638/859

Consulate of the
German Empire
Port Stanley 19 Sep 1888.

Sir,

I have the honour to acknowledge your letter of 10th June last calling my attention to a letter dated 16 June 1886 referring to the Museum at Marienkirchen which letter I fear must have miscarried, as I am unable to find the same in this Consulate, and I am sure that Mr Cobb who is now on leave of absence would not have omitted to answer so important a document.

I have the honour to be
Sir,
Your most obedient
humble Servant,
pp F. E. Cobb
Consul
J. Langdon

His Highness
The Chancellor
of the
German Empire
Berlin.

465

Kambyses

688/698

20th Septr. 8.

Sir,

In accordance with your Despatch No. 706 Par 5 I issued a notice to the Depositors with the Company, informing them that the Directors had decided to dis-continue the deposits at interest, having waited a month without receiving any definite answers I went to Darwin on the 10th instt and explained the Government Bank system to those on the Track and at Darwin, resulting in my paying a considerable amount into the Bank as per statement herewith, and I have no doubt there will be heavy calls before next mail, you will perceive I have already paid off over £2,680.

2. On the 9th instt the

F. Coleman Esq
Secretary,
London.

German barque "Juno" from Tonga arrived short of provisions which I supplied and she sailed on 10th.

3. The boiler of the Donkey Engine which was repaired in 1882 and returned per "Cordova" is nearly played out, the shell is worn very thin in some places, but would last a few years, in the indent some tubes &c are ordered but only to be sent if you think it worth while repairing.

4. The reports from the Camps are very satisfactory. The sheep in the three stations are reported clean and looking well, although swarming with ticks, which Cooper's dip fails to destroy. I understand that there is not a single station on the West Falklands free of scab, most of the Farmers have had to dip in the depth of the winter. I heard from Mr Waldron last night who wanted some Little's dip which I could not supply.

the general opinion appears to be favor of Little's dip although more expensive than Coopers.

5. I have never known so much sickness in Stanley as at the present time, there is scarcely a house without some one down, in many instances 7 or 8 in a family, in fact it is quite an epidemic of measles.

6. Having to send to Montevideo for 12 men to make up the compliment for the season, it occurs to me whether you could not get a reduction in the fares, in former years when Captn Seemann was the Agent, if we had 8 or more men the passage money was reduced to £4. Mr Schlottfeldt either cannot or will not make any reduction, perhaps you could arrange this with Mr Stande.

7 Mr Noble is now quite satisfied with his house and Goose Green is very good order.

3 October 1888.

8 The "Kambyses" arrived this morning delivering your Despt No 708 and duplicate of No 707, you will perceive that no mails have been received since 10th August.

9 Since writing paragraph 6 several cutters having paid off their crews, I have engaged some hands and owing to the non arrival of our September mail it being impossible to get any men from Montevideo before 14th Decr when the work should be in an advanced state. I must endeavour to do without sending for any.

10 No regular mail being made up for this steamer, I reserve the enclosures for the vessel expected tomorrow.

I remain,
Sir,
Your obedient Servant,
pp F. C. Cobb
Manager
T. Langdon

Abl
Mens' 694/704 10th Oct 8

Sir,

This vessel arrived last night delivering the original of your despatch No 707 and duplicate of letter of 10th Augt. cannot something be done with the Colonial Office to insure the mails being delivered at more regular intervals, on July the mail was 17 days late and missing the outward steamer deprives the whole Colony of communication with, or getting supplies from Montevideo. The store was without tea &c from 10th Augt to 3rd Oct.

2 On looking over the invoices of stores per Stanlyses to my dismay I find you have sent only a little over 1000 yards of bagging instead of 11,000 ordered

T. Coleman Esq
Secretary,
London.

466
Mens.

694

10th Octr 8

Sir,

This vessel arrived last night delivering the original of your despatch No 707 and duplicate of letter of 10th Augt. Cannot something be done with the Colonial Office to insure the mails being delivered at more regular intervals, in July the mail was 17 days late and missing the outward steamer deprived the whole Colony of communication with, or getting supplies from Montevideo, the store was without Corn &c from 10th Augt to 3rd Octr.

