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641

Stanley.

13<sup>th</sup> Sept. 1887.

Sir, I have the honour to forward herewith the final list of subscriptions to the Imperial Institute, with the collection of which Your Excellency entrusted me some months ago. I also enclose a cheque on London for the balance, viz: £34.4/-

In consequence of the want of communication with some of the islands the completion of the list has been the work of time; but I am happy to say that it comprises the names of residents in nearly every station in the Colony. I have the honour to be,

Sir,  
Your Excellency's most obedient  
humble servant,

His Excellency

Governor Genl. C.M.G.  
do do do

Stanley.

## Imperial Institute.

## Final list of Subscriptions.

Amount already collected	220	..	..
W. W. Woodward	1	1	..
Collected by Messrs. J. W. Dean & Sons:-			
J. Turner	1	..	..
J. Mills	1	..	..
C. Harrison	2	6	..
Collected by Mr. H. Waldron:-			
H. Waldron	10	..	..
John D. Macgregor	3	..	..
Mark Bruness	1	..	..
James Duncan	10	..	..
George Duncan	10	..	..
Mr. Duncan	1	..	..
James	1	..	..
George	1	..	..
Margaret	1	..	..
Anne	1	..	..
Agnes	1	..	..
Mary	1	..	..
William	1	..	..
David	1	..	..
Elizabeth	1	..	..
Ellen	1	..	..
Rachel	1	..	..
Howard	1	..	..
John	1	..	..
Nettie	1	..	..
Kate	1	..	..
Ida	1	..	..
Collected by Mr. J. H. Waldron:-			
J. H. Waldron	10	..	..
	248	1	6

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Brought forward	248	16
John Waldron	5	.
P. M. Davish	5	.
H. M. Leod	5	.
W. Lee	2	6
C. Lee	2	6
J. Lee	2	6
J. Woodhead	5	.

£ 254 10.

198  
5-82

Taklana Island

Manila, 15<sup>th</sup> Sept. 1887.

Sir, I have the honour to request permission of His Excellency the Governor to take a small quantity of shingle from the beach on the other side of the harbour, for the purpose of making concrete.

I have the honour to be,

Sir,

your obedient servant,

W. G. G. G.  
Manager.

The Hon.

W. G. G. G., Esq.

Acting Colonial Secretary,

L. to d.

446.

Thebes.

$$\begin{array}{r} 254 \\ \hline 495 \end{array}$$
19<sup>th</sup> Sept. 7.

Sir,  
 In my last despatch which went for Palembang on the 25<sup>th</sup> ult., I mentioned that some packages of fencing had been short delivered. It turns out that there are 350 bundles of standards instead of 351, and 25 bundles of droppers instead of 57. I shall write to the next opportunity, and find out if the missing packages have got among Mr. Buckworth's fencing.

2. Both going into and coming out of Davao Harbour the Selenbia touched the bottom. She was drawing 22 ft., 24 ft. out, so it appears that the passage must be getting up.

3. Should there be a question of burning the coals, about 220 tons, left behind by the Selenbia, and now on board the Vicar, I may mention that they are in a wet state, Davao's bulk Capricorn being both leaky and without hatches.

J. Coleman Esq.

Secretary.

London.

4. In the general invoice of goods for Ramens appears an amount of £10. 21. for each from Central Bank, which I think should have been charged in another way.

5. I should advise your discontinuing the practice of sending the direct despatch as a parcel from Dartmouth; it ~~always~~ gets mislaid now, and is consequently delivered after the mail. The plan is a good one in theory; but practically it does not work.

6. The shepherds from the Islands of Harris are not as satisfactory as those from other parts of Scotland; a belief in ghosts appears to be common among them, and prevents them from living alone, and as many of the herdings are single ones this superstitiousness is rather inconvenient. Mr. Fleming has sent some poems last week, and I should take him to be the agent most to be depended upon, if you could persuade him to curb his imagination, and confine himself to the truth.

7. I must correct a mistake in my last despatch, into which I was led by Mr. M. Dean. He has since shown me the Charter party of the *Floke*, which was £1100 out and home, but only if outward only, i.e. £550 instead of £500. But as the Captain was anxious to charter home for £400, and was then willing to make the round for £900, would it not be better in future if you chartered ships only for the single voyage, and left it to me to put the screws on here, when the alternative is to make a long unprofitable voyage in ballast?

8. If Mr. Broune is willing to sell out it would be an excellent thing for us to buy his place, as it would rid us of a dangerous neighbour. This land consists of sections 20, 26, 29, 73, and 74, 61,000 acres, rented at present for £111.13.4, which will rise to a maximum of £203.6.8, when all the leases have fallen in. The quantity of wool shipped by him for *Shawville* may in future years be increased. A long ago he was inclined to sell out for £10,000, at this price, or up to £12,000 it would answer our purpose to buy.

If the Company had it. I would make the land a ~~four~~ section, and have out George Sutherland at once as Overseer with a sufficient number of shepherds to work it, making a clean sweep of the hands at present on the place. Some of the land is very good, and I believe it can carry ~~to~~ 20,000 sheep. To get at an idea of the number show last year divide the weight of the wool <sup>in pounds</sup> by 60.

9. The large majority of this work has been done on Bull Point and the neighbourhood has caused me to write a letter to Klop's on the subject of protecting that dangerous part of the coast by lighting it. Enclose a copy of my letter, and should the Secretary or any one at Klop's be inclined to go into the matter, you might think it worth while to show a chart of the islands, marking circles with a compass at the distances mentioned from the centres of Bull Point and George Island respectively. It would be a great thing to put an



and to the considerable reputation the islands have held for so many years in the matter of wrecks.

10. The subscriptions collected for the Imperial Institute in the Colony amount to £255, or 2/10. per head of the population.

11. The piece of land set for which the conveyance was signed in blank was sold by auction on the 29<sup>th</sup> July, and bought by Richard Aldridge for £100. Deducting commissions, the net sum received is £92.10s., which yields a fair interest on the purchase money, £10.15s. twenty-six years ago. The competition for this rather unexpected piece, and it certainly raises the value of Wilson's land, which at the same rate would fetch £200; probably even more might be realized, the situation being more open. If, therefore, you can get that land from the rightful owner, whoever he may be, you may safely pay more than I recommended you to give when you first wrote on the subject.

12. Referring to my remarks last week on the suspensions of regular

shipments by steam, the Storekeeper reports that he has run out of candles, milk, Coffee, hats & caps, stockings, and sundry provisions. This is not profitable work.

13. Enclose with remarks a statement of buildings I have compiled with care. It amounts at ridiculously low values to £16,000 against £7541.10s. at which the Building stands in the last balance sheet. I have ~~long~~ thought that this account was very unfairly treated. You burn the candle at both ends by having repairs as well as depreciation debited to Profit Loss, as I will endeavour to show you. I build a house for £200, and say that towards the end of 10 years I put in a new floor, partly renew the weather boarding, and <sup>at an expense of £50</sup> makes it nearly equal to a new building. £20 a year will have been debited to P.L. under the heading of depreciation, and the £50 under "Stanley Office, Repairs to Buildings"; total £250. As an asset the house will have disappeared, and

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yet there it is, practically as good as  
new, and fully worth £150. Is not this  
carrying depreciation to an extreme, and,  
if you continue writing off a fixed per-  
centage, would it not be fairer to treat labour  
and materials spent on repairs as new  
work, adding it to the Buildings?

14. I observe with satisfaction  
that the Company has since 1872 paid  
its Shareholders in cash £169461, or an  
average of  $11\frac{1}{4}\%$ , and that in 36 years the  
return has been just 5%.

15. I have to call attention to  
the source of profit that the Meat Co's  
operations are to us through the charge  
made for paddock accommodation,  
baling, boiling down fat &c., which  
amounted on the first voyage to £702.3.5,  
and on the second to £766.12.6. The  
figures upon which to base the charges  
on the third have not yet reached me,  
but they will be about £170.

16. I have sent three miles of  
the new fence to Walker Creek; the more  
I see of it the less I like it. Our previous  
fences are put up with posts 20 yards apart,

and even this causes much labour when a mile or so of hard ground has to be covered, for in such places it is common to find rock, and every post hole has to be quarried with pick and crowbar. I am horrified to find that the posts on this valuable fence are to be put in every 13 feet, that is, that for every post we have to put in five, or rather, in every mile 406 instead of 80.

The toys called post hole diggers sent by the makers are very good for children to play with, but for our work are useless. And when the fence is up I cannot believe that the funny posts and the soft flat droppers are going to stand an account by a determined sheep without yielding: this seems to be Ametung's opinion too, according to an extract enclosed from his letter on the subject. The description of the fence shows that the makers cannot be aware of the use of it, for they place the two slightest wires at the bottom, just where a sheep puts his head and neck through and struggles to pass. I may

mention that no. 9 wire has been sent  
instead of no. 8, but I suppose this does  
not matter much. I will here repeat the  
specification of materials for making the  
best fence suitable for all purposes: -

- 100 Strath posts (extra for hollows)
- 36 Straining brackets (fence on even ground)
- 800 to 900 droppers - pitch pine 39 x 2 x 1"
- 28 cwt. no. 6 steel wire
- 75 lb. no. 6 wire galvanized

I have plenty of posts, but nothing  
else, and if no fencing is already on the  
way I should recommend a shipment by  
January mail for materials for 10 or 15  
miles. I say that mail because in  
December and January all hands are  
engaged in shearing; but if it arrives  
late in February perhaps you could get  
the materials pushed forward in November.  
With respect to the droppers I recommend  
those of pitch pine as in Arnold's previous  
pulpit area, but not bored, as a slight  
variation in the space has been adopted.  
They will pack in neat bundles and  
economize freight. But if you have  
sent any numbers of palings in the Fri  
there will not be necessary. I should

be quite inclined to try Fetter's two  
strand galvanized steel wire, sufficient  
per mile for a six ~~ft~~ wire fence, in  
places where we use black steel wire. This  
wire is described in the little blue  
pamphlet on "The fence question."

17. I have a project in my  
mind about ~~coaling~~, which may be  
worthy of consideration. The great  
obstacle in the way of operating this  
a coaling post for our coast steamers,  
to which time is our object, is the scarcity  
of labour which causes a delay that  
they cannot afford. In Rio a steamer  
can easily get 400 tons a day: here we  
do not if we put out 80. In thinking  
over the matter I feel to a large extent  
in a confusion, and I have many  
questions to ask. If my assumptions  
are correct: and my questions can be  
answered satisfactorily, the foundation  
will have been laid, and we can go farther.  
I have the invoice of 123 tons coal  
per month, but see that it amounts  
to \$56.17.9 or 9/3 per ton. If you can  
buy a small quantity at this price I

780  
assume that you can contract for a  
large quantity on better terms, say 8/6.  
The Hoke came from Goolbe for 20/6 per  
ton. Freight from Cardiff in July to  
Montevideo was 19/ to Valparaiso 18/; is  
it unreasonable to assume that you could  
get a large quantity delivered at 22/?  
The New Zealand Shipping Co. and Shaw  
Savill and Albion run 12 steamers each  
per annum past these islands. They have  
to run to Rio, and must therefore carry  
a large quantity of coal. If facilities for  
coaling were to be had, would they not  
carry more cargo, if they could call here,  
and save the space that they have to give  
up to the coal they want to take them from  
here to Rio? Now if 26 steamers  
wanted 400 tons each, and one or two of  
the frozen meat steamers called also, we  
should require 12,000 tons per annum.  
If we can import 12,000 tons, and make  
a profit of 5/ a ton clear, we make  
£ 6000 per annum. If carried per sea.  
necessarily from the start it is a business  
capable of extension, and would be the

making of Stanley. Here are some figures. 12,000 tons imported, less a loss of 3% would turn out 11640 tons, and sold at 40¢ would realize  $23280$

Cost of 12000 tons @ 8/6	5100	
Freight - 22%	13200	
Insurance £ 20000		250
@ 2.5% of		
Add profit we want to make	<u>3000</u>	<u>21550</u>
Leaving for expenses		<u>£ 1730</u>

Can you do the work for that money? Suppose we ship a crew on board the Great Britain, say

6 Captain or Purser @ £10	120	
22 men per month @ £4	1056	
1 Cook & Steward @ 6	72	
Provisions per annum	482	
		<u>£ 1730</u>

can they do it?

The questions I have to put are...

1. Can you find out from Messrs. Gt. Collins & Co. or Cry Bet. how many tons a day they can supply at their coaling stations with how many hands?
2. What appliances are needed in the way of steam machinery, bags,



- Baskets or tubs?
3. Would the lines ~~run~~ coal if they could with despatch at 250, and how many tons would they take?
4. How many tons a day could we fill into bags?

I have said nothing of first cost of bags, but I imagine they would have to be used, and we must always have 600 to 800 tons ready. In nearly every kind of business success brings competition. But it is worth noting in this case that, until a rival can lay down another hulk as long as the Great Britain, that, of such a length that no steamer would be endangered by going alongside, competition is impossible. The way of supplementing the delivery from the Great Britain might also arrange to have lighters fitted with coals in bags, the *Lairg* for instance, and the *Spinrod*, which could be cut down, these could go on the other side of the ship and be discharged at the same time. Would not Messrs. Goy, who are enterprising people perhaps join in the venture, and aid us with their experience?

18. I have received a letter from Mr. Coates, which I enclose, saying that he cannot remain at Apocypus alone, and wishing to be superseded. I am very sorry for this, for he is a man much to my liking, being methodical, steady, careful, painstaking, and in every way trust-worthy. Looking at his salary as a premium of insurance on the very valuable machinery, plant, and buildings under his charge, I consider that such a man is worth £100 a year more. I have had no conversation or communication with him in any way on the subject of what I wrote some time ago; but I cannot feel surprised at his finding a solitary life at Apocypus quite unbearable.

19. It would be well to note that as the homeward bound steamers are almost invariably a day or two late in case you have anything very important to communicate at a time when a Pacific boat is time just to receive and mail at Sandy Point, in these cases out

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of power is better to the care of Mr.  
Sturtevant, would reach and.

20. I am about to build, alongside  
the jetty, on the water frontage bought of  
Government, a large shed to hold lumber  
coal and wood, which I have no doubt  
will prove an immense saving annually.  
We lose a great deal on our wood, stacked  
as it is, exposed to the weather, and at  
the mercy of any one who chooses to help  
himself. Our spars decay, and our coal  
perishes; besides which, having the  
shed so near the water the cost of hauling  
will be much lessened.

21. We have had the question of  
the Government Reservoir water again  
before us in the Board of Health, and have  
thought it necessary to declare it suspicious,  
at our suggestion the Governor is sending  
a sample for analysis by Prof. Frankland,  
and is putting some questions about it  
suggested to him. It is very satisfactory  
to be able to report that, since his return  
from Europe, he has taken quite a  
different line, and appears to be far  
more inclined to defer to the wishes of the  
people of the Colony.

22. 26<sup>th</sup> Sept. The Libby  
arrived yesterday six days late. I  
have your letter of 9<sup>th</sup> August. It  
is most unlikely that Stutter's friend  
will do anything for Mr. Harrison,  
the former is an orphan, and the  
money left by his father has been all  
laid out on his apprenticeship.

23. I have received a letter  
from Mr. Yonge of Sandy Point with  
reference to a cheque of mine dated  
18<sup>th</sup> June favouring W. Rudd, which  
appears to have been dishonoured and  
noted. I see that it was duly advised  
on 19<sup>th</sup> June, and the circumstance  
is in every way deplorable, for it means  
pain to our credit in Sandy Point,  
unless it can be explained and set  
straight. Many orders have been given  
to men leaving here for Sandy Point,  
and it will be a serious thing to have  
their validity suspected. I enclose a  
copy of Mr. Yonge's letter with my reply,  
and hope that you will at once remit  
him the amount with expenses.

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24. I am sorry to have again  
to complain about the newspapers, but  
their arrival for the last few months has  
been most irregular. I received by Luxor  
those of May 14<sup>th</sup>, 16<sup>th</sup> to 20<sup>th</sup>; then 24<sup>th</sup> & 28<sup>th</sup>.  
The latter being the last, although the same  
boat brought dates of June 4<sup>th</sup>. I was  
of 6<sup>th</sup> & 7<sup>th</sup> last mail, were entirely missing,  
and this mail they start from 23<sup>rd</sup> July,  
instead of 11<sup>th</sup>. If there is anything un-  
usually interesting going on I am as likely  
as not to get the advertisement sheet only,  
and then again the middle part of the  
paper only turns up. Evidently the fault  
lies in the office, for the newspapers' papers  
come most regularly, and I think it must  
be attributed to the Illustrated News and  
a little paper called Agriculturist, of no  
earthly value to anyone here, being tied  
up with the Times. If your office is un-  
equal to the strain of despatching the papers  
from the first say with haste: I shall be most  
happy to order them on my own account, but  
it seems a little absurd. I am, Sir,

Yours obedient servant

W. G. L. ...  
Manager.

Enclosures.

Dupl<sup>s</sup> N<sup>o</sup> 445  
 .. Jnl + Cash Book July  
 .. Indent, Statement  
 .. letter to Coleman  
 .. Notes on "Selambria's" cargo  
 of 13/2 Selambria  
 2 Meat Company's accounts  
 Particulars of Frozen Mutton  
 2<sup>nd</sup> ea N<sup>os</sup> 885.6.7 890/1  
 Plan showing Sub<sup>r</sup> lot 14  
 Havilatis Acct & draft £ 1,813.5.6  
 Copy Schlottfeldt's authority to draw  
 Particulars Goose Green Skins 1886/7  
 do do do for Havilatis  
 Extracts from Armstrong & McCalls  
 letters re fencing  
 Company's Buildings  
 Remarks on do  
 Numbers off fencing wire  
 Stanley Jnl + Cash Book Aug<sup>t</sup>  
 .. Cash vouchers  
 Shipping Report  
 2 Statements  
 Costello's letter  
 1<sup>st</sup> ea for £ 22.7 6  
 Coal Account  
 Copy Young's letter  
 do Cheque protested  
 Remarks on Indent  
 Indent

447.  
Lbs.

477  

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13<sup>th</sup> October, 7.

Sir,

I have received a letter from Mr. Holmsted complaining of the large deduction for tare and draft on his wool for Columbia last March. I have shown him that it is strictly according to the sale catalogue, and I assume that the tare includes the weight of the hoop iron as well as of the bagging, which he says does not weigh 12 lbs. There is an idea probably a mistaken one, that the hoops are struck off before the tare is taken. As I am unacquainted with the custom of the trade in this matter will you be good enough to explain it; and, if you have them, send me the original landing weights of this particular lot, so that I can show Mr. Holmsted that he is not being taken in in any way?

2. Referring to my last about coaling steamers, your despatch 626-19 shows that in 1883 the New Zealand Shipping

H. Colman Esq.

Secretary,  
London.

No. entertained

10. entertained the idea of calling  
at Stanley.

3. I have examined the  
Hornet's average statement, which will  
be useful in case of another accident.  
Was that there would be a further  
claim if the contractor retained the old  
metal; has this been ascertained?

There has been, it seems to me, an  
oversight in putting Humphreys's 5%  
commission on disbursements, which  
would undoubtedly form part of the  
claim. The Hornet's account, dated  
3rd Dec. 1886, was \$3915.99, included  
in Humphreys's general account of the  
same date. The amount of claims in  
the Monte Video account is stated at  
£474. 2. 1, <sup>in full</sup> i.e. £191. 5. 7, and £282. 16. 6  
after deducting one third. As we paid  
5% on this, £23. 14. 1 should have  
been added to the claims. I see that we  
paid for board and lodging of the crew;  
but as this was incurred because it was  
impossible to live on board while she  
was hove down on her side, should not  
the amount be paid by the Underwriters?



4. Some years ago you sent me vols. 1 & 2 of *Illustrations, Notes & Queries*; since when four more volumes have, I see, been published. They contain most interesting and useful information on all shipping matters, and I shall be much obliged if you will send them out for the use of the office.

5. R. Moore has been here to execute his Power of Attorney, and has asked me to forward it to you.

6. I am concerned to find that you have sent no lime or cement by the *Fris*; although I asked for it as ballast for the *Cl. Thomson*, in case of her being chartered. I could not specify the exact quantity, because I did not know how much it would take to ballast her; but taking a sack of lime at 4 cwt. and of cement at 3 cwt., 100 of the former and 50 of the latter would have given 24½ tons, there are about the usual quantities, and 50 barrels more would not have mattered. The vessel was not chartered, but it did not occur to me that you would assume that I should ask for anything I did not want, and I am

rather awkwardly placed, for lime is getting scarce, and of cement I have a minus quantity, having borrowed six barrels from the Governor under a promise to return them when the 'Fiji' arrives. This I shall have to order now from No. paraiso. I really hope that it will at last be seen, once for all that sailing ships must be used for one class of goods only, those that will not pay steamer freight, and that if the space occupied by provisions and fire goods had been filled with lime, cement, or even bricks, it would have been more advantageous in every way. The provisions and other goods should have been here in August; fortunately for us some of them were shut out or left behind and are still likely to arrive before the 'Fiji', burdened only with the additional cost of a fruitless railway journey to Spinnery.

