358

Menes

4th June. 3

Sir,

I received yesterday your despatch 623, the Menes being before hand. I did not intend to write by this opportunity, expecting the Ramses on the 12th; but as she is not telegraphed to Montevideo as calling here I must take the precaution of sending a despatch, though at some inconvenience.

2. Par. 3. Upon talk of compensating for the lesser numbers of sheep: I should have thought you had received your mistake about the lambing before this, being in possession of the complete account. You will also see that there is an increase, though small, in the numbers shown.

3. Par. 4 Mr Humphreys letter with the word "Bed" has only just arrived. I will write on pieces further on.

4. Par. 6. I enclose a note I have received from Capt. Bowden Smith. So anxious is he to favour me in the matter of the coal contract that he has delayed answering officially the letters about it

H. Coleman, Esq.
Sentary,
London.

until the end of June when, unless he hears further from you he will accept Dennis's tender at 40/- per ton. In the present despatch you still remark that it would be a considerable relaxation, from no, when the Government promise that if we lay down 500 tons they will buy them? We can judge the rate of consumption by the ~~consumption~~ statistics of the last few years. Then you say the use of bunk deposits instead of the means of storing cargo from vessels in distress; this would only be true if failing a Government contract, we had no coals at all, and as long as there available for hire. But you are sending out more than a ton for her, which I am to buy to sell at an impossible price. Then again about coaling a mercantile or foreign steamer, did you not report last mail that the price, 60/-, prevented one of these Davitt's Co's steamers from calling here for coal? I do not acknowledge that the price does not interfere the outlay, on the contrary, I have a statement some time ago showing

until the end of June when, unless he hears further from me he will accept Dean's tender at 40/. per ton. In the present despatch you still remark that it would be a one-sided stipulation; how so, when the Government promise that if we lay down 500 tons they will buy them? We can judge the rate of consumption by the ~~consumption~~ statistics of the last few years. Then you say the use of bulk deprives us of the means of storing cargo from vessels in distress; this would only be true if, failing a Government contract, we kept no coals at all, and so had the space available for hire. But we are sending out more than a load for her, which I am to buy to sell at an impossible price. Then again about coaling a mercantile or foreign steamer, did you not report last mail that the price, 60/., prevented and shan't will's steamers from calling here for coal? I do not acknowledge that the price does not return the outlay, on the contrary, I sent a statement some time ago showing

that a very fair return might reasonably be looked for. In dealing with this question the Directors have throughout overlooked the fact that we are not the only people in the Falklands, the tone of your despatches has rather implied that the Company would always be kind enough to assist the Majesty's vessels by letting them have coals at 60/. per ton, now in the end you find yourself above the market price, left out in the cold altogether; the prestige attached to a Government contract will be lost, and the Company which should be first in every thing must make way for the great firm of Dean. There I drop the matter, sick, utterly sick of it.

5. Par. 7 I have already given you a list of the shepherds to be replaced, since writing which Kenneth McKenzie has died at Walker Creek, so that will make one more.

6. Par. 8 You have never mentioned Williams's pill until now. As regards the Swansea Co. you say they instruct their Captains to go both Co.s, cannot you understand my position? I want this in writing from Swansea. What takes

place when one of their Captains comes in in this:- he says the name is on the cars, would I be kind enough to show him the Agency letter: I took particularly foolish and say there is some mistake, &c. to which he replies that he has no instructions, and will go to Dram. I will not submit to this humiliation any longer, and shall erase from the Company's cards all the names for which I have no vouchers.

7. Par. 10. Of course the quantity of tobacco imported is very small. Mr Mills should know that as the total number of inhabitants all told is only 1500, the consumption, though growing cannot be large. It is necessary that the smallness of the place should be appreciated, in order to explain the feeling that is created by such a very small matter as a tax of £500. I cannot tell you the amount of importations, there is none direct from America.

8. Par. 11. I am glad the Directors approve of fencing: the

line

line to Island Harbour from Fitzroy has reached so near the farmer place that the Company's men who are putting it up are able to live at Capt. Parker's house. It is splendidly fitted up. Mr. Marsh was out ten days ago and says that Capt. Parker's share will not bear comparison with it. I do not know the life of a Sandy Point post, but I understand that those from the Plate which I have never seen, are as hard as iron.

9. Par. 12. In the matter of houses I refer more particularly to those in Stanley; I have already had to re-roof four, and, as reported, the Store roof is very bad.

10. Par. 15. I had only remarks in reference to the Speedwell Estate just now that I repudiate the charge of want of candour, and believe that the expression has crept into your despatch by mistake.

11. Par. 17. Is not 25.50 a good deal above the normal rate of Exchange on Paris?

12 Par. 20. With regard to the steam coal by the Elise being useful also as house coal. I repeat what I have told you for years, viz.- that you cannot combine the two, it is the funest nonsense to attempt to do so, or to try to make people here believe what they know is not true. Thereon now enjoying the use of the splendid Sunderland house coal by the Wave Queen, which is unfortunately in very short supply. Anyone who talks of burning Welsh steam coal in a grate should spend a winter with it in the Falklands; whatever its quality may be when fresh from the pit it useless here after a little exposure. I must correct you when you say that I omitted to report the number of tons Steam Coals on hand. The quantity was mentioned in 357 par. 5, since when I have sold 30 tons only to the Allowinar. Of house coals the quantity is about 45 tons. I never fail to report any alteration in

steam coals, is it therefore necessary that I should go on mail after mail for months repeating the same figures? During the short stay of a steamer I am usually occupied with far weightier matters.

13. Par. 21. I want to know how I can possibly be agent for two insurance Companies, both I presume with identical rates, and with nothing as far as I can learn to recommend either in preference to the other. If the Directors desire me to abandon the agency for the North British, which I have held for, I think, 15 years, perhaps they will kindly say so.

14. Par. 22, and 622-6 The wool from the crossbred R.M. hoggets weighed last shearing 6 lb., the Merino cross 5 lb. 11 oz. but the latter were early clipped and also late lambs, besides which I believe they were badly clipped. Rams were the same cross, the pure flock belonging to Ramoin. As regards mixing fleeces and ewes in one lot; that was evidently done by the Brokers, for which I am not responsible. An account of shepherds shall be sent when I have time to make it out.

15. As mentioned, I supplied the Malvinas with 30 tons coal @ 30/, Dean's being 45/. Hearing of this from Capt. Seemans the Governor remarked that they should have been bought from Dean at that rate, and that that would soon be the figure at which a Navy Contract would be established. Seemans said that he was under a moral obligation to buy from the Company who did so much business with the steamers, to which the Governor replied that moral obligations should be set aside when there was a question of saving money. This shows what our Governor is.

16. In reply to 622 7, clause 2 of Ordinance no. 14 of 1882 is explained in the preamble. A sum of £1500 had to be raised to meet the expenditure, and leases not falling in for some time are still held at £10 per 6000 acres. On the land held under these leases, and freeholds, the tax is levied, but as each lease falls in and is renewed at double rent the tax drops off, so that when all have been renewed, the tax will be extinct

be extinct, and the revenue will be sufficient. If you will tell me what Journal entry you refer to I will look the matter up, meanwhile I send a statement of rents which will perhaps answer your purpose. The tax has been charged to the Company's tenants, and will appear in this month's Journal. 676518 acres at 1/16th of a penny amounts to £469.16.8, for which see cash book 27th January. The Company's tenements in Stanley are rated at £242, upon which the rate of 6d in the pound amounts to £6.1/.

17. I should have mentioned when answering 622-9 that no new deposits on interest are taken.

18. In your sheep and land account there appears to be no returns in the London Office for 1872 and 1879. The account for 1872 was an enclosure in despatch 139 of 27th May, 1872, and for 1879 in despatch 267 of 20th April. The lambing returns for 1873 was as follows. Ewes 11748 Wethers 9851, Rams 485, Rigs 251 Total 22335.

19. Patterson has ready for you 2cwt fleeces black wool. they are very scarce now, being considered the result of bad breeding.

20 The Governor has imported slaked lime from Hamburg this voyage, on which freight at 35/ is charged, he could have bought good quick lime here, but will not spend a penny in the Colony if he can help it on foreigners.

21. David Smith has asked me if the C. would lease him the Islands in Falkland Sound for sheep, the Swans, Goat, Tussacs, &c. I have had sheep on at different times, but the difficulty and uncertainty of communication renders them an addition of doubtful value to our block on the main; and it struck me that it would be a good way of parting with a servant of 30 years standing, whose occupation has gone.

22. It is with regret that I have to report badly of the health of Stanley; cold damp weather lately has led to an outbreak of gastric fever among the young, which in

one case already has proved fatal. Probably the ground is soaked with poisonous sewage, the accumulations of years, there being no drainage except what carries off in an imperfect manner the surface water. A system of main drainage is needed and it is surely an easy thing to carry out, the whole settlement being on the side of a hill sloping gently to the water. The cost, however would have to be divided over a number of years by the issue of Bonds at 5%, of which a certain number would be drawn every year. This would afford an investment for the money the working men find it so hard to get interest for. Would it be possible for an engineer to make an estimate, approximately, of the cost, upon seeing the plan, and perhaps, photographs of Stanley? Some years ago I told you it would come to this.

23. Captain Peake would only give me £50 for bringing the cargo in, and as I did not see my way to doing it, except at a loss, under £75 I told him he would have to carry out his charter.

and he sailed from Fort William this morning. The Wave was discharged in 13 3/4 days, ballasted in 2 3/4 and commenced here in loading hides, &c. 2/p, being ready for sea before midday on the 30th May, since then she has been detained by head winds and calms; had she loaded here her despatch would have been an unprecedented success, due to the energy of Mr. Lauchlan. Captain Peak is very obliging but she is a poor ship, everything on board being wet, even the steam in the casks of mammangery is damp, and the Carpenters tools are rusty. Captain Peak says that everything came on board wet; but she has lately been relaced and has wire instead of hemp rigging, this Mr. Lauchlan points out, has stained her topsides, and I noticed myself that all the new treenails are weeping. I have warned you often against ships that have passed this first period, but if you prefer them I cannot help it.

24. The match boarding by the Bare Deck requires notice. In my indent I explicitly stated that the tongues should be protected, as was the case with the excellent wood supplied by Miller: you may therefore judge my annoyance when I found the whole 40,000 ft. in bundles with no protection whatever. The wood moreover is damp and unseasoned, and as Capt. Peake informs me that it was taken on board, notwithstanding his remonstrance, with chain slings, it is not to be wondered at that hundreds, perhaps thousands of feet are rendered useless. The condition in which the Company's cargoes arrive here seems to be of comparatively small importance.

25. I enclose a statement showing how the wood supplied for the steam launch differs from the specification, and have further to inform you that as I am told that it is of importance to have the pieces of the full length specified I am going to buy to get them in Valparaiso.

Falkland Islands

Stanley Menes German Wilson Montevideo

1 Barrel Cigarettes

weighing nett 55 kilos. or @ 2.2 lbs.

121 lbs.

18. 0/c

fourth June 83

Geo. Lowe.

T. C. Cobb Stanley agent for

Importer

fourth June 83

Geo. Lowe.

As regards the mechanic Jacobs for to build the launch, I am open to the criticism that I ought to have thought of him before; but I must explain that I thought the boat would be set up, everything fitted and marked, and that it would only remain for my people to put the pieces together again. Miller & Tapp say the pieces might have been moulded and steamed by them, and it now appears that not only has this not been done, but the whole is sent out as a puzzle ~~without~~ to be put together with some of the principal pieces playfully left out. Now, for instance, would you secure her afloat without anchors and chains, how would you pass the chains on board except through hawsepipes, how would you get the anchors up except by a windlass, how would you steer her without a rudder? And yet anchors, chains, hawsepipes, windlass, and rudder are one and all conspicuous by their absence. Surely there is some gross oversight in all this. Two brass pintals (sic) lie together as mentioned in the Wave Queen's cargo book, one

pintle
~~pintals~~ and one gudgeon were on board, perhaps the rudder is to be hung with one pintle? As regards the machinery I anticipate no difficulty, as I can get assistance from the Malaiaas and men of war. I have thought, however, of an arrangement, say a two way cock, by which the water can be supplied from the tanks as well as from the sea, the advantage of working with fresh water being enormous: is not this practicable? I hope that the missing parts may be shortly supplied, and that the boat will be got together without great loss of time.

26 I now reply to Maynard Sykes & Co's letter on pressure, dated 7th Feb. In the first place, a press was ordered for Damiro to take a 5ft. bore made here, and this press was supplied 23rd Feb. 1881. No fault was found with it except that the ram already here was too short, and this was remedied by the supply of another on 17th Feby 1882, the ram out of which was 54 in. (see invoice of that date) Now when the press for North Borneo was ordered with a 5 ft. high bore,

precisely the height of the box for which they supplied the press Feb/81 and were at the same time furnishing the rams of extra length, does it not follow that they should have sent it of the same dimensions as had given satisfaction, including also the amended length of rams? When they say that they could not have known that I wanted the latter half as long again they cannot have thought as much over the matter as their letter would imply. The following are the dimensions of the approved press, taken from the invoices of 23rd Feb. /81 and 17th Feb /82. Bars 12 ft. 9. Brackets for Mullet head 3 ft. 2, Rams 54" from out, 6" diam^r, the other particulars will be found on the engraving shewn herewith. As regards a press as a stand by, as the Directors wish for it, and it can be afforded I will say no more against it, were I to do so, the blame for any breakdowns would fall upon my shoulders. Not having yet sent the Walker Crab for in consequence of the telegram failing, the old one when repaired shall be the stand by.

and the

new one, to be shipped by mail of —
(but no, the new time tables &c. said to have been sent by both post have not arrived) however, I suppose there is a mail out in September, it should certainly be here not later than October to be put up at Walker Creek. As a standard size take the dimensions of the approved press above mentioned, with box according to my former specification of 24th Oct. 1881, rams 54" run out, 6" diam. pumps like the fine pair supplied for Darwin Feb. 82 with counterbalance weights, Fig. C. Schedule. The press supplied for South Arm differed from this in the thickness of the rams, the smallest bear and the bars, and the inferiority of the short stroke Fig. B. pumps. Mess Tyler have at last admitted some inaccuracies; they may as well go a little further, and confess that in all deviations from the dimensions of the press approved of they were in error.

As regards the pins or cotters going through the boards, I am tempted to believe that though Messrs Tyler make admirable machinery they have had little practical experience in pressing wool. The first boxes cut out were abnormally weak, and it was not until the angle irons and through pins were introduced here that we could get a box to stand a whole season. Each board when a bale is under pressure has a tendency to bend outwards top and bottom, and this is only to be counteracted by the contrivances mentioned. The faulty pins fixed to light plates with small screws on the South Dam box were torn out in a few days. I also object to the catches from board to board, as being needlessly heavy: they were taken off the North Dam box. To hold it together when bound with a bale in, a bar shipping over a button fastened to the top board, and catching another on the bottom on each side is used here, this attention can be made in Stanley if not understood. As Messrs Tyler's posts and pipes are screwed with a backsaw

which I believe is the same on all their presses. perhaps they could supply taps and dies for the same in case of accident. It must not be forgotten that the barrel must be supplied with two bottoms, and that it should be grooved for five hoops.

27. John Cameron goes this mail via Sandy Point; and is to return as I said before: he is one of our best men, and unfortunately lost his wife last year.

28. So far three cows have bawled, one with twins, one single, and one dead: the three are fortunately pamper. The others are expected to bawl shortly. Ferguson is looking after them closely, and I prefer keeping them here where they can get straw and other necessaries, to sending them out to Darwin.

29. Goodlyers finished work and the men were paid off some weeks ago. the total number of casks being 518, and 91 for Smith & Cameron.

30. I have completed the Emil Julius business; it is a very large affair the account reaching £3034. 1. 10. It appears that the Underwriters sent out gold to Australia

Seaman instructing him to take up the Bottomry for their Association, whatever competition he might meet. I thought until he showed me their telegram that Mr. Mueller of Montevideo was interfering in our business, and was prepared to contest the matter, however upon understanding it I abstained, and received the money last Saturday. In the accounts were included a number of payments to Captain Seaman for towage, superintendence, &c, nearly £400, and sundry sums due to the owner, £1442 in all, wages maintenance &c., according to Consular law. Mr Dean has taken £500, for which I enclose a draft, which enables us to draw upon the Directors for the owner's sum; still I have over £2000, all of which I should like to remit, but cannot get bills, and I dare not send it unnecessarily by the Ramsey next week. I therefore write to the R. Plate Bank to ask what would be the probable result of the operation if I sent it by the Scho

in July to be omitted by a draft on the head office in London. ~~Should~~ the reply be favourable, and Mr. Dean not give me more bill, I shall send it; I suppose you can effect insurance provisionally? I hope £2000; but this is the season of heavy payments, and it might be £1500 only. I have to pica the Captain by dividing commissions with him. I send the journal and other accounts including that for materials, showing what a profitable business it has been. Had the new rigging not been sent last year I could not have repaired the ship; all our spars, but the largest, are gone too, including the two by the Bear Raven.

31. The arrival of the Ramses next week is almost a certainty, having been promised by the Memphis; still I have thought it prudent to write a very full despatch by the present opportunity.

Dear Sir,
Your obedient servant
[illegible]
Manager.

Enclosures.

Orig. despatch 356
Dupl. Indent No 17
" Summary of Winter dippings 1882/3
" Specification of Woolana Skins
" Bill to Coleman 9 May
" Ledger balances 31 March
" Stanley Cash book March 1 Apl.
" Journal March
Completed shearing ap. 1882/3
Specification of Banner's Wool
3rd Ex. No 689
1st " 691 & 500
Sheep boiled down 1883
Stock of Cattle 1st March, 1883
Account of Government leases
Comparison of Miller & Supp's specifications with Arnold's invoice.
Cost of dipping 1882/3
Stanley Cash book May
Tyler's Wool press engraving
Stanley Journal April
2 Bills of lading for Wave Queen
Notes on Wave Queen's cargo
Shipping Report.
Statement on ages.
Emil Julius's ages.

In anticipation of indent I may mention that the total quantity little required next season for sale and use will be 6000 gals. of which 2000 should be in casks.

Manifest of cargo shipped per barque Wave Queen, Peak Master, Falkland Islands for London.

Marks	No.		Goods	Shippers	Consignees
None		480	Salted Hides	Falkland Islands Co	Falkland Islands Co
1 Keel		73	" "	M. H. Cobb	"
2 "		96	" "	Baillon Bros	"
3 "		13	" "	Shirley Bros	"
4 "		94	" "	Molinaux & Blake	"
5 "		211	" "	J. Bonner	"
2 "		1	Bag Tails	Baillon Bros	"
JB	1/2	2	Casks Tallow	J. Bonner	"
HB	1/2	2	" "	Molinaux & Blake	"
— "	1/9	9	Tins "	"	"
F	1/11	11	Cases Copper	Falkland Islands Co	"
— "	12	1	Barrel "	"	"
— "		45	Bundles Wire	"	"
			Quantity of Scrap iron	"	"
FIC	1/513	513	Casks Tallow	"	"
None		62	Salted Hides	"	"
F	24/7.10	5	Bales Skin cuttings	"	"
— "	Sunary	63	" Sheepskins	"	"
FIC WC	1/6	6	" "	"	"
	1/10	10	" "	"	"
M		1	" "	M. H. Cobb	"
A B S E		1	" "	Baillon Bros	"
JB	1/5	5	" "	J. Bonner	"
		242	loose "	Falkland Islands Co	"
			Quantity of Tails	"	"
			" " Bones	"	"
JB	Sundry	91	Bales Wool	J. Bonner	"
FIC	353/7	5	" "	Falkland Islands Co	"
DH		2	" "	"	"
Coleman					

Marks	No.	Goods	Shippers	Consignees
		1 Case Copper	Falkland Islands Co	Falkland Islands Co
		5 Boxes Pipes	"	"
		1 " Spunges	"	"
		4 Iron Standards	"	"
		1 Press bed Kitchen	"	"
		410 Empty Jars	"	"
		266 " Drums	"	"
C	1/91	91 Casks Tallow	W. Cameron	J. M. Deane

Addressed packages.

2	Cases	Coleman
1	"	Bailey
5	"	
1	Chair }	Langdon
2	Rifles	Coleman
1	Parcel Books	"
2	Ram's heads	"

Falkland Islands Co.
Stanley, 25th June, 1883.

Geo. Pole.
Manager.

359.

Wave Queen. 28th June. 3.

Sir,

This vessel having completed her cargo I have despatched her today, and she will sail with the first fair wind.

I am, Sir,
your obedt servt
[illegible]
Manager.

Enclosures.

6 Bills of lading
Manifest
Remarks on Cargo
Wave Queen's certificate of, £84. 3. 6.
Charter Party with Captain's certificate of loading
Cotton Weights
Receipt for addressed packages.

360.

Shebec.

30th June 3.

Sir,

This vessel has called for the wool left by the Memphis, and is to leave tomorrow. The Wave Queen sailed this morning

2. I enclose copy of a letter I have written Capt. Lemaire on the subject of the delay of your freeze, and about next year's shipment. Unless the Koenoek C. will take the produce as I suggest, you may just as well have a sailing vessel next February or March.

3. Can you arrange with Küchler & Burkhard to send their Bill of lading as consignees' letters to be delivered on arrival of the steamers? They go to the Post Office, and consequently detain nothing of the cargo until two hours later than I should.

4. In the case of stationery per Menes were some bottles of ferrying ink, one of which was broken, and nearly every thing in the case, books, charts, paper, &

F. Coleman, Esq.
Secretary
London.

was missed. The book (letter size) No 8 is wanted by return mail.

5. The total weight of wool this year at the three stations is 580[illegible]7, an increase over last year of 42199 lb. With the bale from Stragglers shipped by Captain Parke this is just over 19 tons.