2 On looking over the invoices of stores per Stanbyses to my dismay I find you have sent only a little over 1,000 yards of bagging instead of 11,000 ordered

F. Coleman Esq
Secretary,
London.

in June Indent No. 77 I am obliged therefore to wire as follows: "Tamalero yards bagging. Novedad" which I hope you will understand to mean, send 10,000 yards bagging by steamer leaving in November, unless this can be accomplished the consequence of the error, which is not my fault, will be serious for the whole of the baling will be stopped before the end of December.

3. In the Indents Nos 81. 2. you will find a quantity of wood, coal &c ordered, of course to come by a sailing vessel, owing to Messrs Dean & Sons having run out of house coal the stock is reduced so low that I shall have to stop the sale in a few days.

4. During the last few days I have had applications from depositors to pay into the Bank over £ 2,500, knowing that my last draft is only going by this mail I have arranged to delay the above amount until the next mail, so

that I might inform you that this large amount will have to be drawn for next month.

5, No 707. Par 4. I will endeavour to obtain the information required, What is being done about the drafts for the last mutton sent through this office? the amounts are still standing to our Clients credit.

6. Par 6. Since writing paragraph 4 the Governor sent for me and read your correspondence with the Crown Agents, saying that your proposal for my giving drafts was diametrically opposed to his arrangements with Mr Cobb and to what he had written to the Colonial Office and that he should decline any more drafts for saving bank money. I pointed out to him the trouble I had taken to persuade any of our men to believe in the Government Bank and that if his decision was final I must for the Company's credit raise money elsewhere, a considerable

amount of which I could at once get, he remarked that he would think over it and let me know so I presume he will take drafts as before.

7. Expecting passengers by the 'Cambyses' I had the 'Hornet' ready to leave for Darwin and dispatched her at once for the bags which I am pleased to say go by this opportunity. Mr Schlotfeldt could not take them for Buenos Ayres so that I am compelled to send them to Mr Humphreys for transhipment.

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

Enclosures

Dupt Nos 464.5
" Indent No 79
" Statement
Copy of Notice re deposits
Stanley Jol. Cash Bks & Vouchers July
" Cash Book & Vouchers Sep
Receipt for box per Dennis Brundell
D Morrison's Power of Attorney
Letter per L.A. Baillon
Campbell to Coleman
4 Statements
Shipping Report
Indents Nos 80, 81.
1st ex Nos 937 for £43. 9. 4
941 946. 17. 10
942 112. 16. 0

B/L per "Meres"

698/711

467

Kambyses

14th Nov. 8.

Sir,

I informed you in my letter of 11th ult. that just before the "Menes" sailed the Governor sent for me and said he was quite willing to run the risk of getting into trouble for taking drafts for Bank deposits, and would take another for £2,000 if given for that mail, but would not receive any afterwards, it having been arranged by the Secretary of State that drafts were not to be taken for that purpose, also that in future he should insist that all payments to the Government of whatever nature, must be in cash, that I must arrange with you to

F. Coleman Esq
Secretary.
London

to buy drafts or send cash to meet the heavy amounts falling due early next year viz Rents, Taxes &c. I remarked that perhaps the Crown Agents might require to sell at a premium, he replied that you could get drafts at par the same as Mr. Dean had done. I have at present requests from our men to transfer to the Government Bank over £1100 being deposits and wages due, and each day is adding to the amount. Rents and Taxes will amount in Jany and February to over £1,600 therefore it will be necessary to arrange for at least £3.000.

2. I have never known such extraordinary weather as experienced this spring, scarcely any rain and most violent gales accompanied with snow and heavy hail storms, even now it

is blowing a strong gale from the Southeast with constant snow squalls, for some nights passed there has been sharp frosts and the weather is most bitterly cold, which will be hard on the lamb cutting which was to commence yesterday. I fear the lambing will not be so good as might have been expected owing to very few of the twin lambs living, the backward state of the grass, which up to the present shows scarcely any signs of growth, causing the Ewes to be deficient of milk.

3 The Taikuri arrived on 25th ult. and is now ballasting, on 6th inst. the German barque "Wallis & John" from Bordeaux put in with rudder head damaged, her repairs will be completed in a few days, she is owned by Messrs J. J. Wallis & John, Barth, but the Captain will draw on Messrs H Clarkson & Co., the amount will be small.

cont. on Page 708

687
720

16th Nov. 8.