7. Referring to the controversy about the dishonoured cheques, which a matter of deep concern to me, affecting, as it does, the Company's credit here, which hitherto has not stood second to that of the Bank

the Bank of England. I have to suggest  
that you might send me a new form of  
cheque, similar to those on the Stanley  
office, in place of the little ones at  
present in use. These cheques are  
principally used in paying off shepherds  
and others who are leaving the Islands, and  
to a small extent in making little payments  
in England too small for a bill; they do  
not amount to more than 50 or 60 in the  
year. I cannot suppose that there is a  
desire in the London office to bring the  
Company into discredit, and I hope that  
steps will have been already taken to clear  
this very awkward matter up.

8. Mr. Bridges has been here  
in the Shepherds for medical assistance  
on his way to Heppel Island, and wanted  
to get a cargo of sheep partly on credit, which  
I was obliged to refuse. He is very sanguine  
about his prospects at Downeast; but,  
from what I can see, is much hampered  
and hindered by his Captain, who is  
stated to be a staunch blue ribbon man,  
much addicted to the use of strong water  
when he gets a chance.

9. Since writing part I I have received another letter from Mr. Holmstedt, in which he says that a year's weight of his unshorn wool in scales was 11. 2. 5 more than the landing weight; although it was in good condition. When wool is baled immediately, my experience is that it always gains on the way home, but whether keeping it stacked until the end of the season and then baling it affects the weight or not, I am unable to say. As an instance of our usual gain take  $\text{WC}$  200 bales, season 1855/6, which scaled at Walker Creek 1603. .. 25 and grossed in London 1626. .. 9, a gain of 22. 3. 12, or more than 8% for bales.

10. I think it not unlikely that several of the West Falkland farmers will be inclined to adopt the system of having their goods bought on commission for them by the Company on the same terms as

arranged with Townsends & Spearings,  
which you will find detailed in their  
circular letter of 3<sup>rd</sup> July, 1886, of which  
you sent me a copy. The Directors in  
dec. 677 - agreed to this, and it ap-  
pears to me the only way of retaining  
business outside Stanley at all. For  
a long time, when the farmers were working  
in a small way with very limited means,  
advanced money for their current  
expenses, and they drew all their stores  
from us. It was all very well while  
it lasted to supply them at prices  
fully 75% on cost in London; but we  
can hardly wonder at their making  
other arrangements more favourable to  
themselves now that they are in a position  
to do so. There are Townsends & Spearings  
who offer to do a commission business,  
and to a large extent have, so far, un-  
deniably cut us local people out. If  
it pays them to do this, with no attendant  
advantages whatever, must it not pay  
us equally well or better, when ~~sufficiently~~

by the additional business of having  
 being to the Store for supplies from  
 outside the London area, and by  
 the West Falmouth mail contract,  
 which would come in as a useful  
 help to any schooner that had  
 trade enough to keep her running  
 there pretty constantly? Even if  
 you cannot charter direct to the  
 West and back conveniently, you can  
 get a ship on a round voyage for  
 about 20% or 25% per ton each way,  
 and between these rates and 40% there  
 is an ample margin to pay local  
 freight. The West people by cutting  
 themselves off from Stanley have  
 ruined their mail service, and I  
 have no opportunity of pointing out  
 to them the disadvantages of their  
 isolation. I am confident that if  
 the communication could be im-  
 proved in the way I have suggested  
 they would see the desirability of giving  
 us the preference over Townsend & Spensing,  
 and that would

and that would be the first step  
towards kicking those interlopers out  
of the islands altogether. I enclose  
copy of correspondence with Mr. E. Baillon  
on this subject.

11. 17<sup>th</sup> Oct. The *Idis* are  
shard in Port Williams on Saturday  
night the 15<sup>th</sup>, and came into harbor  
yesterday morning. Passengers all  
well, and despatch 692 received.

12. Par. 3. This Meat Co. is  
a heart breaking affair, and with every  
desire for their success I cannot see what  
they can do but wind up. From what  
I have written you must see clearly that  
sheep can only be shipped at one season,  
it is madness to think of two. The sheep  
must be in condition either in summer or  
winter, and there must be two ranges for  
the *Columbia* in the year. When making  
their promises the Western farmers seem  
to have been playing a sort of poker; if  
one man promised 1000 sheep, his neighbor  
thought it due to himself to go 500 better.  
And so the game went on, until time

showed how hollow their pretences were.  
 I do not believe that the West Co.  
 can get a cargo on the terms now  
 offered. Most farmers must kill  
 3 or 4 sheep to supply them, and  
 they will get the value from fleece,  
 when they have room to keep those  
 sheep for 3 or 4 years more. I do not  
 wish to say a word about the sale of  
 sheep by the justice, as it would  
 be presumptuous on my part to  
 criticize any action they may choose to  
 take in the matter; but it is my  
 duty to say that were I a private  
 individual I would not accept less  
 than 4. as long as I had room to  
 keep the sheep to grow wool. And  
 as I have £500 in the Co. from which  
 I do not expect to get 500 shillings,  
 and the agency will not be unprofit-  
 able, if they can raise the means to  
 pay me, my remarks have at least  
 the merit of being disinterested.  
 My telegram about the 3500 sheep  
 would probably be understood, but



Lucas explains that having shipped  
363 from Saunders, my intention was  
to make up 3500 in all. but it was  
subsequently frustrated for the reason  
explained.

13. Par. 4. There are more  
orders for fencing that I cannot supply.  
I refer you to my late remarks on the  
subject, and I suggest the shipment of  
15 tons wire, with the proper proportion of  
pitch pine awingers, straining brackets,  
and binding wire, so that we can go on  
fencing Lapua in February, directly  
after shearing is over.

14. Par. 8 + 20. I have settled  
the coaling business with Mr. Schlotfeldt  
this morning. He came here with a  
letter from Mr. Stande, copy enclosed,  
laying down the Thomas limit at 25¢.  
I remarked that this letter was in  
English for my personal, and as he did  
not deny the soft impeachment, I think  
I was not far wrong in regarding the  
query that his German instructions gave  
him a little more latitude. so after  
reading to him a number of papers

correspondence with the Fremont Co.  
 as Schoups' prices, and showing  
 him the Charter party of the 'Fri'; I  
 said that Mr. Sturde had only stipu-  
 lated for 1000 bales, but that I would  
 advance to 1200 if he would meet me  
 half way on the coal, and give 27/6.  
 This he accepted without any more  
 trouble, and the enclosed correspondence  
 finishes the matter. The 'Fri' is  
 given up, all flirtation with other  
 lines abandoned, and on your behalf  
 I have promised a complete "resiste-  
 gatis unovis." It therefore only  
 remains for me to telegraph: "Howard  
 'Pavulus Storcitura Bales'; i.e.  
 Coal arranged at 27/6. 1200 bales.  
 I am bearing in mind that even if  
 the Siberian comes I shall collect  
 enough wool to fill her.

15. Part 11. It is questionable  
 whether it is worth while insuring the  
 Hornet at such a high rate.

16. Part 13. The newspaper  
 reports about the State of Scotia are  
 much exaggerated.

17. Part 15. Signs for houses shall be sent.

18. Part 19. Although not expressed in my letter to Mr. Staines I will certainly supply ~~no~~ <sup>no</sup> coal to any opposition line of steamers: this is quite fair as you say; but for Admiralty I would substitute men of war, as we might have another American in. I have no answer yet from Capt. Kennedy, who is at Rio. As regards the dispute about the Luas coal, I see that the Pacific mail left Lisbon on 27<sup>th</sup> April, and afforded an opportunity of communicating with Valparaiso and the West Coast, in time to warn Capt. Gunder, so if this was <sup>not</sup> done it was <sup>not</sup> our fault. Still, it would probably have prevented the Luas from coming here at all, so, in consideration of the fairly favourable arrangement now made, there is room for compromise. I trust that you will send me the full number of plays asked for, as they will enable me to <sup>try</sup> experiments by means of flighters in the matter of rapid cooling, with an eye to the furnace.

19. I am sorry that you have not sent the tramway iron asked for per Dundee in June, as I could have laid it down the South Burn before this season for shipping wool begins. I am also a little disappointed at not receiving the great Britain's arrival, as the wind in the spring so often goes all round the compass, and renders attention to her chains troublesome and expensive.

20. I received your letter of 12th Sept. from Dartmouth referring to Wilson's bond. I am sorry that he was not found before, for he has now agreed to sell the bond to Walker for what it cost him, £62, and he repudiates any responsibility for his son's transactions with Mr. Dixon. I have offered to give Walker £20 on his bargain, but he prefers waiting.

21. This is the second steamer that has refused to receive cargo at North Shields, and it is most incon-

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vessels, as we depend upon getting  
supplies of maize from there, for which  
there is always a steady demand.  
Mr. Humphrey tells me that the little  
schooner *Nellida* is going to be sold,  
and will probably go very cheap. I  
hardly suppose she will realize as high  
as £120, but I am getting him that  
he may go to that sum. I have also  
mentioned here that I may have a  
parcel from Montevideo before long, and  
am promised cargo enough to fill her  
up at 30% per ton, and as she will probably  
fetch £180 or £200 here, if not more, I  
cannot lose. Should anything come of  
it, I shall have the Captain & crew  
available as a part crew for the *Queen*,  
if a trustworthy man can be found,  
and during the season shall fill her up  
and send her home.

22. I am now able to calculate  
pretty nearly that, after allowing 3% loss  
on 3350 tons, and about 30 tons for firing  
the engines, the *Great Britain's* account  
will show a profit of £2500.

23. We are getting to the bottom of the Great Britain, and there appear to be tanks on the keelson that may be intended for water ballast. Can you find out whether there is any pipe or other arrangement for filling them from the sea, and whether she is considered safe to stand without ballast? I propose having the main hold emptied and cleared out for wool, which will be very convenient.

24. I fear that I may have misled you, by citing, if not by actually reporting the non-arrival of a case of tape rules for Staines July 1886, no 931. I find that it duly arrived, was charged to Plant in September '86, and ~~has~~ the tools have been included in the inventory in the Blacksmith's shop. I asked you why a duplicate set came, and it was only yesterday in asking for an explanation of your account that I found out about it. Mr. S. has bought the duplicate set, and I suppose you will refund the

money claimed for the special steam  
in error.

25. I see that there is no part  
in sending old by draught gear houses.  
but I do not quite understand the des-  
cription given in Tyler's credit note - the  
first one I think belonged to them, and  
was the cracked one for which they sent  
us a new cylinder gratis; I also sent for  
O.C. for an old cylinder and rams  
which were useless, and a brand new  
ram, which was sent out for Seton when  
I had only asked for a cylinder, and  
I thought that, if they had sent the ram  
by mistake, they should return for its  
full value. Will you look into this?  
At the same time, what did they charge  
for the last cylinder which came to replace  
one that leaked through a flaw, when on  
the first occasion they replaced their  
defective rams for nothing?

26. I am leaving for the  
Camp in a few days. I am, Sir,

Yours obedient servant

Edw. J. P. O. C.

Manager.

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Enclosures.

Dupl. N<sup>o</sup> 445

Copy letter to Lloyds omitted last month

Dupl. l<sup>o</sup> Buildings

• Remarks on 5<sup>o</sup>

• Goose Green Skins 1866/7

• Grt Cash Book Aug<sup>r</sup>

• Indent & Notes on 5<sup>o</sup>

• Statement & Coal Acct

Grt. Cash Book & Vouchers - Sept<sup>r</sup>

Ledger Balances Sept<sup>r</sup>

Munro's Power of Attorney

Remarks on Great Britain's acct

1<sup>o</sup> ex N<sup>o</sup> 897 for £ 700

2<sup>o</sup> . . . 892. 896.

Bailon to Cobb & Reply

Shipping Report

Statement

Stonewick's letters 18 Jan & 13 July

Stauder's . . . 4 Sep re coal

Cobb to Schlomfeldt (2) & Reply

Indent

letter to F. L. Humphreys 18 Oct



Stanley,

15<sup>th</sup>. November. 1887.

Sir, I have the honour to enclose a testimonial sent to me by Mr. C. Hileson of New Island with reference to the crew of the Belgian barque "Cauca". Mr. Hileson is under the impression that I am Belgian Consul, and asks me to have the testimonial published; but, as I resigned the appointment several years ago, I think that my best course is to request you to place the document in the hands of His Excellency the Governor.

I have the honour to be,

Sir,

your most obedient servant.

Wm. Hobbs.

The Hon<sup>ble</sup>

The Acting Colonial Secretary.

to to to.

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 Setos.  $\frac{495}{542}$  19<sup>th</sup> Nov. 7.

Sir,

Since the date of my last despatch the *Tri* has arrived, and left in ballast for Barbados, having discharged her cargo in very good order.

2. Under our Charter parties vessels are invariably free of address commissions, an arrangement which has always appeared to me generous on our part. In conversation with Captain Hancock of the *Tri* it transpired that, in consideration of our Bakers chartering her free of address commissions, the owners had allowed them  $3\frac{1}{4}\%$  on the gross freight. I do not possess any knowledge of Shipbroking, and I have probably discovered a man's nest; still it seems to me that the Bakers are pocketing an

J. Coleman Esq.

Secretary.

London.

Extra  $3\frac{1}{2}\%$  themselves as a reward  
 for doing their clients out of a  
 commission on the freight. Or,  
 do they hand it over to your office  
 or divide it with you, in which case  
 should it not be applied to reducing  
 the freight? And again, as our Ad-  
 dress commission is usually  $2\frac{1}{2}\%$   
 why do the owners pay  $10\%$  for the  
 privilege of having it waived? A  
 copy of Messrs. G. & A. Berg's letter is  
 enclosed.

3. In settling Dr. Dali's  
 first half year's subscriptions, Mr.  
 Costello objected to pay on the ground  
 that he was told in London that a  
 medical man was provided; i.e. free  
 attendance given. He did not persist  
 in his objection, and barely mentions  
 the circumstance in order to show that  
 you should be careful to make it  
 known that there is a medical fee of  
 $\pounds 2.4s.$  for a married man, and  $\pounds 1.11s.$   
 for a single one established, the payment

of which entitled our men to free medi-  
cal attendance for a year. The Doctor  
tells me that our people subscribe to a  
man, which is satisfactory. It would be  
more so if the Minister were equally  
well supported; but I hear that he has  
not a single subscriber, and the men seem  
to have an objection, equally, to backing their  
religion with cash, and to attending his  
services. One Sunday when I was at  
Diamin lately W. Dale was the only one  
at Church outside the Minister's family,  
and it is really becoming questionable  
whether it is worth the Company's while  
spending money <sup>on</sup> and giving allowances  
to an Agent that is so poorly supported.

4. I am sorry that the draft on  
Sancti Loi ship was conceded, after  
the Director had approved of my collecting  
it. In allowing the reduction to 6/6  
for last voyage you stand alone, for all the  
rest had already drawn at 4/1, and it is  
not in reason to suppose that they would  
refund. If you have taken 6/6 for the  
Sancti Loi ship, you can hardly have

considered that I bought them to sell at 8/1, so that this reduction must without doubt cause a loss on the account.

5. I left for Durwin on the 23<sup>rd</sup> ult. arriving there next day, and after spending the week there and at Goolgoolah I went on to Southport on the 31<sup>st</sup>. On 1<sup>st</sup> Nov. I walked round the paddocks and inspected the place generally, and on the 2<sup>nd</sup>. I rode to Driftwood to see the new fence that is being run from Barrow Harbour to the south coast for the stud flock. The work was getting on very well, and will be completed before shearing. What is called the Driftwood run, is the part enclosed by the South Harbour and Adventure Sound fences, is some of the very best poor land, and will get hold a good many more sheep than we have on it. I called at South Hill house, near the fence, and at Castle point on my return.

On the 3<sup>rd</sup> Nov. rode past the fort  
 West from house, and back again. On  
 the 4<sup>th</sup> returned to the river, striking  
 for the very centre of Haponia, and pas-  
 sing up by the chain of 5 ponds that  
 have been spoken of as convenient for  
 fencing. The whole of the centre camp  
 is well grassed, and it will hold a number  
 of sheep when stocked. The ground is  
 soft, and no doubt swampy in winter,  
 but at the present time there is no diffi-  
 culty in riding over any part. The line  
 taken on the way up left. Maniquita on  
 the left and Oqueta immediately on the  
 right. The chart of the islands is incor-  
 rect as regards the interior, and it would  
 almost answer our purpose to have a sur-  
 vey tenting in Haponia for a whole sum-  
 mer, in order to give us a correct estimate  
 of our fields. Certainly the smaller  
 subdivisions laid out on the chart seem  
 very much larger in reality than the  
 lines drawn appear to make them.

On the 6<sup>th</sup> inst. I rode to Port Lomas  
to look at the new fence for the second  
stud flock, which runs from the  
head of Newhaven and into the Port  
Lomas and Bodie Creek fence about  
a mile from the Port Lomas end.

This is a very fine rich piece of grass,  
and the line of fencing has been very  
quickly put up, as the ground was  
found soft enough to drive the iron  
standards of Fittin's fence. It is a  
very rightly fence indeed, and quite  
satisfactory, as long as nothing runs  
against it; but it has already proved  
itself to be very inefficient against  
cattle. But if I cannot speak in  
terms of unqualified praise as regards  
the fence, I can say that the split pine  
supplies for fastening on the droppers  
are quite the neatest and best things  
of the kind I have seen yet, and should  
at once supersede the use of binding  
wire in fixing on wooden droppers.

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On the 7<sup>th</sup> I went to Walker Creek in  
the Flora, and on the 8<sup>th</sup> rode over to  
Seal Cove to see the line laid out for  
the new fence, about three miles in length,  
running from Seal Cove to a little bay  
on the south side. Here the disadvantage  
of the new fencing is very manifest, for  
the ground from the Seal Cove end is solid  
blue rock, and every post hole has to be  
quarried with pick and crowbar, the dis-  
tance between each being 10 ft. instead  
of 60. Naturally the work is going on  
very slowly. After calling at the house  
I rode over to Selma Creek, and thence  
back to Lindarponi. On the 9<sup>th</sup> I returned  
to Darwin by way of Miller's Creek and  
Bodie Creek, and taking the 10<sup>th</sup> for a  
final look round, left for Stanley at  
4.50 a.m. on the 11<sup>th</sup> arriving at 2.51 p.m.,  
having had rather to hurry in consequence  
of reports that reached us about the  
Salimran, a vessel belonging to Williams  
& Milligan's, consigned to the Company.



6. I was struck with the great damage that peat smoke does to galvanised iron from one end of the camp to another. Whenever the smoke is blown by the prevailing wind there rust is seen, and ~~unless~~ I have them all painted with oxide of iron every roof will go to ruin.

7. I heard from Samuel Rae a statement that is too good to be true. I sold him last year 1149 lb. wool at 8. p. lb., which he took home and sent to some manufacturers. They returned him 112 1/2 yds. Cheviot Tweed cloth, charging him 24. a yard, so that he cost him under 2/11 a yard, and he was offered by the manufacturers 6/ a yard for it. If that is so, why not spin or weave our wool before we sell it? The manufacturers are A. Cowan & Son, Maxwelltown, Dumfries.

8. When D. Dale was in Stanley the Governor made him Justice for the district outside Stanley, and

He accepted the appointment assuming  
 that it had been proposed to me in the  
 first instance. As it happened, the first  
 request was at Salvador, about 40 miles  
 from Darwin, and it was only then  
 I heard of the appointment. I did not  
 consider that to give the Government the  
 right to call D. Dale away from his own  
 patients was at all what the Directors wish,  
 or what I think that he should resign the  
 entire ownership leaving it to him to  
 be disappointed among our own  
 people. He went, and I agree with him,  
 that it was hardly fair of the Government  
 either to him or to me to have misled him,  
 expressed his intention of being loyal to the  
 Company in all respects, and shew up the  
 whole thing, in which I feel sure that the  
 Board will say he acted wisely. Really  
 enough the Government has never mentioned  
 the subject to us.

9. Darwin settlement not having  
 been painted for 8 years the wood work  
 of the houses is becoming bare, and I am

giving them all a new coat. The paint has run short, and I have had an extra quantity put on the indent. I wish to point out especially that it must be the same - rather peculiar - stone colour as per Tri, that paint being much yellower than any we have had before.

10. I have ridden several hundred miles and seen many hundred sheep, but not a single scabby one.

11. I want some protection for the men in the way of shelter when fencing. If nothing better is to be had will you send one of Edgington's knitting tents, as before, by return mail, for use after shearing? I have seen small houses on wheels advertised, and again that can be carted in pieces or sections and set up, either of which if not too heavy might do. A shelter near at hand will often save a pulling, and in squally weather the men will leave the house in the morning when there is

such a place to run to, when otherwise they would starve in all day.