6. Since writing yesterday to remarks on accounts, Mr. Fraser has informed me that the Darwin balances are correct, and that his addition is two wrong. I am sorry that this occurred; but in the hurry of making up the year's accounts it seems that his sheet was not checked.

7. When sending Utopia Register please forward also the rules, which are published with it, and see that every number of the supplement is regularly posted.

8. Forms for Camp wages returns are wanted. I thought they had been sent for, but they must have been overlooked.

9. With regard to the Spudwell Island account you have been in correspondence with Mr

A. E. Baillon, one of the Trustees, so I do not understand how you can say that you do not know who they are. Who his co-Trustee is you can learn from him, I am not acquainted with him personally. In my despatch 362-18 I stated most explicitly that the £100 ordered to be paid must be cancelled, therefore you would not be right in paying it. In the same despatch I explained that £500 was to have been paid the Company but that the amount due was only £400, hence the repayment of £100; but as the £500 was not paid, and only a sum of £119.18.11 instead, it follows that there is still a balance, which if not already paid will be much more than come by the wool now going forward.

10. I am sorry to say that the engine of the steam launch is very rusty. I have got Martin to working at it. No spanners or tools of any kind were sent with it, which Martin considers a great oversight.

11. Enclosed is an account to be forwarded to Mr. Stitney with accompanying letter, the amount £286.8.9 to be paid to the Company.

to page 270

12. The Mary Hogarth of Aberdeen is consigned to the Company for repairs; she will be finished in a few days, and her bill, under £200 will go by the Stoke. The Niagara of Burnes came in with sewing, and took fresh provisions; her bill is enclosed. I should have mentioned that the Captain of the Mary Hogarth died a few days before the ship came in.

13. I piloted the Queen, and I trust she will make a quick voyage; she is behind the Success just 14 days. Capt. Peck was very obliging, he came alongside the jetty, saving the Company at least £20 in labour, and perhaps demurrage, for which I gave him the usual additional gratuity of £5, which is the only one paid him here.

14. This should reach you early in August, and I hope the indent will be in time for the Ramses; the demand for Galvanized iron is surprisingly large.

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

P.S. Send the following telegram:—
Wave Sixteen (Sum)
Famously Theban 11000
(value) Frank Mary
Hogarth Aberdeen.

Enclosures per Shiloh.

Dup. Acc. No. 358/9
" Cost of dipping 1882/3
" Cash book May
" Journal April
" Completed shearing a/c. 1882/3
" Specification of Bonnie's wool
" Sheep boiled down 1883
" Account of Government leases
" Comparison of launch times
" Account of cattle 1883
" Remarks on cargo ex Wave Queen
" Statement on a/c.
" Tallow weight per Wave Queen
" Manifest of " "
" Wave Queen's certificate a/c.
" Receipt for packages per Wave Queen
" Remarks on cargo " "
" Particulars of wool & skins "
Dup Ex. No. 691
1st " " 694 £88. 8. 6
Stanley Cash vouchers, May.
Copy of Store Ledger entries 1882
Replies to remarks on accounts
Stanley Journal May
Remarks on accounts
Niagara's certificate a/c.
4 Bills of lading per Wave Queen 366
Letter for Langdon returned
Details of Cargo per Shiloh
Memos. on Stores
Indent No. 18, 7 sheets,
Shipping Report
Statement on accounts
Copy letter to Seymour 30th June
Letter for Shiloh

No change in Steam coals.

Enclosures via Montevideo 2nd July/85

Dup. despatch &c
" Memos. on Stores
" details of cargo per Shelter
" Indent.
Bills of lading per Shelter.

361
Chubas
via Montevideo

2nd July. 3.

Sir,

The loading which was progressing rapidly up to 11 p.m. on the 30th ult. was stopped yesterday by a severe gale with heavy rain, this morning it will be finished. Bills of lading are enclosed.

2. Mr. Green asked me to get 9/. from the Team Dues for fees. 5/. for the articles and 4/. shipping fees. but I had settled up with Captain Peak. and did not see him again; perhaps you can recover it.

3. There appears to be no hose, neither suction nor delivery for the donkey pump, nor any unions for fitting them here, these should be supplied.

Yours, Sir,
your obedient servant
Geo. Lowe.
Manager.

Enclosures:
Disp. dispt. 360
" Indent
" remds on Stores
" details of cargo
" Cash book. Insd
Stanley Bills of lading
Stanley Wages 20 Insd

G. Coleman Esq
Secretary.
London.

Hon
a Walker.

16th July. 3.

Sir,

This vessel arrived yesterday with your despatch 625, and leaves today. The Elice arrived on the 9th inst. with no. 624, and Telegraph on the owners account. Elice sinch.

2. Par. 4 of 625. This very satisfactory when that some wood is coming, as the demand is large again now, and many sorts by the Queen are sold out already.

3. Par. 5. Believe the price paid for old ewes was 8/. for the Straits, from which quarter a large demand is expected next summer. Ewes that are actually selected for Goodhope should sell at that price, but no others. Captain Seymour has carried them at 6/, but wants 7/6 in future.

4. Par. 6. I near fail to give Seymour timely notice of my requirements

J. Coleman, Esq.
Secretary,
London.

5. Par. 7. I fear Capt will let upon that a follower 4 ft. long will not do for a 4 ft 6. box. if necessary I will send out and get the measurements, but the makers must know them.

6 Par. 9. Further steps will be taken as suggested in the matter of fencing, in fact I am quite alive to the importance of this matter, and sent out nearly 2 months ago a pile mast to Walker Creek, besides arranging to do Mr Bowers boundary in the Spring. Of course it must be laid down with judgment, for in itself it has no magic power for good our sheep:- this remark occurs to me on reading your letter to Mr Holmesdale, in which you say:- "you are putting up (fencing) as fast as you can. I believe every Shut "Farmer ought to do so, I regret our "Colt Mgr does not pay more attention "to this, please give him any hints for "the improvement of the fences we "ought even to put up. Seeing that-

since last September I have erected or joined Captain Parke in the erection of nearly 30 miles of fencing. The Stolenelia will be able to appreciate and laugh at such publicity, and really if your "Col. Ad." is such a poor idiot as to want stirring up in such matters would it not be better towards the Company, limes a little more in family instead of holding him up to the reprobation or pity of outsiders? It is quite possible as experience has shown, to expend money on capital account too rapidly, and my outlays in this direction are made with an eye to the money that must be kept for the shareholders dividends

7. Parke I have received a letter from Captain Bowden-Smith, in which he regrets having had to send the official contract to Dean at 48/. per ton. Upon say complacently "we get rid of our Coals by degrees without the liability of a contract" — certainly we did so while competition was open: but must now rely upon foreign ships relieving us of the 500 tons

we have in hand. The price of coal in the return should be looked up. though I can say that our own 60/ until the Romanche's visit. as to Denis I cannot give you any information.

8. Par. 12. In 3/3-6 I asked you to return Mr ~~[illegible]~~ drawing.

9. Par. 14 The Board of Trade Instructions asked for are published by Kye and Spottiswoode. price 6/6.

10. Par. 15. In making an Agreement with Mr Langdon Schools I prefer an addition to his salary being made in place of the £25 a year he has received since Albany left for keeping the Butchery books. This payment has been made through Cafe Wages. but I have always considered it a temporary arrangement.

11. Par. 17. The Mercury was wanted back again after being dyed: moves should be shipped to replace it.

12. Par. 19. The Elie arrived without a Bill of Lading

for the jundries, and as there is no separation between the owners coals and ours. I had no alternative but take the whole. Capt. Christians says you told him that we always paid the coal here, so that no division was necessary, we cannot do so without quarrels of this sort, & the practice has always been to take them by the Bill of lading.

Mean a mistake to put building pond under or among the coals. As to the second hand boat, I meant that such things would be useful if bought and fitted out, such as Captain Thomas Barnes; I did not mean a boat to row that it has arrived above two, piece.

13. Par. 20. Mr. Malcom intends to declare the honour of a seat in the Council.

14. Par. 21. What is the meaning Chair on board of a man of war which is always supplied with Arm

men, or in fact of asking for business at all now the coaling is beyond our reach? I do not think I shall work a boat crew on a man of war in future.

15. Parcels. I sent for Memphis a list of shipping leaving Cowhill Sandusky Cannon has to be added, as his cars to be engaged to return to Sandy Point. Mr H. McKenzie does lately, there will be two more wanted in addition to my list.

16. In one of the Bills of lading per Wave Queen I specified a cask of Tallow upon which I did not get a mark in the margin, it should have been HB 5, being the 5th on Holmes & Blake's account.

17. Up to the present time there are 5 lambs, all same, four of the cows have got to lamb.

18. There are 37 tons stones coal left.

19. Mr Pomeroy wants to sell his establishment, 61,000 acres with 20,000 stock for £10,000.

20. I enclose the Mary Mogantin papers to be forwarded and direct your attention to the est. for Blackmantin labour, which will most likely have to await the barque's arrival.

21. The Lambs of Swansea petition Bull Roads at the end of Lower Stoppia a lease, and proceeded after having been there 5 days.

22. A copy of the Memorial previously alluded to is enclosed; it is the most numerous document of the kind ever sent home, being signed by all.

23. I am informed that the Governor intends to call upon all leaseholders to pay for a block of 160 acres for every 6000 leased, whether the land is an original lease or a renewal, in this case freeholds will have shortly to be purchased on Nos 26 and 27, on which, under the original leases, blocks of 160 acres were bought 18 years ago. The Governor bases his claim on the Land Ordinance of No 21 1871, No 1, 1872, and No 9, 1882; believing that it was never intended to extort

payment for more than one freehold.
I shall, if forced, pay under protest.
I have applied for the purchase ord.
right of West Coast Reserve, on which
I must buy 119 acres. This is a
test case of great interest to the
West Falkland farmers, the land
being held under the Amalgamation
Ordinance the validity of which the
Governor recognizes as far as the
compulsory purchase goes; but
disputes our right to buy the remainder
under it. Landholders who hold
land under the Amalgamation
Ordinance are entitled to all the
privileges conferred by that Ordinance
during the few months it was law.
I have written Capt Dashe on the
matter, and am anxious to have
an authoritative legal decision on
all points.

2d. A little of Balmain's
luminous paint would be useful for
making a light on our schooner moor-
ings, the buoys, &c. I have a circular
from Allen Thorne on the subject, and
should like to try the experiment. Mr.
Langdon might bring [illegible]

25. Perhaps before Mr. Langdon leaves you will tell him what particulars you want from me about the jetty, a subject which has been allowed to drop.

26. In your letter to Bechuanaland 4th April you say, "answer me all the enquiries I have made, and advise about future shipments of chips & the price of freeing." So Bechuanaland to be placed on the list of my advisees? Does not this sort of thing make me look rather small, and the Company more or less ridiculous?

27. The Chief Engineer of the Malvinas is putting the engine of the launch in order, and points out that nearly all the steam pipes are wanting, both copper and iron; the copper ones are marked red on the tracing, and must be supplied before the can be got ready, together with the flanges. I am to get a list of

the missing one, but should I not see Mr. Seaman in time I may mention that only five copper pipes have come at all: the steam pipe from the boiler to the engine, (one end without a flange) and two of different sizes each with three flanges, the rest, judging from the Urban Queen's cargo book, were never shipped. They should be sent via Antwerp by return steamer. Miller & Lupp must have known the boat could never be put together with such deficiencies, and it seems to me a great pity that some practical man accustomed to such things was not engaged to overlook them.

Yours, Sir,
Your obedient servant,
Geo. E. Love.
Manager.

Bill of Lading for Columbia Blake's wool under separate cover.

Having no reply from the River Plate Bank I can send no specie, besides which I am paying heavy orders for Waldon & others customary at this season, and I am drawing on the Division.

Enclosures.

Mary Rogarski accounts
1st. Ex. by 5 £ 321. 1. 3
" " by 6 " 300. 0. 0
2nd " by 4 " 88. 9. 6
" " " 300 ....
" " " 413. 12. " } on Lamprey
Disp. copy of Cashbook June
" memor. on Stores
" details of cargo per Shelter
" Journal, May
" Replies & Remarks on ofs
" Remarks on ofs.
" Statement of 30th June
" Copy of Stores ofs.
" " Stat. & vouch. as June
" Disp. 35.
Disp. " 35 & 36
" Manifest. of Wave Queen
" Tallow manifest.
" Remarks on cargo per Wave Queen
Store Cashbook June
Cash wages 31 March
Copy of Memorial stray
" Letter to Queen 6th 2nd July
" " from Queen 14th "
Stanley Journal June
Shipping Report.
Statement on ofs.
Letter for Rogarski.

21° Falkland Islands Co.

Stanley 18th July, 1883.

Sir,

I have the honour to acknowledge receipt of your letter of the 14th inst. in reference to my application for certain land, to be purchased under the Amalgamation Ordinance, on which subject I beg leave to make some remarks for the consideration of the Governor in Council.

2. The lease of that Company states expressly that it is granted under the Amalgamation Ordinance No. 6 of 1870, and that it is subject to all the conditions and limitations contained therein. Although that Ordinance was in force for a short time only, still there can be no

Hon. C. de Ilpens,
Colonial Secretary,
&c &c &c

be no doubt that, as between the Government and lessees, the leases held under it are perfectly valid, and that holders are entitled to all privileges conferred by it. A legal opinion has been taken upon this point. In other words, the Government let land under the Amalgamation Ordinance with certain promises and conditions attached to the leases, which promises and conditions both Government and lessees are equally bound to observe.

3. Were this not the case, is it conceivable that Government would gratuitously sell even the compulsory freeholds at 2/. an acre? If, as regards the purchase of land, the Amalgamation Ordinance is waste paper, why do they

accept

accept 2/. when they could demand 4/? And if they accept 2/. for the compulsory purchase under clause 3, how do they dispute the legality of a lessee purchasing "any further quantity of land in his station at the same rate" under the same clause? The first part of this clause cannot be recognized, and the latter part ignored.

4. With regard to water frontage, the Ordinance specifies "available" water frontage, of which I believe not one third of the boundaries of West Coast reserve consist, for the rivers Swan Inlet cannot be regarded as available for purposes of navigation for any distance. The regulations with regard to the purchase of land and water frontage are somewhat obscure and contradictory, but they

appear

appear to be framed for the purpose of providing (1) against the purchase of a block which would deprive the remainder of the section of water frontage, and therefore reduce its value at a future time, and (2) against the purchaser of a block shutting out a lessee behind him, inland, from access to the sea shore. I very respectfully submit to His Excellency in Council that the first of these contingencies would be met by the purchase of the whole section, while the second, in this particular case, has no possible existence.

I have the honour to be,
Sir,
your very obedient servant
Alex. Lowe.
Manager.

246
295

Falkland Islands Co.
Stanley, 23rd July
1885

Sir,

I have the honour to acknowledge the receipt of your letter of the 20th inst. notifying that my application for the purchase of certain land is to be referred to the Secretary of State.

Herewith I beg leave to forward the sum of £11.18/. in payment for the compulsory purchase of 119 acres, according to your letter of the 14th inst.

I have the honour to be
Sir,
your obedient servant,
Geo. Foot.
Manager.

Hon. C. de Freville Green,
Colonial Secretary,
L. L. I.

No. 3/1883

149/292

Imperial German Consulate,
Port Stanley, 10th August,
1883

Sir,

I have the honour to acknowledge the receipt of your Highness's communication of the 31st March (II 5667/9200), and to forward enclosed the details required.

I have the honour to be,
Sir,
Your Highness's most obedient
humble servant,

Ed. Fobe.
Impl. German Consul.

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

291
476

No. 4
1883

Imperial German Consulate,
Port Stanley, 10th August.
1883

Sir,

I have the honour to forward enclosed:-

A. A statement of German Shipping reported in the Consulate during the year 1882.

B. A summary account of fees received.

C. A statement of postage expended during 1882.

D. An account of outlays made by me on account of the German Government.

2. I have no matter of interest to report with regard to German commerce or navigation, excepting that the mails to and from England continue to be carried by the steamers

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

the steamers of the Deutsche Dampfschiffahrts-Gesellschaft Hansa of Hamburg, which now call at Dartmouth on both the outward and homeward passages.

I have the honour to be,
Sir,
Your Highness's most obedient
humble servant,

Geo. Lobb.
Imp. German Consul.

363.

Letter

13th Aug. 3.

Sir,

In the return of ships that have coaled here lately the Company's price may be entered at 60/. except the supply with Romanelli at 50/. Of Dean's prices I only know of one under 60/. viz: the Molthes at 54/.

2. If you will compare the enclosed invoice of Fellen's price with Dennin's you will see there is an advantage gained in shipping direct from Antwerp.

3. I cannot conceive why the primary returned to be dyed was sold at 5d a yard, or why the gloves were dyed and then sold to Ward instead of being returned here.

4. I have at last sent the ewes and lambs to Darwin, five being the total number of the latter. Ferguson thinks one or two more are in lamb, but if so they must have been got on the voyage.

J. Coleman, Esq.
Secretary
London.

290
315

Falkland Islands &c.
Stanley, 13th August, 1883.

Sir,

I have the honour to state, for the information of His Excellency the Governor, that I have received a letter from the Senior Naval Officer at Monte Video offering me the contract for supplying Her Majesty's ships calling at Stanley with coal, and requesting me to sign and return the contracts (in triplicate) "now supposed to be in possession of H. E. the Governor."

2. I shall be obliged if His Excellency will forward me these contracts at his earliest convenience, so that

Hon. C. de F. Green,
Colonial Secretary.

&c. &c. &c.

so that I may return them forthwith.

I have the honour to be,
Sir,
Your most obedient servant,
Fredk. Lowe.
Manager.

voyage. With Frequenci board and the cost of the food supplies these sheep will stand us a considerable sum each, and the better plan in future would, I think, be to get a ram from England to keep the ewes here. Salvage thought the experiment an ill-advised one, but for that reason took the more scrupulous care to give it every chance, and have so far been successful that every lamb born alive has been reared, notwithstanding that some were born during a severe storm with the thermometer down to 12° Fah. But I would not willingly again turn the mules out of doors for three months, and were it to happen again I should propose to build extra accommodation for the sheep.

5. Sandy Point is carrying off our shepherds at high wages, and I have now to report that Hamilton and T. Saunders

are going there, and that Angus Cameron leaves next month. On the other hand D. Hewitt who was going to leave is about to marry Mrs Campbell's daughter and has withdrawn his notice, thus two more only are wanted – this does not affect the six already asked for, viz: four in Desp. 357, and two to replace John Cameron and K. McKenzie. I have just heard from Bethune that he and M. McLean want to get out Malcolm Bethune & family, and will pay their passages. I have given them the choice of doing so and engaging Bethune in London at £60 for the first year and £65 for remaining four years, or of leaving it to the Company to send him out, in which case he would only get the usual £45 to £55. The first plan would probably make him more contented. For the second one you might engage through McCall a lad named Jas Steel, whose uncles are here: he is not a shepherd, but can be turned into one, and would of course be engaged at rather low wages. One or two married men

could be accommodated soon: but their passages come to a good deal. Enclosed is copy of a letter from John Hamilton, to whom I gave a very good character; I am sorry to lose him.

6. I have received a letter about the purchase of land I applied for, saying that it would be referred to the Secretary of State. I hope the Directors will carefully read & consider my arguments on the subject, and say if I cannot insist upon buying at 2/. The lease was granted after the Amalgamation Ordinance ~~Ordinance~~ had been disallowed; but I have two letters from Col. D'Arcy written while ~~the~~ it was in force, saying that the lease was in course of completion, and it was only on account of delay in the Government Office that I did not get it at the time. I also enclose a short statement on buying land, to which I wish for a reply before going into the matter. Capt. Parke, I believe, took a legal opinion some time ago as to the leases under the Ordinance, on 6 of 1870.

7. The Letor arrived yesterday 30 days from Dartmouth. 90 hours from Montevideo.

8. I see that notwithstanding that more than £23,000 has been written off for depreciation and 120% dividend paid in 12 years, the property and assets of the Company show a rise from £98535 in 1870 to £147363 in 1882

9. I have just heard from the River Plate Bank that there would be a loss in the transmission of specie, besides which, my cash payments the last two months have been on a scale unexampled in the history of the Company, as the copy of my cash book will show. It is necessary to say a few words about this but the cause is not far to seek. More and more produce is consigned to the Company each year, and to get that produce ready a larger expenditure of labour is required, hence greater drafts from the best on the Stanley office. Now while the expenditure is increasing, the receipts from the principal sources of revenue, the retail Store & Butchery

do not increase in proportion, hence the necessity of larger supplies from England. Looking back at the rise the last few years I should say we should shortly be expending £20,000 a year. Allowing £7500 to come from the sources named, and £2000 for cross entries and small payments in England there would still be a deficit of £10,000. Of this I may provide £3000 by drawing on the Directors in exchange for cash, but certainly £6000 should come from home. It is also to be borne in mind that I have ceased taking money on deposit; so that I have really no where else to look. The Directors would do well to talk this matter over at length with Mr. Langdon, who is conversant with the subject. My opinion is that by each steamer, for a time at least to see how it works, you should ship £1000, and I see no reason now in the present circumstances of the Colony why we should not circulate gold more freely, so I would have sovereigns

10. I have seen Buckle who seems an intelligent manner: he complains much of the third class food. I think that as a mechanic he might have had better accommodation.

11. I am taking the opportunity of getting a lot of carpenter's work done just now. From the 20th Oct. 1891 until last month when the Mary Hogarth left, scarcely a stroke of shore work was done owing to the continued run of shipping, and consequently much has accumulated. Expecting ships next month I am keeping 10 Carpenters going steadily. The want of a good Carpenter's shop has been a reproach and drawback to the Company for years, and is the more felt now through the change in the nature of ship repairs, which now consist of a good deal of spar making and other shore work instead of caulking. I am about to put up a new shop in the site of the present Bakehouse, and shall place the bakehouse and a cooperage to the westward of the Store. The workmen's houses are being repaired throughout, the Fairy is being converted, the launch built, and in

the course of time I hope to get the caulking of the Coria finished, a few alterations made in the office, and other small jobs done too numerous to mention, but at a day's notice — and this is the curse of the place — a vessel may come in wanting repairs and all my work be indefinitely postponed.

