of his £100 he is entitled to draw free of commission. Much of the wood was terribly damaged by coal dust, and it is a great pity more care was not taken to keep it distinct. Capt. Hill says he slipped anchors and chains in Swansea bay towards the recovery of which the London cargo contributes

in general average. it is odd that this was not reported to us. I signed an average bond as per copy enclosed.

10. You should see the Augusta when she arrives. she is 630 tons, has carried 1700 odd bales of wool besides hides, and was chartered in the Plate for £1000 or about 17/6 per ton. This compares most favourably with any charter made in London for the round voyage, the depression in freights not seeming to make much difference in our Broker's charters. We might in future avail ourselves of this way of chartering homeward with advantage. The Chi hides are all stowed by themselves, but not marked, which was a mistake, as Messrs Dean have some of their own; however there need be no trouble if the discharging is properly superintended, as the Mate knows where they are. The hides on board the Varuna have all a rope yarn in them.

11. I had some trouble with the Vermont, as, in addition to defending the Captain on a charge of manslaughter the Governor asked me to act as Crown Prosecutor against the men charged with mutiny. I did so, and won both my cases.

12. In Tyler's shipment per Cordova was a cylinder with ram to fit the Darwin press, invoice dated 17th Feb. 1882, — this cylinder showed a flaw in the casting last year and was strengthened with a band; but to be on the safe side the press has not been worked to its full power, and the bales are lighter. I suppose Messrs Tyler will give us a new cylinder to replace their faulty work, free of all expense. I did intend to send it home this winter, but it will be safer to defer doing so until the new one arrives. It is 6" in diameter with 5¼" ram out. No doubt Mess.rs Tyler have an exact description of it, and that the new one, which should be sent alone, will fit the old ram.

13. Have you ever seen a

gate suitable for a fence that swings both ways and will always bring itself to in the middle? I have, but cannot remember where, or how it was arranged. but it would be an invaluable check on carelessness, for gates will get left open sometimes, and it is very difficult to bring the fault home to the offender.

14. To complete the fencing I alluded to in a late despatch very little will be required in addition to what I have already; I have put some posts and stainers down in the indent pin mail, and pitch the wire to be steel unless you have already sent the quantity I suggested. I have taken into account the fact that I have sold some fencing materials, and may part with some more in the Spring. I have plenty of posts and palings, and my principal want is wire (no 6) of which I have only 112 cwt. against 350 cwt. needed, and barb wire for the top of which I have none.

15. The new propeller for the launch has been put on by Mr. Wagner

and as the Carpenters have no ship work in hand she will soon be finished. The boss of the propeller is smaller than the old one, so that Mr. Wagner was able to make a good job of the end of the shaft, and he has put a cap on the end of the nut and made the connections water tight in every way, so that there will be no fear of galvanic action in future. In case of anything going wrong, however, the old propeller will not fit the shaft, and I will send it up home by the first chance.

16. I send on indent this time which includes some rough stuff, assuming that a ship will be leaving with material on Messrs. Hoffnung's account. There is no special hurry for any of it, although we may run short of Blackenrigh coal and iron. If you could get 200 or 300 net stakes from the north of Scotland it would be well. our people are never satisfied with the kind sent, but some of the Highlanders speak well of them in their native country. I have your

carefully into the question of Farm wants for next shearing season, such as bagging, iron, &c., all of which orders should be here by the end of October.

17. I have written separately on the Goulburn buildings, about which through mail difficulties there may be some muddle. Mr. Windeyer will have told you, however, that I went out with the idea of trying to divert the water, in which I have succeeded, and the building I have described will be convenient for all general purposes, leaving the Butcher to be quite distinct. I assume that his butchering will be provided by Mr. Hoffmann, as for our own purposes quite a small shed, just large enough for 8 Butchers to work in would be sufficient. I think that, in consideration of the business probably increasing, even if the shed for killing and hanging is as large as Miller's original plan there will not be too much room in a year or two. I am

having the bank cut down square so as to place the new shed alongside it, and shall very shortly start framing the latter.

13. Mr Windsor left the contract he proposes that the Company should sign, for my approval, and wished me to confirm it by this mail. It will be safe to guarantee an extra 5000 per annum, owing to the breakdown at Goondiwindi, and the only points open to question are, (1) that the insurance policy as collateral security is against total loss only, and dangers and accidents of ass. machinery, &c. are excepted: I thought the breakdown of machinery was to be insured against, — suppose the refrigerators stop work in the Tropics? (2) that we are bound for five years and hirers only for two, would this not be void for want of mutuality?