12. The *Seta* arrived last night, 21<sup>st</sup> Nov., bringing your despatches by <sup>694</sup>5.

13. Par. 3. I am sure that the *Metapedia* will be late, and keep our waters hanging on hand after they should be killed. I don't think that the *Met C.* will ever make proper working arrangements, and they will be simply crazy to try for two shipments a year. When they wind up it will perhaps be practicable for people here to charter a refrigerating steamer for themselves from time to time, that is to say, when there is a certainty of getting a good cargo, and suitable arrangements can doubtless be made for getting in business.

14. Par. 5. Messrs. *Wentworth & Co.* write us:—"Capt. Gundersen has gone to Port Stanley without any instructions from us, and it is a mistake, in which our debt incurred (sic) when he wrote to you on the 13<sup>th</sup> July that we had ordered

"him to call at your post." From which we must infer that the firm sign letters without reading them, that it was a mistake, and that we have no ground to stand upon about the Swazi coals. Still, I hope you will not abandon the cost of wages on the business, even if you cannot compromise at 25% on the present contract price 27/6. Messrs Rudd & Co. have offered 26% for coals to Selumbina. I reply that they are all sold. The Setsi is in a hurry and will not coal, which I rather regret, as it would have enabled me to clear the main hold for wool.

15. P.S. I will now endeavor to find out what Williamson wants for his business. I am obliged to the Board for their consideration in the matter of Mr. Elebury's expenses. Regarding the suggested letter of thanks from her, gratitude made to order is not

wrath much: I understand that Mr. Clabney has freely abused me for some time past, and were I to write for this letter it would probably only have the effect of transferring his wrath from myself to the Board.

No. You will have seen that Mr. M. Deane has informed me to the extent of £50 about the Tokio charter party, still you will admit that charters are made very cheaply in Montevideo. Regarding the fine goods, I think you are mistaken: many of them should have been here in San Francisco in August, so you cannot have confidently expected that they would arrive per Fri before then. I think that I have sufficiently explained my reason for wishing these goods to come regularly and in small quantities, and shown the disadvantage of allowing them to run out: I am curious that you shall also see clearly why the fencing, or at least a part of it should come by steamer

we have done, as mentioned already,  
 the Portomas and Driftwood fences  
 and begin the Seal Cove one before  
 shearing: from 1<sup>st</sup> Dec. to the end of  
 January all hands will be shearing;  
 but directly afterwards, before good  
 open starts, and before I reduce the  
 staff to the winter complement, as  
 many as possible are set to fencing  
 again, and February and March being  
 usually fine, if the materials are not  
 so the apt. we lose a golden opportunity  
 that does not recur for a long period;  
 if then you keep the wine for the  
 Metapedia or send it by a sailing  
 vessel that happens to be long on the  
 road, you lose far more than you would  
 gain by getting freight a little cheaper.

17. Jan 10. W. M. M. M. has  
 just given his minister notice to leave:  
 perhaps therefore it will be un-  
 easy to get his signature.

18. Jan 11. Shall be happy

to send the photo. for Mr. Bouchier;  
 I have run out of copies, but have  
 ordered some more. Mr. Schultz  
 has made a very successful trip  
 through the Company's camp, having  
 visited the three stations, and taken  
 over 100 negatives.

19.695 Pa. 2. I see that you  
 have, as I feared, sold the Saunders  
 Island sheep at 6/6, and the reduction  
 amounts practically to a present from  
 our Company to theirs of £103.144, in  
 which act of generosity we stand alone,  
 for up to the present not one of the farmers  
 will concede the reduction. In short,  
 having camp to stock they cannot be  
 brought to see the advantage of selling  
 a whole carcass for the value of one fleece.  
 The sale of our sheep I have nothing to do  
 with, and I content myself with remark-  
 ing that we have plenty of room in the  
 centre of the farms for this season's pasture  
 lamb, without killing or birking down  
 a single sheep. A copy of my circular to  
 the farmers is enclosed. I see that the



London expenses on the New Zealand  
 mission has been reduced to 400 per  
 cent. This was in an article in the  
Quarterly Times. The opinion here  
 is that the Meat Co. do everything too  
 extravagantly by far, and mismanage  
 the sale, there is certainly much room  
 for economy in the butcher's department.

20. Mr. Costello has again  
 expressed his desire to be relieved as  
 soon as possible; I trust that his  
 successor will give equal satisfaction.  
 I think that any proposal to increase  
 his pay should now be made from  
 your side. In answer to the remark  
 that he has fewer duties to perform, I  
 think it is evident that having to deal  
 with the officials of the Meat Co. it is  
 more important that our man should  
 be a man of sufficient tact, position,  
 and address to keep things working  
 smoothly, than if he had only our own  
 labourers to reckon with.

21. Par. 4. I will have a  
 careful plan and estimate made of

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 The proposed Boarding house made,  
 and report what can be done before I take  
 any steps in the matter.

22. Par. 6. I will refer to your  
 letter about the 130 casks Tallow, but  
 I am nearly sure that the number on  
 B<sup>11</sup> was correct; you are aware that there  
 was other tallow shipped at Fort Howard.  
 My despatch for Columbia explained the  
 short shipment of sheep. Missus Harrison  
 never worked for us, and I doubt having  
 room for Maxwell; there are several  
 growing ladies ready to step into shepherd's  
 places as they leave.

23. I hear from Mr. Humphrey  
 that Mr. Velleda will fetch more than  
 my limit, and I am telling him not to  
 touch her. I could have sold her without  
 doubt for £200, and it would have been  
 a good thing to get supplies by her from  
 Monte Video; now Mr. Humphrey talks  
 of chartering a vessel on his own account.

24. The purchaser of a cask of bottles  
 sent complains of finding a bottle labelled

"Samples two bottles." Are not the  
 Customs developing an unusual spirit?

25. The new Blacksmith is  
 doing very well indeed; he wants to  
 make a crane for lifting heavy iron  
<sup>work</sup> ~~work~~ in and out of the fire, and has  
 mentioned a screw that he says will  
 be understood, this is done in the  
 incident.

26. The Tubic repair  
 will be heavy. probably £2000 or  
 more; you will probably maintain  
 the usual charge of  $7\frac{1}{2}$  commission  
 and interest, which Capt. Pitt thinks  
 too high, though we never pay it on  
 this side. Swiss Tethered Tubic  
 Williamson Liverpool.

27. It is singular what a  
 change has taken place in ship repairs  
 the last twenty years; when I first  
 came it was almost confined to caulking  
 and light work in which the one  
 Blacksmith took a subordinate part,  
 and kept pace with the Carpenters;

was the work is enormously heavy, and the Blacksmith working with these strikers from 6 a.m. to 9 p.m. is left hopelessly behind, and as soon as one of the four men who have been on the Bidston Hill for months is discharged Sunday have to get him, although he will get double the pay and perhaps do half the work of four regular men. It will be seen, therefore, that any thing in the way of labour saving appliances is most desirable.

28. My wife & children are going home in January, and I get Mr. Schlöfeldt to write to Vesperaires to secure cabins. Captain Seaman always did so for people looking through; but in this case I am informed that they will charge £120 per cabin, which I certainly refuse to pay. There is a growing feeling that the steamers are a doubtful advantage, even the Government had to give second class in 1886.

29. Regarding heavy cutting stone I feel in a great difficulty; this

Bidston Hill has so surrounded the  
 place of span, that we actually could  
 not supply a ship to span, and we  
 have had to use the Italian  
 one. A ship coming in now would  
 actually have to wait, and it is im-  
 peratively necessary that we should  
 get supplies without delay. Until  
 this mail arrived Schmitt could  
 make up sufficient for a small  
 vessel with a timber port. but, as you  
 will be shipping for Dossie Whitaker,  
 what is to be done? I have been  
 carefully and gumbly through  
 Biggs's list. but I see that the  
 span an actually necessary, then, to  
 go through other items, we are running  
 short of bricks, lime, cement,  
 Blacksmith's coal, we must have  
 hay for St George, we could do with  
 1000 to 1500 larch fencing posts,  
 10000 pitch pine 2 1/2" droppers,  
 there is some extra good raised,

so with these goods could you not purchase  
in a joint charter with Mr. Deane? A  
failing that, you might, as the case is  
desperate, send by a sailing vessel half  
the goods intended for by mail, the other  
half we must risk being sufficient  
to carry on with; though you will be  
entitled to say that I am departing from  
the principles laid down; circumstances,  
however, alter cases. My time is very  
limited, and I am obliged to write in an  
unusual hurry, as the ship is making  
a very short stay; but I hope I have  
expressed what I meant. With a timber  
port I suppose you could get the opium into  
a vessel of 250 tons? I mean of putting  
up there ~~as~~ always hay, palings, fencing  
wire, bottled beer, and such things to <sup>be</sup> ~~be~~  
<sup>resorted to</sup> if you might even add up to 50 tons house  
coal to fill up the stock.

30. Is there any special advantage  
in shipping flour primarily over Newcastle  
or a more northern port, sufficient to warrant  
your supplying Yorkshire coal instead of

Walleand? I am sorry to say that  
 the Fri: soul burns so fiercely, that  
 I estimate my own consumption at  
 6 tons per annum more than it has  
 hitherto been.

31. We have had a protracted  
 spring, with continual frosts and  
 dry weather which has kept the grass  
 back and caused great poverty among  
 sheep, consequently many lambs have  
 died from want of sufficient nourish-  
 ment: and a very poor return is ex-  
 pected.

32. I regret to say that Mr  
 Gendron has had to leave in consequence  
 of a letter he wrote me containing a  
 gross libel on Mr Lees at North Hill,  
 giving him a copy of the part relating  
 to her. Lees proceeding against him  
 by criminal information, and on being  
 found guilty Gendron was fined £50,  
 but not imprisoned. I enclose a copy of  
 the letter, which is a curiosity in its way:  
 I do not believe the charges are true.

33. Mr. M. Dewar tells me that his father bought the Follie Whittaker for £1100, she was offered to Mr. G. Dewar for £1500.

34. The Thairist is in trouble again, having sprung a leak through grounding on a gravel bank at Darwin. I am going to heave her out of water as far possible, and can only hope that the mischief is not in the hull. It is a great nuisance coming at this time.

35. The yacht "Spongers" belonging to Captain J. C. Dewar is here on her way to the Straits, and is likely to remain a couple of months, as the Master has been dismissed, and a new one is to be telegraphed for.

36. I am shipping the last tallow made when the Selenia was at Spontpens, thinking it rather due to the Messrs Co. that I should do so, as they have brought me soap from Valparaiso at 40/ this time.

37. Respecting my going to England I can certainly make all the arrangements for our own work to enable me



to get away in the autumn as usual,  
 the Metapedia may slip the way,  
 but I am not disposed to lose the  
 best time of the year in England to  
 please the Meat Co., so I must leave  
 the matter open.

3d. On cutting into a spar in  
 Amber & Graph, the foreman found  
 and brought me a huge sham knot  
 which utterly ruined it for making a  
 yard. On turning up the invoice  
 it was found to come from Arnold,  
 who has the credit of supplying more  
 bad wood than all the rest of the  
 timber merchants together. It would  
 pay I think if you got an expert to  
 select the new spar. I am sure  
 you the knot in a panel; it was a  
 neatly performed trick.

Dear Sir,

Your obedient servant,

Chas. Fox.

Manager

Enclosures.

Dupl. No 447 and letter 18 Oct.  
 . Indent.  
 " J<sup>r</sup> & Cash Book - Sep  
 . Balances  
 . Statements  
 Camp Wages 30 Sept.  
 Stanley J<sup>r</sup>, Cash Book & Vouchers Oct.  
 Copy letter re "Fris" commission  
 16 Post cards  
 Indent No 69  
 Circular to Farmers  
 Shipping Report  
 Statement  
 Particulars of Tallow  
 Copy Glendon's letter  
 Hawkins's letter re Cordage  
 Remarks on Stores re J<sup>r</sup> & Fri

Welland Islands Co.

Stanley, 26<sup>th</sup> Apr. 1887.

Sir,

In compliance with the wish expressed in your letter of this day's date, I will come on board on Monday next at 11 p.m., if convenient to you.

I have the honour to be,

Sir,

Your obedient servant,

Edw. J. Jones  
Manager.

Captain R. J. Fortescue, R.N.

H. M. S. Swallow.

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639 Italian Consulate,  
Post-Office, 9<sup>th</sup> December, 1887.

Sir, I have the honour to acknowledge the receipt of Your Excellency's letter of 27<sup>th</sup> July last, (series G. G. 2. 73454) informing me that through Your Excellency's intervention the Ministry of Marine has been induced to overlook the expenditure irregularly incurred by me in the matter of the Italian Banque Liguria S.

For the interest taken in this affair I beg most respectfully to tender Your Excellency my best thanks,

as also  
 Sir Excellency  
 The Minister of Foreign Affairs,  
 Rome.

as also for the flattering manner  
in which you do me the honour  
of attending to my unworthy  
services as Laureat. Under  
the circumstances, while I am  
not less sensible than before  
of my inability to perform those  
services in the way I should wish,

I feel bound to accede to your  
Excellency's request that I should  
withdraw my resignation, and I  
shall therefore continue to the  
best of my ability, though under  
the disadvantages previously  
detailed, to attend to the duties  
of the Laureate.

I have the honour to be,

Sir,

Your Excellency's most obedient,  
humble servant,

Wm. Pitt.

Laureat.

447.  
Cobnes.

514  
544

19<sup>th</sup> Dec 7.

Sir,

Since my last I have received your letter of 5<sup>th</sup> Inst. for Mardo, to which I now reply in anticipation of his arrival of this steamer.

2. The alacrity with which the Messrs Co. have acted upon my telegram leads me to think that I might have squeezed another half crown out of them; it is a great gain to them to be able to avoid calling at a Chilean port, as it saves quarantine in Peru and Central America.

3. As to fencing, I hope that I am near to unreasonable as to complain of delays that are unavoidable, and in this case the wire is the principal thing. Droppers I have at present plenty of, and the straining pots you speak of I do not ask for at all. Our standards consist

F. Coleman, Esq.  
Secretary,  
London.

of a Straits post: price one shilling,  
and six straining brackets,  $1/8$ "  
each, or eleven shillings for the whole  
thing complete: if you are sending  
iron ones they are probably far more  
costly and less easy to carry. I see  
on looking again that you do not say  
straining pillars, but this must be  
what you mean, for you can never be  
sending iron posts for the whole force  
in the face of my statement that I have  
plenty of posts. I see that in 4446-56  
I gave you a clear specification of  
what I wanted for mine, and if you  
will stick to that, and avoid sending  
things I do not ask for, you will never  
hear a complaint from me.

4. Your remark that in Decr  
and Feb. all are engaged. I hope this  
is a slip of the pen for December  
and January. Refer you to page 3 of  
my despatch 437 on the details of Camp  
work, which is barely half a year old,  
and cannot be forgotten so soon. The  
"clipping is timed to be finished in the  
"next week in January. It will save

442  
some confusion if you can manage to  
remember the dates of the various  
operations. Of course, if shipping were  
to last until the end of February, I  
should quite agree with you as to the  
impossibility of making the fencing before  
March.

5. I am sorry that the copy of  
my letter to George was not forwarded in  
the despatch, it is now enclosed, and you  
will see that I mentioned your absence in  
the country.

6. Regarding newspapers, I  
repeat that the weekly bundles sometimes  
contain five papers only, thus the Times  
of Saturday 24<sup>th</sup> and of Monday the 26<sup>th</sup> Sept.  
was missing, although the two weekly  
bundles arrived; Sept 12<sup>th</sup> 6. 17<sup>th</sup> were  
missing altogether, also four out of six  
numbers of the Illustrated, this is a pity  
for the Camp people to whom they <sup>are</sup> sent.  
The papers ~~now~~ posted in August arrived  
with unusual regularity. I shall not trouble  
you with further complaints; but shall permit  
myself to report the dates of any packets  
that may be missing in future.



7. I had already made a note that you could not increase the length and depth of a vessel, and at the same time keep down her tonnage; but on comparing what you say with the tonnage and dimensions of Anderson's vessels in the Universal Register, I can only reconcile the discrepancies by assuming that there is much difference there, as in England, between Builders' & wet measurements. For instance your vessel 85' x 25' x 9' 6" is to be 131 tons. These are the particulars of his vessels:-

	Tons	Length	Breadth	Depth
Rougeletta	119	82.4	24.0	10.1
Clifford	132	88.0	25.0	10.1
May	143	90.5	23.4	10.5
Edul	162	90.2	24.9	10.1

I have shown this to Mr. Lanchester, and he agrees with me that the <sup>Clifford's</sup> ~~Rougeletta's~~ dimensions are the most suitable for us. Certainly with the disappearance of steam, and the probable revival of the coasting trade, an increase rather than a decrease of

tonnage would appear the most natural thing. It would be a pity to buy a vessel, and then find her too small; after all, if you do pay the same amount it will be less than you have given up to the present time for much less useful vessels. Another like the 10 ft. depth, as giving more hold in going to windward.

8. I conferred with Mr. Schlotfeldt. the possibility of getting letters on via Panama, and we decided that they could not anticipate this mail.

9. Referring to your 694-12. the sheepskins for Argona were taken off by the Meat Co's butchers, so that the boasted superiority of their flaying is without foundation.

10. I should mention in connection with the claim for detention of Torres and Acha conceded by the Board, that the latter was not detained, as she remained here a day after the caulking was completed.

11. It seems to me that you are paying very heavy premiums for fire insurance. Take policy 25979; at rates

charged here by National Commercial Union, it would be £1000 for  
 Stores @ 10% = £5, Maritime Store  
 £800 @ 30% = £12, leaving the  
 enormous charge of £26.8.3 for £1000  
 in the hulk. On policy 25760 you  
 insure £2000 on Stores @ 20%. I shall  
 be happy to do it at 10%, and I shall  
 make 10% on the transaction. You  
 insure the Great Britain's coal @ 60%  
 and the vessel at 50%, the only fire  
 used on board is in the boiler room on  
 deck: is not this premium excessive?

12. Chalpus arrived on the  
 4<sup>th</sup> inst., and brought the original of  
 your despatch 693.

13. It would be useless to say  
 much about the sale of the Great Britain's  
 gear, as the mischief is done, and it is  
 a wholesome warning for the future.  
 But it is a little hard to see chains  
 rather going for 1/3 per cent, when they  
 could at least have made good ballast  
 for the schooners, and 233 blocks of

842  
all sizes for 10¢. The 1st, when I could  
have sold some of them for 5 or 10  
times that sum each, had I known the  
Bidston Hill was coming in. It is almost  
a pity they were not sent back. I thought  
it a good thing to get all the stuff turned  
into money. But I will never try such a  
thing again. Meager has treated me badly  
about the slipshoes and rowlocks; the  
former were sent out of an entirely in-  
suitable size, quite unworkable, and  
probably only shipped to get rid of them  
at 46/10<sup>d</sup> per pair; and the latter just the  
same, large enough for a large, not boat's  
rowlocks at all, at 1/4 each; for there too  
is good enough to return 1/4 per pair, when  
he should take them back at cost price  
and apologise for troubling me with such  
rubbish. The Company has never been  
fairly dealt with by that man, and still  
you stick to him. I am no account of  
the Warpi' boilers, which Miller's Trupp  
thought they could work into another boat;  
and allow me a good price for when she  
next one was ordered.

14 I enclose a copy of a letter from Captain Kennedy on the subject of coals. I had no difficulty whatever in arranging to supply H.M.'s ships at 37/6 while the Great Britains' stock lasts, and afterwards the Admiralty will renew the contract at 50/ if the Company will take it. On this point I declined to answer at present, saying that I had been wigged for making the fact one, and must therefore refer to head-quarters. I observed that the cost at which coal had hitherto been laid down here left little margin, and that the contract did not seem to lead to other business, as I had hoped it would. If we could be general contractors for the Navy it would be different, that is to say if we supplied fresh provisions; but that has been for some years in Dean's hands. Still there is no reason why we should not buy fresh beef from Captain Fache just as Dean does, and there is nothing else against us but our out-of-the-way position.

There is still to be considered in decision whether to accept the contract or not; & consequences of our sales and great Risk and the departure of the *Stanes*, *De* has been under no temptation to improve steam coal. and, if we hold the Navy contract, will he think the off chance of getting to stray foreigners good enough to induce him to lay in a stock? If not, hold the market, and in such cases we command our own price. In these positions I have only to add that I have told Capt. Fortescue that I leave the question entirely in your hands, and that you probably communicate with the Admiralty. You will of course not pledge us to have terms than are contained in the contract sent you in despatch 364 of Sept. 15<sup>th</sup>.

15. The quantity of tallow sold by the *Columbia* was correct; only 129 casks were made, and of these nos. 101 and 152 were kept back to be recovered.

16. When the *Black Hawk* was home in 1877 the cost of her repairs was added to her book value, which rose from

£1970 to £3392.18.6. I mention this  
 as an argument in favour of spending  
 in the same way with the cost of repairs  
 to Buildings, instead of changing it to  
Profit Loss.