12. I have received your despatch of 12th July, No. 626.

13. Par. 3. There is an order on the way home for 10 tons wire. Roughly speaking the quantity required per mile is 22 cwt. No 6 and 7 cwt. No 4. with staples five to the mile. Unless the Directors order it I should not put up more than Bonner's line and about five miles in Lafonia next season, as I am getting alarmed at the great expenditure on this item. There is no necessity to fence ahead of the stock, that is put up more fencing than there are sheep to hold.

14. Same par. Every thing possible is done to destroy scab in South Arm section, and the

percentage of cases is infinitesimal, causing holes of wool; over such an extended country patience and perseverance are the only remedies. Sowing grass broadcast has been tried often without result, either the seed does not take, or the geese pick up the green shoots at once. As that seed sent at the suggestion of that worthy inspector of years two years ago was utterly wasted, I hope you are not sending any more. I think it would be desirable to get some Merinos from Montevideo in the summer, and will see about it.

15. Par. 7. Although I suppose all the officers of the Company who are worth anything do their duty whether they are thanked or not, still it is very gratifying to learn that the Directors and Shareholders have expressed their satisfaction with the result of last year's working, and I shall not fail to communicate it to my subordinates.

16. Par. 8. I shall be very glad to see Colonel Capt Bore again.

17. Par. 10. Mr. Langdon's tickets were taken on the understanding that the reduction of 20% for return was to be made in case of his coming back

18. Par. 11. Burbler says that with four hands he hopes to finish in six months: it seems a long time. I am trying to arrange with some carpenters to keep them to the job till finished, ships or no ships by giving them an addition to the usual pay, for if not I am liable to lose them at any time, or must submit to paying them 18/8d per day. The usual pay being 1/. per hour for 54½ hours per week I have offered them 65/., but they ask 70/., so I shall take the risk of slipping work running up.

19. Par. 12. I am sorry that the word thirtieth, which I wrote very distinctly was altered to thirteenth.

20. Par. 15. I am of opinion that people paid by the Company for return in their services the value for the money, or should do, and are under no obligation, moral or otherwise, to buy from their employers. If, how-

ever, the latter give them as good terms as anyone else, then they may reasonably expect the preference. Very likely this is shocking heresy, and I do not promulgate it among our people. I would rather employ a good workman who spends sixpence a month in the store than a loafer who returns his whole wages. You will find the freight per Menes already charged in the May Journal. I am sorry the tools I promised to get for Dr. Kenston are not sent. I must try to get them some other way.

21. Par. 16. I wrote you by Malvinas via Sandy Point advising you of the alteration in Leonard's order, and of the one for Anderson; they went out in her.

22. Par. 17. You must surely have forgotten that when a vessel is consigned to the Company I invariably write her name, not necessarily for reply, but to enable you to arrange credit, as in fact the coded message states. The Mary Morgan's is a thoroughly honest bill, and therefore there need be no trouble.

23. Par. 18. I have anticipated the remarks about buying land: of Capt. Parker's I will get particulars.

21. Par. 19. You say you wonder if we shall be able to establish a coaling station at Stanley. Never! That is to say at 60/. a ton; but at 50/. we may, and if we could get the use of the steamers' winches we might deliver at fair speed. There is to be a line, I see, from New Zealand via the Straits. At Sandy Point the price is 70/., at Monte Video which is out of the way 40/., so the matter is worth keeping in view if we could turn over a good many tons of coal a year at 50/. There is no port but this and Sandy Point at all on the track of these steamers.

25. Your memory has played you a trick about Messrs. Norwerk's commission; you say in your letter of 12th July that you have not been written them on the subject, so it is a supposition of their own, and I had better decline it; so that it will probably surprise you to find that it was the subject of correspondence between yourself and Norwerk of Hamburg on the 17th & 20th March, 1882, and duly notified to me in your despatch a day or so later! I advised them on 5th June that our commission on the Formica's business amounted to £62.5.9, of which £20.16.3 would be their share, my only doubt being whether our name was in their charterparties at the time.

26. The Elise sailed from St. William today I think; her cargo has been a troublesome one. I put over 400 tons in the tiers, which had been carefully overhauled from stem to stern, notwithstanding which she broke out leaking 2 in. an hour. Fortunately the leak was traced to some rotten keelsons, & she is now fairly tight. This was the quantity asked for, and it was discharged in good time; but when it came to bringing it ashore and wheeling it into the back yard, bad weather set in, three days running it rained incessantly, the labourers would not work, and consequently the vessel was a day on demurrage, — too really, but Capt Christian gave one up. I am selling it slowly at 55/. and were there any house coal in the Colony I could not get even that. People complain of it much, but they cannot help themselves. Now it seemed to me that I was in a great fix; I had a large quantity quite 350 tons, afloat, with no chance of getting rid of it, even precaution against the possibility of selling it to Her Majesty's ships having been taken before it was shipped from England; the price had fallen to 45/. or 50/; and it was hopeless to ask more, even of a foreigner, altogether I was prepared to write most gloomily about the prospects of making

when to my utter astonishment, I yesterday received an official offer of the contract from Captain Bowden Smith at 50/. From enquiries I have made I have, however, I think arrived at a solution of the matter. Dean has telegraphed for coal, and I suspect Capt. Bowden Smith is not satisfied with the quality of his. Now the contract is for 300 not 500 tons, so I have some hundreds of tons to spare for chance vessels: if I hesitate I give Dean time to import fresh coal, which will again prevent my selling any: if I accept I certainly supply the fleet this season, and the first ship will be 2000 due. if I decline I as certainly fail to sell any; it is here and must be sold while fresh, while the idea of 60/ is absurd — need I say more to show that this is one of the cases contemplated in my agreement, in which, though some of the circumstances being unknown to the Directors, a departure from their instructions is obviously to the advantage of the Company? In any fact I can see no course but to accept, and so relieve the Store of what promised to be an unprofitable burden. Correspondence is enclosed.

27. Since beginning this despatch I have received the enclosed

Falkland Islands Co:
Stanley. 14th August,
1883.

Sir,

I beg to acknowledge the receipt of your letter of 23rd July, and am prepared to undertake the contract for supplying Her Majesty's Ships with coal on behalf of the Falkland Islands Co:

I return the contracts in triplicate herewith, two copies only having been received from His Excellency the Governor. I have not altered the dates, but presume that it will commence from the present time.

I am unable at present to mention the price at which I am prepared to supply patent fuel, not having any in stock; if desired I could do so at some future time.

The Senior Naval Officer,
care of British Legation
Montevideo.

With regard

With regard to the coal being fresh wrought I beg to forward for your inspection a Bill of Lading for 570 tons Ocean Medlys Steam Coal just received, (the description recommended to me by the late Mr. Robertson, Chief Engineer of H.M.S. Garnet) and should like it to be understood that this is the coal I am now contracting to supply. As the sale of coal in this port is almost exclusively to Her Majesty's Ships, whereas in other places a more general demand enables fresh shipments from England to be constantly made, it follows that the freshness of the coal must in a great measure depend upon the frequency of the supplies required for the use of the Navy. All that can be done as regards dry storage in a well kept hulk will be most carefully attended to on my part, and I hope that under the circumstances explained the clause will be liberally construed.

I beg

I beg leave to add that in accepting the contract I am assuming what is not precisely expressed, viz: that the quality, description, and age of the coals above mentioned will be considered satisfactory. It would be obviously impossible to accept it under the conditions of having to import a further supply at once; but I do not for a moment suppose that that is contemplated.

I shall be obliged if you will have the goodness to return the Bill of Lading after inspection, and to send me a certified copy of the contract.

I have the honour to be,
Sir,
your obedient servant,
Geo. E. Lowe.
Manager.

Enclosures.

Contract in Triplicate
Bill of Lading for Ocean Mending Coal with certificate on back.

letter from J. B. Frazer, and shall be glad if you can carry out the wishes of Bethune and McLean.

28. I have received a letter from Mr. Caley saying that my price, 1½d. for mutton is too high, and that he cannot give much over 1d. Our sheep yield in tallow about 6f., while 70lb. at 1d would be only 5/10d., while the cost of killing nearly would be greater. I am afraid we cannot come to terms.

29. The shepherds seem to expect to be paid wages until they leave the Camp whether working or not, I maintain on the contrary that their pay ceases on the expiration of the five years, and that it is optional with me to employ them until the mail goes. In summer a man knocks off at once on the last day of his fifth year because he would have to work; in winter he expects to be paid for sitting over the fire.

30. Buckle reports that the scrub beef supplied by Burke is not like the one he selected; the punches are all odd steers and useless, even the spare ones for the one he selected are a misfit. The carpenters have accepted my terms. Only a few retail sales of steam coal, house coal none.

Yours, Sir,
your obedient servant,

[illegible]
Manager.

Enclosures.

Dup. despatches 36 & 2
Dup. Statement 16th July
" Journal Entries June
" copy Memorial of 8th May
Ledger balances June
Supplementary pl. Entries June
Stanley Cash book & Journal July
" Cash vouchers July
Copy Cobb to Green July 18th 23rd.
" Green to Cobb " 20th & 24th.
Memorandum on purchasing freeholds
Bill of lading per Dennis Bunnett
2 do per Neko
Copy lease West Roe reserve
Invoice of bent fencing per Mance
Patterson's remarks on pans
Correspondence on fencing
Loss of sheep ap. 1899/0
Hamilton to Cobb 22nd July
Cline's account
Statement of freight
Measurement goods per Cline
2nd Co. 1899/6
3rd " " 1899
4th " Waldron @ 30d. 1899 £1000
Order for Stores (5 checks)
Fraser to Cobb 11th May
Bowden-Smith to Cobb 23rd July
Cobb to Bowden-Smith 14th Aug.
Shipping Report
Statement on accounts

295
322

Falkland Islands Co.
Stanley, 20th August, 1883.

Sir,

As I understand that the holders of renewed leases of Crown lands for pastoral purposes are to be called upon, equally with lessees of new stations, to purchase 160 acres freehold for every section leased, I am anxious to point out to His Excellency the Governor the injustice of this demand.

2. To go back to the earliest regulations on the subject of leasing Crown lands, the Proclamation of 31st July, 1849 provided that every intending settler should first purchase not less than 160 acres freehold, which would

Hon. C. de T. Green,
Colonial Secretary,
&c. &c. &c.

would entitle him to depasture stock on the surrounding lands, subject to certain conditions. It is clear that this block was to be bought for the purpose of establishing a station or homestead, and clause 6 of the Proclamation referred to provided that the Lessee must furnish to the Governor a description of the proposed homestead.

3. Land was leased under this Proclamation until the 4th of April, 1861, when, with the object of promoting small farming, — a system which has since been proved to be unsuitable to the circumstances of the Colony — another Proclamation was issued, limiting the stations to 6000 acres, of which not more than one could

be

be occupied at the same time, and providing that the purchase of the freehold should take place <u>after</u> the date of the lease, within a period of five years. In all subsequent enactments, up to the present date, the principle of making the compulsory purchase of freehold for the homestead follow the lease instead of preceding it has been observed, latterly with a further extension of the time to ten years, and in all cases within my knowledge the houses or homesteads have been established upon the freeholds so purchased.

4. Although all lessees doubtless recognize the desirability of placing their establishments upon land of their own, and therefore of buying <u>one</u> 160 acre block for each section in the first instance, it is obviously quite a

different

different matter when upon a renewed lease a second block has to be purchased. No more houses having to be provided the small isolated piece of land is utterly valueless for any purpose, and the purchase money represents simply a fine of so many pounds imposed upon the lessee for no apparent reason whatever.

5. I am not at this moment prepared to contend that a compulsory purchase upon a renewed lease cannot be enforced according to the present ordinances, although I believe that there is room for doubt upon the subject; but I do think that I may with reason maintain that such was never the intention of the framers of the Land laws. The Land Ordinance of 1871 No. 4 was passed specially

with

with regard to original leases following licences (see clause 11), and neither in that Ordinance nor in any of the previous Proclamation is any allusion whatever made to a further compulsory purchase in case of renewals: surely, if such an important provision had been intended to be made, it would have been explicitly stated, not left to be inferred.

6. I feel sure that His Excellency will upon consideration admit the reasonableness of my contention. I am writing now specially with regard to section 26, of which the Company have held a renewed lease for ten years, and upon which they already possess a freehold of 160 acres (C. no 11), surveyed by Mr. Bailey in March 1865, and purchased at the same time. In itself, the purchase of a second block would be a small

matter;

matter; but as the section in question appears by the schedule to Ordinance No. 9 of 1882 to be almost the first held under a renewed lease, and is, unless I am mistaken, actually the first upon which a second compulsory purchase has been demanded, I cannot, in justice to the many other lessees in the Islands, allow the Company to be made the means of establishing, without protest, a precedent so much against the interests of all.

7. While on the subject of purchasing lands, I must ask leave to draw His Excellency's attention to the fact that none of the blocks sold of late years have been surveyed, although formerly the survey used to

take

take place at the time of purchase. The office of Surveyor-General no longer exists; but I recollect the Navigating Lieutenant of H.M.S. Beacon being engaged on the survey of several blocks in 1869, and take the liberty of suggesting that it would be a great satisfaction to all who have bought land if a similar arrangement could be made when Her Majesty's Ships visit the Islands next summer.

I have the honour to be,
Sir,
Your ~~very~~ obedient servant

Edw. Lovo.
Manager.

315
326

Falkland Islands Co.
Stanley, 20th August.
1883.

Sir,

I have the honour to acknowledge the receipt of your letter of the 29th inst.

I duly note that the question with regard to the compulsory purchase of land on renewed leases is to remain in abeyance at the risk of the parties interested; at the same time, the intimation is conveyed in terms which render it impossible for any one who is responsible to others to take such a liability upon himself. I am aware that there is no proviso or exception in the Ordinance with reference to renewed leases; but, as I stated in par. 5 of my letter of the 25th inst. I firmly believe

Hon. E. de T. Green,
Colonial Secretary.

believe that it was omitted through an oversight. Ordinance No. 9 of 1882, sec. 2, states that renewals are granted on the same conditions "as are prescribed by the Land "Ordinance 1871 and the Land "Ordinance 1872 with respect to "leases to be granted pursuant to "the 11th section of the Land Ordinance "1871", i.e. that section begins with the words "before the expiration "of a license", showing that it refers exclusively to waste land, newly taken up, not, therefore, to a section which has been held under a previous lease. The law is vaguely expressed but I submit that evidence of an intention to enforce a second compulsory purchase is entirely wanting.

This question may remain in abeyance for some time; but as there are some 260 portions of Government land leased, upon which compulsory purchase on renewal

leases

leases at 4/. an acre will amount to more than £8000, it will, unless settled, eventually become a burning one. I understand that sections 1, 3, and 5 on this island are held under renewed leases of 13, 13, and 11 years standing respectively, and that no question with regard to purchases on them has been raised up to the present time.

As to purchases of blocks being on the same footing as leased sections as regards survey, it appears to me that the inference is quite the other way, for had they been intended to be defined with reference to the nautical Chart they would have been mentioned in the section you quote. Boundaries between runs may be defined loosely, and the lessees arrange natural boundaries for themselves; but purchasers of blocks at so much an acre expect, and, it must be admitted, with reason, to receive from the seller not only a grant or conveyance of the

land

land in proper form, but also an accurate description of the boundaries ascertained by survey, and I would further add that against a mere inference they can point to the precedent set by the Government in all sales of Crown land until within quite a recent period.

They to assure His Excellency that I do not ask for a hurried decision in this matter, which is one that can wait: I mention it because I know from conversations I have had with Landholders that they will not always be satisfied to hold their freeholds merely upon temporary receipts for the purchase money. It would not be becoming on my part to express an opinion as to the competence of Navigating Officers for surveying duties: but I may mention that in addition to the precedent set by Governor Robinson in the employment of Lieut. Raeph, it will be within the recollection of His Excellency that Major Cantley's survey of the neighbourhood of Stanley was completed in 1882 by Lieut. Gwynne of H.M.S. Garnet.

I have the honor to be,
Sir,
Your obedient servant,
[illegible]
Manager.

322
327

Falkland Islands Co.
Stanley, 31st. August.
1883.

Sir,

I have to request that you will be good enough to inform His Excellency the Governor that I am desirous of purchasing under sec. 3 of the Land Ordinance 1872 the freehold of 1500 acres as per 26. adjacent to the Company's freehold sec. 29, starting from the northern boundary, also that portion of sec 27 between the Black Rock stream and the one running into Mackinnon Creek. The enclosed tracing will give a rough idea of what I mean: the shaded blocks being the ones I wish to buy. I have the honour to be.

Sir,
Your most obedient servant
Alex. Lowe.
Manager.

Hon. C. de F. Green.
Colonial Secretary.

3/6
3/8

Falkland Islands Co.
Stanley, 17th Sept. 1883.

Sir,

With reference to the conversation I had on Friday with the Excellency the Governor, and by way of supplement to my late letters, I have now the honour to make the following suggestions on the subject of purchasing a portion of the Company's leasehold land for the consideration of the Secretary of State.

The portion I refer to lies between Darwin Harbour and section 29, already the Company's freehold, and comprises with the Whitehaven Heights block about 79400 acres, in round numbers 13 sections of 6000 acres each. The rental of these sections

Hon. C. de F. Green,
Colonial Secretary.

when

L. L. L.

when all the leases have been renewed under Ordinance No 9 of 1882 will be £260 per annum; but they have most of them a long time to run yet.

Without pledging my Directors in any way, and merely as a basis for negociation, I beg to suggest that about 2/6 per acre, or say £10,000, would be a fair sum to pay for this land: for if invested at 3½% it would contribute £350 per annum to the Colonial revenue against the maximum rental of £260. I would further suggest that payment should extend over a term of years, the Company paying whatever rate of interest might be agreed upon.

The proposed purchase being a large one, and more than a

quarter

quarter of the land, viz:- that on the Werribee Heights being of bad quality, the Government may probably be disposed to make a concession in the price. I explained to the Excellency why I had to take up the 23,000 acres I refer to: the cause which led to that has passed away, and it is right that I should state that I shall point out to any Director that the erection of a 20 mile fence at a cost of above £1600 cutting off the Werribee Heights allotment, coupled with judicious selections for purchase under the Land Ordinance no. 10 of 1872, sec. 3 might perhaps be the most advantageous way of securing the Choicest Sound land: that it would be better than expending £4600 on the purchase of 23000 acres of valueless land. I have expressed no doubt whatever. I have the honour to be,

Sir,

your most obedient servant

Alex. Lord.

Manager.

36 c.
Ibis.

16th Sept. 3.

Sir,

I enclose duplicate of my last despatch per Stag via Sandy Point.

2. Mr Bailton again points out that he was charged for the insurance of his wool per Hilarion although he had told you himself in London that he had effected it himself. This I reported in 329 – 18, without getting a reply: I suppose the amount will have to be credited to him.

3. I am requested by Messrs. Bailton and H. H. Cobb to say that the Speedwell Island accounts are to be adjusted here, and that nothing is to be paid to the late A. Bailton's heirs without special instructions through this office. I return a sample of 3 Bales of the Company's skins which have been incorrectly supposed to belong to Speedwell Island.

J. Coleman, Esq.
Secretary.
London.

4. I supplied the bedding for Elias to the men who went last mail, but on seeing the blankets I was obliged to add another from the Store, more wretched shoddy was never made.

5. W. Peck wishes you to return his watch.

6. I forward a letter from Dr. Hendors about furniture. Should you not be able to get it off by the November mail, he would like it sent by the Gallowayeel, and you should charge a very moderate freight, as the burden of entertaining at Darwin falls in a great measure on him.

7. The wood for Elias is only salable at a reduced price owing to its grimy condition; the invoice is perfectly incomprehensible, and as there was no invoice of the timber for Stor, selling wood by the foot is reduced to guess work.

8. People are complaining that the steam coal is burning their grates out. A quantity of smelting coal out of the wreck of the Leon Cresp.

which has been brought in, is being sold at 30/. a ton, and though poor stiff ore is not much better for household purposes.

9. I have thought it better for the present to retain Martin at six months wages, with a modification of the percentage arrangement, as per enclosed copy of indorsement on his agreement. I should not like to be away from the islands with a new man at Goose Green.

10. The German Barque Elania was here lately on her way to South Georgia, and took 44 tons coals at 30/.

11. The launch is now planked down to the bilge. bilge stringers are in and fastened, and when the upper clamps, middle stringers and deck framing are in, the planking will be continued and completed. A sudden rush of ships which has just occurred would have stopped her indefinitely, has I not taken the precaution, already reported, of securing from carpenters on her by Extra pay. The planking sent by Arnold is disgracefully bad. Buckle says

that it is nearly all cut from the heart of the log, and is full of knots and shakes; so many planks are worthless that it is questionable whether there is enough to finish the boat. In England, Buckle says, the stuff cut out is rejected by boat builders, so it was rather a mean trick to palm it off on us. The boiler fire bars are a misfit, being some inches too small: they will only project on the edges of the flanges, and so are liable to fall through. I am informed by experts that the propeller should have been a 3 or 4-bladed one, as one with two blades although all right in smooth water is more liable to rack in a seaway. Had the engines been surface condensing I am also informed they would have been more economical, I see that the Crusader's were of that kind. Please supply by return some zinc plates for the boiler; all engineers lay great stress on this, as preventing the iron. Send me any small hand-book published on the management of

launch engines? If so I should be glad to have it. The Chief Engineer of the Malvinas has just informed me that when the boat rolls or pitches water may be thrown up with the steam and get into the Cylinder, and that he would have preferred a boiler with a dome. Can you tell me how many horse power the engines are supposed to be, and at what speed the launch is likely to go?