14. The mail of the Euphrates was reported last mail: I went down to bus in the Plane on the 6th inst. taking North Arm and Darwin on my way back. I found the vessel aground inside Bluff Island, a hopeless wreck

all the masts standing, but her back broken and the hold full of water. The day after we got there we were kept on board the steamer by a heavy southerly gale, and the next morning her masts had fallen and she had parted in two. The beach being lined for hundreds of yards with cases of salmon and bags of flour. Steps that day for a tow Arm recommending Captain Sanders the master to make the best terms he could with the Rame, and salvage was arranged at the extravagant rate of 48½%. To my surprise the Rame returned to Stanley a week afterwards with only two cases of salmon, the work being reported impracticable owing to the badness of the beach. Then advertised for tenders for wrecking, and only received actual replies that from Capt. Seemans and Mr. Dean that neither Mabinas nor Rame would go into it on any terms. Suspecting that there was a desire to get the whole thing sold in a lump for a trifle, and believing that the report about the beach arose either from stupidity or over cunning,

I determined to have the Vessel
into the beach, and let her at £5
per day to Captain Lember, whom I
persuaded to engage men on pay
not salvage, and work her himself.
In six days from leaving Stanley
she was back again with over 1500
cases of salmon and a quantity of
flour, and in a little over three
weeks she and the Fair Rosamond,
which I engaged for a trip, had
brought in more than 5000 cases, each
containing 4 doz. 1lb tins Salmon.
Although a few hundred cases sold
at fair prices, of course 20,000 doz.
were entirely too much for this place,
and I called a survey on the lot,
which recommended that it should be
shipped to another market; but that
its wet condition would make it
unsafe to go farther north than Brazil.
Captain Lember is accordingly shipping
it to Rio by Harry Hesketh, which he
has chartered for £300. I believe it
will sell well, and that the Underwriters
will be pleased with the transaction.
About £700 remained to be disbursed,

which I have advanced on Respondentia at 35%, this I shall write Mr Humphreys Insurance, and shall send the Bond for collection to Messrs. John Moore & Co. Lloyd's Agents at Rio. The amount picked in just 4/ a case or 1/. a doz., which I believe to be perfectly secure.

20. Although there is a quantity of cargo still on the beach Capt. Sumner determined to sell it, and proceed to Rio with what he has. It was put up to auction, and being unpriced knocked down to the Company for £55, there being little opposition. I sold next day 100 cases at 10/. each to a master of a cutter, and have the rest therefore for £5. Seeing that the number of cases is variously estimated from 1400 to 2000, the adventure promises a good profit. The Hornet has gone for a load, and when she returns I shall take some trouble in drying and repacking the tins, of which I intend to send samples to Valparaiso and Montevideo. It is very fine Oregon salmon, quoted in Crosse & Blackwell's

list at 22/. a case; you might find out what they or some of the other houses would offer for a lot. the labels I think must be removed or the tins will rust underneath.

21. Send complete shipping returns for the season, and an estimate of the number to be shown next season, which I believe will be within the mark.

22. There is a small additional account against the Wyle. about which Captain Browne wrote to his owners. enclosed is letter for them.

23. Mr. Henry Waldron and I had some conversation about the utilization of blood at the gasworks, and he has sent me an advertisement of Meat Peptones which he says are prepared from blood; it would be worth while looking the matter up.

24. Since writing par. 15 the launch has had a trial trip and the new propeller answers very well. the motion being much more even and easy. The engines work very well and I think the speed will be from 7 to 8 knots.

25. Please forward Charles Chevalier & Co's catalogue of tools and machinery.

26. I have favourable accounts from the Camp excepting that the chief herd at Canberra has found one of Bonner's sheep, very sickly, on our side of the fence. Of course he killed it, as I always tell the shepherds not to hesitate to do so in such a case. But Mr Bonner ought to have his stock under more capable management, or we shall have to take strong measures.

27. The disease is doing a good deal of mischief on the West still, Mr Bailton tells me; it is now among the Cheshire River sheep. I hear no more of it among ours, and I believe that our losses are nothing in comparison with Messrs Bailton's & Buchworth's. There is a description in Youatt of an epidemic in New South Wales that looks uncommonly like it.

28. In my plan for procuring I have put three diggers, and expect to hear next mail what the Diggers propose doing, whether they will replace the one that exploded or send three more

ones. I believe the two remaining ones are perfectly sound and fit for use, and can be proved so by a hydraulic test. However, if new ones are sent I would have them the same height as before, 8 ft., that if greater diameter could be obtained without much loss of strength, it would be well to have them more capacious, and I suppose that a few stays would not be too much in the way, and would provide all the strength needed.

29. Mr. Magee, Chief Engineer of the Malvina has asked for Goose Green. He would sign a five years agreement for £200 provided the Company send his family out. He is unquestionably a good engineer, and stands well with the Steamer Co., and if we cannot get a man who knows tallow work, from Montevideo, an intelligent man can soon pick it up, especially as we have men at Goose Green now who have worked under Miller. It would be a great satisfaction to have a man who is known to be steady and respectable.