17. As far as the prospects of  
 getting even one cargo for the Metapedia  
 on the reduced terms are not very bright,  
 though I am doing what I can. The  
 actual promises outside our own  
 amount to 5500 sheep, and I have  
 nothing decisive as yet from Waldron,  
Birch, Stichney, Baines, Comeros,  
 and a few others. But the promises  
 are all accompanied by a proviso that  
 the shipment must be made in March,  
 April, or May, and I suspect that it is  
 the sheerest folly to attempt to run  
 two cargoes in the year. The fact is  
 that, had the late price been kept up,  
 there would have been no difficulty in  
 fitting the Columbia once at the proper  
 season, and if the charter of the  
Metapedia means that they are going  
 to try for 40,000 in two shipments

500  
The Meat Co's Board must be in a  
state bordering on lunacy. In our own  
case, we should have come up to 75 lbs per  
sheep at the right season, and a very  
simple piece of arithmetic is sufficient  
to show that we lost over the two shipments  
£370.

18. I am mentioning to the  
Meat Co. that there is far too much  
private trading going on on board their  
vessel, and that, by allowing this, they  
are injuring the interests of the very people  
whose support they require and whom it is  
to their advantage to conciliate. Not only  
trading but smuggling appears to have  
taken place last voyage, and this will be  
guarded against next <sup>time</sup> ~~voyage~~ much to the  
disadvantage of the ship.

19. I am glad to report the Thorn  
all right: it appeared on heaving her down  
that her hull had got a twist which loosened  
the caulking in the garboard strake; this  
has been set up again, and she is tight.

20. The Victoria has left, after  
advertising for £9500, procured on Bottoming  
the Company's supplies to her exceeded £800.



a very small proportion of the enormous sum. It is necessary to be cautious in speaking to outsiders of such affairs; but I may say to you, unreservedly, that when a Captain comes in here absolutely devoid of the scruples that usually accompany honesty, his business is one that the Company cannot touch.

21. I am sorry to report that Mr. Call is far from well: he caught a bad cold in the Spring, and was led by his natural activity to neglect it, in consequence of which one of his lungs has been a little affected. Dr. Dale prescribes rest and abstinence from riding, and I have begged him to be careful. After the arrival of the October mail he rode from Stanley through Darwin to Driftwood Point, and thence to Arch. Am. The journey occupying from 7 a.m. one morning to 9 a.m. the next: 24 hours with very short rests, and the night air, fatigue, and exposure, seems to have done the mischief.

22. In forwarding the instructions

From Vrank to Capt. Gunders of the  
Luzon, Swiss only add to my previous  
remarks that the date, 4<sup>th</sup> June, shows  
that they could have been warned from  
Hamburg of the withdrawal of the 20% offer,  
and as general agents in the West Coast  
could have communicated it; also that  
had the Luzon not taken the coal it would  
have left more to be bought at 27/6; my  
suggested compromise at 25% should therefore  
be looked upon as a fair one.

23. Complaints are made to me  
of the quality of the last Edinburgh canvas  
sent out: the sailmaker of the *Talisman*  
says that it is repairing and not making  
canvas, and he will advise it, consequently  
the ship buys what she wants from Deans.  
I have tried to sell Whitham's, but no one  
will look at it. This is the more strange, as  
the first supply from the Edinburgh  
Koperi Co. was considered good, and if,  
having shown customs, they are palming  
off a lower quality upon us it is a little  
too bad. I have ascertained that Deans  
buys canvas from Hinchley, and if you  
do so in future, and take care to have

the same quality as his, there will be no room for complaint.

24. The small hames returned should be replaced by the kind sent for Columbia Nov. 1886 costing £ 5. 5/., and the size of the mule collars should be 21" instead of 18".

25. The lambing is just a good one. I enclose the first account, which by the end of shearing will be added to by some thousands, and I also forward the Overseers' remarks. The weather is never much to boast of, but this season has been exceptionally bad, as my records tell me. The average mean temperature for Sept: in 9 previous years was  $39^{\circ}.2$ , actually the lowest has now having been  $37^{\circ}.0$  in 1886. This year it was  $35^{\circ}.8$ , or  $3^{\circ}.4$  below the average of the 9 years, and  $1^{\circ}.2$  below the next lowest. There was frost on the ground every night but seven. October was  $0^{\circ}.6$  below the average; but September had the wind chief, for the grass was stripped by the frosts. The ewes were consequently

21 255  
poor and short of milk, the lambs being  
then deprived of nourishment died in  
numbers. From all parts I hear the same  
story: you cannot fight against the elements.  
Fortunately the prospects of the ship are  
promising.

26. The Suliman's bowsprit being  
beyond repair and a new iron one not obtain-  
able, I have been able to put the great  
Britain's foremast to a new use, by cutting  
off enough to make, according to the  
present fashion, a bowsprit and jibboom  
in one. It will make an excellent job,  
and I am charging £50 for it, which is  
not an exorbitant price, and at the same  
time better for us than 1/6 per cent.

27. The Monitor took 180 tons coal,  
and an account is enclosed showing a  
present stock of 1043 tons.

28. I enclose copy of an extract  
from Mr. Bailloni's letter about doing this  
work, following some correspondence  
previously forwarded. Mr. B. Bailloni  
has completed the purchase of Mr. Bailloni's

half share of the Bay, and the place  
 will be handed over on 1<sup>st</sup> Feb. when  
 both Railton will leave, Stikney being  
 the working partner of the new firm. I  
 can now put into shape the outline of the  
 new business I propose to create, details  
 of course remains to be filled in. Mr  
 Buckworth is willing to take it up, and  
 refers his Uncle to you. We buy on  
 commission the year's supplies indicated  
 for by Holmsted & Blake, Bourne,  
 Bitter Stikney, Packer Brothers and  
 probably Stikney Brothers, other people  
 will no doubt join in. We either take  
 up a sailing vessel or bring these goods  
 out in the Metapetia, and deliver them  
 by means of some new schooners, trip after  
 trip until finished. The West people are  
 driven to despair over their mail service,  
 and have decided to offer enough to  
 make the subsidy up to £450. The  
 Fair Rosamond is in the field, but she  
 has poor accommodation, the Orissa  
 will probably offer, but if we are

in the field we shall get the preference, as no confidence is felt in the Owners' punctuality. With this subsidy, and with cheap freights out, we can run goods and produce on Lancashire's terms, cutting the ground from under their feet. As to time of despatch of vessels, and whether they can be chartered also to go to one or more ports on the West or not, these are details that can be subsequently discussed: if the Directors agree to the principle that will do for the present:

29. I have Mr. Postle in Stanley now, and he is endeavouring to get the Works into working order again, but he gives me a very poor account of the boilers. I can not anticipate his report; which I have desired him to make in writing; but I may say that if it is as bad as he has said, it would be waste of money to attempt to keep this boat up as a launch. With the best of boilers she can never get up to 4 knots without straining everything to pieces, and she wanting money as well as <sup>also,</sup> ~~condemned~~ to save further trouble.

We have to revert to the ancient  
 system of boarding ships in an open  
 gig: and while the Lacey is able to  
 run we are simply out of it altogether,  
 for no Captain will think of coming up  
 in an open pulling boat ~~while~~ when  
 he can avail himself of steam; this is  
 a statement that almost goes without  
 saying, but it is fully confirmed by the  
 events of the last few weeks. The driver  
 of the Lacey has now more patched up  
 his boiler, and, unless he goes hurriedly  
 aloft some day, will make his run  
 until the new one comes out. To add  
 to other drawbacks, you have never  
 sent the spare tubes for the beam asked  
 for in my despatch 424 - 3 of October  
 1886, although the expenses for putting  
 them in was duly forwarded last January.  
 Four tubes are now stopped, and others  
 are going. If you will refer to Mr. Cole's  
 letter to you of 15<sup>th</sup> Dec 1886 you will  
 see that the tubes should have been  
 sent.

30. A little trouble devoted to  
adding lower shipping agencies would,  
I think, bear good fruit; nothing has been  
done in this way to any extent for upwards  
of 4 years, and in that time some firms  
have disappeared while others have risen  
and become important. There are so many  
influences, especially underhand ones, at  
work against us, that a few more good  
agencies would prove of value. There seems  
to be no reason why you should not apply  
to the principal shipowners whose vessels  
trade round the Horn, for it must be  
remembered that one good hauler will  
repay a lot of trouble, and that we have  
just ~~now~~ in the *Caliman*, which would  
most assuredly have gone to Deans had  
we not been agents for Williamson & Melville.  
Among other names worth getting are  
Geo. Smith & Sons of Glasgow, whose City of  
Amoy was with us some years ago, and  
whose Captain, Swan, seems to have their  
City of *Pelladria*; J. K. de Wolf & Sons, owners



of the *Stormalund*; *Brown* and  
*Watson*, owners of the *San Brown*,  
*R. W. Heyman* & Co., managing owners of  
 the *Great Britain*; *J. Perry* & Co., owners  
 of the *Star of Scotia*, to whom Captain  
 we were able to show some attention  
 last July; *Peter Sedalston*, whose  
*Cumbrian* has just been here, and who  
 have a number of ships round the Horn;  
*H. & S. Richardson*, whose *Ocean Queen*  
 is now here with coals heeled - we  
 have *Richardson Bros.*, are they connected?  
*Timon Anderson* & Co. of the *Elder Line*;  
*Thomas M. Timon* with over 20 years  
 ago when he was at *Anderson Anderson*  
 & Co., and I held *Mr. Elder's* power of  
 attorney here for some years in connection  
 with the late *Mr. Williams*; and  
*Thomas Law* & Co., owners of the *Sub*  
*Perthshire*. To these I might add  
*C. H. Bowring* & Co. of *Liverpool*, and  
 suggest that perhaps *Mr. Robinson* might  
 obtain some influential names for us.  
 I suggested some time ago issuing

282  
a new card of a simpler description than  
the present one, which bears a falsehood on  
the face of it: we do not contract for repairs  
upon the most reasonable terms, and I have  
frequently to explain to shipmasters why  
we cannot contract for repairs except on  
the most exorbitant terms.

31. In the case of a draft upon  
owners for ship's disbursements being given  
as well as a Bottoming Bond, is it correct  
to say that the bond is collateral security  
for the draft or the draft for the bond? And  
must the bond be executed and dated  
before the draft? Is the premium on the  
bond, in case of repairs, chargeable to the  
Underwriters in general or particular average?  
In such a case is there anything to prevent  
collusion between the owners and the people  
who take the bond? I am sorry to trouble  
you with these questions, but I have no  
book that treats of them, and I am  
somewhat curious on the subject, having  
the greatest suspicion that all is not square  
about the Bidston Hill.

32. 27<sup>th</sup> Dec. Gen. Turner arrived this morning with your despatch by 6.

33. Par. 5. Of course the trade round the Horn never mentioning about a lighthouse, ships and cargoes being as a rule insured, but that it is a question affecting Underwriters there can be no doubt, and so I have thought it right to bring it again under the notice of Lloyd's.

34. Jan. 7<sup>th</sup> 18. Fetter's posts are not strong enough to be put in patches apart than the distances they are intended for. I am sorry to see that you actually have forwarded 700 standards, notwithstanding my clear statement that I have a large number of posts, not only in the despatch quoted in par. 3 above, but also in the statement of 19<sup>th</sup> April. You have sent 300 straining brackets. Enough to make 50 strainers, or 10 miles on fairly even ground, so I

400  
papers that are draining papers  
are shipped: if not 300 more baskets  
should be here by next Spring. I have  
carefully considered this question, and  
I adhere to the plan of the fencing now  
now put up as being in every way con-  
venient. Our present ones are in several  
respects an advance on the first ones we  
erected, and the only improvement I can  
suggest is in the fixing of the droppers, as  
I have pointed out. You mention No. 6  
binding wire, which I take to be No. 16.  
Our people are not types now at fencing,  
and their work leaves nothing to be ashamed  
of. I am however always ready to receive  
any suggestions for improvement, though  
I should like to be able to talk them over  
here before they are acted upon. I think  
that the Director will agree with my  
protesting against getting men from  
the State, when I remind them that it  
is this very work that enables us to  
utilize the labours of the entire man I am  
obliged to secure some months before  
shearing. I fear that the wire has not  
arrived; well, that will be a great disadvantage.

back and loss, for February, the  
best month in the year will be wasted;  
but I cannot help it.

35. Par. 8. I see that the idea  
of ~~making~~ making this a working part  
must be abandoned; but there was  
no harm in making enquiries. The  
prices of coal have been 20/ to  
the Home Office, and 30/ to Dean and  
others; you will find that these agree  
with the Council entries.

36. Par. 10. The arrangements  
about water analysis were strictly in  
the hands of ~~the~~ ~~Government~~ ~~Agents~~, and I only mentioned the matter  
in conformity with my practice of  
informing you of everything that goes  
on. The Government Balance Sheet  
for last year has not been printed.

37. Par. 11. In reference to your  
letter to Mr. Spang, I apprehend that  
the person who presented Spang's Bank's  
cheque only followed the usual course  
of business in leaving it undeposited for  
non-payment; and not necessarily

"to favor some poor friend of his." and  
although, as you rightly say, we have an  
absolutely unblemished character, I think  
you miss the point I wished to lay stress  
on, i.e. that if our visitors have a doubt cast  
upon them, even in such a bright place  
as Sandy Point, it will make matters very  
awkward for persons going there from  
here who have money to take with them. We  
cannot give them gold, and she looks on  
silver as common.

38. Part 3. I fear that if  
prompt action is not taken now, what she  
~~she~~, Dr. and Dr. and between them  
will put us out altogether. Certainly the  
Dr. are doing the right thing in their  
own interest, and between them work together  
we should be able to show Mr. Dr. and  
to the door. What I wish for is that  
we may be as long in carrying out the  
propositions made that we think may  
be tired of waiting. I will go home via  
Nova Scotia if the Director like. I am  
going to commission the ship for  
carrying some of our own wool, but for  
the best work she is useless.

39. Part 4. The mistake about telegrams you will have seen was rectified, these charges have hitherto been passed to the West Co's account here, and I had no intimation that they would be settled in London. Mr. Humphrey's account had not been sent, as I could not know the exchange at which he drew, and placed it by way of precaution at the highest rate usually current. The 6000 or more sheep shall be supplied, as desired by the Board, and whether I am here or not. I shall leave the question of freezing first or last at Goolgans to be decided to suit our own work, which I fear may be our more impeded and interfered with.

40. Part 5. The Isis and Uarda took 387 tons and the Soliman takes 100 or more tomorrow, thus we shall have parted with 500, and the other Steamers will probably take more than Mr. Davies anticipates, besides which the Navy should be good for 150 to 200 more.

1700  
Page 16

41. I am very sorry that the bill and draft for Cape Sparrows were not advised, all payments paid memor. on accounts are entered from time to time on a slate, and copies as to the statements; Mr. Langdon does not know how these were passed over. William Reed is at Sandy Point, and you must give Galloway no credit whatever, unless you wish to lose the money. Thomas Afford, whom you kindly assisted at Dartmouth, has not repaid a farthing yet.

42. Page 19. Early in August you received my request for 200 yards trans rails to enable the North Am wood to be shipped in better condition. A month was too short a time to enable this heavy order to be executed for this; but I have had the sleepers laid, and expected to send the rails by the next week, when they go for the first cargo of wood. It is a little trying to find that, in order to cover a few shillings per ton on this insignificant quantity, the rails have been shipped by Orisco, and so nearly timed to be laid down after the season's work is over.



There must be some hideous mistake about the Great Britain's ~~price~~ <sup>price</sup>, costing £ 52.5.8; the four received from Wood for S. L. L. in 1865 cost £ 34. 11. 6 or £ 8. 12. 10 each, being at 6 p. lb., when iron was dearer than now. At that rate the ~~price~~ <sup>price</sup> must weigh nearly a ton, and be a perfect monstrosity.

43. Unless the Director have a very strong desire on the subject, I am by no means inclined to wait here until they or some one to visit the convenience of the West C. I can make all arrangements and lay down a programme for them; but I am doubtful about their getting a cargo at 6/6, and fully expect to hear that the whole thing is abandoned. As to putting down all sheep, do the Board wish for wool or tallow? We must part with the Weather Creek western, but I think you can keep those on the North New ground & open a few longer without inconvenience.

44. How long are we to be  
 pestered with new ships? When those in  
 use prove to be inefficient, there, in my  
 opinion, is the time to look for others. If  
 these good people would send their names  
 to some of the scabby farmers on the coast—  
 it would be more to the purpose.

45. I send you for the private  
 information of yourself and the Director  
 a summary of a speech lately made at  
 the Legislative Council, which I wish out  
 for the minutes; but I beg that you will  
 not go to the Colonial Office about it. Send  
 the Ordinance passed on that occasion, and  
 have to explain that I thought it necessary  
 for the interests of the Colony to attack the  
 system of expenditures, and insist, for the  
 necessity of having the opinion of the Council  
 concerted more in the future than has been  
 the case hitherto. If you touch it,  
 for, as a member of the Executive Council, I  
 am afterwards, if any of that Council had  
 said half as much, he would have been  
 promptly jumped upon by the Governor. As  
 it was, the old gentleman took it very meekly,  
 and it has not in the least disturbed our  
 amicable relations. What I intend to insist

upon, and to follow up, is the duty of  
 the Government to spend more of the  
 Colonial money in the Colony.

46. Mr. Cameron tells me  
 that an objection was raised to his  
 drawing money from the London  
 office on the ground that instructions  
 had not been received from us. On  
 the 20th April I wrote you that he had  
 a large credit, and that you could  
 say ~~of~~ ~~advice~~ what money he required  
 when in England. I added that I  
 was endeavouring to detach him  
 from Townsend, and I try to point  
 out that it is only by showing the  
 greatest civility to people and giving  
 them every facility and attention in  
 the way of business that we can  
 hope to gain clients. I would further  
 suggest that any doubt as to accounts  
 can be solved by a reference to the  
 Island Ledger, which is posted in  
 your office from our journal entries.

47. I enclose a copy of Mr. Castello's report on the boiler, and he asks me to call your attention to the fact that the stay tubes and stays as shown seemed according to the specification.

48. I have spoken to him also remaining, and offered to advance him about 5000 francs, but he says that his difficulty is that his wife will not come out; and he finds it impossible at his age to live alone at a place like Lyons.

It is most unfortunate, but the Directors will hardly expect to get much more out of a man detained against his will in a place that does not suit him, and the only chance of keeping him lies in whatever power of persuasion you are able to bring <sup>to bear</sup> upon Mr. Castello. I telegraph, as requested. Tour obedient servant.

I am Sir,

Yours obedient servant

Wm. G. Brown

Manager.

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## Enclosures

Dupl. N<sup>o</sup> 448

- Remarks on Stores
- Tallow weights, Statement
- Indent, Cobb to Coleman
- Dr & Cash Book Lett

Copy Cost of Coal

~~Granger's~~ letter & Verwerke's Reply

Stanley Dr & Cash Book Nov<sup>r</sup> & Vouchers

Insurance Tariff

Copy of letter to Souge

Coal Account

Cobb to Coleman 25 Nov<sup>r</sup>

First lambing account

Copy Capt. Kennedy's letter re Coal

Extract from G. Baillon's letter

Report from Overseers re lambing

Receipt for "Mardai" Coal 180 tons  
O/S "Setos"

Shipping Report

Indent.

2. Statements

Cobb's notes on Council Meeting

Ordinance N<sup>o</sup> 4 1887.

Dickie's letter

Costello's report on "Waspi"

450.  
Linos.542  

---

58131<sup>st</sup>. Dec.

7.

Sir,

This steamer has put in for about 200 tons coal, and enables me to send duplicates, and to add a few lines to my last despatch.

2. I received an acknowledgment for 100 tons of coal to the Colonies, which I sent in an envelope, under cover to Mr. Humphrey. The coaling is not likely to finish before midnight, so I shall ask Mr. Schlöflet to forward the receipt to you.

3. I have spent much time over the account sales of sheepskins, and regret to say that I find it impossible satisfactorily to adjust them here. There is no doubt that the accounts have been cooked - please understand that I do not use the word in an offensive sense, because every skin has been used

J. Coleman, Esq.

Secretary.