12. Mr Bailey, formerly Surveyor-General died last week, after a lingering illness. Another very old settler named Pettitt rapidly succumbed to erysipelas, brought on by a blow in the face less than a fortnight ago.

13. There has been great competition between the Malvinas and the Rance this last week, both having been lying with steam up for days. The Malvinas has had the best of it, having

on the 14th inst. got £80 for towing the Philip Nelson in, and on the 15th £225 for bringing the Dog with a disabled rudder safely to port, from a distance of 22 miles. The Rance, in the absence of the Malvinas has previously earned £100 from the Lillie E. Starbuck; but as a dog she is of little use. I have unfortunately no ships at all; the Dewalgungadhur was chartered by a firm on the coast who have Dean's name on their Charter parties. The two Americans go as usual to their Vice Consul, the Captain of the Philip Nelson "wasn't going to consign himself to Hoop's Agent", being what is vulgarly termed "on the make", and the fifth ship, the Silas Martin went with the crowd. Shipmasters are now told plainly and without the slightest reserve, that if they go to Dean's it will be better for their own pockets, and being on the whole a corrupt lot of scoundrels

they are very readily entrapped. I will give one instance of the sort of thing that goes on. The Dewalgurgachur had to unship her rudder, the pintles having carried away. A diver was down to examine the rudder, who could have got the woodlocks out, and as far as I can learn there was no necessity whatever for discharging cargo. Nevertheless the Capricorn was hired at a high rate, over £3 a day I am told, and cargo has been lying in her already for about three weeks, and this was done on the recommendation of three surveyors, the Captain & Mate of the Ranee, and Dean's own carpenter! As Captain Seemann reports this to the Bremen Underwriters I believe that I have no alternative but to do the same to Lloyd's.

14. I regret to say that I am informed that the high wages offered at Sandy Point are producing a general feeling of discontent among our shipmates, most unfortunately even the old hands sharing it. It is

very difficult to please a Scotch shepherd. First they had their percentage, which they laughed at, then their extra pay for good gathering, which does not seem to have satisfied them. Their horses are good, their stores cheaper, they all live well and save money, and yet I suppose their ~~[illegible]~~ craving for a change which originally brought them here still possesses them. It is unpleasant for the head men in the Camp, for a new man no sooner gets into place than three rises, within a month, a party in opposition, sworn to turn him out by fair means or foul, the latter preferred. and unhappily there is an impression abroad that this sort of thing is encouraged from London, and that the high road to promotion is to be gained by writing lies to the Company's Secretary. Patterson is just now the subject of attack, and the ruffian

John King, who is working for Cameron in the north Camp has sworn not to work until Patterson has been turned out, has been writing him very abusively, and is elated with what truth I know not, he again compiling Essays for your edification. Beyond the unsettled and dissatisfied feeling created by all this I am but little, as I have been for some time in the habit of judging by results in preference to listening to gossip: and with such an increase of wool as we have last year, there is no reason to fear anything wrong. At the same time, in the matter of wages I should like to put matters right if I could. I divide the Shepherds into three classes, (1) over ten years service, (2) over five and under ten, (3) under five. Class 1 and 2 get equally £5. 10/. per month, class 3 irregular pay, from £40 up to £60 a year, and herein lies a good deal

of the trouble. A man in the shearing house says to himself, "I have "£3. 15/. a month, why should I slip "as many sheep today as this man "at my elbow who gets £5. 10/."? How to deal with these people I don't know, and should like to hear what the Directors think of it. If all shepherds had £5 no doubt the Co. could afford it, and it is equally certain that a few hundreds more or less in wages are not of so much consequence as contentment and satisfaction in the employ. At this moment there are, of class one, 19 men, class two, 15, class three, 25. I have drawn a hard and fast line for some years at £5. 10/. per month; perhaps this disheartening to old servants to know that they cannot get more however long their service. I would deal with class one by advancing the maximum wages after ten years and no earlier, to £6. Class two I would ~~let~~ leave alone; they can

hire on hope for four years, about last time I should like to have the Directors ideas, giving my opinion that they should be equalized in some way, bearing in mind that the passage must be considered. To deal with clerks on as I propose would cost £110 a year, and if clerks time had on an average £10 more, that would only be £250, the two together not amounting to what would have been distributed by way of dividend under the arrangement in force a few years ago. At the same time I would weed the Employ by getting rid of all mischievous and lazy customers, of which I could name several. With reference to this I enclose for the Directors special consideration extracts from correspondence on the subject of Parliamentary relations with the London office, on which I refrain from any comment, beyond saying that, if I have the slightest trouble with the man Linton to

turn him out at short notice. He is a thickheaded, unintelligent man and I only engaged him because I thought the return of an unsuccessful man from another Colony would have the effect of exciting our own people; if he succeeds then, out he goes.

15. I believe that a number of sheep will be wanted at Sandy Point next autumn, but the price at which people sell are not tempting.

16. With reference to the Steamers homeward bound through the Straits, I think it should be made generally known that by coming here coal can be got much cheaper than at Sandy Point. There is a German line, Thomas & Schenk, of which one of the steamers homeward bound is ashore in the Straits just now. As steam communication with the Colonies increases we should have them coming here direct round the Horn instead of through the Straits.

17. I have not yet received samples of Mills's cake tobacco. As I introduced their tobacco here, and it is now rather sought for and prized by naval officers, as being better than what they can get in Market Sydney, could you not get from them the sole right of ~~selling~~ their tobacco here, and so prevent the other stores from cutting me out?

18. As there is some difficulty in getting the bales at Darwin to the jetty in clean condition, I have taken off Mr. Stickney's hands some trans plant that he did not want, ~~and~~ intend to run it from the woolshed door.

19. I enclose an account of Capt. Parke's and Mr. Bonner's land, but it would be hard to arrive at a valuation of the former. It contains about 17 sections, and should if stocked yield a net income, at average prices, of £2500 at least. If you could

get at account of the stock and plant they might be taken at a valuation. It would be difficult to analyze the price given for a station, and say how much of it represents the good will of a lease. Assuming however that my estimate of net profit on a station fully stocked is £150 per annum at ordinary prices, Captain Parkes' place (150) if fully stocked might be bought at something between £15,000 and £17,000 to pay 15%. A question, however, if he would sell under £20,000, although I could manage him to name a sum. Some of his land in the North Camp would not be worth keeping, but Long Island and Port Harriet give him the absolute monopoly of the beef trade in Stanley for nearly half the year. Bonnie's place as I reported before, can be got for £10000, and due as said to be £20000 short on it, he has some stock, and some inferior land, but I should say the place is worth buying.

20. Since Blackwoods, the land purchase question has come to a head unexpectedly, and I have been engaged in rather voluminous correspondence with the Governor, copy of which I forward enclosed, and am also circulating it among those interested. I believe the correspondence will explain itself, but will give an outline of what has taken place. It was intimated to me sometime since that the Governor expected a compulsory purchase to be made upon such renewed leases, although a freehold of 160 acres had been bought during the existence of the first lease; thus on sections 26 and 27 renewed in 1873 he expected me to buy second freeholds this year. This I combated in my letter of 25th August. The Governor in his reply said he would not press the matter, but left so much responsibility upon me that I thought it prudent to buy at all events, and so carry out earlier than I had intended the Directors' instructions. My letters of 30th & 31st August said in effect

that I disputed the reading of the Ordinance he adhered to, but that; as he insisted upon my buying a worthless bit of land, I would go a step further and take under the same section of the same ordinance a piece worth having, viz - a quarter of sec. 26, and about 2500 acres of section 27; this the Governor rejoined would have to be referred to the Secretary of State. Some days afterwards he sent for me to talk the matter over, and said that he saw I could claim to purchase as a matter of right; to which I replied that I thought he knew that from the fact. He then said that he remained convinced that the compulsory purchase was for revenue purposes only, and that it had nothing to do with the establishment of a station. I said that if so, it must occur to him that it was a clumsy roundabout way of obtaining revenue, to which he agreed. He asked me to consider one or two things, suppose for instance I bought

3000 acres out of a 6000 acre section. what did I expect to pay rent on? Not on my freehold I said, but he assured me the lease could not be disturbed: why not buy a whole section, and cancel the lease? I thought that we were rapidly coming to a right view of things. to I said why not sell the whole piece right out, and take rather less for it than the present price of land? He was quite willing to listen to a proposition, and said that the Secretary of State had objected on a former occasion to my buying large pieces, but that he had evidently overlooked the fact that such purchases could be insisted upon as a right; he, the Governor, knew that I wished to make good the Company's hold on Chaleur Bay; and would favorably consider any proposal that would not tend to make the large price at the back, 23,000 acres unprofitable to the Government.

Letters could always be withdrawn. and I might send in a proposal. at the same time cancelling the correspondence that had taken place; this was very nice of him: but as others are concerned in the question of compulsory purchases I could not withdraw from it; and so I sent in a letter, supplementary to the rest. As I mentioned in that letter the Company can make selections, which would spoil the land for anyone else, and they could pick out the Wickham heights; but if on the other hand they could secure 24 and 25, which are held at such short notice, it would be worth while taking the whole block. During the discussion of the compulsory purchase question it came out incidentally that Capt. Parkis leases to the number of 10, have, or by December will have run over 10 years, without the purchase being demanded, although some of them are dated in 1870, why then has the

question been raised now, for the first time, unless as some one who ought to know hints that Sir Excellency made a mistake in his estimates, and wants to stick to it? If some of the Directors can find time personally to take an interest in this question it would be well, Captain Parke will, I am sure, be very ready to go to the Colonial Office about it.

21. I saw Ordinance no. 10/1879 at Government House, which seems to have been passed a fortnight or less after I left for England, and is not on record here, though I see a copy was sent you in desp. 172. Had I known of it it might have altered some of the expressions in my letter about the Swan Inlet reserve purchase; but does not alter my contention, which may, of course, be wrong, that if I got a lease signed by the Governor as Governor, with the Colonial seal attached, I am not obliged to go behind the lease to find out if the Governor had a right to grant it. The fact that the Ordinance in question allows compulsory purchase at 2/. an acre, seems to me to show that the Government knew they could not help it; and so made a virtue of necessity.

22. I shall close this despatch with the enclosures ready at present, and with another when the Ship arrives.

Steam coals on hand 718 tons.

I am Sir,
your obedient servant,
Geo. E. Cole.
Manager.

Enclosures.

Trip. desp. 363
Disp. Statement 14th Aug.
" Indent no. 19
" Cash book & Journal July
" Ledger balances June
" Summary of leases ap. 1885/3
" Supplementary Journal entries June
" Correspondence on fencing
" Patterson's remarks on rams
" Invoice of barb fencing per Alnes
" Copy of lease of West Cove pennd
" Memo. on purchasing freeholds
Copy of Coal Contract
Store Cash vouchers August
Copy August Cash book & Journal
" Patterson's report on sheep 13th Sept.
Ap. Sales 3 bales Skins returned
List of shepherds
Copy of endorsement on Martin's agreement
Remarks on Stores per Setos.
Correspondence on Bethune
Copy of letters. Cole to Spreen 25th, 31st Aug 17th Sept.
Spreen to Cole 4th Sept.
Correspondence on purchasing tanneying land
2nd Exchange £99. £1000.
Statement on accounts. Parker & Bonnin's land

Via Montevideo
Disp. of this despatch and 363
" Correspondence on purchasing land, &c.
" Cole to Spreen 31st Aug. Reply 4th Sept.
" " " 17th Sept.
" Correspondence on Bethune
" ap. of Parker & Bonnin's land.

2
398

Imperial German Consulate,
Port Stanley, 22nd Sept. 1883.

Sir,

I have the honour to enclose copy of a protocol with reference to a case of desertion from the S. S. Malvinas of Hamburg, and to state that the book of the deserter in question has been handed to me. I shall be obliged if you will inform me what is done with a seaman's book in such cases.

I have the honour to be
Sir,
your obedient servant,
Alex. E. Cook.
Imp. German Consul.

Captain Tetens.
Marine Office.
Hamburg.

365
Ibis

24th Sept. 3.

Sir,

I received yesterday your despr. 6th/70, the Ibis being in quarantine with small pox on board, Messrs. Waldron, Bertand, J. Dean, Stibbing, & Greenchilds as passengers.

2. Par. 4. I will look into the matter of the match boarding after the mail has gone.

3. Par. 5. Bushe says that in the rough water the launch will not have, another pinch and gudgeon should be on the rudder; if you can get this ready of same dimensions as the one supplied, and send by December mail it will yet be in time.

4. Par. 6. You must ~~never~~ in July page of the stock by what was in store the previous December; not only was all the little disembarked, but I had to buy for some of our people hundreds of gallons last Autumn.

J. Coleman, Esq.
Sunbury.
London.

5. Par. 9. Mr. Langston go home without having a substitute here quite an exceptional thing. and I trust that he is to return to England in four years the Directors will upon the next occasion provide me with a temporary clerk, as it is not to the advantage of the Company that I should be in the Islands and yet be unable to leave Stanley

6. Par. 11. Mr. Standen's offer appears very fair. the Company were put to no expence. and it seems that, after all, the wool will have caught the same sales as that by the Memphis.

7. Par. 13. I doubt if feathers in any quantity could be exported.

8. Par. 17. You will have already seen that you were wrong in paying £100 to Baillani Sinclair. 628-9. Mr. A. Baillani letter of 27 Jany is a piece of cool impudence. He has the assurance to say that half the proceeds of the wool belongs to his mother, when, as you very well know, he can only claim for her

hurtful to the profits of the year. he wants to get the produce and forget all about the working expenses. I know perfectly well that my brother arranged to settle accounts with Mr. Bailton here. and I trust you will entirely ignore any application for money made except on instructions from this side.

9. Part. Ellis has an acc. for £20, and afterwards got £5 back. the order being altered, and I believe the change was endorsed upon it with his signature; Mr. Langdon seems to have advanced the original sum. but has you applied to him he could have explained the matter at once.

10. Part. Lawn surprised that Mr. Lawn has written, for he fully acknowledges the justice of Mr. Bailton's dealings with him; he was a good enough man, but his wife who was engaged as servant in the house was, if the Directors will allow the expression, a perfect she-devil; and it was only after repeated warnings that Mr. Bailton was obliged to say that it was impossible to stand her behaviour any longer.

11. Shall send the replies to any complaints about goods. If there is one thing remarkable about a London tradesman it is that he is always right — beyond the possibility of error. Thompson says the bottle was broken in the unpacking. Did you ever hear of a bottle of dry ink? All the things spoken were perfectly dry when they came out. I am glad I returned some of them; you could judge if they were in a tin case separate from the ink. Morton says the panel of brass bits was enclosed. Can you believe that a case measuring 17 in. × 12 × 11 and weighing 52 lb. only contained 60 large hinges, 3 Scotch brass and 36 bits? Thing accounts most possibly that the panel was within the case when opened. Shall no doubt that Arnold will assure you that the Teak supplied was all of excellent quality, to meet which I will get Buckle and Biggs to select all the shaky pieces and return them in the Tallow ship. I do not without referring back remember complaining about Stanley's ale being thick; is there not some mistake about this?

12. A. Cameron was going this mail, but will not pick the small pox, and waits until March, when T. Goodwin also leaves

13. With reference to the ~~billi~~ fire bars, I have had a set put together and find they measured 3.9½ in diam: they should be 3.11½. which would still allow about an inch play.

14. About the correspondence with the Government about lands, I have to add that I think you should send a copy of everything to the Colonial Office, in case the Governor has not done so.

15. I need hardly say that all my carpenters have left work except those on the barracks: fortunately I have got most of the buildings into good repair.

16 I hope to send my family home in January in the Echo, through to Dartmouth; but as that steamer is taken off I must wait to see what replaces her. as I would not let them go in one of those miserable little boats like the Memphis.

17. I could supply Mr. Tallerman with raw with 5000 & 6000 weekly and 5000 fat cattle every next February, and it appears to me that 8/ to 9/ per head taken alive, and skins returned would be more profitable than killing down, for nearly all the expenses at Gouchpan would be saved. The hides and fat would be returned in the ship; but you should stipulate for the bone fat to be returned. I have always looked forward to disposing of your surplus stock in this way, that is for some years, and know therefore how many expensive additions to the Plant at Gouchpan. Mr Walton has lately put up some most elaborate works at Port Novara. The number I have mentioned above would be sent to Gouchpan if not taken by Mr. Tallerman.

18. I am happy to report that M. Maitre will consign the guano ships to the Company upon a return of half the commission;

telegraph complaints of his term.
Messrs. Schutte Meinekens & Co. of Valparaiso have sent me a Power of Attorney to act for them with ships, and systematic efforts should be made at once to obtain the agency of all large West Coast shippers, the names of which you could doubtless ascertain from Mr Sanderson and Mr Stande. This should extend to the whole coast, Central America & California inclusive, every large house, British & Foreign should be applied to. Further, I would suggest that the owner of every ship leaving Europe for the West Coast should be asked for his agency; you know the names of all vessels sailing from London, Liverpool, Glasgow, Swansea, &c. and can learn at Lloyd's what ships leave the Platte & Rio for Valparaiso. I throw this out as a suggestion, assuming you that in no other way is it possible to counteract the influences at work in this place.

19. Since I wrote four days ago the Norwegian barque Dracio, from

Travis for Valparaiso has arrived, so much knocked about, that I believe she will be condemned. Her cargo, a general one, will be forwarded. She is of course consigned to the Norwegian Consul. The Plane stole a march on the Malvinas, and got the towage for £60, of which I hear the Captain pocketed £20: this morning both steamers are off again, but as I write the Plane is returning, and the Malvinas has a barque in tow, on the horizon to the south east, said to be an American, with jibboom gone. If I get a ship I fear I must stop the launch, but it will be with great reluctance that I shall do so. Pinto has had a fall this morning, and, I fear, cut himself rather badly across one of the frames.

20. I fine that I must go to Darwin to settle about Bonnin's boundary on the spot, and so shall have to leave things here to take their chance for a few days.

21. The barque is the Joseph of Hamburg. Captain ill.

22. I shall take the first chance of getting another hulk in place of the guano agency, and the occupation of the Lynx and Vixen of Bray with wool and coal.

I am, &c.
Your obedient servant
Geo. Moore.
Manager.

Enclosures

Shipping list
Statement on account
Copy of letter from Master
Indent

Cancelled

Imperial German Consulate
Port Stanley, 16th October, 1883.

Sir,

I have the honour to inform you that Captain Peter Hoppelmann of the barque Adolph of Hamburg died in this port on the 17th September, and that the Chief Mate August Schmidt was entered on the Muster Roll as Master, until instructions could be received from the owner. The Adolph sailed for Valparaiso on the 6th instant.

I have the honour to be,
Sir,
your obedient servant,

[illegible]
Imp. German Consul.

Captain Ellers,
Reederei Schmidt,
Hamburg.

Falkland Islands Co.

Stanley Harda German Timmerman London and Hamburg.

FIC

2780 1 Malt Gin 57 gals.
2784 1 Jun. Rum 90 " 147 " @ 10/. 73. 10. "
2781/3 3 Dz. Qts. Sherry 78 " " 2/. 7. 16. "
2784/2833 50 Cs. Whisky 100 " " 10/. 50. " "
395/444 50 Cs. = 200 dz. Lemonbeer " 6 5. " "
2867/927 50 Hhd Ale 2700 gals. " 3 33. 15. "
170. 1. "
0

October.

17th Recd. £100.
Frank Cobb Stanley Sam Agu Lewis
for Importers

17th October. 0

Recd. £1000.

Falkland Islands Co.

Stanley Harda German Timmerman London

FIC 2938/47 10 cases cont. 1/2 lb. 1750 lb. Tobacco
4/5

262. 10. 0

17th October. 3
Ackroyd & Co.

Frank & Cobb Stanley Agent for
Importers

17th October. 3

Ackroyd & Co.

366

Uranda.

18th October. 3.

Sir,

The mail arrived yesterday with your detailed bdg, the passengers all arrived safely.

2. bdg – 3. I will send full information about the lambs and wool. It was my intention to send for some more merinos by next steamer but at this time of the year I cannot spare a superintendent, as lamb cutting and shearing are coming on.

3. Party. Bonnie land can be occupied at once, the number of buildings I cannot say, but there is a good woolshed nearly new, and the plant cannot be much out of repair as it has not been a sheep farm for more than 12 years. Other particulars asked for I cannot supply many until I have communicated with Mr Bonnie. The number of the shepherds pay, terms, &c is not material, as I would replace most of his men with Company's

J. Coleman Esq.
Secretary.
London.

Servant

not thinking much of the former. The fence would at any rate be necessary, in fact is going up now, in addition to which it seems that about 13 miles additional would completely secure it. Campo Verde and Third Corral Sundays land to be good land, there is more or less scab to deal with, and this winter I hear has proved 20,000 to be an overstock; 15,000 would be about the right number. Still I consider it well worth the money, £10,000 at which I have the refusal of the whole place until April or May, after which if the Directors do not take it I have no doubt Mr. Bonner will find another purchaser. Full details shall follow.