30. 19th June. The Post arrived last night but I only got your despatch this morning. I see you sent one by the Dennis Brundit, about which I have to make the usual remark that the supplies would no doubt be very interesting if I could read it; but as long as you will send despatches and important enclosures by sealing packets, regardless of my repeated remonstrances, the Company's correspondence will not be as regular as it might be.

31. Mr Thompson does not hold out any hopes of getting an Engineer for Calcutta, as all capable men are well employed at high wages. I shall therefore the Directors are satisfied that I should engage Mr Wagner I will do so, and shall perhaps make a provisional agreement with him before long.

32. 57 8. I am most particular in stating when shipwrecks are to be recognized: in the case of Mr Allop and Mr Fraser they were both informed that I would re-engage them if they returned, but they would have to pay their own passage

35. Q. 16. Chairgowers reported to be S of State but the inquiries as authenticated by Solicitors and Mayors are the only ones required in the Courts here; you should see that it was in reply to a circular despatch

Ref. Q. 17. The mode of the theft was a success should allude to this question again.

35 Q. 18. Upon the Recorder judge comments by the Stipendiary of many records before

36. Q. 19 Sir Martin's plan confuses you. put it on the fire. the shed does not even exist now, and that the one you say does not agree with Martin's plan has absolutely nothing to do with it.

37 Q. 20 Mr H. Cooper goes this mark, also Mr H. H. Cobb. both are to have what money they want

38 Q. 21 The payment on account of Mr Cobb is the same that has been made half yearly for twelve years without alteration, and is dealt with in precisely the same way, so why it is necessary to write about it is a mystery to me.

34. Par 33. There is already a movement on foot about the Exhibition and the Colony will, I hope, be properly represented through the Governor, although you seem to have informed the Secretary that unless you are allowed to arrange matters little will be done. It seems to me that the managers of the show are inclined to undervalue this Corporation, or they would have been moved when they heard from you that we have a Coat of Arms, especially as you forwarded them with a specimen – but then Commissioners and people of that sort have no feeling.

40. Anything not fully answered will be attended to next mail.

41. Telegraph, partially using Mr Windsor's Lodge, Shed beside Machining shed, Tintaba Tintonori Settlement. Wagner offers.

I am, Sir,
your obedient servant,
Fred. Howe.
Manager.

Customs ...

Enclosures

Trip^e N.° 397
Dup^e . 398
" Tallow & Wool weights
" Statement
Wylo & Hemmings accts
Stanley Jrl Cash Book & Vouchers Apl & May
Additional acct "Wylo"
Copy Average Bond
B/L Lucas & Varuna
Camp wages 31 March
1st ex N.° 774 for £148. 11/.
Lambs put in flocks 1885
Complete shearing acct 1884/5
Loss account 1884/5
Goose Green " 1885
2nd ex N.° 774/3
Estimate for shearing 1885/6
Indent
Circular Meat Peptones
Particulars of Hides Angara & Varuna
Notes on Goose Green & Plan
Harry Heslake's acct & draft 335.0.0
do acct for 45.5.3
Letter for Millich & C.°
above in separate envelope
Power of Attorney Dividend 70.0.0
5/. P.O. Stamps
Statement
Shipping Report
Notes on Indent.
Copy Respondentia Bond

665
735

Falkland Islands Co.
Stanley. 22nd June.
1883.

Sir,

With reference to my letter of 10th March on the subject of the direct mails to England, I beg to enclose a statement showing the dates of delivery of letters posted in Montevideo as compared with the dates of arrival of the mails by the steamers. This extends over a period of more than four years, and shows in eighteen cases an average gain of five days, while in only one instance the Thomas boat anticipated the letters sent to Montevideo. In consideration of this great importance of getting the mails delivered on

Hon. C. Fakenham Brooks,
Postmaster.
L. L. L.

the earliest possible date. I hope that His Excellency the Governor will find it practicable to forward the mails to H.B.M. Consul in Montevideo in future, as it was the custom to do formerly before the Thames steamers undertook the mail service.

I have the honour to be,
Sir,
your obedient servant,
[illegible]
Manager.

Rates of delivery of Mails in London from Feb. 1881.