London.

counted for - they have been  
 adapted to an incorrect Bill  
 of Lading, which gave some of the  
 marks wrong, although the total  
 number of bales was rightly entered.  
 To take one instance; B 26 bales  
 and S ~~26~~ bales were actually shipped  
 but the Bill of Lading gave 25 and  
 10 respectively, and the scales fol-  
 lowed the Bill of Lading, although  
 the numbers actually delivered  
 must have been as they were made  
 at Goodgreen. The errors began on  
 this side, and of course they should  
 not have happened; but the fact is  
 that the cargo was shipped day and  
 night, and after dark by the light  
 of lanterns, so a few mistakes were  
 sure to be committed, and there was  
 no time before the sailing of the  
 steamer to correct them, although I  
 warned you in my remarks on the  
 cargo that there would be errors to  
 adjust. On balances there appears

872  
is nearly 16000 skins to be a deficiency  
of 191, but as you sent incorrect  
accounts of those for skin (Nov '86)  
that is, you gave Malmsted and Blake  
one more and Felton one less skins  
were shipped, and again, Felton's one  
bale for Columbia in March is not  
accounted for at all, having evidently  
gone in with our own, T, of which  
you sent accounts for 62 bales against 61  
shipped, this deficiency is probably  
accounted for. The only satisfactory  
was out of this is for you to get fresh  
accounts made out and rendered from  
the London office in the usual form,  
according to the summary sent for Colum-  
bia heretofore, the detailed account and  
explanations by following mail, and  
the rest is now enclosed. Had the  
original summary ~~been~~ followed at first,  
all would have been right; at the same  
time I have to express my regret when any  
error on this side should be the cause of  
giving you ~~any~~ trouble. A future



steps shall be taken to prevent anything of the kind recurring. At the end of the year I am obliged to send the accounts round, with an intimation that there will be errors to be adjusted.

3. In further reference to the cheque question, it seems to me that in the event of your absence at any time there is nothing to prevent a repetition of this unpleasant incident; I therefore venture to suggest two courses, either of which would obviate the difficulty: the Directors might give me permission to sign cheques on the Bank for amounts not exceeding £ —, but if this is objectionable, as I quite think it would be, you might send me forms of bills on your office at three days sight.

4. If Mr Lucas takes 200 tons of coal, we shall be reduced to ~~689~~ 749 tons by account; but as

there is no doubt that some coal was  
 used for the ship's purposes after the 26  
 ton part on board for her use was exhausted,  
 and there has been some wastage of course,  
 to be quite safe I must take 5% off the  
 quantity relieved, 2601 tons, say 120  
 tons, reducing us to 619. If the *Trubus*,  
 as is planned, comes next week, and  
 takes a large supply, we shall have to be  
 careful, as a steamer may come for a  
 quantity that cannot be supplied. I  
 would not call at too soon, as they may  
 stop before the time, but directly we are  
 down to 400 tons I will warn Townsend,  
 and if things look serious I will cable  
 the stock to you. The *Swallow* will  
 want about 50 tons, and other ships perhaps  
 100, but that I cannot be sure about.  
 Under the circumstances, perhaps you  
 might approach the Meat Co., we have  
 about 200 tons of tallow in the bins of  
 King which cost them I believe about  
 8s. a ton, and is costing them for storage

if further ~~permitted~~; it has been  
twice handled, and lay for nearly  
~~two months~~ in Dean's bulk with  
few hatches, so cannot be very good;  
but if you could take it over at 10/-  
a ton, or get me permission to use it  
in case of need, I could turn it to  
some account. I have no doubt, in  
the absence of competition.

5. I shall have at least  
600 bales of wool for the Hampshire  
next month, as the Thonet and  
Guerini are both at work picking  
it up. The Thonet has made an  
extraordinary passage to Damin,  
having beaten in the teeth of a fresh  
SW gale from here to Sea Lion Island  
in 17 hours; I wish she were three times  
her size for she carries an immense deal  
of ground annually in proportion to the  
cargo she carries.

6. A bundle of the Times last mail  
contained 4 numbers only Oct. 22/26, Thursday  
Friday, 27<sup>th</sup> & 28<sup>th</sup> being missing. all the rest  
was correct:

I am Sir,

Your obedient servant,  
H. J. G. J. G.  
Manager.

Enclosures

Dupl. N<sup>o</sup> 449

. Indent

. Statement

. Est & Cash Book Nov

.. Lambing

.. Coal ex Great Britain

Particulars of Sheepskins

451

H.M.S. Swallow.

574  
583

9<sup>th</sup> Jan'y 8.

Sir,  
I enclose a receipt for 200  
tons coal to the Luron, which I should  
have sent by that vessel; but she did  
not finish coaling until 4 a.m. on the  
1<sup>st</sup>, and thus left immediately, before  
I had any means of communicating  
with Mr. Selkirk.

2. H.M.S. Flamingo has  
arrived to relieve the Swallow, which  
leaves for Montevideo this afternoon,  
the Ruby is to leave Montevideo on the  
Swallow's arrival, and should be here  
on the 23<sup>rd</sup>, the latter returns here  
from Montevideo on the next with the  
Ruby's mail. Bills for coal to Swallow  
will go separately.

Enclosures.

Dup. despatch 450  
Luron's Coal receipt

I am Sir,

your obedient servant

Wm. P. ...

Manager.

J. Coleman, Esq  
Secretary London.

476  
 599

Stanley,

15<sup>th</sup> January, 1888.

Sir,

In reply to your circular letter of the 2<sup>nd</sup> inst., which I regret having overlooked, I have the honour to inform you that I expect to be absent from the Colony during the greater part of this year: I hope, however, to be able to find time to attend all the meetings of the Board of Health previous to my departure.

I have the honour to be,

Sir,

your most obedient servant,

W. J. Fox.

The Hon<sup>ble</sup>

W. J. Fox,

Acting Colonial Secretary.

L. L. &c.

452.  
Hambyses.

581  
604

23<sup>rd</sup> Dec. 8.

Sir,

The mail arrived late last night with your despatches of 13<sup>th</sup> Dec., w<sup>th</sup> by, and your letters of 25<sup>th</sup> Nov. (through Montevideo) and 13<sup>th</sup> & 17<sup>th</sup> Dec.

2. Par. 6. I quite agree with you about the desirability of chartering a small vessel outwards; but our clients have not yet sent their orders in, and I doubt if they will for this year. I shall endeavour to make definite arrangements with them before I leave, and we can then discuss the best way of carrying the business out. Holmsted & Blake have bought from us this year, but they naturally complain of our high prices in comparison with what they could get their goods at if bought for them on Townsend's proposals. I say

A. Coleman, Esq.  
Secretary, London.

that as long as we supply goods from  
 the store we must have our profit;  
 though I am willing to meet them  
 by reducing prices a little; but if  
 they will send their orders for a year's  
 store we will execute <sup>them</sup> just as the  
 other people do. We shall do  
 business in this way for Holmsted,  
 Bonner, Lively & Speedwell Islands  
 for certain, and I have every reason-  
 able hope of adding Packer, Pat. and  
 Stickney & Baillon to the list; if  
 we can act promptly before other  
 people secure them. Mr. Bernard  
 Stickney buys L. A. Baillon's interest,  
 and I have myself advanced him  
 a portion of the purchase money on  
 mortgage. He writes me that he  
 feels more certain than ever of forming  
 a partnership with us instead of Townsend,  
 and hopes they will; he will be the  
 managing partner. Owing to the



630.  
want of a suitable schooner my hands  
are at present tied, and I have just  
heard that Rowland will get the mail  
contract with the Govt Revenue, which,  
although not very well adapted for pas-  
sengers, is superior to any of our vessels.  
As to charters, those made in Monte Video  
are undeniably the cheapest, and it is  
useful to have a chance terminating the  
London charters upwards: for instance,  
the Gen, although chartered on the round,  
was offered the alternative of coming  
or waiting until April, and has elected  
to take the latter course, in preference  
to seeking elsewhere. In consequence of the  
mine being shut out. I lose at least a  
month of the best weather for the South  
Am. labouring gang after shearing.  
As to Monte Video I send you a copy of  
Mr. Humphrey's explanation, with regard  
to which I can only say that he and the  
Kormor report can hardly ~~be~~ on cordial  
terms, besides which I know that the  
arrivals of all steamers are publicly

posted in several places in the  
 Notes.

3. Par. 7. I want nothing  
 in the way of fencing but wire,  
 straining brackets, pitch pins  
 swingers, and split pins for fasten-  
 ing them on, as mentioned in a late  
 despatch. I want no posts of any  
 kind whatever, either iron or wood.

4. Par. 8. It is satisfactory  
 that the coal agreement is approved of,  
 and that the Lues affair is con-  
 promised. We are really getting  
 on very fast with the coals, the Ho-  
 ming is taking some today, and  
 if I strike off 100 tons for waste,  
 which I shall do before making up  
 the accounts for 1887, we cannot  
 have over 500 tons left. I think if  
 the Hoaming took no more, we  
 should just have a fair stock at the  
 end of this season. While we retain  
 the sale of coal in our hands I  
 would be in no hurry to order more.

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The men of war, under my agreement with  
Captain Salomon, are pledged to take what  
they want from me at 37/6 as long as we  
have any left, as I would receive the  
Meat Co's, if I saw you; the quality will  
not be good, but the ships must take it  
whether they like it or not. Indeed, if  
I am cornered for want of coal during the  
next few months, I shall use it, and  
trust to your having made time.

5. Pan. g. I am not at all  
afraid about the great Britain, with her  
enormous beams she cannot want ballast,  
and should she, contrary to every anticipation,  
get at all tender, she will show it by rolling  
long before there is any danger. If you  
I have no copies left of her photos, but will  
paint some, and as soon as I have had  
her shipped and painted, I will take  
another large view of her outside, with  
the constant coating, it is, at present, im-  
possible to keep her in a respectable  
condition. While on this subject I must  
again refer to the memoire lately received.

to 4000 @ 50%, which is a heavy charge  
on Island administration. Is it otherwise  
a Fair? If fair, the premium is  
enormous: if unavailing, where is the risk?

6. Part 12. Up to last Thurs.  
day the 19<sup>th</sup> inst: there were 371 bales  
made at North Town of which I have  
180 here. By the time the steamer  
gets there I expect there will be 270  
bales in the shed. At Darwin on  
Friday there were 340 bales made, of  
which I have 250 here; the steamer  
should be there on the 27<sup>th</sup> and will  
find 150 bales, which she will clear  
out: and fill up at Weather Creek.  
At this latter place there will probably  
be about 100 bales. I do not know  
how to get an average unless I get  
the Overseers to make a return of the  
greatest and least quantities in their  
sheds during the season. As you  
mention Joe Alagia I must warn you  
that that very plausible individual

is decidedly shipping in money matters, and  
that you should make him no advance for  
which you have no security.

7. Par. 13. Do you think from what  
you have seen that any wool is delivered in  
London in better condition than ours, none  
of which is shipped direct? It is the general  
belief to say that it is knocked about in  
bringing it to Stanley, but it is rather just to  
Tomson's hands to establish a belief in  
that direction. The damage takes place  
at one spot, that is when it is shipped, and  
if that is done from bad jetties in bad  
boats, it is as likely to happen when shipped  
direct as when transhipped a dozen times.

Tomson is fixed with Tomson,  
and so is Greenshield, who in all matters  
is opposite to Tomson. Do not know  
whether there will be any shipments to  
the South this year. There is 6 off the London 5%  
on any sheep to fall sell for as at 8. minimum

8. Par. 14. I am very much  
obliged: really I had almost forgotten that  
I had had a bad leg. The accounts are  
in progress, and will go out next week. Yours

what I can see I shall be much disappointed if the profit made last year is not unusually good. I am sure will certainly be some thousands higher. The Store will exceed £4000, and the coal account will look up well.

9. On ~~the~~ <sup>the</sup> ~~subject~~ <sup>subject</sup>, if the ~~States~~ <sup>States</sup> are willing I am inclined to start ~~the~~ <sup>the</sup> ~~subject~~ <sup>subject</sup> from Adelaide Station direct. I think that after satisfying the ~~Government~~ <sup>Government</sup> and sending off the ~~subject~~ <sup>subject</sup> I ought to have between wool and sheepskins from ourselves, H.B., Bourns, Speedwell, Lively, Bleaker & Great Islands at least 700 bales, which I must carry through if I can at 40/. for which purpose a vessel chartered at about 20/. in Monte Video will I think be the most suitable; but I shall know more later on. Owen has a fine lot of skins by the ~~subject~~ <sup>subject</sup>, so that your anticipation of disappointment in getting any away is unfortunate; but I conclude you are sending

a vessel.

10. Letter of 25<sup>th</sup> 1868. The gate-  
iron would just cost 65 $\frac{1}{2}$  per ton freight: you  
have only paid 45 $\frac{1}{2}$  + 5% the last two steamers,  
+ 10% from London, total 57 $\frac{1}{3}$ . You buy  
it at 611.15 $\frac{1}{2}$  per ton and we sell it at 621,  
so there is a profit even if the freight is high.  
I do not understand the difficulty about  
Luce oil, for on referring to you 649-125  
I see that the Kosmos Co. agreed to carry  
it, and if so, would they not take Safety  
oil even more readily? And if not, how  
is it that brassy cheap oil is allowed to be  
shipped down by their steamers from Monte  
Video without a word of objection?

11. I am much taken at first  
sight with the bridge advertisement, as  
being likely to get over a long standing  
matter difficultly: but I have not had time  
to go into the matter. Our San Luis  
is just as bad at the worst rivers, and  
Mount Pleasant steams too, for the matter  
of that. 12. 17<sup>th</sup> Dec. I have a superabun-  
dant of Tuller's casks, two years' stock I  
should say.

13. You said that calling at Stanley from New Zealand would be a divergence; two steamers have passed this week, one on the 17<sup>th</sup>, and a fourth passed yesterday; Naval officers tell me they sight Cape Pembroke and run up to Her in about six days. The fifth says they always pass on Saturday or Sunday.

14. I shall be obliged if you will send all your supplies to state weights measurements on their invoices, and be careful to state the contents of each separate package. Most of them do; but in taking stock lately, want of precise information has caused me some trouble. You instructed me to charge freight on some cases from Newcastle for Melbourne, but I have no idea of the measurements.

15. In Oldham's invoice of coffee for His it is stated to be duty free. I observe that other supplies quote it



as roasted in bond, and I do not quite  
see the force of being handicapped 2<sup>d</sup>  
p. 16.

16. As the first invoice of Leds.  
being covered there was a trade discount  
of 10%, which has not been deducted  
from subsequent ones.

17. In reporting with regret  
that the Banker's Co's cylinders have gone  
the way of the others, I wish to draw  
the Directors' attention to the letter I have  
put together on this subject. It seems  
to me that if Messrs. Taylor & Co. persist  
in sending us cylinders that crack at  
one spot, they, and not we, should suffer,  
that is that they should continue to ac-  
knowledge the deficiency in their workman-  
ship or the error in their design by re-  
placing the castings gratis, as they did  
on the first occasion. To give you an  
idea of what we lost last year through  
the Horns Co. detaining the cylinders  
at Valparaiso, I may mention that up  
to the present the South Sea sales exceed

an average of 6000, a number never before attained: the press is working splendidly. Life ought almost to compensate us for our loss on Weather Peak this year, instead of charging us for a new casting. It is part of the press in General Feb. 1884, and should be replaced immediately, to allow for all possible delays.

18. Save the Saving Bank Ordinance just passed: the Governor agreed to an amendment. I proposed to leave out the word "small" before savings, as the amount is unlimited. The Secretary of State has asked him whether in order to avoid the risk inseparable from mercantile bills, he could arrange with local merchants to get their agents to buy the Crown Agents' bills on the local Treasury here. I think that as far as I could see Schomburgk want about £3000 a year in each year and above the

22  
bills. I give the Government at times  
for duties and customs, but that I could  
never tell long beforehand when I should  
want the money, and that it suited me  
to take money from Missions and others,  
as I do now when I want it, against  
bills at 30%. The said Trustees agreed  
that we are such an eminently respectable  
Corporation that our bills are above suspicion,  
and I think that you might arrange  
with the Crown Agents to receive them at  
thirty days. It would not cause me  
infinite regret if an action opposed found  
in this way a difficulty in the way of  
making remittances created. I hope the  
Governors that I was sure that the Directors  
would do all they could to assist the  
scheme, which is likely to prove of immense  
benefit to the community.

19. On second thoughts I do not  
send you an extract from Humphreys' letter,  
as he has no doubt already forwarded you  
a copy. I received the telegram from

offices *Costello* increases, but unfortunately, as you will be aware before you receive this, Mr *Costello* will not return, unless you can alter his decision. I have had him in Stanley about a month looking after the *Warp* and other machinery, and I continue to think that I shall never have a more suitable man.

20. I have not been in the Camp since last mail; it is one of the drawbacks inseparable from taking stock & doing the accounts in January that unless I obtain from assisting at taking and working up the stock, which I can hardly do, I am unable to get about as I shall wish during the shearing season. But as soon as I am able to leave I mean to be

At 21. I send a copy of all wool weights received up to date, from which you can pick out the ones that go by *Kambyer*, which I cannot possibly send you, as she will

leave as soon as the last bale is on board.

22. My wife and family go this time, and as the Melipedia is not coming I see my way clear to getting away in a mail or two. I would say March, but there is a long quarantine in about 7 days, and I am inclined to take the Sunday Point route, in fact, a great crowd is about to take place, and there is a talk of making up a party to go through Smyth's channel <sup>up the coast</sup> as far as Lota, joining there a homeward bound Pacific boat.

I am, Sir,

yours obedient servant

Geo. Wood.  
Manager.

Enclosures

Draft: N<sup>o</sup> 451

" Cobb to Coleman 9 Jan

Particulars of Wool & Skins

Indent

Statement

Shipping Report

Notes re Cylinder

Extract from Finlayson's letter 20 Dec

2<sup>nd</sup> ed N<sup>o</sup> 904

Drawing for Flag required

Coal account

Saving Bank Ordinance

Lively Island Wool

Letter for E Boucher from Cobb

582  
642  
Hutchinson Island C<sup>o</sup>.Stanley, 2<sup>nd</sup> February, 1888.

Sir,

I have the honour to acknowledge the receipt of your letter of yesterday's date, informing me that the Cask of Rum deposited by the Company in the Government Bonded Store should have been gauged before being so deposited, and that therefore duty must be paid on the number of gallons mentioned in the Bill of Lading. This decision, unsupported by any clause in the Customs Ordinance, I am unable to accept.

You do not mention how, when, or where this cask should have been gauged. I have always understood that the Government Store was this for the purpose, and I endeavoured to get the contents measured by the Chief Constable, but that officer positively refused to do the Company's Storekeeper that, although he had gauging rods he was never acquainted with their use, and was unable, therefore, to comply with my request:

Hon. H. B. L. Jameson.  
Collector of Customs.  
to to to.

Sigsbee

Signs of leakage were seen on the cask  
 as it was being discharged from the Tonne,  
 and were pointed out at the time to the  
 Chief Constable, who reported the circumstances  
 to you, before the landing from the vessel.  
 Under clause 24 of the Customs Ordinances  
 the duty on the port proved to be lost: should  
 be abated, and the proof required, can only  
 be obtained by gauging or measuring, as  
 to the manner of or time for doing which  
 the Ordinance is silent. As a *reductio ad  
 absurdum*, allow me to point out that were  
 the Company to have imported 10 casks of  
 spirits containing 1000 gallons, all of which  
 had happened to leak out on the voyage, and  
 assuming the fact to have been indicated  
 to the officers of Customs on board, you would  
 still, on the principle you are laying down,  
 claim £500 duty on those empty casks, unless  
 the form of gauging had been gone through  
 by a person, and at a time and place, as to  
 all which the Ordinance gives no information  
 whatever. I cannot, excepting under protest  
 pay duty upon a large quantity of liquor  
 than I have actually received for the use  
 of the



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of the Colony, and I do not believe that it is  
the wish of His Excellency the Governor that I  
should do so. I shall, therefore, be obliged by your  
laying before His Excellency the facts of this  
case, which are somewhat out of the usual course.

Upon the arrival of the *Estimée*, an entry  
was made of all dutiable goods on board, the  
amounts being taken from the invoices, before  
the goods were discharged. As soon as the cargo  
was seen, the signs of leakage were  
as already mentioned, pointed out to the Customs  
Officers on board. While the cargo was being  
discharged, Captain Dewar, owner of the yacht  
*Hyangra*, was informed by His Excellency's  
Private Secretary that some rum, of which he stood  
in need for his vessel, had arrived, and could  
be obtained out of Bond, and, upon the matter  
being referred to me I directed the original entry,  
as far as the rum was concerned, to be cancelled  
and an entry for warehousing to be substituted,  
which was accordingly done. Upon the rum being  
landed it was placed upon a truck, and conveyed  
the same day to the Bonded Store, and after  
the quantity required for export had been drawn  
off, under the inspection of an officer, I directed

to enter

to enter the remainder for local consumption;  
 but in view of the leakage that <sup>evidently</sup> has taken  
 place on board the *St. Louis* I requested that  
 the contents might be gauged, weighed,  
 & actually, to pay only for the quantity actually  
 received. This request you now decline to  
 accede to, and, upon grounds which I feel sure  
 will appear to this ~~Committee~~ wholly insufficient;  
 you demand payment for the whole quantity  
 originally entered, including, of course, the  
 supply out of Bond to the yacht.