4. Jan. 6. I hope that you will have communicated with the Colonial Office on all disputed points.

5. Jan. 7. I am annoying to have to complain of Mr. Miller's Supp, but their letter of 23rd Aug. is not convincing, for the figures marked as missing by Mr. Seymour the Chief Engineer of the Malvinas are not to

be found. I am convinced that they are mistaken in saying that the copper feed pipe was fixed inside a large iron pipe. had it been so it would have been described in their list of 22nd February, which only gives "1 bundle exhaust pipes (2 pipes and bend)" just; in fact, what was delivered. Then there can be no doubt whatever that there is no piping supplied for connecting the independent donkey pump with the boiler, and that the flange which they say they could not braze on is wanting, as well as even a piece of copper to make it. I do not pretend to understand these matters myself, and merely quote what all the Engineers told me. Then again Buckle complains that the estimate of copper rivets required is short by 1000 of the 2½" ones, and 400 of the 5½", these I have tried unsuccessfully to get in Montevideo, and now must by Valparaiso. If unsuccessful I shall send you word by the Memphis. It is all very well to say that Buckle will have plenty to do, but the windlass and other gear ordered so long certainly ought to have been sent; the deck

planning it in and partly factored, and if things are much delayed it is possible that the work may come to a standstill. Mr. Tieran, the new chief Engr. of the Malvinas, is going over the papers again with me tomorrow, and I am going to try to get the missing ones in Valparaiso.

6. Jan. 8. The rent quoted for the islands must be a mistake, if I mentioned it to Mr. Smith he would think I was joking. The present rental of Government lands, £10 per 1000 acres is at the rate of 20 acres for a shilling, and the rate for new leases is 15 acres for 1/-. Imagine therefore that for one shilling it should read a penny. When the islands are fully stocked, say a sheep to 3 acres, the lessee will pay 3/- out of each fleece for rent alone. A sheep farmer starting here loses money for three years for certain, and is fortunate if he does not for ten. Now, they could a short period tenancy pay, rent free, provided lease at the price of £300 per section for rent? Unless better terms can be given the islands must be left unstocked.

7. Par. 9. No doubt the Director can do nothing about the drainage, but my question whether it could be estimated for upon plans & photographs might be answered. There has been far too much typhoid here this season, and with the health of my family in view I have no intention of keeping quiet.

8. Par. 12. I am astonished at Mr. Standi's complaint about the cargo per Neko. On the 2nd June 1887 I promised Captain Seemann 1500 bales Wool, with the assistance of the Company's clipts I got him 1999. On the 14th April last I sent a memo. saying that 1100 bales wool were ready to be expected, my actual shipment was 1175. No other promise was ever made, and in carrying out both I was better than my word. More than this, I told Captain Seemann that he was expecting too much for the Neko, for I knew that Mr. Blake's wool was not as much as he looked for. The only wool I kept from him was what I put into the Mam Tawe, after the Memphis and Rameses had successively disappointed me, and Mr. Standi may blame his agents for that.

9. I waited to make terms with Captain Seymour until he could hear from Hamburg in reply to my letter of 30th June. Arrangements will now be made.

10. I see no reason why Mr. O'Bailton should not draw a moderate sum occasionally; but I think you are quite right in declining to give accounts, which can only be properly rendered from this office.

11. Jan. 11. I am sorry that furniture was again overlooked. I spoke to Martin about filling the casks from the head, which he stated was an impossibility without appliances. The Cooper, who has worked both in the State and the Slates says he has never seen it done, and without far more power than we can command at Goose Green it seems to me out of the question. You may boil a little fat in a saucepan and make a successful experiment; but are you aware that the tallow has often not set for four days, and that until it has done so the casks cannot be borne at put a head in a cask? Imagine then forty or fifty casks standing on end waiting for heads, and try to conceive

the space that must be devoted to them. The whole question of the factors works we can discuss when I am in London. I do not quite understand from your remarks how Mr. Langdon's presence improves our factors, but we doubt it happens so. Unless the ship is very full I hope to see the next cargo before Autumn. I have an idea that boiling down is so nearly an antiquated process, that any large improvements in our works would be thrown away.

12. Par. 16. If you can get the quantity of Mr. Bonnin's wool to a pound by examining the account sales in your possession, as the whole has always been shipped through the Company.

13 Par. 18. The correspondence with Lampert & Holt does not touch the question of passenger accommodation.

14 Par. 19. The offer case is in the Manda's hold, and Wallace has never seen it. Writing on the second day, it has not yet come to light.

15. Par. 20. I have accepted the National Agency, and resigned the South British, as it would have been ridiculous to try to hold the two.

16. The Captain of the Adopt. died soon after arrival, and the Chief Mate was appointed in his place; I enclose a small bill on the owner.

17. The Tracia has been condemned, and the Harda carries her cargo on to Valparaiso; then I have plenty of time for waiting. Expecting gunboats for which the Egeria must be free. I shall try to get the Tracia if she goes for a moderate sum.

18. In my last I should have said that Mr. Kay was still with Mr. Pattison; you refer, no doubt, to the runaway couple you sent out, who were married by Mr. Brandon after their arrival.

19. Is Mr. Pattenman a man of means? I hear he has failed more than once.

20. The Governor refuses to give receipts for fees on protests, alleging that they are delivered from the Notarial department of the Supreme Court, not by himself as Notary public, that the protests themselves are receipts, and that a Consul never gives receipts, is this true? Owners expect to see vouchers for all their Captains' disbursements, and refuse to pay any money whatever without a

receipt, consequently there is a serious bill. For noting the protest of the Adolph with copy of the note, without extension, he charged two guineas, the penal fee being 10/6, and sent the following message to me by Captain Seamans, "Tell Mr. Cobb to send me up two "guineas, and say that there is no receipt "given". Of course I took no notice of it, but left receipts with the Stockbroker with orders to pay the money to any one who would sign a receipt for it. Eventually I advertised for accounts against the Adolph, and settled up with the Captain, telling him that he might pay his Notarial fee if he liked, but that I could not do so, and that no account had been sent in. The vessel sailed, and I was obliged to inform a Constable who came for the money that the Captain had left without making any provision for the payment, but that I could give the Governor the owner's name and address. In the case of the Gracia, the Deans tendered the fee 1.7.7., and asked for a receipt, refusing to pay without one. The Governor then got the documents back, and Mr. G. Dean extended the protest as Norwegian

Consul. I hear that a warrant is to be issued for the recovery of the fees,—all this is very unpleasant, and should be avoided. These fees which seem to belong to the Stipendiary Magistrate as Notary Public are now the Governor's perquisite. a bad arrangement; the Magistrate representative should be above grasping for guineas. Can you get me a book on Notarial work, or at all events say whether a protest should be extended directly a ship arrives? I say no, after nothing, which should be done at once, I am under the impression that the Extension may contain events up to the departure of the vessel. The Governor, however, sends for, and insists upon having the log book at once, makes out the extension, gets it signed, copies it himself, and pockets his guineas at the earliest possible date.

21. I went out to Darwin in the Malvinas on the 28th ult., rode to Port Pecket on the 1st Oct. went over the boundary line with Mr. Bonner, was picked up by the Malvinas there, left on the 2nd for Port Howard and Fox Bay and returned here on the 3rd.

Everything appears to be going on well, so I have nothing to report. I was at Fort Howard for an hour or two, and hurriedly ran over Mr Waldron's granaria, which has been put up substantially, and, I should say, regardless of expense. Pontifex & Wood supplied the machinery.

22. If you can get the San Francisco Chronicle of 10th August, you will see an article on Pelham Islands sharks, in which the Deans are rather roughly handled; I would have written, in answer, to say that they are not the only people in the Islands, but the paper has got beyond my reach.

23. My complaint about the price of Lio's salt need not have been forwarded to him. I see by the next invoice that the London office has absorbed the 20% trade discount, as well as 2½% for cash.

24. I have to suggest that quantities of materials ordered from here should be taken as correct, and that you have less means of judging than I have: this is in further allusion to the question of dip, of which I told you I should want 6000 gals, and yet, in your judgment 4000 will be enough, because I had 2530 gallons on the first of January. Notwithstanding

that I find that on the 14th April following I had to buy 350 gallons from Mr. Watson for the West, and as this is a thing that should never run short I recommend your completing the order by the January steamer.

25. It is surely through an oversight that you have not sent me the report on wool per Thetis, which you must have had long since, that on the Wave Queen's cargo having arrived by this steamer.

26. I have strong reason to complain of the delay about the Walker Creek press, which may entirely throw out any arrangements I may make for early shipments next season. In your despatch 602.5 received per Memphis you were evidently alive to this, and it is a pity you did not keep up to the mark. I sent full particulars per Menes 4th June, and wrote "it should "certainly be out not later than October", has there been any doubt about this I thought you would mention it last mail, and I have been assuming all through that this press must be in by September

boat from England. To my honor, not only is this not the case, but no allusion whatever is made to it. I should have thought that if the pieces could not be sent, you would at least have forwarded a new bed and the bars for the old one. Forwarding the bed after I had ordered a new piece seemed to me a secondary consideration, though I should of course have done it in the first instance had your telegram not miscarried. I was less up to the last (see your boy-6) to believe that all things would be ready in time for this steamer, and I am the more taken aback in consequence. Walker Cook can contribute no wool until the second steamer from here, unless I am uncommonly fortunate in getting it out and up quickly. Shearing begins on 1st Dec., and there must be a large accumulation of wool before the end of the month. I would telegraph & emphasize the necessity of getting this press out in December, but it seems to me that the Mexican will miss both the Pacific & Panama boats at Sandy Point, so that it would be of no avail.

27. I have never heard what arrangements were made about horses for the Revd Mr. Philip, who seems difficult to please in the matter, as he has repeated several, which I have assured were sufficiently good for his use. Moreover by the enclosed correspondence the Directors will see that I have taken steps that will insure satisfaction. Dr. Thurston has sprung upon me, to my surprise, rather a disagreeable correspondence, copy of which I do not think it necessary, as yet, to forward, believing that an amicable arrangement has been come to: the gist of it is that he was badly treated by the Company as regards his horses, horses, fuel and meat, and that therefore he regards them with anything but a friendly feeling; however, as in his last letter he lays the blame almost exclusively at Mr. Clay's door, and cannot but admit that most of his grievances have been rectified, I expect to hear no more about it. (20th Oct.)

28. I close this to put it in the mail bag; but the Marda will probably be here two days longer

the office can have not turned up yet, and Wallace says that he never saw it, but understood it had gone as cargo.

Steam coals 688 tons.

I am, Sir,
Your obedient servant,
Wm. E. Cobb.
Manager.

Enclosures.

Trip. desp. 364/5
Disp. Cash book & Journal August
" Remarks on Stores per Sela's
" List of Shipherds
" Indent no. 20
" a/c. of Sachsi & Bonnerii luna
" Statements of 20th & 27th Sept.
Copy of Cash book & Journal Sept.
Ledger balances 30th Sept.
Stanley Wages returns 30th Sept.
Philip to Cobb 5th Oct. in reply 11th ins.
Sample of letter papers required
Extracts from Patterson's letters 9th & 10th Oct.
Wool Shipments 1883
Remarks on accounts
Stanley's memo. on coppers
Statement upon accounts
Shipping report
Indent no. 21 (6 sheets)
Stanley Cash vouchers Sept.
Adolphi a/c. & a/c. for 96.7.1

377

Falkland Islands Co.
Stanley, 24th October.
1883.

Sir,

I have the honour to acknowledge the receipt of your letter of the 23rd inst., the contents of which have been communicated to all the Memorialists.

I have the honour to be,
Sir,
your obedient servant,
Geo. E. Lowe.
Manager.

The Colonial Secretary.
Stanley.

Marsden
Wallace & Co

Marda per Col. Cunningham London
via Marseilles

No 10

[illegible]	35	pkgs.	Groceries 317
[illegible]	157	"	Hardware 785
3010/32. 3644. 3690.			[illegible]
3697 1/50	36	"	Provisions 43
[illegible] 3032/35	50	"	Soap [illegible]
3965/3011	3	"	Tobacco 165
3016/70	10	"	[illegible]
3039/70	6	"	Coffee 72
3071/6	1	"	Epsom Salts 15
3077	3	"	Lime water 12
3100/60			
30 [illegible] 3547/616	50	"	Oil men's shoes 1350
3535/41	5	"	Boots 168
3535/42	1	"	Haberdashery 393
3543	1	"	Stationery [illegible]
3545/6. 3693	3	"	Bagging 297
3617	1	"	Net
3619/72	54	"	Cordage 233
3672/86	16	"	Brooms 31
3687	1	"	Furniture 5
3691/2	2	"	Clay pipes 4
			£ 3933

twenty fifth October 3

Wood & Sons.

Stanley
Falkland Islands Co.

Hardie per Act. Zimmerman Mantelpiece — — 1 Pair Andirons 5. 10. 0
1 Do Coffee 1. 10. 0
1 do. Lamp glass 1. 15. 0

Twenty pounds October 3
Wm. Robb

367
Ramsay

12th Nov. 3.

Sir,

In the Bill of Lading for Bee from Norwich per Ulanda, freight is charged at 55/., this should have been 45/.

2. I enclose a copy of the Secretary of State's reply to the memorial about the Colonial accounts, which has caused very general satisfaction.

3. It is with much more than a conventional expression of regret that I have to announce the death of Mr. Lyttelton the Colonial Secretary, who during his short stay here earned the friendship and respect of all classes, the latter especially, because of his independence of character, which prevented him from blindly following in the Governor's crooked ways: he was in fact an effectual check on the old gentleman, and the loss of the check will be felt keenly by many.

4. I have, as Superior I should do, made arrangements with Captain Seemann for the carriage of next year's wool, and enclosed will be found a copy

H. Coleman Esq. Secretary.
London.

copy of the agreement, by which I believe an early shipment of the wool has been secured. I was unable strictly to carry out my instructions about a penalty in case of delay, because in that case Captain Seemann would have had to insist upon my rendering the Company liable to pay for space in the contiguous steamer being unable to fill it. As I was instructed not to do that, we both gave way a little, recognizing the difficulty, which is not quite understood at home, of promising certain shipments two months in advance, when those shipments are not manufactured on the spot, but have to be brought here by water at a time when the weather is very uncertain.

5. I did not mention last mail that we have suffered no actual loss by the mills closing, owing to the circumstance that it has been the only supply in the market; and as building and repairing has been carried on actively since the winter, people have had to buy, though they have grumbled. I was alarmed at sending such a large order, but today, only six months after receiving it, I have not a foot of the stuff left for sale.

6. I was surprised to hear from Wallace that you had held out hopes to him that I would give him his passage out, in fact I do not believe it. He showed me your memo. of 17 July in which you decline to give the passage, "as we cannot have it out according to rules on the other side, we cannot help ourselves!" Really it is new to me that I am a person of so much authority. Now we have a beneficent Secretary anxious to grant indulgences, but the Managerial villain on the other side persistently thwarts his good intentions! Is this the way to promote contentment? I am under the Director's orders in this matter; if Wallace is to receive anything I presume they will let me know.

7. As a sequel to Mr Philip's complaint about horses I have received a letter thanking me for my attention, the composition of which is fairly comical. I enclose a copy in case he should have forwarded any complaint home.

8. The launch is getting on very fairly; I am giving her bulwarks, and the preparation of the stanchions, rail, and covering board necessarily is taking a good

deal of time; but that it is necessary in the rough water she will be in there can be no doubt. I may also remark that the anchors suggested by Miller and Supp. 1 cwt. each, would perhaps hold her in a creek in the Thames, but here they will be quite insufficient. I complained last year that the Nomuti anchors were too light, ~~but~~ was silenced by the remark that competent authorities knew better; competent authorities, however, did not prevent her from dragging on to a reef at Darwin in a gale of wind shortly afterwards with both anchors down. I am going, as I have previously reported, to arrange with Captain Seamans for the services of the Engineer and engine room staff of the Malvinas, and shall get all the labour of cleaning, fitting, and putting into thorough working order done for £20 or £25. This arrangement is between ourselves, and no one knows anything of the sum; Martin is very much put out, and has circulated an absurd report that I am giving a German engineer £40 to do work he could have done on his wages. I do not intend the Lammel to be a failure

for want of skill in putting the engines in, therefore I want to employ a Marine Engineer accustomed to such work, of which Martin has had no experience. Besides this, the way in which he ran his own boat's machinery to pieces in a few years has taken away from the little confidence I ever had in him, and the cost of his board in Stanley, and the gratuity he would expect on the job would come to more than the sum I am going to pay.

9. The Francis has been sold, and the hull realized £320, the price up to which I decided to bid. I think she was worth that and no more. Dean bought her, and I hear afterwards that he thought I was trying to buy her for the Thomas Q. Now with the Egeria much occupied with wool the first half of the year I have no accommodation for the leaky guano ships which M. Martin's agency is likely to bind us, and the question is, how are we to provide it? We must have a hulk, and should it be a vessel condemned for unseaworthiness, rotten perhaps, or iron sick like the Francis, or one bought

for the purpose in England, and sailed out? Old rattletrap as the Vienna was, she is a hulk that I can load much deeper with coal than I could expect to do with any ordinary condemned ship, and as she would only have brought a few hundred pounds, and the Scottish was said to be sold all standing for £400, are there not plenty of old wooden ships to be picked up for something like the same figure? My idea is to have a vessel of a size to hold as much wool as I should ship by any one steamer, and at the same time handy enough to tow alongside the steamer, instead of the steamer moving alongside her, say 400 tons, and thus get over the standing difficulty I have with some of the Kosmos Captains. Now the question of the tattoo vessel is complicated, though a telegram received from Mr. Rifleman a few days ago, announcing the charter of the Amber Nymph. I assume that she is bringing the large wood order sent in August, and, I hope, home coal, but as she will probably have other rough cargo to fill up, and we cannot consume two rough cargoes close together, is there any use in having

a tattoo ship on the ground at all? For our tattoo a vessel of 250 tons should be sufficient, but one even of that size would be too large for the goods required out. It appears to me, therefore, that the right course to take would be to charter a small vessel in Montevideo next May for the tattoo; still again, the Directors may think otherwise. I have, therefore, caused an indent to be prepared, irrespective of anything but the orders already transmitted from here, but all the items of which can wait six months if needful. Then, if the Directors entertain the question of a hulk, and charter in Montevideo for tattoo, her despatch with a rough cargo might be delayed until I am in England, when I could assist in selecting it.

10. I should mention that although the agreement with Captain Seymour had not been actually signed when I received the telegram, I had so far compromised myself, in accordance with the Directors' wishes, that I could not honorably withdraw, even if I thought it desirable; and from the fact that the Amber Nymph is 24 years old, and could not return to London much before May, it is a circumstance not to be regretted.

10. Mr. Waldron ships tallow by this steamer, and it would be worth while looking it up, and seeing how it arrives. The freight from here is 45s. weight, and as the gross weight of the tallow, 170 tons, for Wave Queen would at this rate have been carried home for £382.10s., is not this cheaper, by one half at least, than chartering on the round?

11. H.M.S. Rifleman has taken 40 tons of coal, and after her cruise round the Islands will probably require a similar quantity. The Amelight is to be down in January.

12. Another of those periodical outbursts at Goodeyear has occurred, and this time I think it is a final one. You will remember that at this time last year Martin's accident, Bernard, fell out with him, and laid a series of charges against him; I investigated those charges as closely as I could, but Bernard could bring no witness, who would corroborate him, and I was obliged to let them remain unproved, strongly believing that there was good foundation for some of them. I sent copy of correspondence at the time, stating

my opinion of Martin, but in the return despatch, to my disappointment, no reference was made to the matter, or any thing said to guide me as to the Directors' opinions and wishes. Thus, as I am taking my leave in a few months, I thought it desirable for several obvious reasons to keep Martin going over next season, and make new arrangement for the better management of Goosebeys when at home. The principal reason for this was that refrigeration seems to be almost within range, & I did not want to go to the expense of getting out a new man, who might after all not be long wanted. In place of Bernard, a man named Joyce was taken on as assistant, and he was said to be so soon in Martin's confidence and so conversant with the shares of his schemes, that it was freely questioned in the Camp how soon a break and an explosion would occur, for Martin's confidential friends are never of long standing. At last it has come, and I have received two enormously long letters from Joyce, copies of which I have

with an expenditure of time that I have much grudged, made and send you enclosed. They reveal, if true, a systematic villany that one would almost doubt finding, excepting in the pages of Miss Braddon or one of her kin, and, badly as I can spare the time, I must not hesitate to go out at once, and sift the matter to the bottom. Joyce's letters speak for themselves, and I must say that they bear an air of truth, so that I hope he will be able to bring Bond the foreman and perhaps others to back him up. In everything of which I have any knowledge they confirm my suspicions, for instance, I knew towards the end of last season that he had coal enough, and I purposely paid him so short that he had not an ounce to burn in his own house during the winter, even when I sent him at last I directed the Captain of the Mount to bring back to Stanley, if the check was finished, and he did so, the foreman Perring assuring me afterwards that, notwithstanding Martin's letters, he had coal to the last. Extracts from correspondence at that time I also enclose. I have

not quite matured my plans: but I think I shall make a descent on Goose Green in the Malvinas, when she goes with the next mail, and perhaps take a special constable with me; if I find any clear charge of robbery that I can prove by the evidence of two witnesses I will have him arrested, and prosecute him as I did Allan, unless, perhaps, he confesses, and admits in writing the justice of his dismissal, in which case I should be inclined to let him go, for my only object would be to save the Company from an action for wrongful dismissal, and he will be heavily punished by the loss of his situation and free passage home. I will try to have the Manet there, and bundle him into Stanley as quickly as possible, taking the keys of the machinery shop and the works from him at once, for he is not the man to stop from committing all the damage that lies in his power, and he might irreparably injure the machinery, if he had the run of it. If I can get hold of witnesses, and it is very hard to get men to speak against one another, I shall still dismiss Martin, and give him the six months' wages he is entitled to. I feel

that I have my fingers now on the principal plague spot in the Camp, the removal of which will do much towards making things quieter. It is impossible to tell what mischief this man may have done: I believe him to be in the league connected with John King at San Carlos. another member of which I regret to say is Sam Campbell; to the latter I have written a sharp note of warning. copy enclosed. I am determined to stamp out rigorously all scheming and plotting against the Company's interests of which I may become aware. As regards the allusions personal to myself, I might say too much. I should do so if I led the Dingoes to suppose that I regarded them (the allusions) with anything but contempt. I have never in my life placed myself in another man's power, and therefore content myself with saying that I shall be happy to answer any question, should they think it necessary to put them.