Steamer	Left Shanley	Letters posted in Montevideo reached London	Mail by Steamer reached London	Transit shipping at Monte Video: gained days	Transit shipping at Monte Video: lost days
	1881	1881	1881		
Ulia	Feb. 13	March 21	March 28	7	
Deuderah	April 20	May 26	June 2	7	
Rameses	June 30	Aug. 2 not reported	not reported		
Lakhanah	Aug. 31	Sept. 26	Sept. 30	4	
Deuderah	Oct. 24	Dec. 2	Dec. 2	—	
Rameses	Dec. 24	1882 Jan. 31	1882 Feb. 1	1	
	1882				
Menes	Feb. 27	Apl. 3	Apl. 8	5	
Memphis	May 1	June 5	June 12	7	
Theben	July 3	Aug. 10	Aug. 11	1	
Luxor	Sept. 5	not reported	Oct. 18		
Memphis	Nov. 4	Dec. 12	Dec. 15	3	
	1883				
Theben	Jan. 7	not reported	Feb. 15		
Luxor	March 14	April 17	April 24	7	
Memphis	May 9	June 13	June 19	6	
Neko	July 17	Aug. 22	Aug. 28	6	
Ibis	Sept. 25	Oct. 30	Nov. 8	9	
Rameses	Nov. 14	not reported	Dec. 22		
	1884				
Menes	Jan. 14	not reported	Feb. 18		
Ibis	March 18	April 23	April 28	5	
Memphis	May 17	June 20	June 23	3	
Luxor	July 31	Sept. 1	Sept. 3	2	
Cotmes	Sept. 17	Oct. 23	Oct. 22		1
Uazda	Nov. 19	Dec. 22	Dec. 31	9	
	1885				
Lakhanah	Jan. 18 ~~Lakhanah~~	Feb. 20	Feb. 24	4	
Cotmes	March 11	April 14	April 18	4	

697/727

400.

Windsor Castle. 28th June 5.

Sir,

I have to rectify an error and an omission in my last despatch, it was headed per Barry Sheridan but went per Tolmes, duplicate going by the former on the same day, and the number, 399, was left out.

2. 657- 1st. Upon say that the same put in charges at the docks as at our Custom houses, the expences being counterbalanced by increased value through maturing. A cask of whisky costs 17/0, 52 weeks rent at 4d amounts to 17/4, so that pale whisky improves 100% per annum. It is simply absurd, and the present rates mean, practically, that a Bonded store does not exist here.

3. Par. 19. The Governor, ~~might~~ out of the question of receipts, in his ~~own~~ peculiar ~~manner~~. He says. "I have never, in my experience, known of receipts

H. Coleman Esq.
Secretary,
London.

being given by a Judge &c. Very likely: but Messrs Thompson say "receipts are invariably given in this Country by the proper officer for all monies paid into any Court of Law." Sir Governor Cathcart's three receipts were given by the Clerk of the Court. However, the matter is now of no consequence, for since hearing the question the Governor has asked the fee upon the document, and takes a receipt from the Captain, who pays the money personally.

4. Par. 2 Mr Henry S. Lacas is still U.S. Consul: I do not know his second Christian name. James Lewis was formerly a Catechist under the S.P.G., and is now working on his own account as a Carpenter.

5. You have received this mail £410 to be paid by the office here: unless you charge a substantial commission, equal at least to freight and insurance on specie out, this kind of business should be avoided, for hunting up money in Stanley is very troublesome at times.

855

6. Having more time to spare I have made out the greater part of the despatch for Dennis Brundrit, and as Mr. Dean & others have the catalogues of wool sold I have been able to see the prices. Par. 2. I am both puzzled and annoyed about the bale of locks from Wacher & Co. By my account I shipped no. 76 by the Mathew and 111 by the Sakhavale from that station. The brokers reported on the former. "Locks fair length, wt. 4 a 5"; on the latter "fair length. 4": — can they explain how one of these became afterwards "small clipping filled with sand and dirt"? Either they reported on something they never saw — somebody made a great blunder. At all events I will ship no more locks by steam. Par. 4. Although you promise more catalogues now have arrived, consequently I must again disappoint our friends on the Mat.

7. Par. 12. Revis got away in the Rance some months ago, though she was searched for him. The Governor states decidedly that agreements to the legal must be witnessed by a Notary or Mayor.

so you will know what to do in future.

8. Robson offers £200 for the Dairy land, house, &c. My books do not go sufficiently far back to find out what the property cost, but you may know. I have no doubt it was a good deal more than the sum offered, but the place was always a failure.

9. If the Directors approve of my engaging Mr. Wagner please cable "Fixed" if you can spare a mail by doing so.

10. Enclose a circular on the subject of education. I am making enquiries at Darwin with a view to bringing more children in if possible.

11. Tomorrow I am going to the West for a week or so, in the Malvinas, for the purpose of looking over Mr. Waldron's place and picking up ideas.

I am, Sir,
your obedient servant,
Ed. Stone.
Manager.

Enclosure

Enclosures

Tripe No. 399
Dupl. Statement
2nd ex No. 774 & 770.
Circular re Education
Dupl. Cobb to Coleman
The following per "Varuna"
Specimen Envelopes
Dupl. Jol & C. Book Apl & May
" Shearing account
" Lambs put in flocks
" Loss and Goose Green acct
" Average Bond
" Estimate 1886 Shearing
" Particulars of Hides
" Notes on Machinery Shed