As regards that vessel, independently  
 of her sailing under an Admiralty warrant,  
 which entitles her in all ports to the privileges  
 of a vessel of war, I have the honour to enclose  
 a copy of the original correspondence that  
 led to the establishment of the Bonded store  
 just fifteen years ago, and beg to point out  
 that one of its principal objects was to provide  
 facilities for supplying ships with dutiable  
 articles out of Bond. I should very much  
 regret if it became necessary after such a  
 lapse of time to reopen this question.

As to the remainder, an objection to receive  
 duty on the actual quantity, can only be  
 founded on this suspicion that this Company  
 had,

had - if they could, which is absurd -  
 abstracted in broad daylight, on the jetty or  
 the road, a quantity of rum for the purpose  
 of defrauding the revenues, an idea which  
 I hope may be mentioned only to be dismissed.

I am sorry to have insisted at such  
 length on this subject; but, though the case in  
 point is a small one, the principle involved is  
 not; and a precedent once established might  
 be the cause, one day, of serious loss to our ports.  
 I am persuaded, however, that upon this  
 explanation of the circumstances, His Excellency  
 will see that I am not unreasonable in my  
 desire to pay no more than the actual duty,  
 and that he will not sanction your adhering  
 to the demand you have made.

I have the honor to be,

Sir,

your most obedient servant,

Wm. J. Fox.

Manager.

Quorum.

Correspondence between Colonial Office and  
 Falkland Islands Co. 1872-3.

H. M. S. Flannings.

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6th Feb.

8.

Sir,

As this vessel leaves for  
Montevideo tomorrow I am able to  
forward the completed accounts for  
1887, excepting the Stock of Stores,  
which has yet to be copied.

2. On this occasion I believe  
that I am justified in referring to these  
accounts with unqualified satisfaction.  
The profit on Farms account exceeds  
that of the previous year by £6312..4.  
This is mainly due to the improved  
price of wool, but the increase is partly  
attributable to the charges made at  
Lyons, run on the sheep killed there for  
outsiders. The Store profit exceeds  
£5000, while the stock of Stores is the  
lowest since 1881, being £1674..24.3 less  
than last year. The sundry debtors  
are reduced in the year by £2503.7.3

A. Coonan, Esq.

Secretary,  
London.

and now stand at £75247. 5. 6;  
 it will be remembered that at one  
 time they exceeded £22,000. The  
 sundry creditors have increased  
 owing to most of our clients now  
 having balances in our hands.

The Dr<sup>s</sup> of Store have apparently  
 increased, but this amount includes  
 most of the supplies to the Galicians  
 which was still unpaid at the  
 end of the year. The profit on the  
 coal amount is taken after allowing  
 100 tons for waste. Interest and  
 Commission shows a loss, but it  
 is in consequence of a return of the  
 Bottoming premiums on the Loan,  
 and somewhat increased by the short-  
 charge of commission on that overli-  
 account in London. The balance  
 of profit is £26303. 15. 2. 1/2  
 £5810. 6. 5 more than last year,  
 and £5895. 14. 2 per the average

profits of 4 previous years.

3. Shearing is over, and Mr. Call's men are waiting for the fleecing, which they cannot by any possibility get for the next three weeks. Sheepers have yet to be shown; but Darwin and Walker Creek already show an increase on last year's weights.

At Locktown the quantity will be about the same, barely as much. But the extra sheep killed for the Selambien in August will have shortened the account by eight and a half tons. 505 bales pressed at Locktown with the new cylinders have averaged 675 lbs. each, so that last year's 575 bales would have gone into 574, which would have saved, at 30% freight per bale, £ 88.10/-, it cannot therefore be said either that our loss on the Hornet C. was excessive, or the compensation given adequate.

4. The German barque *Dames Mobilianis* has called to land 4000

injured by a fall from aloft. The  
 Ruby arrived yesterday, and stays  
 a week. The Swallow will leave for  
 Monte Video shortly.

5. I have read with great  
 interest an account of an action in  
 New Zealand against a dip proprietor  
 for alleged poisoning of sheep, for the  
 symptoms described are precisely those  
 of the disease prevalent here, and there  
 can be little doubt that it has prevailed  
 itself in New Zealand, though it is not  
 recognized yet. Depend upon it, you shall  
 hear more of this. See the *Contemporary*  
*Times*, 15<sup>th</sup> July last. page 9.

6. The *Times* of 9<sup>th</sup> Dec. ar-  
 rived singly, with ~~several~~ stamps on  
 marks of string showing but none on  
 I searched the papers at the Post Office  
 myself, but the five missing ones were  
 not in the bag: clearly the string must  
 have been broken or cut in London.

I am Sir,

your obedient servant

Wm. Fox  
 Manager.

Enclosures.

Dupl. Statement  
 " Coal acct. Wool Weights  
 " Acct of Sheepskins  
 " Indent  
 " Memo on Cylinder  
 Ltr for Deet.  
 Profit & Loss Statement 31 Dec 87  
 Balance Sheet  
 Genl Stock of Stores  
 North Arm do  
 Camp Balances  
 Consumption Stores  
 2 Statements  
 W<sup>h</sup> rec No 907 for £118. 2. 6  
                   908 .   1873 6. 5  
                   910 .   119. 9. 9  
 Ltr to Col Secretary re Liquor



1852.  
Penderah.

604  
613

609

7<sup>th</sup> Febry

3.

Sir,

Since writing yesterday by  
H.M.S. Flamingo this steamer has  
arrived for wool, of which I am at  
present able to give her about 300 bales,  
though she cannot now very likely come  
in tonight with about 700 tons. I shall  
make the number up to 400 with  
sheepskins, having promised that  
number if the Penderah came. She  
is also to take the bagged wool, about  
150 tons.

2. The Company's clip will  
run to about 1270 bales, and I have  
made a rough calculation of our shint's  
wool at 900 bales. (Deducting 1200  
for the Kermas Co. and about 260 for  
shulgunka from Hill Cove and Shallow  
Bay I shall have 710 bales left,  
which with 190 bales of sheepskins will  
provide 900 for a sailing vessel, this

H. Coleman, Esq.

Secretary,  
London

being the quantity I had looked forward to receiving for the *Ulela-pedia*. Having to ship most of it at cost + 5% through from the port, in competition with Lourenco & Spearings. I cannot send it by *Koemas* at present rates, though I shall offer it to Mr. Schellstedt at 30%. Otherwise my idea is to have a ship here towards the end of May, to carry the tallow ~~and~~ in April as well. I am going to write Mr. Humphrey to enquire about freight.

3. Upon testifying to our people that the Directors were willing to receive money on deposit at 2½%, within a few weeks a sum of £3800 was put in. In the meantime the savings bank has been established, and I wish to know what is to be done. If convenient to finance this rather large amount, should I turn the people over to the Bank, or visit

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upon all whose balances reach £100  
during the same, and so start fair  
in future. An examination of the  
balances due men will assist in deciding  
this point: the greater part of the new  
deposits is included in that account.

4. Upon explanations from  
Mr. Humphreys, I am inclined to think  
that the Tacoma agent was most to  
blame, in not advising him that there  
was room for cargo for Tacoma; and as  
Mr. Humphreys has no wish to give  
up our connections I hope we shall go  
on as before. Still there was no harm  
in giving him a bit of a shake up.

5. I have sent you by book  
post three photographs of the Galician,  
one of which I have marked for the owners.  
It was taken rather on the bow, especially  
to show the new spar, and the bowsprit  
made out of the Great Britain's foreyard.

6. I have had carried forward  
the wages on the foundations, wall, and  
fitting in of the frontage where the new

shed in list, not knowing whether  
 it is to be changed to Land account  
 or Buildings.

Yours, Sir,

Your obedient servant,

Thos. G. Fox.

Manager.

Enclosures.

Dupl. N<sup>o</sup> 453

" Job for Decr.

" Balance Sheet

" Profit & Loss Statement

" Statements

Wool Weights

Cash Book & Vouchers Dec

2<sup>nd</sup> ex N<sup>o</sup> 907, 8. 910.

Capt. Dewar's cheque for £ 34. 0/.

455.

Menes.

609  
630

15th Feb'y

o.

Sir,

In writing for General  
I mentioned that the coal receipt  
would be enclosed in an envelope; but  
if sent it was incorrect, as Mr. Lanchester  
disputed the Chief Engineer's account  
and refused his receipt. Since then  
Mr. Schlottfeldt has counted the bags  
the General did not take, and finds  
Mr. Lanchester's tally correct. The  
enclosed receipt will set matters  
right.

2. I have chartered the  
Guereta to Mr. Dean at £5 per day  
to run wool in for the year, and hope  
to despatch her to London direct with  
wool from Challow Bay and the Cove  
about the end of April. The freight will  
be 40/ + 5%, with which Mr. Lanchester & Blake

A. Coleman Esq.

Secretary.

London.

are

are satisfied.

3. I enclose a statement showing how wool was baled at the three sheds and shipped, from which you can get the information you require about insurance. I may mention that on the 9<sup>th</sup> inst. I had shipped 1023 bales of wool, 983 of our own, a quantity never before approached at so early a date. I have an excellent staff of men this year, and they finished shearing all round before the end of last month; now a number of them are almost literally sitting on their hampers waiting for fencing, which ought to have been here two or three months ago. Meanwhile we are having unusually warm open weather, and the situation is consequently not a little trying. The train sails for South America, as I predicted, arrives there after the last bale has been shipped.

4. I send a correspondence I  
had with the Government, which came to  
nothing, as the Governour gave in, and  
arranged with me verbally to do as I wished.  
The letters explain themselves, and I only  
send them to show the obstruction, we were  
subjected to in all Customs matters. The  
Ordinance makes no provision for the  
supply of ships' stores ~~and~~ as distinguished  
from dutiable merchandises for export,  
and the officials are unacquainted with  
the use of gauging rods, so that in the  
case of a <sup>leaky</sup> cask of rum, part of which I  
wished to see in bond, and pay duty on  
the actual quantity remaining, there was  
a double difficulty. However, the  
supply to the Ayanga was allowed to  
be entered for export, and the balance was  
measured out from one cask to another,  
the quantity of leakage proving to be 7  
gallons, representing 90% duty, had the  
Governour stuck to his colour. I talked  
to him about amending the Ordinance so  
as to provide clearly for the supply of ships'  
stores, and also the establishment of private

landed merchants, as to both which questions he seemed favourably disposed.

5. The money sent in by our men on deposit was amounting to £4000, including £200 more from Filbyson and £175 from James Campbell. Both of them offering us that their amounts may not be invested in Concoils as before, but left with us. This submitted confidence is very gratifying; but may be inconvenient, if manifested to too great a degree.

6. I have to refer to a matter of detail with which I would not trouble you, were it not that an appeal is said to be going home against my decision. It has some under my notice for a long time past that we have been made of the Company's schooner when running to our own places, to send pile upon pile of parcels of all sorts of goods from the opposition stores



in Stanley, representations of which  
 visit the Camp at intervals and look  
 for orders. To such an extent has this  
 increased that on several occasions the  
 Mount has actually carried more goods  
 from outsiders than from our own place,  
 and hitherto all these things have been  
 carried free. Take a liberal view of  
 such matters, believing that every man  
 has a right to do what he likes with his  
 own money; but when it comes to support-  
 ing the opposition I stop short. You  
 may be a family grocer, and you may  
 be possessed of the most benevolent  
 feelings towards your rival in the next  
 street, but you don't send round your  
 cart to carry out his tea and sugar. So  
 from the 1<sup>st</sup> of January I have imposed  
 a charge of 2/6 for package upon all goods  
 carried by us, announcing at the same  
 time that the Company will buy and  
 send out free of charge any goods which  
 he had at Darwin, and this step has  
 had the immediate effect of stopping

the supply from outside altogether.  
 Now it happens that the Rev. Mr. Phillip  
 received by Tolmer a quantity of stores,  
 described as tea, milk, jam, sugar,  
 &c., which were subjected to this charge,  
 as well as the usual one for landing  
 and storing from the steamer, at  
 which I am informed that he is very  
 sore, declares that he will not be  
 put down by me, and that, if his  
 appeal to the Director is unsuccessful,  
 he will inflict five times <sup>in the way of stores</sup> as much as  
 he wants, charter a vessel to Darwin,  
 and sell them there. This is foolish  
 vapouring, and he makes no complaint  
 direct to me, but is on the contrary  
 quite civil, as the enclosed correspondence  
 shows. I have shadowed this regulation  
 last October at Darwin, so no pretence  
 can be made that it is directed at him,  
 and I believe the Director will sup-  
 port me, in case of appeal, by saying  
 that in excepting all boats &c. for

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religious or educational purposes from the  
charge for carrying I am doing all I can  
in necessity. We are, and have been  
for some years, very quiet and peaceful  
in the Camp, but if any would be first hand  
as to have their way against us I cannot  
answer for the consequences.

7. The completed lambing  
return is enclosed, and, as I expected, is  
not as good as might have been wished,  
but under the circumstances it might  
have been much worse. The first shearing  
account is also made up, and shows  
very respectable figures: it is a pity those  
men were killed for the Selkirkians at the  
end of the winter, as they would have brought  
the account well over 130,000. As far as  
I can see, for there is some wool to be  
left, as well as stragglers to be shorn, the  
sheep will run fully 6/6 lb. all round,  
and on the quantity already baled I  
putt. up or down means a loss or gain  
of £ 3500.

8. From your despatches you are evidently under the impression that; failing the Meat Co., we must - down what you call the old sheep, but which are, in reality, prime wethers 3 to 4 years old. There is little or no necessity for this, and I am going to save all I can. There can be no doubt whatever as to the most prudent course to pursue. Suppose I bail down the 5000 wethers intended for the Meat Co. they cannot under the most favourable circumstances net over 3/6 to 2s. each ~~£~~, after paying expenses here and freight and all charges at hand; say 5000 @ 2s. = £1000.

If I keep them and allow the impossible loss of 15%. I get from 6800 of them 54400 lb wool at 7½ = £1700 and, if bailed down next year,

say 6500 at 2s. = 1300  
 £ 3000

or, if taken at the lowest rate for wethers, 6500 @ 2/6 = £2112. 10s.  
 making £3812. 10s. in all, just by

keeping them one season. We are  
fortunately circumstanced in this  
respect. For in consequence of Basin  
Creek being this year turned over to  
Wacker Creek, Fairbairn with whom I  
was speaking last week, can keep all  
his water this season, and the most  
fencing in his own will save the sacrifice  
of those in the North West section. I  
shall boil down, then, the old cut river  
as usual, and such weather as might  
absolutely be put out of the way, the  
number of which will I hope be very few.  
This will give you breathing time to  
arrange, if desirable, for the visit of  
a great steamer in March 1889, when  
we shall be able to half fill her over-  
sides, and, failing that, there will  
be the digester to fall back upon. I  
shall be able, when I am quite certain  
that no great steamer is coming, to  
arrange for a reduction of the staff  
earlier than usual.

9. 17<sup>th</sup> February. The  
 Messrs arrived yesterday evening  
 with your despatch by 3 and ends.  
 Series in order.

10. Par 2. Messrs Langridge's  
 Explanation is same. Humphrey  
 charter for us in Montpelier, and  
 his charter parties provide for an  
 address commission of 2½%. I  
 know that as a matter of course his  
 5% Brokerage is divided with one or  
 more. Langridge charter for us in  
 London, you waive an address com-  
 mission, his Brokerage is divided  
 up as usual, but he plumps on an  
 extra 3¼% on account of the absence  
 of address commission. Suppose  
 you said in future you would an  
 address commission of 2½% in  
 Chalki parties, where would he be,  
 and how would he get his 3¼%?  
 Is it not consistent with common sense  
 to say that that address commission

is borrowed from the pockets of the  
Compt. to that of H. Langridge & Co? On  
reading my account in 1848-2 after  
noticing the undercurrent of displeas-  
ure in this paragraph, I am really sorry to see  
that you have given my words a meaning  
they were never intended to convey, and  
which I hasten to disclaim. When I asked  
whether they handed the commissions  
over to your office or divided it with you,  
that is, putting it in as euphonious a  
manner as I could command on the spur  
of the ~~moment~~, did your office get the  
whole or half - The context would show  
this - you evidently thought I referred to  
you personally. Please understand then,  
in future that when I write 'you' I do  
not mean 'You', Frederick Coleman Esq.,  
but an abstraction, an impersonal entity,  
a figure head, the London office, or any  
thing else you like to call it; that I am  
in the habit of addressing as the medium  
of communication with the Board.

I never dreamt of suggesting that you  
 personally obtained any commissions,  
 but when you say that the office ob-  
 tains none I have only to look at the  
<sup>Profit. These statements</sup>  
 but ~~that~~ <sup>to find a little sum</sup>  
 of £400. 1. 4. standing to your  
 credit; and the Journal entry just  
 received reveals a little matter of 22 1/2%  
 on Luis's Fruit Salt, which you - I beg  
 pardon - the London Office swallowed,  
 and how now had she grace to disgorge.  
 Having written so far, in all good  
 humour, as I hope it will be received,  
 I will content myself with expressing  
 my error that my fees should have  
 so far moved you, or to compel you  
 to do me the honour of attending a  
 second time to what I get on the Virginia  
 I. There are commissions and  
 commissions, but that is to say,  
 and legitimate earnings; of the  
 former I have never received a pin-  
 pen, of the second I have taken and  
 shall continue to take as I can get.



4/ 11. Par. 3. I am glad to see that I have anticipated the wishes of the Board in deciding to save the vessels as much as possible.

12. Par. 4. I have the wire now, but no steamers, as the Orissa is still out. If you will keep me supplied with 1000 wire and steaming baskets you need not trouble about fuel. I have said this before, but I wish to impress it upon you. I wanted the tent by return it would not have taken half an hour to run over to Ladysmith and get one ready made. An account send roofing felt to put outside iron, it will most inevitably catch fire.

13. Par. 6. The Lys brought out some fine spurs for Dean, of all sizes, and I cannot see why a vessel of less size with a timber deck should not carry what we want, say one of 350 to 400 tons, to carry about 900 bales, and yet you would have a difficulty in loading such a large vessel out. You have orders on hand for bricks.

line to present: and you might send  
 extra hay, as you shipped some by  
 Messrs. (which was never intended),  
 coach, both horse and blacksmith,  
 more fencing wire, sorted hay, and  
 you might have received half the  
 100-cash at just receive, but what  
 cannot be helped now. The spare  
 themselves will take up a lot of work  
 in the hold. I suppose there is not  
 much use in writing on the subject, as  
 you will have chartered before I receive  
 this. But what I advise, I think, and  
 should still say is, take up as small a  
 vessel as can be got to carry the spare  
 and charter her out only, best she be of  
 convenient size for the cargo of produce  
 collected here.

14. Parq. The post cards you  
 have been advising about.

15. Parq. Remittance to be  
 in coach against payment of one bill,  
 being actually in possession? You will

of course insist upon our hire for health  
hire. I shall not deliver until it is  
paid. What is to be done about the  
Lamb & Jones, the scows, the trolleys, &c?  
I want one trolley at least for each town.  
they are very good ones, the Jones is a  
poor thing and almost valueless. I am  
losing personally over this Company con-  
tract, but if I get paid for the agency it  
will amount to having done a lot of work  
and endured some loathsome company for  
very little recompense - This however is only  
interesting to myself.

16. I am embarrassed by the  
receipt of 63 Skyfawks, which you kindly  
suggest I may have to keep for several  
days - why, I have no schooner going  
to Darwin for a month. If it could have  
been broken to me beforehand, arrange-  
ments might have been made; but  
the sudden receipt of 63 birds is of-  
fensive, and may seriously interfere  
with my leaving for the island. I have

received your Telegram "I am on  
 "Side if desirable justify," but  
 whether I can manage it in the  
 face of Cholera, quarantine, and the  
 63 Shipments is at present doubtful;  
 I will endeavor to overtake my  
 plan sufficiently to let you know  
 by Mon. S. Swallow via Monte Video  
 next week.

I am, Sir,

Yours obedient servant,

Wm. G. F. G.

Manager.

Enclosures.

Dupl. N<sup>o</sup> 454.

" Wool weights & Particulars of Skins  
" G. Books Dec<sup>r</sup>

Copy of letter re Liquor

" " " to Schlottfeldt

" " " from Philip & Reply

Dupl. " " to Coleman

2 1/2 Denderah

Lambing acct

First Shearing acct

Additions to Buildings & Plant

L. Office Ya Balance

Statement of Wool Season 1887/8

Stanley Wages 31<sup>st</sup> Dec<sup>r</sup>

Statement

Summary of Stock of Stores.

Coal Receipt

Fowlers Telegram

Shipping Report

Indent.

456.  
 Wm. S. Swallow.

613  
 643

21<sup>st</sup> Feb. 8.

Sir, I have to report that the  
 62 Shepards has been landed in good  
 health and condition, and that I have  
 arranged with Mr. Athol, owner of the *Chance*,  
 leaving tomorrow for Port Howard with the  
 West Falkland mail, to land them at the  
 head of Brenton Loch for the sum of £5.