13. The sort of coincidence that happens so frequently on the stage has occurred in connection with this affair. The same mark I received

Joyce's letter I enclose from Mr. Miller, who left Port Stephens last autumn, and is now at Port Howard. For reasons mentioned in his letter, he does not wish to remain at Port Howard, and offers his services at Goodlepen. I am so well satisfied with everything I have seen and heard of him, that I shall lose no time in sending for him, and trust I may report by next mail that he is installed. I sent you an account of the Port Stephens works in my despatch 332.

14. I send a letter from Mr. Bonner, in which he withdraws at present from his offer to sell out.

15. In further reference to the question of discontent in the Camp, I find that it is the practice with all who import shepherds to give them good wages, £5, at one, and deduct the cost of their passage. This seems more equitable than our system. A large number of our men are on wages running from £45 to £55, the lowest wages in the islands, and as long as this is so, discontent will not be rooted out. Would it

not be desirable boldly to change the system at once, and establish £5 per month as the wages the first five years, £5.10/. the second, and £6 afterwards, as I have already suggested? That is to say, engage men at £45 the first year, which would pay for the passage, and £60 the remaining four? And if so, how would the Directors deal with those who are partly through their time? Let them benefit by it? I have thought much over this, and it appears to me clear that it is scarcely to a man's interest to expect his work so as to get discharged, when he can instantly command other employment at £5.10/. per month, that to expect men to do otherwise is to place too much faith in human nature.

16. I have good accounts from the Camp, and I believe that discontent is not quite so rife as in the winter, when affairs at Sandy Point looked brighter: there will be rather a struggle for existence there. I cannot conceal from myself the fact that the concentration of all my attention on the detail work in this office is a bad thing, and I shall be thankful when I am once more relieved.

17. In connection with the hulk question, in the opinion of naval officers the establishment of a station here is only a question of time. Rio has been abandoned, and Monte Video is too much disturbed to render a depôt of stores safe at all times. This again might be looked upon as a meeting spot for the S.E. Coast, Pacific, and Australian squadrons: constantly inconveniences are occurring through ships having to be at Monte Video on a certain date to meet their stores coming out by steamer. Under these circumstances, if you know any one at the Admiralty, could you not sound him as to the utility of establishing a suitable hulk, with a watchman on board, which for a certain consideration could be used as a depôt for Admiralty stores, as well as other purposes, using the lately acquired coal contract as a lever?

18. I send 10 bales sheepskins this time: I hoped to ship a quantity from Queen Queen, but could not get them in in time. By the Mersey I am going to ask for room for 400 bales.

13th Nov.

19. The Ramses has arrived, but with no despatch or business letter, which is odd, as I have a letter from the National Fire Ins. Co. dated 2nd Sept. I will close this, and perhaps add a few lines tomorrow. Sam, Sir,

Your obedient servant

Enclosures.

Manager.

Desp. no. 366
" Copy Cash book & Journal Sept.
" Stanley Wages return
" " Ledger balances Sept.
" Wool shipments, 1883
" Remarks on accounts
" Statement 20th Oct.
" Indent no. 21
2nd Exchange no. 700
Now Cash vouchers Oct.
Stanley Cash book & Journal Oct.
Copy of reply to Memorial
Agreement with Seamans, 8th Nov.
Cobb to Sam Campbell 6th Nov.
Copy Patterson's report on check for Mare Camp wages return 30 June
Philip to Cobb 16th Oct.
Joyce " " 19th Oct. 4th Nov.
Miller " " 4th Nov.
Cobb to Bonner 31st Oct., and reply 5th Nov.
Extracts from correspondence relating to Martin.

Statement
Shipping list

Via Montevideo

Desp. of this despatch
Joyce's letter
Miller's letter
Correspondence about Martin.

367
Ramses.

14th Nov. 3.

Sir,

I now enclose the indent referred to in my despatch closed yesterday. The only item in it which is pressing is the draught ale, so much of which has been sold lately that I find it necessary to telegraph "Falter Baro 250", being in round numbers the cost of 50 hhds., which I hope to receive by mail in February.

2. Enclosed is account of the sheepskins, and I will also send the Bill of Lading if I get it in time.

3. J. Saunders writes me that in partnership with A. Kyle our carpenter and John Hamilton he has taken land at Sandy Point, and wants to buy 500 ewes. J. Cameron has come over for his family.

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

Enclosures.

Indent no. 22
Account of sheepskins shipped

350
540

Imperial German Consulate.
Port Stanley, 14th Nov.
1883.

Sir.

I have the honour to inform you that Captain Peter Töppelmann of the barque Adolph of Hamburg died in this port on the 17th September, and that the Chief mate August Brandt was entered on the Muster roll as Master, pending the receipt of instructions from the owner.

By this, the first direct opportunity I forward the effects of the deceased consisting of 3 boxes and 2 bags, and I enclose

1. An inventory of the same
2. A certificate of Capt. Töppelmann's death
3. His certificate as Master
4. Patent of citizenship

all of which you will doubtless deal with as may be necessary.

I have the honour to be,
Sir,
your most obedient servant
Ad. E. Love.
Imp. German Consul.

Capt. Peters.
Hamburg.

Falkland Islands &c.
Port Stanley, 3rd Dec., 1883.

Sir,

I beg to enclose for your information copy of a letter which I received in August last from the Senior Officer on the S. E. Coast of America, offering this Company the contract for supplying Her Majesty's Ships calling at Stanley with coal.

I understand that my acceptance of the contract cannot have been reported to the Admiralty in time to be notified by letter before your departure from Valparaiso; I therefore think it my duty to inform you that the coal I have contracted

Captain J. W. East R. N.
H. M. S. Comus

contracted to supply is in the hulk "Vicar of Bray", the nearest one to the "Comus", and I would further venture to suggest that, if you require a fresh supply shortly, you would get it in with less trouble and risk in this harbour than in the outer roads at Montevideo.

The description of coal is "Ocean Merthyr", of late date, and the hulk can be slipped from her moorings and taken alongside without delay.

I should add that this contract has only been made after a correspondence with the Director of Navy Contracts, extending over the last two years, copies of which I have in my office, and that a regular demand for coal on the part of H. M's ships is the only means by which a

constant

constant supply can be encouraged, and a continuation of the contract induced, a circumstance which the correspondence would appear to show is desired by the Admiralty.

I have the honour to be,
Sir,
your obedient servant,

Fred. Cook.
Manager.

368

H. M. S. Comus. 3rd Dec. 3.

Sir,

I am now able to reply to your despatch No. 630 received a few minutes before the Ramses was despatched.

2. Par. 1. The sheep dog has been returned from the West, and is now in Mr. Mansel's possession.

3. Par. 4. I was going to draw out a statement about land purchases on renewed leases, but I find that I cannot add anything to the arguments in my letter to the Colonial Secretary of 25th & 30th Aug; which were not in your possession when you wrote. This matter appears to be one rather to be submitted to the reasonableness and common sense of the Secretary of State, than to be made the subject of a legal opinion; but the question of purchasing at 24 under the Amalgamation Ordinance stands on a different footing, and I send a short statement of the case for consideration.

F. Coleman, Esq.
Secretary,
London.

Par. 5

4. John Cameron is here for his family, he does not dispute the claim for £2.10/ paid in error, but says very properly that he is entitled to his expenses at Sandy Point, which, in fact, I promised him.

5. Par. 6. The wool prices compare well with other peoples, but they are poor and will reduce the dividend I fear.

6. Par. 7 Enclosed in a card with the Agencies I have no vouchers for scratched off.

7. Par. 8. We could not claim 2/6 reduction on the cargo per Toko, for the simple reason that it was not here until July, and therefore was not shut out of the Memphis.

8. Par. 9. The question of the sailing vessel I cannot further discuss until I hear from you, having written fully by last mail.

9. In the indent a cash box for Dawin was mentioned without explanation: the Storekeeper there sometimes has £100 or £200 in silver, so I thought it would be prudent to provide him with a small strong box or safe, not an expensive one: but large enough to hold a book or two besides.

10. I have now compared Tyler's account of the followers with the invoices. B + C belong to Darwin and South Aus respectively, A I cannot trace, but if it belongs to Walka Creek, as it should do, it does not correspond with the invoice of 2nd Sept. 1874, or the new follower to replace the broken one, dated 21st May, 1881; I can trace no invoice with the date 23rd March 1878.

11. My supplementary despatch per Ramses was inadvertently wrongly numbered. I have now called it 367/12.

12. Referring to my 367-12 I went to Wooltopers in the Malinas, and took a constable with me, as a precaution. The charges that Joyce made he confessed himself unable to prove, and gave as his reason that Martin never had more than one man in his confidence at the same time, a fact which is pretty well known at Darwin. That the station was badly put up last season Martin admitted; the misuse of building materials in the erection of a substantial fowl house could not be denied; but the more serious charges of robbery fell to the ground for want of evidence. As I stated, however, that

determined that this outbreak should be the last, and that I would put an end to a state of things that has for some time been intolerable. Ever since Martin has lived at Quesnelqueen he has been a constant trouble to me; he quarrelled with Fell, he quarrelled with Clay, he is on terms of deadly enmity with Patterson; his assistants almost without exception have broken with him; in short, where he is there is no peace. I therefore told him that he and I must part, and that I should annul his engagement by giving him six months' wages in lieu of notice, as I did in the case of Fell. He leaves at the end of his 5 years, the 20th inst., and I have engaged Miller to take his place on that date: unless he gets an engagement with Mr Waldron he will be a passenger by the January steamer. He claims commission in addition to six months' wages, and unless he thinks better of it must go to the Court; the agreement says six months' wages in lieu of notice, and the commission is an indefinite sum that might or might not be earned. I did

right in taking a constable, for on the morning after my arrival Martin brought Hope up for threatening to shoot him, and the latter was bound over to keep the peace for two months.

13. Miller has been in Stanley, and what he professes to be able to do should receive prompt incredulity, were it not that he has actually done it at Port Stephens. Last year exactly 72 tons of coal were burnt at Gosilpeen. Miller says that by an alteration of the heating surface which can be provided by the expenditure of about 5000 bricks, and the purchase of a common screw press, which I can get here, he will carry the work through by burning the refuse only, simply using a few yards of peat to start the fire and no coal whatever; further that he boiled down 2000 sheep a week with 8 hands at Port Stephens, Martin's complement being 18. Allowing that he will find the Gosilpeen place awkwardly arranged the first season, and will have no time to alter it I still expect a substantial

reduction in the expenditure this season, more than sufficient to compensate for the cost of getting rid of Martin. The latter has asked for a minute inspection of the machinery with steam up; claimed, I think, by an affidavit made by Joyce to the effect that he had threatened to make a pretty mess of it for his successor.

14. The Comus was ordered to call here by telegraph, and I tried to get Captain Cast to coal. Although he was unable to do so I think the enclosed correspondence will show that I am progressing towards getting a regular demand, the want of which has always been the bugbear of the directors. Captain Cast has just called, bringing his official answer, and further explaining, personally, that as the coal in Valparaiso is inferior in quality, & that in Sandy Point enormously expensive, he believes that the Pacific ships will be always ordered here in future; he will write to Captain Thornton of the Kingfisher, the next homeward bound ship, advising him to come, and to the Admiral, as stated in his letter. My action so far has resulted, I have reason to hope, in bringing back

the Pacific ships, which have deserted us for years; this vessel was no doubt ordered to call because the contract has drawn attention to the islands, and, though she has not coaled, she has come to us for other supplies, and is taking off today a vast number of sheep, dead and alive, clearing the Butcher right out. The course to be taken now is to get prompt information from the Admiralty about the ships ordered home, ascertain their probable requirements in coal, and provide for them, — Infer to those from the Pacific and ~~Japan~~ Australia, — and when the contract is known to exist, we shall sell not 250 but 750 or 1000 tons per annum. If this leads in time to a depôt, the increase in the business of Stanley will prevent any compliance of the first contract being required.

Yours, Sir,
your obedient servant,

Geo. E. Powe.
Manager.

Enclosures over

Enclosures.

Triplicate desp. 366/7/7/-
Desp. indent no 22
" Specification of skins purchases
" Statement of 13th Nov.
" Copy of agreement with Seaman
" " Cobb to Bonner 31st Oct.
" " Bonner to Cobb 5th Nov.
" " reply to Memorial
" " Cashbook & Journal Oct.
Bill of Lading to B/Shepstone
Campbagers return 30 Sept.
Copy letter from Martin 2nd Oct.
" " to Martin 21st Nov.
Statement on accounts
Shipping report
Cobb to Captain Cast & reply 3rd Dec.
1st En. 707. 709/11
Agency card
Indent no. 23
Notes on leases under Amalgamation Ordinance

369
Sakhavah.

15th Dec. 3

Sir,

I enclose duplicate of my last despatch per H.M.S. Comus, which sailed on the 4th inst. for Montevideo.

2. Please consult Messrs. Robey as to the advisability of sending out a few spare tubes for their boiler, in case any should give way; this would prevent the engine from become unserviceable for months, as was the case before.

3. Mr Waldron strongly recommends a saddle he saw at Sandy Point made by Whitman, 25 Murray St., New York. I have put a dozen down on the order, and suggest your having them consigned to Mr Humphreys for transshipment at Montevideo. They should be described as "No. 2 saddles complete."

4. James Campbell disclaims the participation in underhand work imputed

F. Coleman, Esq.
Secretary,
London.

imparted to him.

5. I send a statement showing the ships that may be expected to call here for coal during the next few years. If I have succeeded in drawing the homeward bound ships from the Pacific here again, the next step must be to induce the outward bound ones to come, though this will be more difficult since Monte Video instead of Rio is now the port of call on the coast. This will be done in time by the establishment of the depôt - about which I write in 367-17. I hope. I enclose copy of a letter I am sending by this opportunity to Captain Thornton of the Kingfisher. The quantity of steam coal now on hand is 625 tons. A very little sells for household purposes, and it plays havoc with all fire grates, including the galleys of our schooners.

6. The little book on marine engines will be very useful. I should be glad, - and please remember that in these matters I write with no experience whatever, but am anxious to

learn.— if Messrs Miller & Tapp would give a few practical hints about the management of their engines and boilers. For instance, supposing a tube bursts when under steam, what happens? This I believe is a water tube boiler, and an accident to a tube would be more serious than in one of another description.

7. I enclose the first lambing account, which I should say is pretty fair, and promises to show a good total when all are gathered. The weather has been much against the sheep this spring, the rainfall in October having been only 0.55 inches an inch and a quarter below the average of 7 years. The consequence has been a great want of new grass, causing poverty and a scanty supply of milk in the ewes: rain last month and this has caused the grass to grow better, but it is still backward, and I fear may prejudice the ~~this~~ clip.

8. I hear that Bethune and his wife have quarrelled, and the latter has left him and taken the family with her.

17th Dec.

9. The Sukkarah arrived late last night, passengers all well. I have received from Mr. Langdon your despatch 633, with enclosures in order.

10. Par. 8. I have already stated that discontent is on the decrease apparently. With regard to the correspondence with Bethune and your remarks thereon, I think it right to say that I do not wish to impute to you the intention of knowingly causing any weakening of authority; at the same time I wish to point out that your appearing to consult the men has an injurious effect, and if you knew how little petty things are taken up and commented upon, for want of some larger interest to occupy their minds, you would see how imprudent it is to visit Native Shepherds on the Company's business at all. Patterson appears to have been annoyed because Bethune appeared at a dance at Dawin in a half mandin state, unseeing your letters, and reading extracts to an appreciative crowd in which evening. I hope that I have heard the last of this matter.

11. I should have said that desp. 631 has just arrived, marked "too late" and 632 in duplicate.

12. 632 - 13. Campbell's money was forwarded some time since, another order having been issued in place of the one burnt.

13. 633 - 9. The lever punches are what I wanted: the levers already in the islands are for pivots not studs.

14. Par. 13. I will get if I can a printed copy of grant of Crown lands

15. Par. 14. I understand that Mr. Burland was in communication with some one who offered to start a refrigerating c. here if he could get 20,000 sheep annually from each island. He could supply 15,000, but it would not do to compromise ourselves.

16. Par. 16. It is annoying to learn that timber has been shut out. Some important provisions expected by this steamer will now be out of stock in a few days.

17. Par. 18. I collect Dr Anderson's Government pay, and when he wants me

some time since that he wished to make payments through the London office I told him that instructions should come from here: these will now be found on the enclosed statement. As you have departed from your usual custom you had better modify these orders as you think best.

18. Par. 19. A reference to the office accounts will show you that Patterson's pay is £200 per annum: the Superintendent's account is always kept in Stanley.

19. Par. 21. If my hair could stand on end it would do so at the calamitous blunder about the Walker Creek press; a reference to my 351-13 and your 630-5 alone is enough to show you the fearful oversight committed, which for the present makes it impossible for me to arrange any definite shipments for the next steamers. There is no press whatever at Walker Creek, and the wool must be stowed loose until one arrives, worse than this, the shed will not hold it, and unless the bed plate arrives shortly so as to enable the old

press to be set up, a quantity of wool will have to be bagged up and sent to Darwin, causing a waste of time and damage incalculable. If you will look up all that has been said about presses this last year you will see that I gave in to the Directors' wish to have a spare one as a stand by, and sent the fullest particulars, in acknowledging which you wrote on 31st July, "your full explanations "will prove most serviceable to them (W. Tyler & Co) "and we hope they will be able to get all "the things ready in time for the Princess "of 12th Sept." When, then, you write "I had "no idea of one being on order, though "there was some arrangement about the "necessity of one for a stand-by," the lapse of memory fairly makes me aghast, and to make sure of getting a press sometime in the course of next year I shall most certainly telegraph "Finbriate".

20. I went on board the Sakharah and saw Mr Standly whom I am to meet at Government House tonight. and tomorrow we shall have a talk over business matters.

21. With reference to Hamilton's denial of the truth of Buckle's remarks, the latter has shown me several planks rent throughout, and I shall leave orders to have some of the faulty wood returned by the first opportunity.

22. I see that you have held out hopes to Messrs Taylor of our purchasing their coals; please inform them that the Ocean Monarch gives the most unbounded satisfaction, and that a change should therefore not be made.

23. I may have an opportunity of selling 300 old tons for Sandy Point next autumn at 8/. a ton.

I am, Sir,
your obedient servant
Robt. Clark
Manager.

Enclosures.
Dup. decp. 3 pcs
" indent no. 23
" Statement of 210 Dec.
" remarks on loan made Aug. 8th 1
" Copy correspondence with Capt. Hart.
Dup Ex. 707. 709/11
Copy Clark Book Journal & Jor.
Stanley cash pocket & journals
Fitt lumbering account
Homeward bound men & wages
Copy letter to Capt Thornton 12th Dec
Statement on ap
Shipping report
Indent no. 24.

410/438

Menes.

11th Jan. 4.

Sir,

My last despatch went per Sathonay and I now write in anticipation of the arrival of this vessel, due tomorrow.

2. I had some conversation with Mr Stands the evening before he left, in the course of which I got him to promise a preferential rate of freight for the Company's flour to from Valparaiso whenever the space occupied by it is refitted with produce. The reduction he did not decide upon, but would give the agents at Valparaiso instructions on the subject. I also strongly urged upon him the desirability of letting the outward if not the homeward steamers call in London for cargo, pointing out that the expense of getting goods across to Hamburg and the damage in transhipment would tell very much against them in the event of any competing line being started; in this I was supported by Captain Seemann.

J. Coleman, Esq.
Secretary,
London.

and Mr. Slade promised to consider the matter, being, as far as I can learn from Captain Seemann, inclined to adopt the suggestion. We spoke of the Malvinas, in regard to which the Thomas Co. were let into a trap from which they cannot free themselves until the end of their contract in June 1885. When that time comes they will be prepared to sell her, either here or on the West Coast. and I hope that we shall be prepared to buy her. She is losing money of course, but not so much that, with the additional work she would do for the Company during the days she now lies idle in Stanley, that loss would not be turned into a profit. I did not conceal the individual opinion I have always held about this steamer, and asked Mr. Slade what Hamburg people would think of an English vessel invited and subsidized by the German Government to run between Hamburg and Cuxhaven, for the purpose of crushing local enterprize. He mentioned that she should be here, and whatever official assistance I may have to render the Malvinas, my personal feeling will remain unchanged.

3. With regard to the comparative statement of produce and the correspondence with Mr. Slander about the increased cost of freight, one or two things have to be considered. Is not the better relative position taken by the Company's wool of late years in some degree due to the better condition of those by steam shipments as compared with sailing vessels? With the latter is there not constantly some damage, more or less, which cannot be recovered, whereas the steamers deliver their cargoes in the same condition as when shipped? Is not the difference in cost of insurance appreciable? Then again, the freight on the Company's wool by sailing vessels need to be reduced by the profit made on carrying other people's bales at Pr £5%; this can no longer be looked for, for you will see that Bailton's wool from Port Bay cost to carry from Stanley to London by steam just 0.65, and the Lively Island wool 0.71; people are not going to pay more for an inferior class of conveyance, particularly when the Stanley Co. have their own boat to pick it up and convey it right through, if necessary, without the intervention of this Company at all. It should be every to see this plan defined after benefit of steam communication, and hope the Directors will continue to give the ocean boats their best support.

4. In your remarks on the Swan Inlet reserve held under the Amalgamation Ordinance you are unintentionally laying claims on a point I wished to leave undisturbed, the fact that the lease was granted after the disallowance of the Ordinance, whereas the point in dispute is, as I thought I had sufficiently shown, whether purchases, beyond the compulsory one, can be made at 2/. at all, and this is of interest to all who hold land under the Ordinance. I continue to pay rent on the reserve as though it were held under the Ordinance, and the Government have accepted payment for the compulsory purchase at 2/. without remark: but as this lease is not mentioned in the schedule to Ordce. No. 1 of 1882 I bore in mind the proverb that it is well to let sleeping dogs lie.

5. The Amber Nymph arrived on the 27th Decr., having made a quick passage: but for the reading I was so anxious to get, and which I shipped to Walker Creek the next day, I with the hard charge out, for discharging cargo during stocktaking is

an intolerable nuisance, and has seriously delayed the work. No invoice of Mitten wood has arrived, and as I am selling a quantity already this very inconvenient.

6. Mitten Rupp send two copper plates, costing £11. 8. 7: no one has the least idea what they are for, and they were certainly not ordered from here.

7. Robbie says that Mr. Fleming told him that if he conducted himself well he would probably get a free passage home: it would be well to have no uncertainty upon this point when engaging men, for it only makes them discontented. There is just now the same reason for giving them passages as formerly, for any shepherd leaving the employ is certain to find work. Mr. Frazer the Darwin Storekeeper has frequently brought under my notice the fact that he was distinctly promised a return passage by Mr. Fleming, although it was not specified in the agreement signed in London; this I think should be confirmed, for there is no place in the islands into which he could slip on leaving the Company's service.

8. I send copy of a notice I have posted with reference to a re-adjustment of the wages, which should, I think, remove all discontent for the future. I shall reduce the gathering gratuity, so that the net increase of wages will not exceed £250 to £300 per annum.

9. Martin goes this mail, and will no doubt represent himself to be a much injured man; but as he has the reputation, and deservedly so, of wandering from the truth on every possible occasion, you will receive what he says "cum grano salis". I have settled his account, and narrowed his claims on the Company down to three, which are stated at the foot of it; and these you will have to arrange. The first is the sum of £12 for hire of the launch towing lighters to the Falcon when I was last in England, under an agreement signed with Mr. Clay. The latter had no authority to engage the boat, and it was only done after an unsuccessful application had been made to Mr. Langdon, who has charge of the finances; besides

while, you know that there was an understanding that he was to do work for the Company in return for the free carriage out. and this was all he has ever had to do without payment or an equivalent compensation, see also your despatch 556-9. The next claim is for the tallow commission stopped from him on the difference between the London and Stanley weights. I deducted this under orders from the Board, but I really think that an error was made in drawing up the agreement, which specifies tallow "made or produced", and as there is no doubt that the tallow soaks into the wood, the weight in London must always be less than what is produced in the first instance. I should say therefore that Martin has a case that might go against the Company, and that his claim might be allowed. The third claim was made in a bit of temper, and will not I believe be pressed, it is for detention at Goomelpeen from the 20th until the 1st Dec., because I did not succeed in getting him away the very day his notice expired. As he came in to Stanley to live at his own expense while waiting for the mail, and lost nothing by

the delay, parties gained in fact as living in Stanley is dearer than in the Camp, the claim is hardly a serious one; I give you the particulars however in a separate letter, not wishing to lengthen this despatch unnecessarily. Martin has a plausible tongue, and like other discharged servants of the Company, Elphinstone and Allaway for instance, will have a good deal of abuse ready to deliver himself of, to which the Directors may or may not think it worth while to listen. As an Engineer, that is to say a working mechanic, a fitter and turner in fact, I consider him an excellent workman, and have always said so; as a man in responsible charge he can neither manage his own men nor agree with any one who has to work with him: he is utterly unscrupulous, and has been the most expensive servant the Company ever had. Hundreds and hundreds of pounds have been thrown away on useless machinery, and the things bought under his advice five years ago, costing between

£800 and £900 could scarcely an exception have been come without. The engine from Ellis was not needed, the reservoir has never been finished, nor was it wanted, the cost of the expensive pumping machinery was utterly thrown away; in fact, his objects seem to have been simply fitting up an elaborate toy shop, and putting commissions from the manufacturers in his own pocket, a fact which on one occasion he acknowledged to me. It was actually stated in Manchester that we have altogether a finer fitting shop than the Central Uruguay Railway possesses.'

10. I am happy to turn from this subject to the engagement of Miller, from which I expect to benefit much. I have agreed with him other pay than Martin got, abandoning the commission system, viz:- £180 for two years and £200 for the remaining three, with power on the Company's side to terminate it at six months notice. I cannot say much this mail as I have not yet seen Mill-

at work; but I have supplied him with materials for constructing a furnace for consuming the refuse, and he expresses the greatest confidence in being able not only to burn scraps instead of coal, but to produce more tallow per sheep than we have got hitherto; but this remains to be proved. As soon as I can leave after the mail has gone I shall make an extended visit to the Camp. Even if I leave some work behind me that under ordinary circumstances I should have considered it necessary to finish.

11. I have just received from Finlayson the cheering intelligence that the Walker Creek press is up and working: but he says that the new bed is five inches thicker than the old one, consequently five inches had to be cut off the box before it would go under the mullet head: this will make the bales light as they can get very little wool in, and the press is look better than a makeshift for this season. I think that Mr. Tyler knowing that the

bers was that he might have suggested lengthening the tension bars by five inches, which would have made it right.

12. I enclose copy of a letter from Mr. Cooper about rams and my reply. It is doubtful whether even 20 or 30 can be found free from lameness, and whatever the cause may be, I will not take upon myself the responsibility of introducing diseased sheep here, and therefore drop the matter for this season.

13. The planking of the launch is completed, and some inside work has been also fitted; Buckle is about 2 weeks caulking. It is a long affair, but he is working with only four hands, and I believe that caulking is being thoroughly well done. I am surprised that no remark was made about cementing the bottom to prevent the action between the iron frames and copper rivets; it is an important rule in Lloyd's, and must, I should think, apply to small vessels equally with large ones.

14. I have ready for the steamer 332 bales Wool (including 4 of last year and a package of black addressed to you) and 126 bales Sheepskins from Goulburn. The Hornet has performed the feat of delivering two full loads from Darwin in six days.

13th January.

15. The Mines arrived at 5 p.m. last evening, with dup. of 634 and original of 635.

16. 634-2. Yes in 16 years in the old "Foam" days I remember a sailing vessel anticipating a mail; I wish I could impress upon you the delay caused by sending important enclosures by mail in these days of steam. The letter to Capt. Parke would be most interesting, and seems to indicate a substantial victory; but I must wait until the Dennis Benedict manages to get in before I can see it.

17. Par. 4. Accepting with pleasure what you say about correspondence. They to assure you that no fear of personal injury prompted me to complain of your letters, it was simply because I know as a fact that they were injurious to the maintenance of proper discipline in the Camp, of which you, not knowing the people as I do, were unaware; and, on my part, I also regret if I stated my objections in such a way as to hurt your susceptibilities in the slightest degree.

18. Par 5. When Mr. Langridge charts the vessel I hope you will be able to ship the wood at 35/. or 40/.

19. 635-2. The wool purchased did not arrive in Stanley until 6th July, so there was no claim to be fairly made with respect to it. You were quite

right in supplying copies of account sales to Mr. C. F. Baillan.

20. Par. 4. Wilson has not returned here: if Ritchie thought him more trustworthy than the Co. as a means of remitting cash all I can say is, more fool he.

21. Par. 6. In the correspondence sent to the Colonial Office I do not see my letter of 18th July, which was rather an important one, but it is too late now.

22. Par. 9. Shaw has Mr's certificate no one can say anything of it without seeing it, and as Little's ship is known who good pray was the risk of getting a useless article?

23. Par. 10. The engagement of a man who has done nothing but boil tallow for twenty years of course modifies any steps that were to be taken to improve the tallow, which I am not for wrong in saying was wilfully damaged last year by our late Engineer.

24. Par. 9. I know that I am always wrong and the suppliers of goods always right, therefore why should I trouble any more in complaining about things with which I ought to be satisfied? And yet, about Amelia tank I must state this plain fact, that when Burbidge wanted the last plank of all to complete the Jamaica

bottom, after turning over not only all the teak specially sent for the purpose but the whole of the other stock sent at the same time, he was unable to find a sound plank of sufficient length and had to content himself with two short pieces. This is a fact, and Buckle will swear to it. I am not an expert in teak, but he as an experienced boat builder probably is, and his words shall be proved by the production of samples of the wood complained of. Then Mr Slater is indignant about his sevens and sixpenny sardines, and asks for proof that Morton supplied 1/2 tins at 5/4 <u>at any time</u>. Nothing is more easy: you have copies of all invoices sent here, look at Morton's for Lionel dated 11th Feb. 1880, No. 2545/3 4 cases ea. 100 1/2 tins Sardines at 5/4. Burrows thinks that because outside sailing boats are poor by boys they are equally suitable for men. As a fact they are not; so the Storekeeper tells me, and he cannot sell them. As regards canvas I note on the indent of 26th April 1881 (1/02) "I have consulted shipmasters about "canvas and they unanimously condemn "Coker. Captain Sermann says that the "Edinburgh Stone Canvas is the best in

the world, and this should be shipped."
Now Wheatman is Cobe, Edinburgh in stores and his remark was not intended to apply to a special shipment but to all future ones until further notice. I was wrong, I confess, in putting too much confidence in anything being executed that was written 12 months before.

25. In par 4 I should have written Ordinance pr 1 of 1879.

26. The "Tuborg Fabrikker" sent us for Sakkerah 20 cases Danish beer for sale on commission. I wrote them that I did not wish to receive consignments, but might send orders, and as the beer has sold off at once I write for 30 cases more, referring them to you for payment, and enclosing draft for the first.

27. Mr. Martin cannot request I give him a certificate as to his abilities as a workman, but as a man in charge could say nothing. I have paid him his balance in cash, not wishing to draw much while I am so well supplied with money.

28. I think I can overestimate the amount of cash required, the payments from July to December not being very heavy; but between now and June I should say that Mr. Langdon should have something like £2000.

29. My family, Mitchell and Wilson are also passengers this mail, and by the steamer of 24th March I shall probably follow, and may write the name of the steamer from Montevideo. 100 bales at least will go by the Ebro. I should be obliged if you would on arrival of the Menco telegraph the word "Meneo" to catch the Pacific steamer from Montevideo of 28th Feb., which conveys the outward mail.

I am Sir,
Your obedient servant.
Alex. Fooo.
Manager.

Enclosures

Invoice & B/L
" Sundries, Statement & Landing acct
Notice of sale to bargemen
Form of Lease
Copy Joyce's Affidavit
" Marking letter 23rd Oct.
Marking Account signed
" Agreement
Copy Marking certificates
Wallace to Coolsman
Coll to Cooper re Rams
Cooper's reply
Wool & Skins per Meneo
Increase Camp Wages
Shipping Report
Statement.

60
435

Falkland Islands Co.
Stanley, 16th January, 1884.

Sir,

I have the honour to acknowledge the receipt of Your Excellency's letter of yesterday's date, the contents of which will be duly communicated to the Directors of the Company.

I am quite sure that Lord Derby's decision conveyed in the last two paragraphs will be hailed with satisfaction by all the sheepfarmers in the Colony.

I have the honour to be,
Sir,
Your Excellency's most obedient
humble servant
Geo. Clove.
Manager.

His Excellency
Governor Kerr,
L. L. L.
Stanley.

434
436

Italian Consulate,
Port Stanley, 7th Feb. 1884.

Sir,

I have the honour to acknowledge the receipt of your Excellency's letter of 22nd January relative to the estate of Antonio Mariano Scopinich, a native of Italy, deceased.

I thank your Excellency for the information, and will communicate with the Minister of Foreign Affairs on the subject by the first opportunity.

I beg to add that absence from Stanley has prevented my replying to your Excellency sooner.

I have the honour to be,
Sir,
Your Excellency's most obedient humble servant,

Edw. Lobb.
Consul for H.M.
The King of Italy.

His Excellency,
Governor Kerr,
L. L. &c.

435
473

Falkland Islands &c.
Stanley, 7th Feby. 1884.

Sir,

As agent for Messrs Davidson Bros. I have the honour to forward you the following extract from a letter from those gentlemen dated 18th ult:- "When our rent is paid "please to pay that part of it which "comes on our freehold under "protest."

Messrs Davidson were probably unaware when writing of the Right Hon. the Secretary of State's decision conveyed in His Excellency the Governor's letter to me of the 15th ult.; still I must carry out their instructions, and in forwarding you the rent herewith I have to request the Acting Colonial Treasurer that

I. I. I.

Stanley.

that you will consider the protest duly made.

I have the honour to be.
your most obedient humble
servant,

Chas. Pole.
Manager.

418
460

371.
Rendcomb

13th Feby. 4.

Sir,

My last despatch went per Mail direct; since writing which I have paid a long visit to the Camp.

2. I went to Darwin in the Rance, as Mr. Dean's guest, calling at Lively Island and Walker Creek on the way. At the latter place shearing has been progressing favourably, and I have no doubt that before this it is all over, and the wool ready for shipment. The best has been made of the press, considering its shortcomings; but the bales from this station will not average in weight much over 4¼ cwt. The sheep appeared in excellent order, and were clipping well, promising a high average. At Darwin Harbour every thing seemed to be going on well, and here also the clip is an excellent one.

A. Coleman, Lt.
Secretary.

London.

the sheep being clean and well woolled. I was some days at North Arm, and was much pleased with a flock of Ft Merino ewes which were being shorn. Although missing lambs there was no loss of belly wool as in the case with our other ewes, and they were averaging over 6lb. of very nice looking wool, fully 1lb. more than Cheviots will give. I rode over to inspect the fence running from North West Arm to Moffat Harbour, which is made very complete by a top wire of barbs, the very terrifying to both cattle and horses. Inside the fence there is no scab whatever, in fact it is dying a lingering death, the few isolated cases, some 60, in 40,000 sheep, being confined to the beaches in the neighbourhood of Egg Harbour. North Arm section under its new overseer, A. McCall, seems to have taken a turn for the better, most of the discontented characters have been got rid of, and though a mischievous remnant, yet prove

than two or three, tried to keep the work back at the beginning of the season. they were overweighted by the general body of men on the station, and I am going to take such steps with regard to them as will prevent anything of the kind being tried in future. The clip of wool all round will be the best and largest ever shipped, and may be estimated at not less than 1150 bales, viz:- Darwin 350, Southern 470, and Walker Creek 300.

3. At Goulburn Miller is busy with his preparations for the season, and the calcined furnace which he is having built for the purpose of using the refuse meat as fuel will soon be ready for trial. He has made numerous alterations with the view of saving labour, and talks of being ready for a trial before the end of this month. I am much pleased with all he has done, and feel much confidence in his success. I do not intend to leave the islands however, until I have seen a good trial made with several hundred sheep, and shall bring with me a sample of the tallow.

4. The launch is coppered. The decks are being laid, and the machinery is being put in by the late 2nd Engineer of the Rance, the Malvina not remaining long enough to allow her engineer to do it. I hope to have her afloat in a few weeks.

5. The spars that would not go down the Amphitrite hold should have been kept back rather than cut. Those that were heated so are too short for their girth, and the ends that have been shipped are of no use whatever.

6. Jamieson of South Ann will be obliged if you will allow a box to come out for him with the Company's cargo.

7. I send a copy of a letter from the Governor about land purchases; this question will be discussed when I am in London, and I have only remark that agreeing to sell the Company's leasehold land at 4/., the upset price, seems no concession whatever. The other points are decided in our favour.

8. Mr. Barlow wishes his

firmo' wool insured at £18 per bale for wool and £12 for skins, 100 bales now in Stanley from Stanley to London, and 40 or 50 more from Port Bary to London, if not already done. As regards other insurance you will please do it as usual for Messrs Holmesled & Blake. Bonner, W. H. Cobb, Mely Cobb & Fell according to the weights of their bales. bearing in mind that Bonner's will be heavier this season.

8. Mr Bailton complains of the way his wool has been classed and sold, and says that the Brokers pay no attention to his specification.

9. The launch's firebars are a misfit; and the error I understand is rightly attributed to the negligence of Miller & Stephens late foreman.

10. I have to draw your attention with much satisfaction to the completed lambing account, which amounts to 37333, or 7647 more than last year. and, this notwithstanding an unfavourable

season. This lambing, and others that will follow, will rapidly raise the stock.

11. Since writing par. 2 the shearing accounts have come in, and have rather taken me by surprise. At reckoning staggers and sheep on islands, which should provide some 15 more bales, the account is as follows:— Darwin Mt 388 bales. Walker Creek 330. North Arm 492, total 1210 bales. The weight of these is 6102.1.1, or 300.1.4 more than last year's completed account, the great increase being at North Arm, where after deducting 19 lbs. per bale the sheep average all round over 6¾ lbs. The total number so far is 103913, the effect of the increased breeding stock not being apparent yet, but still an advance on last year.

12. The Malvinas is engaged in sheep carrying to Sandy Point, some thousands having to go over. I promised J. Saunders, our late shepherd, 500 ewes at 8/, the Swiss people are selling at but will take not less than 10/. for any more that may be required, or keep them to give another fleece, worth 4/, and allow skin 9/ more after paying expenses.

13. The year's accounts go this mail, and duplicates will follow shortly per H.M.S. Rifleman to Montevideo. They are not unsatisfactory, and are much what I expected. The farm profit will be less, but it is so easily accounted for that it need cause no discouragement. While the profits of the last few years have been unduly swelled by the value of the hides taken off, that source of revenue has dried up before the increase of sheep taking the place of the cattle has been able to yield an equivalent sum; but the large lambing this year is enough, alone, to put that right. Again, had I continued killing for tallow at the same rate as latterly I might have raised the profits, but with a loss of both wool and lambs this season. And moreover, the price of wool was lower in 1883 than 1882, and had I not got a good quantity away for the earlier sales the difference would have been still greater. With the large clip, excellent lambing, and better prospects at the tallow works I look forward to the result of this year with the utmost confidence.

The Stock yields a profit somewhat

larger than in 1882, notwithstanding a reduction of prices through competition, and the sale of a quantity of old stock by auction in December. Company's shipping shows a loss through the outlay on the Fairy in converting her into a lighter, which should hardly have gone to current expenditure, and then again the year has been remarkable for the want of revenue from bulk hire. The schooners have done well, and the Spinrod has now paid for herself, notwithstanding that she was laid up from June to December. Buildings show, as anticipated, a large sum spent in repairs; but I am happy to say that, with the exception of the Store roof, there will not be much outlay under this head in Stanley for some years. I have to mention in conclusion that the foreman carpenter has condemned as useless 1400 ft. of teak Calcutta Dues, which has been entered as of no value, though it should represent over £60.

14. Martin took with him a plan of the works made by Marrow for use at Gonalpur: the latter did it during his working hours while employed and paid by the Company, and though, in consequence of alterations, it is of no value. I report the circumstance because I learn that Martin claims to ask you £5 for it.

15. 8th Febr. The Denmark arrived last evening. passengers all well. there are 30 marine shipp on board for Mr Blake. Your despatch 636 and letter of 8th Dec. have also arrived.

16. I am sure that Dr Henton will regret the delay of his furniture, which he was confidently expecting this mail.

17. I am surprised to find that my despatch per Comus, which I believe left Montevideo on 11th Dec. had not arrived.

18. 636 – 2. The Government have no control over the steamers when cargo is offering, nor should they. I think, with the small subsidy they pay, the Marata made £1100 freight on the Spain's cargo.

19. Par. 3. The difficulty about tools was got over by having some ~~tin~~ copper stamps from Dean drawn out by the Blacksmith; it is a pity you are sending more, as such goods are only required for a special object, and are not in demand.

20. Par. 4. If any island is required for breeding it will be Egmont Island: but it is more to the Company's interest to have their work consolidated by confining their

Managers and Owners attention to their property which stretches in an unbroken line from Fitzroy to Bull Point, instead of distracting their brains by fussy pedaling about little islands, which are monopolizing the attention of this important Corporation.

21. Part. It appears to me that Mr. Barton may be supplied with any accounts that you send from London, account sales for instance; but that he cannot expect to receive from anyone but his brother the Stanley account current, or ask you for extracts from the Stanley books, which would probably be incomplete and therefore misleading.

22. Part. Regarding the run-away couple, I cannot add to the information contained in 366-18, enclosing, perhaps, to state, what might be inferred, that Mr. Hay was not married to the woman he came with until some days after arriving in Stanley: at all events Mr. Brandon married them, and the ceremony is not one that a pair, lawfully united, are in the habit of going through more than once I believe.

23. Part. I have a copy of the Australian Mauritius Law, which consists

of some chapters on general average and other subjects, and a translation of the German General Commercial Law regarding shipping; but when I got it I have not the least idea.

24. Par. 11. How could I send you the San Francisco Chronicle when the paper has got beyond my reach, as I mentioned in drawing your attention to it?

25. Par. 12. I thought I have made a mistake about Cities Dep.: there is a large quantity on hand, because people could not get it last year when they wanted it, and so buy of Waldron I suppose.

26. Par. 14. When I telegraphed for the prices I was quite in the dark about the broken casing, which I thought had been forgotten, and that therefore there was no price obtainable for Walker Creek: as this casing was replaced by the Number Apiece it might have been inferred that the spare one need not have been shipped by steamer.

27. Par. 17. Your letters via Lisbon should be posted a day earlier.

28. Par. 19. Do you suppose we keep anchors of all sizes? Surely the stock returns would show you you are mistaken.

29. Par. 20. I am certain that Mr. Dean would not use in Spain, and she is not worth more than £200.

30. Par. 21. I will not enter
go into the question of steamer freight
as I hope shortly to discuss it personally.
I have no orders about paying freight
for Bristow.

31. Par. 22. It is gratifying
to hear that the Directors have confidence
in my acting for the Company's interests
in Martin's affair; I am quite prepared
to find, however, that they ~~may~~ think I might
have done better; but in such a case
without legal assistance, and with
the knowledge that the Directors might
have to defend themselves at ~~much~~
expense, I thought I had better pay
perhaps more than I should have done
had I gone to law. I know Martin to
be a ruffian, but I might not have produced
evidence enough to convince a jury, and
above all, I could not soil my hands
with dirty work, or make use of Joyce's
evidence with any satisfaction to myself.
Joyce's defence of Martin last year, and
admission now that he was lying to
screen him, when it suited his purpose,
brand him as a villain as bad, almost,
as the man he attacked, and though I
believe most of what he says to be true I
am not sorry that he is leaving the Islands
next month.