2. I have received the appoint-  
 ment of Comptroller of the National Board  
 of Marine Underwriters of New York, an  
 association whose rules and instructions are  
 similar to those of Lloyd's. This may  
 be of service in the case of American vessels.  
 Messrs. G. J. Simons & Co. and H. Folack & Co.  
 of Hamburg, interested in the Nitrate trade,  
 have appointed the Company their agents  
 for vessel postings in here in distress, in  
 each case stipulating for a return of half  
 the commission. This will apply to the  
 case of the *Rance Mobilianis* belonging to

H. Coleman, Esq.  
 Secretary,  
 London.

the last named firm, and I <sup>have</sup> ~~hope~~ told them that you will return them half the commission of £10. 17. 3 on his account.

3. Having received from the official liquidator of the West C. a notice to send in claims, I have written accepting that we have a claim for both his on the coals, which must be paid before delivery. I send this letter open through you in case it may not be necessary to forward it. I have told Mr. Langdon, in case of the coals having been sold to our outside, the Vithedale for instance, to push this claim as far as possible, should I have left, but not to make the Company responsible for <sup>an</sup> action for detentions, and, as a last resort, to deliver under protest. I hope that you have secured these coals, as I can sell them to the Kasner C.

4. I have given Mr. Schlusser notice that he must not rely upon getting more than 300 tons of coal

out of the Great Britain, the deliveries  
up to date being 290 1/4 tons, and 30 tons  
to be taken up and 100 tons wash having  
to be allowed for. It therefore the Directors  
have decided to take up the Admiralty  
contract at 50/., and you know that the  
Vice of Brazil will be cleared by a certain  
date, the time has arrived for shipping  
from S. Wales 350 to 400 tons of  
Merch, the latter being the maximum  
quantity with which it is safe to load the  
old vessel. I hope that every effort will  
be made to obtain freight at 27/6 or thereabouts,  
as Deans did with the *Hoke* from *Grimsby*  
*Hull*.

5. Received your letter of 14<sup>th</sup>  
January for *Merrin*, and have sent of  
19<sup>th</sup> Nov. for *Orico*, which arrived on  
the 19<sup>th</sup> inst. I am obliged for the map  
and description of the Argentine Republic.  
I think it is wise not to enter into contracts  
for coal to steamers that are most probably  
to call. You have the coal you can sell  
them; if sold out, a contract would place  
us in an unpleasant fix.



6. Respecting my going to  
 & soon return, I am in a difficulty,  
 which I cannot solve yet. There is no  
 chance of landing in Montserrat, without  
 at least 7 day's quarantine on Flores Is.  
 land, whether I go direct or via Sandy  
 Point. Under ordinary circumstances  
 I should not think twice about this quaran-  
 tine, but I have a sister, now on Lively  
 Island, who has stayed behind expressly  
 for the purpose of accompanying me home,  
 and I will not subject her to the dis-  
 comforts of that horrible island unless  
 she is willing to put up with them.  
 My original intention was to go via  
 Sandy Point in April, but I might  
 arrange to leave on the 19<sup>th</sup> prox. and  
 then after doing quarantine I should  
 be free to go to St. Peter to pick up the  
 U.S. steamer Financier sailing for New  
 York on 12<sup>th</sup> April via Barbados and  
 St. Thomas, arriving 6<sup>th</sup> May. From  
 there the journey to Lunenburg would  
 not be difficult. What can Ade, I will  
 advise you by wire.

7. When on the spot I might  
very likely find a vessel, two or three  
years old, that with a little alteration  
would be very suitable for island service.  
I am rather taken with the idea of one  
that could come out here in the Spring  
with stores or freight for our clerk, work  
during the season carrying wool, and  
then when work is slack take her depar-  
ture from one of the most distant ports  
for London direct with wool, just in  
fact, as I am doing with the Genesta.  
I am confronted with this difficulty, that  
whereas I must have two schooners running  
as long as they can go in the wool season,  
after that I must lay one of them up,  
and I do not like to see her joining the  
ranks of the unemployed every winter.  
At 40% out of and home she would earn  
something, provided Mr. Meager and  
other harpies can be duly restrained from  
running up her expenses in London; she  
could reach England in June and leave  
again at the end of July. This is worth  
thinking of

6. Coal account to date in  
enclosure.

Yours Sir,  
Your obedient servant  
Thos. Wood,  
Manager.

Enclosures.

Dept. No 455

- .. Particulars of Wool Season 87/8
- .. Statement
- .. Stock of Stores
- .. Lammings acct
- .. 1<sup>st</sup> Shearing acct
- .. L. Office Ga Balance
- .. Additions to Buildings & Plant
- .. Indent
- .. Wool Weights
- Barco Mobilianies acct
- Sample of Staple
- Coal acct
- "Menes" Coal Receipt
- Shipping Report.

23  
638

Consulate of the  
German Empire.  
Post Street, St. Louis,  
1888.

Sir, I have the honor to forward herewith a list of all German shipping that visited this port during 1887 and a summary account of fees received in the Consulate.

I have nothing to report of any kind affecting German interests during the year.

I have the pleasure to be,  
Sir,

Your Highness's most obedient  
humble servant,


Carl Vogt.

Imp. German Consul

His Highness

The Chancellor of the German Empire,

to to to  
Berlin.

  
 Philiano Consulate,  
 Post Stanley, 10<sup>th</sup> March, 1888.

Sir,  
 I have the honour to inform  
 Your Excellency that I am about to  
 proceed to Europa on private business,  
 and that, subject to approval, the  
 affairs of the Consulate will be  
 entrusted to Mr. John Langdon,  
 who has represented me on several  
 previous occasions.

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

Geo. Foot.  
 Consul for Chili.

His Excellency  
 The Minister of Foreign Affairs,  
 Santiago.

636  
693

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Consulate of the  
German Empire,  
Port Stanley, 10<sup>th</sup> March, 1888.

Sir, I have the honour to inform  
Your Highness that I am about to  
proceed to England on private business,  
and shall probably be absent for over  
six months. Subject to Your Highness's  
approval, the affairs of the Consulate  
will be entrusted to Mr. John Langdon,  
who has represented me on several  
previous occasions.

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

His Highness  
The Chancellor of  
The German Empire,  
Berlin.

540  
 Italian Consulate,  
 Port. Stanley, 18<sup>th</sup> March, 1858.

Sir,  
 I have the honour to inform  
 Your Excellency that I am about to  
 leave this place for England, and  
 shall probably be absent until the  
 end of the year. The duties of the  
 Consulate will be entrusted to Mr.  
 John Langdon, who has represented  
 me on several previous occasions, subject  
 to your Excellency's approval.

I have the honour to be,

Sir,

Your Excellency's most obedient  
 humble servant,

Manzoni.

Consul for H. M.

The King of Italy.

His Excellency

The Minister of Foreign Affairs,

Rome.

473  

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641

640

Stanley,  
13<sup>th</sup> March, 1888.

Sir,  
As I am about to leave the  
Colon for England and shall  
probably not return before December,  
I have the honour to request Your  
Excellency's permission to absent  
myself from the Legislative Council  
for a period not exceeding twelve  
months.

I have the honour to be,

Sir,

Your Excellency's most obedient  
humble servant,

Stanley.

Your Excellency  
Governor Genl. C. B. G.

do. do. do.



Consulates of  
 The German Empire  
 Italy and Chili,  
 Fort Stanley, 13<sup>th</sup> March, 1888.

Sir, I have the honour to inform  
 Your Excellency that during my  
 absence from the Colony the affairs  
 of this above named Consulates  
 will be attended to by Mr. John  
 Langdon, and I respectfully ask  
 that Your Excellency will at all  
 times countenance and support him  
 in the exercise of his duties.

I have the honour to be,  
 Sir,

Your Excellency's most obedient  
 humble servant,

W. G. G. G.

Your Excellency  
 Governor Kerr, C. M. S.  
 & & &

~~599~~

Falkland Islands Co:  
Stanley, 13<sup>th</sup> March, 1858.

Sir,  
I have the honour to inform  
you that I am about to leave this  
Colony for England, and that, during  
my absence, the affairs of the Company  
and of the various Agencies I hold will  
be entrusted to Mr. John Langdon,  
under a Power of Attorney from  
myself.

I have the honour to be,

Sir,  
your most obedient servant,

Thos. Hood.  
Manager.

To the Hon<sup>ble</sup>

E. Fitzhugh Brooks,

Colonial Secretary.

to. to. to.

457  
Hammers.15<sup>th</sup> March. 8.

Sir,  
 Since last mail left I have been at all the Camp stations, and finding everything in order, and having arranged all the work for the rest of the season. I see nothing to prevent my leaving by this steamer.

2. I went to Darwin, spending a night with Mr. Murrell at Capt. Packer's Fitzroy house. They were still shearing, and I believe have not finished yet. It is a very one-horse establishment, but the condition of the stock has greatly improved of late years. I took the opportunity of riding with Mr. Murrell to the boundary fence, running from Solana Harbour to Swan Inlet, which is being converted by our men from a collection of posts and wires into a real fence. It was put up by Capt. Packer, and has always been worse than

H. Colman, Esq.  
 Secretary. London.

vessels. After staying a day at Darwin  
 I went on to South Creek, where Mr. Call  
 had been employing the operations in  
 repairing the house fence. The boat  
 was loading the fencing material from  
 Egg and Wharton Harbours, and as soon  
 as she arrived the men were going  
 across to commence laying it down.

The five ponds I have mentioned before  
 run up the centre of Lagoon, the southern  
 end of the longest one being about due  
 E by compass from Wharton Harbour.  
 The fence is to run to them, then the lakes  
 will have a fence between each, and  
 the line from Egg Harbour will meet  
 this line at a point about half a mile  
 beyond the most northern pond, forming  
 an enormous paddock comprising the  
 land in the neighbourhood of Egg  
 Harbour and Port King. I asked for  
 10 to 15 miles of fencing, but you have  
 sent only 10 tons of wire, and the actual

distance to the fences is 11 miles 753 yds.  
I could have arranged this with a top bar  
wire had you sent the 10 miles, but now  
the fence must be incomplete. I have  
looked at the standards published, and I  
never saw greater rubbish, simply a piece  
of pointed iron with no hold on the ground  
whatever. The swingers may do, but  
it is melancholy to remark that the more  
precise information and specifications I  
send, the less fencing seems to be understood.  
I thought it had been known for years that  
for a boundary fence we use six wires,  
see my despatch 429-20, "fence for six  
wires"; and you have the pattern for  
swingers I sent you some time before that.  
These iron swingers are stretched for 7 wires,  
and why we should waste money and  
labour on an extra wire I am at a loss to  
conceive. I now enclose a drawing of a  
swinger made with the latest adopted  
specification. All the wool was away from  
South Arm. At York Green I have had  
an addition put on to the wash house, which

was badly wanted. The sheds and machinery were in first rate order, and ready for work at a day's notice. I called at Walker Creek, and arranged about the killing of the east-eyes. There will be about 2000 from there, 2000 from Darwin and 500 from South Arm.

3. You may destroy your list of applicants for shepherds' places, as I believe that we shall in future be manned by the rising generation, in fact I cannot find room at present for all the growing lads. The expense of passages has been at times heavy on the farms, but will now cease.

4. McCall has written to say that the miss to Messrs Landon at Egg Harbour, although invoiced as w.b., is several numbers lighter. The baskets are small and I fear weak, so that more will have to be used.

5. Mr Dale strongly recommends me to give Mr Call a holiday, as he is not quite satisfied with the latter's condition. I have therefore arranged to let

think of to transport in Mary, returning  
 in September, with a passage both ways,  
 as this is an exceptional case. Trages  
 for Stockings will change, and return  
 in July or September. W. M. Mays and  
 John Mears are leaving, and one or two  
 others are taking a trip on their own account.  
 Agnewson will attend to the Store, and  
 James Rice will look after Mr. Patti's work.  
 I suppose after Mary there will be much  
 to do. b. Regarding the coal in the  
 Vicar I think the Mr. C. has the best  
 at a nominal rate, 4. per ton per month.  
 but if any changes have been made, they  
 must not take their own time about settling  
 it. Could you say that if not imme-  
 diately removed the usual charge of 2  
 per day will be made for the best? I  
 suppose you are already moving in the  
 matter of a shipment of coal, and if not  
 too late you can send some wood, intended  
 for this time. The Columbia's coal must  
 be out of the Vicar before the new stock  
 arrives.

7. Mr. L. Robson's son who manages for his father is turning his business over to the Company, and has asked me to forward his wool by this steamer. I agreed to take it at 45/ + 5%, the balance of freight about 40/ to Mr. Thomas D. to go to Mr. Hornet for fetching it from Fort Louis, and as she left here yesterday at 10 a.m. and returned to at 2 p.m. today with 88 bales she has made a good thing of it. It will be consigned to the Company, and when sold, proceeds to or a party, if he does not want the whole, as to go to Mr. Timothy Robson, Tackland House, 44 Kingwood Villas, Ashford, Middlesex. You will of course attend to all necessary insurances.

8. Mr. Dean lately got out a couple of swine for his hutch, costing 7/ per cwt. The Great Britain's cost 65/ per cwt., and the price and weight seem out of all proportion.



9. It appears very unnecessary  
to go on buying paraffin from an expensiver  
West End retail shop at  $1/6$  per gallon  
and  $3/4$  for cases and tins, when you  
can get reasonably good oil at  $6/8$ .

(See Jackson's *Journal* publication) and  
Refiner's Safety at  $1/4$  less 25%, which  
which you could wish for no better. We  
cannot compete with other people, unless  
you buy as cheaply as their Agents do.

Then there is Davis's soap, which I have  
found to my surprise put before me in  
the most distant and outlandish shopkeepers'  
houses, such is the force of advertising:  
every one asks for Stockport for Davis, but  
we cannot get it because the dignity of the  
Cooperation stands in the way: J. T. Holliston,  
however, has supplied it to individuals at  
 $7$  per cake, and you might get it through  
him instead of paying  $8$  per dozen. W. Beach  
as in 1886, on the one occasion when we were  
allowed to have any. I should evidently  
respect our dignity, for he lets us have Cherry  
Blissons at  $1/6$  per cake, but there is a slight  
drawback even in this, for the price makes  
it unobtainable.

10. I send particulars of an exchange of lands proposed by the Governor, which is most favourable to us, as the piece he wants is a useless bit of Dairy Land, just to square off a road, while the plots we are to get are the portions of the Fitzroy Road, which I was authorized to buy some time ago.

11. Mr. Holmsted complains that a ~~large~~ sum of £326.14s. was not paid to his credit at the Agri Bank last year. I have written to tell him that he is wrong, for it was paid on 6<sup>th</sup> Sept.

12. Williams has given me particulars of his property and prices at which he will sell. I send his list, and need hardly say that I do not advise dealing with him on such high terms.

13. The Kaurer has arrived this morning (the 19<sup>th</sup>) with your despatches, no. 699, and letters of 10<sup>th</sup> ult.

14. I have made all arrangements to leave by this boat, and after spending a week in the enjoyment of Flores Island quarantine station, shall make the best of my way to New York, leaving Rio de Janeiro by the U.S.S. *Finian* on the 12<sup>th</sup> April, and arriving on the 6<sup>th</sup> May. I shall be obliged by your writing or writing anything you may have to say in the first instance to the Post-Office, New York, unless in the meantime I ~~can~~ give an address. I should also like the address of some respectable and trustworthy firm, who might give me advice and assistance in case I want it. And you must be good enough to send me a letter of credit for I may arrive in a penniless condition, and I shall have my brother Mr. H. Cobb and my sister, who has been here for over a year, dependent upon me for support. Of course all accounts will be squared up on my return. I will write you further on the voyage or from Flores.

15. Part. As to coals I have ascertained that the Admiralty will not contract at more than 50/- and, without a contract is very likely to send ships down as frequently as they have. Capt. Kennedy said he had written them to fight it out with you, as I see no reason why you should not come to terms at that price. The coals for the *Janina* may be supplied at 50/-

16 Part 12. E. Morrison has £2 due to him on 31<sup>st</sup> Dec. This account shall be forwarded to Darwin. — I am sorry to contradict what I have just written; <sup>but</sup> Mr. Langdon tells me that he had mistaken the amount and that he was £11. 9. 7 in debt. I shall not bring a chart with me, but if you will give me a pencil and a ruler I will mark all the places in five minutes.

17. I think for charts for the

820  
Mina Helms is moderately reasonable  
for a house hunt, but you will have  
ready even from Humphreys' letter of 23<sup>rd</sup>  
February that he could charter at 17/6  
to 20/ for the measurement; and as we  
charge 40/ & 5%, that leaves our 20/  
for the schooner and labor here.

13. What about the Meat Co's  
coals if they turn out 20 or 25 tons short?  
Only a part are in pairs in what were  
bag ones, but are you remnants of sacking.  
This transaction savors of the proverbial  
'pig in a poke'; don't you think? The coals  
were shipped to the Capricorn, piled  
upon for ~~several~~ weeks, and then haul-  
aged to the Vicar, where they have been  
for upwards of six months. The men  
of war will be buying them, and  
the price is too high to sell them to the  
Kosmos Co, meanwhile we want the bulk  
for a new supply. And you have advised  
the bulk hire from the ridiculously low  
price I stored them at, however. Soup.

from it is all right. I have  
 anticipated your wishes by having  
 got an inventory of all that Co's things  
 from Corlett. I suppose you will  
 not buy anything till Sept 1st

19. The Ransom is to take  
 200 tons coal, and will nearly  
 empty the great Britain.

20. I am extremely curious  
 in a great many; if I have left  
 anything unrecd I am glad it  
 you perhaps. I am Sir,

Your obedient servant  
 Thos. Wood.  
 Manager.

Enclosures.

Dupe. N<sup>o</sup> 456  
Indent  
Copy Power of Attorney to Langdon  
" Letter - Instructions " "  
Jnl. Cash Book & Vouchers Jan  
book of Swivel  
book of Stores  
& Statements  
G. Williams's valuation  
Particulars of Pioneer  
" Fells Wool  
" P. Pine dropper  
" Land exchange  
Inventory Meat Co's effects  
List of Drugs  
Dupe letter to Coleman  
2<sup>nd</sup> ed N<sup>o</sup> 913.  
Shipping Report  
Bonner's cheque £ 1014. 18. 11  
Waldron's draft 871. 10. 8  
J. Munro's letter & reply

438

Memphis

643  
66211<sup>th</sup> April 8

Sir,

The Ramses sailed on the 22<sup>nd</sup> ult. and amongst the passengers Mr Cobb on his way to Nova Scotia.

2. I am glad to say the reports from the Camp are very good, in all three stations, the sheep are coming up to the dipping in excellent condition. Goose Green works started on 6<sup>th</sup> inst, a few days later than intended, owing to a scarcity of water, but this perhaps is rather beneficial than otherwise, as it will enable the New Engineer to see the works in full progress, and the sheep are said to be very fat.

3. The Genesta will leave for Hill Cove about the end of this month to load for London. Messrs Holmsted & Blake wish their wool insured for £5,000 shipped by the F. Coleman Esq

Secretary  
London.



"Genesta" the balance per *Minna Helene*.

4. In the charter parties of many of the vessel that put in for repairs, it is stated that average is to be settled according to the New York and Antwerp rules. Masters invariably ask what these rules are? could you obtain a copy for my guidance; it would be interesting to know how vessels that we repair get their accounts settled.

5 The passengers for Longland by this steamer are Messrs Bonner, Hickney, Mansel, Buerworth & J. H. Helton and part of his family; the latter may want to draw in London the proceeds of his Tallow and skins, it will be quite safe to let him have what money he may require.

6. The "Selombria" passed quite close to the Lighthouse on 23<sup>rd</sup> March.

7. I have had to give the Governor two drafts for rents being rather short of cash and the utmost one for passages per Ramses.

8 The Ordinances passed since

Nos of 1866 are out of print. The Col. Secretary has promised to have some copies struck off, when I can get them will forward those you require. The Government saving Bank was opened on Saturday last, the amount deposited on that day exceeded £612.

9 The coils of fencing wire hitherto sent out generally measured the same number of yards, so that on ascertaining the length of a coil the number required for a fence could be issued, this is entirely upset by that sent per "Times". Mr. Call measured one coil of 370 yards and on this made his calculation for the Centre fence, but unfortunately this turned out the longest coil, for on using the wire it was found to average only 330 yards per coil thus making a deficiency of 22 coils sent to Egg Harbour, this number will have to be sent up by a special trip of a schooner

McCall writes as follows respecting the brackets you shipped per *Orissa*. The last brackets for wire fencing are very inferior. I hope you will not get any more of them as it is a loss to put them on a good fence.

10 I am afraid that the purchase of the Meat Co's coal will not turn out such an excellent arrangement as you seem to think, in the first place the price is much too high for the bulk of the coal is very small in fact described by those who have handled it as nearly all slack, only a portion in bags of a very poor condition, secondly the quantity paid for exceeds that estimated to be in the *Nicar* by at least 20 tons. No vessel will ever take this coal, so long as there is any other to be had, for before it came into our bulk it was exposed to the weather for want of stowages on the *Capricorn*, and this was well known to the Meat Co's officials on board the *Selentria* but I will do my best with it.

15<sup>th</sup> April 1858.

11. The Memphis arrived this morning bringing your Despatch N<sup>o</sup> 700. Her arrival seemed to cast a gloom over the whole of Stanley having the remains of the late Mr. G. M. Dean on board, all the other passengers well.

12. N<sup>o</sup> 700 Par 4. It is fortunate that you are sending the fencing posts for our stock is exhausted, and out of some 3,000 coast posts at Mess<sup>rs</sup> G. M. Dean & Sons I could not pick 200 sound ones to complete the number required for the Wharton Harbour fence.

13. Par 5. I will ask Mr. Bonner to bring you a sample of the Canvas.

14. Par 7. I hope the payment to Capt. Maager will not have to be collected by me. He may expect Mr. Mayja to pay him in about ten year's time.

I remain, Sir,

Your obedient servant  
 W. F. Cobb  
 Manager  
 J. Langdon

Enclosures

Dupl. Stock of Stores

" Jnl & Cash Book Jan

" Statement

" Land exchange

" Indent

Stanley Jnl Cash Book & Vouchers Feb

2<sup>nd</sup> / Ramses

Baillon's letter to Hoare & Co.

2<sup>nd</sup> ed N<sup>o</sup> 915

• - - 920 for £ 183.19.10

Notes on case per Gen

boat acct

Statement

List of Books for King

Shipping Report.

459

"Theben"

$$\begin{array}{r} 656 \\ \hline 665 \end{array}$$
20<sup>th</sup> April 8.

Sir, This vessel arrived yesterday for coal she clears the Great Britain out. The last coal return showed a total delivery of 3,135 tons 15 cwt, the "Theben" now takes 130 tons making a grand total of 3,265 tons 15 cwt or a deficiency of 84 tons 5 cwt from the quantity as per bill of lading, this is less than estimated. The "Theben" also takes 30 or 40 tons from the Vicar at 30/- per ton.

2. The Liquidator of the Meat Co<sup>o</sup> sent me a number of notices, calling upon the creditors to send in their claims, if these refer to those whose drafts have not yet been paid, will you please make the necessary claim for those that passed through this Office

F. Coleman Esq  
Secretary  
London

Office.

663

3. I am sending an order for some Blocks which should be executed by first mail being quite run out of stock of the sorts now sent for. They must be patent ones not like those shipped from Mr Meager per "Psyche" invoiced and charged as patent but turn out only common blocks, these will be returned by the "Minna Helene" to have patent sheaves fitted, no vessel will take common blocks when repairing here.

4. The passengers by this chance are Mr. M. Herr and his two sisters.

I am, Sir,

Your obedient servant,

Wm F. E. Cobb

Manager

J. Langdon

Enclosures

Dupl N<sup>o</sup> 458

• Indent N<sup>o</sup> 74

• Coal Acct.

• Statement

• Trl & Cash Book Feb

• Notes on case per Gen

2<sup>n</sup><sup>d</sup> ex N<sup>o</sup> 920

Statement

Coal account

Indent.

Coal receipts



460

Neko

$$\begin{array}{r} 662 \\ \hline 671 \end{array}$$
14<sup>th</sup> May 8.

Sir,

Since my last I have had the boat purchased from the Meat Co. transferred to the Great Britain ready for delivery. The total turn out is only 174 tons as per account herewith. Mr. Cobb will advise you as to purchasing their other property, the "Pioneer" is of little account and the Teaws are certainly not worth half Mr. Baker's fancy value.

2. The ordinances passed since N<sup>o</sup> 4 of 1886 are forwarded per book post. I am informed that the Governor wrote per Thebesi to the Secretary of State to get Mr. Jas. Felton appointed on the Legislative Council in the place of the late Mr. G. M. Sean.

3. The Am<sup>r</sup> barque

H. Coleman Esq

Secretary,

London.

Tarrelane from New Bedford put in on 5<sup>th</sup> inst<sup>l</sup> with rudder sprung consigned to Messrs Dean. The Chief Officer was Captain of the sealing schooner that brought Campbell from the wreck of the Black Hawk, he is returning to America and came to offer his services should Mr Cobb require practical assistance when looking for a schooner, his address is Capt. Erasmus Church, Urecaville, Connecticut.

4. I have never experienced such a long spell of calm weather the only break for nearly a month being a strong N. E. wind. The 'Geneta' was ready to sail for Hill Cove on the 7<sup>th</sup> inst<sup>l</sup> but is still waiting the return of the 'Hornet' from Darwin with men for her crew. Capt Collard commenced full pay on 1<sup>st</sup> inst<sup>l</sup> his agreement is enclosed. By her I send the blocks written about her 'Theben', a case for Mr Cobb and a snivel which is useless here.

15<sup>th</sup> May 88.

5. The 'Neko' arrived this morning bringing your despatches Nos 702, 3.

6. 702. Par 3. There is no sale for Mr. Dougall's dip now, Cooper's is used nearly all over the Islands and evidently gives satisfaction both for efficacy and cheapness.

7. Par 4. The 'Minna Helene' will load here. I shall be glad when she arrives for nearly all the spars for 'County of Pembroke' have had to be got from Dean.

8. Par 5. I hope the Board will arrive at some decision about the deposits for nearly every man with a moderate order wants to leave part on deposit, sometimes only for a few days, causing a great deal of extra office work, several I have spoken to will not entertain the Government Bank while the Company will take their money.

9. Par 6. I regret the omission respecting the order in favour of

Mrs Putt, the freight returned by  
the Kosmos 6<sup>o</sup> appears in the Cash  
Book for December.

10 703 Par 5. I would suggest  
a moderate sum being offered  
for the whole of the property at  
Goose Green as per list enclosed.  
The price for the saddles is absurd,  
one saddle (only) is in my possession  
and will not fetch more than  
a £1, for only a few use English  
saddles.

11. Par 9. The Cwm Dorkin  
sailed on 11<sup>th</sup> inst<sup>l</sup> leaving about  
170 tons of Manganese Ore to be  
forwarded per Dennis Bourdrit.

12. The "Hornet" is now in  
sight but I am sorry to say the  
Neko cannot take Mr Frayer & his  
family being quite full.

I remain,  
Sir,

Your obed<sup>t</sup> Servant  
W. F. & Cobb  
Manager  
A. Langdon

Enclosures.

Dupl. N<sup>o</sup> 459

" Indent. Statement. & Coal Act  
Stanley J. L. Cash Book & Vouchers etc

" Ledger Balances

" Wages

Camp &

Indent N<sup>o</sup> 76

Shipping Report

Statement

Sample cheque

Coal Act called on

Capt. Collard's agreement

Complete shearing acct

Lambs put in flocks

Sheep sent to G. Green

& dipped

158  
686

5<sup>th</sup> June 8.

Sir,

I have the honour to request that His Excellency the Governor will be good enough to have a Board of Trade enquiring held into the circumstances relating to the loss of this Company's schooner "Genesta" on her voyage from Stanley to London via ports on the West Falklands. The fees to be paid by this Company

I have the honour to be  
Sir.

Your obedient servant

M<sup>r</sup> F. E. Cobb  
Manager  
J. Langdon

The Hon<sup>ble</sup>

G. P. Brooks

Colonial Secretary

B. B. B.

Stanley

461

Tomes

665  
67717<sup>th</sup> June 8.

Sir,

Just as the "Neko" was about to sail I was informed that the Darwin hydraulic pumps were broken, so I asked McCall & Costello to explain the defects to you. I shall get Capt. Colford to take the defective part with him, which must be replaced at once.

2. I regret to inform you that the "Genera" was totally lost on her voyage to the West Falklands on the 24<sup>th</sup> with cargo for Messrs. Hornsted and Blake amounting to over £300. I thought it right to ask for an enquiry to be held into the cause of the wreck, which took place yesterday and resulted

J. Coleman Esq  
Secretary  
London

resulted in a judgment that she was lost through an error on the part of the Pilot. I was present and ~~must~~ say cannot agree with the decision, four out of five men examined asserted that she struck on a rock not on the Chart at the least a mile off the Port Egmont Bays. I tried to get the Board of Trade to take the Captain off my hands, but this of course was declined, the Owners being obliged to send the Captain home. After consideration I am sending him via Sandy Point instead of paying a month's lodging to wait homeward mail. You will no doubt have received my telegram "Genesta". Words took meaning "Genesta" totally wrecked. I did not add the date as of course you would know this from Lloyds.



8<sup>th</sup> June 1880. 673

The "Totnes" and "Mirna Helene" arrived this morning delivering your despatches Nos 701 and 704 in order.

3. 704. Part 6 The first time Mr Robson Junr. is in Stanley I will attend to this matter.

4 Part 8. No doubt some of this property is at Port Howard and other West Falkland Stations. I have already sent you the account of coal received from the "Selenitria"

5 In executing the Order for Dip please refer to Mr Cobb as to quantity, as I think he intended to have a small quantity of Little's Dip on hand. I am glad to say that my last letters from Darwin state that the sheep are in excellent condition.

I remain,

Sir,

Your obedient Servant

Wm. J. Cobb  
Manager

J. Langdon

Enclosures

674

Dupl. N<sup>o</sup> 460

- Letter to Secretary
- Statement
- Shearing acct
- Lambs put into Flocks
- Sheep to Goose Green
- Goat acct. Indent
- Cash Book 3rd Mar
- Ledger Balances

Copy of Capt. Collards instructions

Costello's account

Judgment re Genesis's loss

Extension of Protest

Sample of rivets

Kentlay's transfer from

Stanley Id Cash Book & Vouchers

• " Cash Book May

Indent N<sup>o</sup> 77.

Statements

Shipping Report

Collards receipt for wages

Imperial German Consulate  
 Port Stanley 7<sup>th</sup> July 1888

Sir,

I have the honour to inform you that the young man R. H. Mathiesen has now recovered from the serious injury caused by falling from aloft on board the German barque "Banco Mobilario" and that I am forwarding him to Hamburg per Kosmos Steamer Denderah leaving on or about the 12<sup>th</sup> inst.

I also enclose account of the death at sea of G. M. Dean a passenger on board the S.S. Memphis.

I have the honour to be,  
 Sir,

Your obedient servant,

M. F. E. Cobb.

Imp. German Consul

Capt. Peters

J. Langdon

Wasser Schout

Hamburg

Imperial German Consulate  
 Port Stanley July 1886

To the Master  
 of the Schooner  
 German S.S.

I have to request that you  
 will convey the seaman R. H.  
 Matthieson who was left at this  
 port through an injury received  
 on board the German barque "Danco  
 Mobiliano" in your vessel to Hamburg,  
 he having recovered from the  
 said accident, the expense of his  
 passage to be paid by the Marine  
 Office in accordance with the  
 Seemann's Ordning.

pp F. E. Cobb

Imp't German Consul  
 J. Langdon

462

Denderah

685

10<sup>th</sup> July 8.

Sir,

The *Minna Helene* has commenced loading it will be rather a slow process owing to my having only one set of Wool screws, she requires some 60 or 80 tons of ballast which Capt<sup>n</sup> Maager expected me to provide, ballast has never been found for any vessel loading in Stanley unless especially mentioned in charter party, so of course I insisted on his providing, he remarked that he had had to find ballast in other ports but that you would be sure to refund the amount when he gets to London, I hope you will not, for it will be starting an expensive precedent if you do. Having all

F. Coleman Esq

Secretary,

London.

out our cargo in Stanley with  
the exception of one load of Tallow  
I arranged with Capt. Maager  
to charter a schooner instead of  
sending the "Minna Helene" to  
Darwin he paying twenty pounds  
towards the expense, (this I have  
no doubt he will also ask you to  
pay) surely there is some error  
in the copy of charterparty sent  
me for I notice that had I sent  
the vessel to Darwin, the clause  
about returning to Stanley to fill  
up is struck out. I quite expect  
to have some wool left for next  
homeward steamer. The Outward  
cargo was in a very damaged  
state apparently from steam,  
the captain informs me he  
pointed out while loading the  
wet state of the logs, coal &c.  
and asserts that caused the damage.

Not knowing how you insure  
but thinking it was for total loss  
only. I did not go to the expense  
of having a survey on the damaged  
goods but will do the best I can  
with them.

2. In Rowson's invoice  
per "Totnes" the wine ordered  
for Nimrod is charged, but did  
not arrive by that vessel. I notified  
Mr Schlottfeldt about it and he  
informs me that it is not on  
the Manifest and therefore  
could not have been shipped,  
all the cargo per "Totnes" was  
delivered in a very dirty state  
evidently from coal dust.

3. I have had to draw  
somewhat heavily these last  
few weeks but most of the payments  
have been for our Clients, specie  
is becoming very scarce so much  
being locked in the Government.

30<sup>th</sup> July 1881.

6. The "Denderah" arrived last night delivering your Despatch N<sup>o</sup> 705 dated 29<sup>th</sup> May, the delay being due to bad weather in the ports of call on the West Coast.

7. N<sup>o</sup> 705 Part 2 I have no sample of this particular wire in Stanley, McCall being at home can testify to its being of a lighter gauge than usual, the labels mentioned were in Mr Cobbs Office, but I have not seen them since he left.

8. Part 3. The Meat Co's effects are carefully looked after at Goose Green, Mr Costello informed me that several articles were absolutely useless, the launch would require a new boiler and the scows very much knocked about.

9. Part 4. I will certainly carry out the Directors instructions in this matter, no application has ever been made to this Office.

10. Part 5 I regret that the



"Talisman's" general account was omitted to be sent, it is now enclosed, the omission must have occurred owing to the heavy work in this Office during stocktaking, I think  $7\frac{1}{2}\%$  is quite little enough interest and commission for the work done, in providing wages  $2\frac{1}{2}\%$  keeping all the workmen's hire  $8\%$ , should you decide to return any I would like if I may, suggest that the £40 should be deducted, otherwise the owners may imagine that the amount is added to the accounts in some form which is not the case with this company's business.

11. Part of the Genesta washed on shore on Pebble Island I had put up at auction and realized (5.) five shillings, the boat lying on Keppel Island £10 account enclosed, as I presume it belongs to the underwriters.

12. The "Dennis Brundrit" arrived on 20<sup>th</sup> ult. with rudder head sprung and chain plates started having experienced bad weather when near the River Plate.

13. Messrs J. M. Dean & Sons have put a new boiler into the "Sissy" ex "Dennis Brundrit" and are fitting a Cabin after the style of the "Wasp", if it is the intention to have a faster boat than the "Wasp" I don't think the above firm would spend any more money to compete in any way.

14. I have received through Montevideo your cablegram, "Shawiness civit, soliviaba, motto," which I understand to mean you intend to ship 400 tons steam coal in July.

15. I am pleased to say the "Minna Helene" will complete loading tonight, owing to the loss of the "Genesta" I shall have about 100 bales Wool and skins left which I have arranged to ship by this

steamer. I shall endeavour to send the barque's Bills of Lading if I can manage to find time to make them out sometime during the night.

16. I have just heard that the owners of the "Bidston Hill" have appointed Messrs J. M. Dean & Sons their Agents.

I remain,

Sir,

Your obedient servant

W. H. & Cobb  
Manager

J. Langdon

Enclosures.

Dupl. N<sup>o</sup> 461  
 " Jnl Wash Book April  
 Stanley Jnl May & June  
 " Cash Books June & Vouchers  
 Copy of Cameron's Letter to Secy of State  
 Genesha's Protest, & Act Sale  
 Minna Helene's Charter  
 Dupl. Statement of Indent  
 County of Pembrokes acct  
 Indent N<sup>o</sup> 78  
 Shipping Report  
 1<sup>st</sup> ca N<sup>o</sup> 927 for £ 2858. 18.8  
 1<sup>st</sup> . . . 928 . . . 400. 0.0  
 Letters for Bailton & Scott  
 Stanley Ledger Balances June.  
 Statements

463

Minna Helene

677  
6881<sup>st</sup> Aug<sup>r</sup> 8.

Sir,

This vessel is now ready  
to sail and I take the opportunity  
to forward enclosures as below.

I remain,

Sir,

Your obedient Servant,

pp F. E. Cobb

Manager

J. Langdon

F. Coleman Esq

Secretary

London

Enclosures

Manifest

Particulars of Tallow

of Bills of Lading

Particulars of Lively Wool

do " Great Island Wool

Minna Helene's account

670 Stanley  
687 7<sup>th</sup> Augt. 88.

Sir,

I have the honour to acknowledge your letter of 6<sup>th</sup> inst<sup>n</sup> and beg that you will submit the enclosed German and Chilean letters with their translations to His Excellency the Governor for his perusal.

I have the honor to be,

Sir,

Your Most obedient Servant

John Langdon

The Colonial Secretary

B<sup>c</sup> B<sup>c</sup> B<sup>c</sup>

Stanley

686  
 407

8<sup>th</sup> Augt 8.

Sir,

I have the honour to acknowledge the receipt of your letter of this days date returning the original letters from the German and Chilian Governments and beg you will convey my thanks to H. E. the Governor for his consideration of the same.

I have the honour to be,

Sir,

Your most obedient servant

J. Langdon

Actg Consul

Hon<sup>ble</sup>

E. P. Brooks

Coll Secretary

H. H. H.

Stanley

464

Theben

685  
6949<sup>th</sup> Aug 8.

Sir,

This vessel arrived this morning delivering your Despatch N<sup>o</sup> 706 and parcel of enclosures.

2. N<sup>o</sup> 706, 2 I am pleased the Directors have granted to Mr. Haughton a gratuity, he is certainly deserving of it, he will doubtless be too busy to answer your letter this mail, but he expressed to me his satisfaction for the present.

3. Par 5. I will take steps to carry out the Directors orders to pay off the Deposits now at interest; by this mail I have drawn in favour of the Crown Agents for £1,000 for this purpose, the Governor would only take my draft at 10 days sight.

J. Colman Esq

Secretary.

London.



4. Par 6. I will cause the Shareholders vote of Thanks to be made known to all interested.

5. Par 7. You will of course not now attend to the monthly payment on account P. Noble as per Statement per "Denderah".

6. Par 8. The loss of the "Genesta" caused me no end of annoyance completely disarranging all my schooner work but I am glad to say that the "Hornet" with a very small amount of assistance from a chartered schooner, has fetched all the produce in, which enabled me to forward some per "Denderah" and shall have a small quantity for next mail. I regret to report that a gross error was committed in the "Denderah's" Bill of Lading. She sailed early on 1<sup>st</sup> inst<sup>l</sup>, the Agent as usual sent forward the Bill of

028  
Lading before he returned on shore, immediately on my receiving the other copies I pointed out the mistake, Wool and skins being mixed together. The Bill of Lading gives 229 bales Wool and 66 bales Sheepskins whereas the shipment was as follows: - 10N, 29 bales, 1N, 119 bales 1W, 18 bales F&Z 21 bales 1E, 3 bales of Cuttings or 190 bales Wool and 1E, 53, R. 3, SS, 5, 1R, 13 1/2 1NA, 14, 1W, 7 1/2 1H 16, S. 1, 2, J.B. 1 making 105 bales of Sheepskins. I wrote Mr. Schlottfeldt as per enclosed copy. He produced the Chief Officer's receipt which agreed with Bill of Lading so the error is entirely through that Officer. The 'Mima Helene' only sailed on 6<sup>th</sup> inst<sup>th</sup> having been delayed by a strong North East gale, she was quite full and carries a good cargo the freight to be charged our

Clients - Wool 40% and 5% Sheepskins  
Hides, Tallow 8% as usual  $\frac{1}{4}$ th of  
freight to be allowed for the "Hornet".

7. The Tubes ex "Minna  
Helene" are one inch short, the  
length should be  $6\frac{1}{4}$  or  $6\frac{3}{8}$  those sent  
are  $6\frac{1}{4}$  or  $6\frac{1}{8}$  This is a great pity for  
the "Vaspi" tubes are getting very  
bad, & already stopped. Messrs J. M.  
Dean's launch appears to go much  
faster with the new boiler.

I remain,

Sir,

Your obedient Servant,

Wm F. C. Cobb

Manager

J. Langdon

Enclosures.

- Dupl. N<sup>o</sup> 462.3.  
 " Letter to Secretary  
 " Manifest of Minna Helene  
 " Jnl & Cash Book May & June.  
 " Balances June  
 " Statements & Indent  
 Copy of letter to Schlottfeldt  
 Minna Helene's acct £ 89.5.6  
 Darwin Wages 30 June  
 2<sup>n</sup><sup>d</sup> ex Nos 927. 8  
 Denderahis 13/2 (incorrect)  
 Shipping Report  
 Statement  
 Remarks on accounts  
 Description for Tram Wheels  
 Indent N<sup>o</sup> 79.  
 Stanley Wages June.