32. The Directors will be satisfied at my having received the right of terminating Miller's ~~note~~ engagement at six months notice, as regards enquiring from Mr Wilson about him. I know as much about him as that gentleman does, and have heard of his high character from others who have known him for years in the State. A reference to my 332-19 will remind you of what he did at Port Stephens.

33. Sec 23 - I think that the alteration in wages has given general satisfaction, and cannot be admitted that there could be no contentment as long as our wages were the lowest in the Colony: furthermore I wish you to notice that I have actually reduced the wages below what the Directors could have given under their percentage arrangement. — 10/ for every 1% over 5 of dividend — by which every servant would have received £5 ~~upon~~ last year's dividend, for more than the present system, and yet yielding half the satisfaction. Of course the ~~[illegible]~~ men present ~~difficulty~~ difficulty; but as the rising

generation grows up – and they are coming on in shoals – you shall cease importing shepherds altogether.

34. Par. 25. You will have heard that my letter to Mr. Humphreys per Rameses containing a telegram and duplicates went on to England. There was also a letter to Nowerts ordering flour and potatoes, – very annoying – although I think the flour will hold out. Sometimes I send my letter to Monte Video or leave the steamer at the last moment: but on this occasion I see by my stamp book that Mr Humphreys' letter cost 4/. so the fault must have been all Government Office, where they have been at sixes and sevens since Mr Gouldsmith.

35. I have no arrangement about money being at three months' notice, but of course it is very right, and I will see about it. Notwithstanding that I take no money at interest now I am frequently asked to keep it for men who draw their wages from their employers; one man on the West, Jacob Lee, has just completed £800: this is a matter I must talk

that; for although our reputation for prompt payments and solvency is so great here that we should be hunted when the Bank of England would be punished, there must be a limit put to this accumulation of other people's money.

36. The letter was written for me by Phillips the foreman at Darwin's, a personal enemy of Martin's, and one who would be unfeelingly correct; therefore I could not avoid paying the commission on letters actually produced at Goulburn, this I have mentioned before.

37. Lastly I am sorry that I have made a mistake — I suppose I have — which causes you to ~~suppose~~ imagine that I expected the Letter would be passed; but I must explain. When you wrote (633-21) that if I telegraphed "Fire bricks" you would ship the press next February, it occurred to me that you meant by mail, and as I was at my wits end to know what to do in case the tube of the furnace should break down, the press cracking the a misfit, or anything else happen, I thought to myself it would certainly be better to have all the press as soon as possible, and here it is, in February. Nothing but the rapid passage made by the

Anchor & people saved you from a great disaster, as it was, the shearing at Walker Ck. was delayed for a fortnight, during which they were pressing up the accumulation of loose wool for 16 hours a day. Admitting my error I think that it might have occurred to you that I could get my party past the press in May, by which time the incubus would have been separated even if the wool had to be taken to Darwin. I am utterly puzzled to know how I am to fill the Sappho, and still more how you could expect her filled, or even write doubtfully about our own wool being all positively engaged, seeing that you had my agreement with Seemann before you, on which by the by, no comment is made. I must do my best with the sheep skins and what wool I can pick up, perhaps slinking, if I offer them a low freight. I am glad you are sending casks, there was an oversight about them, and I was going to write this mail that you should have 300 or 400 shooks, but we can do with 200 I dare say.

38. Capt Barichs will not go alongside the hulk, and I have to send the Spinner for the cargo. He says he will in future be averse shipping much cargo by any steamer commanded by him or by Capt. Danielsen, Capt. Zimmermann, Carlsen, Schouvers & Spinden as also one or two others are obliging in this respect, but the two I have named are quite the reverse.

39. The Pilots will of course bear in mind that upon their decision to ship by the Steamer or not depends the personnel of the contract next year: without the Company's support the Colony will be deprived of steam communication.

40. Mr. Lane, my brother-in-law Mr. Blake wrote me the other day,. "Mr. Lane, the man Mr. "Coleman was connected with Baillie "about is a clean cut, unadulterated "ass, harmless, and not fit for any "place but a prison, taken out of a certain "point he is useless. If Coleman

should you refer to him again you
"can quote me if you like."

41. I have received a letter
from Martin, evidently, addressed by
his wife, from Montevideo, no
doubt full of impudence, the ad-
dress being intended to be impertinent.
I send it inclosed, and should be
best the office would you kindly
hand it to him, and say that as I
desire to have no communication from
or with him I think this the best way
of dealing with the letter, and that I
put ~~on letter~~ one received from him just
after he went on board the Alnwick
into the fire without opening it. Should
he not call it would be as well to treat
this in the same way as he put
north a stamp.

42. I hope I may go next
month, but I may be detained. The
Dundrum is to call here in April on
an outward boat. I have 620 bales ready
and shall have 1100 next month.

Steam coals 27s 6d.

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

Enclosures.

Trip's No. 369. 370.
Dup.t Statement, Skins & Wool per Illone's
2nd Draft No. 716
Dup.t Cobb to Coleman
Copy Govt. to Cobb re Land
" Cobb " Governor
2 B/L. Illone's
Stanley Jrl. Cash Book & Vouchers Dec.t
Balance sheet
Profit & Loss Statement
Consumption Stores
Darwin Stock of Stores
North Arm do.
Camp mens balances
Camp Wages 31 Dec.t
Cheque for £2 from Broome
Dutch Navy Bill No. 717 for 1260.35 Guldens
Order for Drugs
Navy Bill - for £214. 5/.
Amber Nymph's Pc £68. 18. 1
Additions to Plant
" " Buildings
" " Fencing
L. Office Cash Acct Balance
Stanley Wages 31 Dec
Statement
Sanding acct
First shearing acct
above in separate envelope
Indent No. 25
Statement
Shipping report
Patterson to Coleman
Extract from Baillons letters re Wool sale
Letter ref.d for Martin

1
1884.

Consulate of the German Empire,
Port Stanley. 14th Feb.y 1884.

Sir,

I have the honour to forward enclosed the usual annual statements of shipping, fees and expenditure incurred during 1883.

3

Trade.

The most important feature to be noticed is the great advance made in the business of sheepfarming, which is in fact the only industry of importance in these islands. The whole of the land has been for some years occupied by settlers, and the flocks have increased of late to such an extent that before long the whole of the stations bid fair to be stocked to their fullest capacity.

Hitherto

Sir Highness
The Chancellor of the
German Empire.
&c. &c.
Berlin.

Hitherto the only outlet for surplus and aged sheep has been found in the process of boiling down for tallow, a wasteful one when the value of the meat destroyed is considered; but the establishment of sheep farms last year on the neighbouring Chilian territory in the Straits of Magellan, and this on a very extensive scale, has led to a demand for breeding stock which will prove very beneficial to this Colony. It is interesting to remark that the German coasting steamer "Malvinas" which has up to the present time been by no means fully occupied, has found in the transport of sheep very remunerative employment.

Shipping

The produce and merchandise carried by the Kosmos Co. of Hamburg in their mail boats are on the increase. The visit of the

Imperial

Imperial corvette Marie on her way from Punta Arenas to South Georgia leads me to point out the advantage of this place as a port of call for vessels of war over the settlement in the Straits of Magellan, both as regards the price of coal and the facility of taking it on board, and the supply of fresh provisions. The healthiness of the climate is proverbial, and the benefit derived by the crews of the British squadron on the South East coast of America by visiting the place, after enduring the enervating climates of Rio de Janeiro and other places, is so remarkable, that I am able confidently to remark that a summer visit on the part of any German vessel on this station would not be a waste of time or be repelled.

I have the honour to be,
Sir,
Your Highness's most obedient
humble servant
Alexander Lovell
Lieut. German Consul.

438/473

372

H.M.S. Rifleman.

20th Feby. 4.

Sir,

Confirming my last per Dundee I now forward duplicate of same, which may probably reach you first, as this goes direct to Montevideo.

2. I observe that insurance on wool in sheds costs 1% for 8 months, on the sheds themselves the same premium for 12 months, how is this? It would be sufficient to insure for 5 months from 1st Dec., for the quantity left by 1st May, if any, would be inconsiderable.

3. It will be necessary to arrange if possible, for the shipment of hides by sailing vessel, and to see that it is not stowed on anything perishable; this time it was on the top of the beer, several casks of which were stained with it; and, as it is most penetrating, and I have already had beer returned with a carbolic taste, I fear that with this shipment there may be some loss.

4. There has been a good deal of pilfering this time, and I have to make a claim on Captain Seemann for boules

J. Coleman, Esq.
Secretary,
London.

of publishing chart.

5. I shall be obliged if you will send the lists of enclosures to despatches on the same size foolscap as the despatches themselves.

6. Captain Fullerton of the Algerine came to see me yesterday to enquire by direction of the Senior Officer if I could undertake to deliver stores, particularly gunpowder, here by sailing vessel, and at what rate of freight, in the event of this being made a naval depôt. Such an establishment would be of the greatest advantage to the place, and it would be worth while to ~~pause~~ a rate that would induce the Admiralty to take action in the matter; but as I do not know if the shipment of gunpowder under proper precautions raises the cost of chartering and of insurance or not, I think I must refer him to you. Should it make no difference I should think that an offer might be made at 40/. or 45/.

7. I am to go on board today to sign the coal contract formally before a witness, and you will please note that "free on board" has been altered to "free alongside."

6. Several packages as per list herewith were short delivered by the Denderah. There was great confusion onboard owing to the large quantity of cargo.

I am, Sir,
Your obedt servant,
Geo. Lowe.
Manager.

No. 372. Enclosures.

Dispt. No. 371.
" Grl & Cash Book Acct
" Profit & Loss Statement
" Balance Sheet
" Consumption Stores.
" London Office Cash Acct Balance
" Additions to Fencing
" " " Buildings & Plant
" Statements
" Lambing
" Shearing
" Indent
2nd Navy Bills
2 Dutch Do.
Cobb to Coleman
6. Post-Cards
£1. worth Stamps
List of Cargo short delivered

469

Falkland Islands Co.
Stanley, 20th Feb. 1884.

Sir,

I have the honour to request that you will be good enough to inform His Excellency the Governor that the extract of tobacco received by "Denderah" is a poison, nicotine, imported for the purpose of sheep dressing solely, and are that it would be impossible in any way to use for the purpose of smoking, snuffing or chewing, without certain death to the person using it. The preparation is not subject to duty in the United Kingdom, and I cannot think that when His Excellency knows the nature of it he will consider it liable to taxation under the Customs Ordinance in force here.

I have the honour to be,
Sir,
your most obedient servt.

Alex. Lowe.
Manager.

C. Palmer Brooks, Esq.
Colonial Secretary,
L. L. L.

5th March 4.

Sir.

In the absence of the Manager from Stanley I have to acknowledge your letter of yesterday's date and regret that any misunderstanding should have occurred respecting the coaling of H.M.S. 'Amethyst'. Our Man in charge of the Hulk did not at the time know the terms of the Contract, but went on the custom hitherto observed in this port when coaling H.M. Vessels. Apologizing for the trouble caused and assure you the same shall not occur again.

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

Captain H. W. Brent R.N.
H.M.S. 'Amethyst'
Stanley.

464/466

6th March 4.

Sir,

I have the honour to acknowledge the receipt of your letter of 5th instt, and beg to inform you that Mr. F. E. Cobb, the Manager of this Company, will return to Stanley today when he will communicate with you respecting stowing of ammunition &c.

I have the honour to be
Sir,
Your obedient Servant
A. Langdon

Captain H. W. Brent R.N.
&c &c &c.
H. M. S. Amethyst
Stanley Harbour

Falkland Islands Co.
Stanley, 8th March, 1884.

Sir,

With reference to your letter of 4th March I have to express regret that owing to the absence of most of the working men usually resident in Stanley the man in charge of the Company's coal hulk was unable to move her without assistance on the 3rd inst. I beg, however, to assure you that this will not be allowed to occur again, as the steam launch now being built for the Company will, when completed, be powerful enough to tow hulks and lighters to any part of the harbour.

I have the honour to be,
Sir,
Your most obedient servant,

Edwd. Lowe.
Manager.

Captain H. W. Brent, R.N.
L. L. L.
H.M.S. Amethyst.

Falkland Islands Co.
Stanley, 6th March 1884.

Sir,

I have the honour to acknowledge the receipt of your letter of 5th March with reference to the storage of ammunition &c. at Stanley.

The Company owns two hulks, the Egeria, used for general purposes, and the Friar of Bray for coals. A steam engine on board the former would put her out of the question, and I understand that the coals would be considered objectionable in the case of the latter. Neither of these, therefore, would be available, and I believe that I may assume that the presence of gunpowder would be sufficient.

Captain H. H. Bent, R.M.
L. L. to
Hon. J. Rawlings.

sufficient to prohibit the use of a bath for any other purpose. I have a schooner, however, the Peccorama, 36 tons register, (Official No. 40500) which might be suitable, and if so I should be glad to place her at your disposal for £100 (One hundred pounds) per annum.

I have the honour &c.

Sir,

Your most obedient servant,

Hedley Jones.

Manager.

Falkland Islands Co.
Stanley, 10th March, 1884.

Sir,

As the Company's jetty, which was constructed upwards of 20 years ago, is now in need of constant repair, I have the honour to request permission to replace it with a new one, should my Directors consider it advisable to do so.

I should propose to lay down a jetty or pier as near as possible to the present one, which I should remove as soon as the other is completed. A depth of fourteen feet at low water could be obtained without running further into the harbour than some of the existing jetties do already, and therefore there would be no obstruction to navigation

Hon. E. P. Brooks,
Colonial Secretary.

&c. &c. &c.

to navigation: on the other hand a good landing place at this end of the town would be a public convenience.

Of what material the jetty, if decided upon, would be constructed I am unable to say, my only object now is to obtain the necessary permission to undertake the work: I shall be obliged if you will bring this matter before His Excellency the Governor, and as I understand that it will have to be referred to the Secretary of State, and I am about to leave for England myself, perhaps His Excellency will be good enough to ask His Lordship to communicate his decision to the Directors of the Company in London, a course which will expedite the work by several months should there be no obstacle on either

side in the way of proceeding with it.

I have the honour to be,
Sir,
your most obedient servant,

Geo. E. Foss.
Manager.

Falkland Islands Co.
Stanley. 10th March. 1884.

Sir,

I have the honour to state for the information of His Excellency the Governor that I shall be going to England shortly on leave of absence, and shall probably be away about six months, during which time Mr. John Langdon will act for me in all matters relating to the Falkland Islands Company and Lloyd's Agency under a Power of Attorney from myself.

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

Hon. E. Fairnham Brooks.
Colonial Secretary.
L. L. L.

1136
1174

473
9 Honorable Mr of the
Colonial Office
Ceylon and Chili
Port Stanley 10th March 1866

[illegible]

[illegible] have the honour to inform
Your Excellency that during my
[illegible] absence from the Colony
the business of this Office will
be attended to by the Colonial Secretary
as my representative and I respectfully
request that Your Excellency will favourably
recommend him to the consideration of
Her Majesty's Government for the
allowance of some of the privileges
[illegible] to Colonial Secretaries
belonging to [illegible]

I have the honour to be
&c
Your Excellency's most obedient
humble servant
Andrew Ross
Colonial Secretary

His Excellency
Governor Sir
&c &c
Stanley.

Italian Consulate.
Port Stanley, 10th March.
1884

Sir,

I have the honour to inform Your Excellency that I am about to leave for England on private business, and that during my absence, which will probably extend over six months, the affairs of the Consulate will, subject to approval, be entrusted to Mr. John Langdon, who represented me in 1872 and 1879.

I have the honour to be,
Sir,
Your Excellency's most obedient
humble servant,
Ed. Elliot.
Consul for H.M.
The King of Italy.

His Excellency
The Minister of Foreign Affairs,
&c. &c. &c.
Rome.

Consulate of the
German Empire,
Port Stanley, 10th March 1884.

Sir,

I have the honour to inform Your Highness that I am about to leave for England on private business, and that during my absence, which will probably extend over six months, the affairs of the Consulate will, subject to approval, be entrusted to Mr. John Langdon, who represented me in the years 1872 and 1879.

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

Sir Highness
The Chancellor of the German Empire
&c. &c. &c.
Berlin.

Chilian Consulate,
Port Stanley, 10th March. 1884.

Sir,

I have the honour to inform Your Excellency that I am about to leave for England on private business, and that during my absence, which will probably extend over six months, the affairs of the Consulate will, subject to approval, be entrusted to Mr John Langdon, who represented me in the year 1879.

I have the honour to be,
Sir:
Your Excellency's most obedient
humble servant,

Chas. E. Rose.
Consul for Chile.

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

Sir

14th Mar. 4.

Sir,

On the arrival of the mail H.M.S. Amethyst is to sail for Monte Video, and I have been offered a passage in her, which I shall accept unless I find anything to detain me.

2. I have to report with much pleasure and relief that Gravelpan would have been started for the seacos, and that Millers arrangement for firing with scraps is a complete success, a good head of steam being kept up without the expenditure of 1 lb. of coal. The furnace for the refuse constructed from his design works admirably, and yields a quantity of tallow that has hitherto been thrown away. Work is being done by twelve men and a boy that Martin wants to employ nineteen more, and the tallow will Sulliens, show that it is being more efficiently done in every way. I hope to receive before I leave two sample kegs to take with me.

J. Coleman Esq.
Secretary London.

per.

3. The Martha Jackson and River Thames have both arrived with damage and are consigned to the Company, they belong to Hargrave and Hellon of Liverpool, whose predecessors letter influenced the Captains, though they did not consider themselves bound by it.

4. The Hunter has taken two tons of coal, and the Algerine 70.

5. I did not report last month that Mr Dennis Bennett brought a second hand steam launch for Mr Dean; in the opinion of competent authorities she is a rattletrap. The screw steamer "Wasp" was successfully launched yesterday morning, and I am hoping against hope that I may see her underway before I leave.

6. The Rance has met with a serious accident in endeavouring to steam against the tide in the Sound past Pass. She was thrown broadside on the rock, and has drawn to the beaches on Spalding Island. We hope that the leaks may be stopped sufficiently to enable her to float.

7. I have [illegible]
with much regret that Patterson has
given in his resignation, and leaves
next mail. My first idea was
that I should have to remain; but
as Patterson will carry on all the heavy
work until everything has been settled
for the winter, it will only remain
for the overseer to carry on the general
routine work in the dead season, and
I shall be able to commence the Dividing
immediately about what is to be done.
Patterson's reason for leaving is a very
silly one: he has quarrelled with the
Storekeeper at Darwin, who I am bound
to say is inclined to be officious and
meddlesome, and on that ground I know
he has thrown up his position. He has
fancied offenses. but the sheep and
increase of wool are much to his credit.

8. Since beginning this I
have received a most satisfactory
report from Miller. copy of which
I enclose. The two bales samples
have arrived, marked A & B. I want a
special report on them.

deck on the 25th, and as Capt. Hall sailed at 9 a.m. yesterday morning I could not go in the Newfyt without leaving some things undone which I ought to attend to. I therefore leave tomorrow in this vessel, which is now discharging sundries and loading wool. I have received your despatch no. 637.

10. Par. 1. The wool press having been a useless expense, our people understand the work well enough without them.

11. Par. 4. I want to talk about men leaving without settling their accounts: if a man makes a preposterous demand upon me, am I to submit for the purpose of finally closing the account, when he knows that if I do not give way he will open the case in London?

12. Par. 5. Mr Dean, Miller's last employer, speaks in the highest terms of him.

13. Par. 6. Although many merchant ships may be glad of our Kelp charts, they are packed to more of years, which always have the terminally over.

14. Par. 7. There is no rate of commission fixed with Mr Walker. I conclude it is the usual 7½ p.c. and the beef will be paid from here.

15. Par. 9. There are plenty of tallow casks for this season, and had they been short per ones arriving by the Peoples would not do any good. You will however, have seen that you are quite right about shipping by them for next season.

16. Par. 10. The list of employés in the Camp is an accurate statement of men actually on the books for or during a portion of the quarter; but should not be used for affording information to shareholders unless perfectly understood. For instance if a man received wages up to the 2nd Sept. his name would figure on the Sept. March list; but if taken to represent one hand for the quarter it would be quite misleading

Sam Li:
Your obedient servant
Geo. E. Webb
Manager.

Enclosures.

Trip^e No. 371
Dep^t. " 372.
Particulars of Baillie's Wool
Stanley C. Book, Journal & Vouchers for
Letter to Governor re Jetty
Reply from do.
Soundings for Jetty
Langdon's Instructions & Power of Attorney
Patterson on Marking Bits
Stock Marks
Acct of Cattle & Mares
Navy Bill for £150
Statement
Shipping Report
Indent
Copy of Claim on Kosmos Co.
Extract from Miller's letter Mitch

374

'Ranee'

25th March 4.

Sir,

The Ranee's damage necessitating her going into dry dock she is to carry a mail to Montevideo.

2. The 'Ibis' having so recently left with Mr. Cobb on board, there is little to report, but I avail of this opportunity to send Mr. Watson's draft for £1,650. 14. 2.

3. Being in doubt whether cash is coming in the 'Psyche' I have drawn in favour of London & River Plate Bank for £140 to cover a cheque given to one of Messrs Holmested & Blake's men.

4. Yesterday I received a note from Patterson confirming his intention to leave in May. He reports that Camp matters are going on well.

I am, Sir,

Your obedient Servant.

pp F. C. Cobb

Manager

J. Langdon

F. Coleman Esq

Secretary.

London.