Sir,

I have the honour to acknowledge your letter of this days date and beg to state for the information of H. E. the Governor that the yearly sale of Fish is about as follows:-

12 doz tins Finnan Haddock
12. " Kippered Herrings
12. " Bloaters
24. " Salmon Oregon
48.. " Oysters Amer.
6 " " Mackerel
6. " Red Herrings
1200 tins Sardines

The tins first are scottish and I do not think the demand will increase.

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

C. P. Brooks Esq
Coll Secretary
&c &c &c

22nd Novr 88.

4 The Kambyses arrived this afternoon and delivered your Despatches Nos 710, 711 and duplicate of No 709 the first 3 paragraphs are illegible.

5. 709. Par 4 I have already informed you on this subject and had intended to suggest to Mr Cobb to bring sufficient cash from Monte Video for January payments which will not now be necessary.

6 Par 5. I regret to hear of the decease of our respected vice Chairman.

7 Par 6. Mr Lettman returned by the Kambyses but will I expect make his order over to Messrs H.S. King & Co.

8 No 710 Par 2. The notices being too large for the Government Gazette Board were posted in the Store and for further publicity one on our New Shed and no doubt was known all over the Colony. I presume you will have claimed for all the drafts sent through this Office, for all interested depend on your doing so.

No. 467

9 Par 3. Mr. Robson draws very little cash from this office and stores he has lately sent out. The Stanley Ledger kept in your office will give you an idea how his account stands.

10 Par 4. This mail is again late only 7 days, in fact the "Kosmos" seem to do as they please about calling here.

11. By this steamer I send 13 Bales Sheepskins, and one small cask of Seals skins from Mr. Blake who was to write you about their disposal.

12. No. 711 Par 3. The Tails are on Messrs Holmested & Blakes account. I cannot understand how my alterations are incorrect seeing they agreed with the tally received ints and delivered from the bulk.

13. I enclose a letter from R. Grant relating to my draft in his favour.

I remain, Sir
Your obedt. Servant,
pp F. E. Cobb
Manager
T. Langdon.

Enclosures.

Dispt. No. 466
" letter to Coleman 11 Oct
" Jrl & Cash Book July & Augt.
" 4 Statements
" Indents Nos 80, 1.
Stanley Journal Sept
" Ledger Balances
" Jrl Cash Book & vouchers Oct.
Camp Wages Septr.
2nd ex Nos 937, 941.
1 " " 942 second sent last mail in error
Statement
Indent No 82
Shipping Report
B/Lading
1st ex No. 946 for £ 80. 12-9
Copy of letter to C Baker

468 404/414
Ramses

13th Dec 8

Sir,

Since my last H.M. S. "Diamond" arrived on 2nd instt and took 200 tons of coal which reduces the stock so low that it will be necessary at once to ship a further supply, owing to the non arrival of the "Jane Brown" the Colony is completely out of House coal, and as the demand must now be greater than anticipated, the order sent in October should be increased to at least 400 tons.

2. The Taikun sailed in ballast on 29th ult. the Captain complained that he was led to believe that a cargo would be got for him here, otherwise his vessel would have been chartered by mail, instead of having to go seeking.

3 Enclosed is the first

F. Coleman Esq
Secretary
London

Lambing account 43,235 this will be considerably increased after the shearing by those in the shed flock and stragglers. the reports from the camp are very good. the lambs are stated to be very strong and healthy. the shearing has commenced and the clip bids fair to be a good one, unfortunately the Castalia is still out and I am daily expecting to hear the baling is stopped for want of bagging.

4 The Governor still says all payments must be cash although I know he has accepted a draft for £650 being the late Mr Dean's probate duty.

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

Enclosures

Dupl. No. 467
" Jrl & Cash Book Sep & Oct.
" Ledger Balances
" Statement
" Indent No 82
B/L Kambyses
Taikuns account
Wallis & Sons "
2nd ex No. 946
1st Landing account
Jrl Cash Book & Vouchers Nov.
1st ex No. 949 for £500
Shipping Report
Statement
Indent No. 83.

711/718

169.
Ramen.

17th Dec

Sir.

I arrived yesterday after an unusually stormy passage from the Antides, and have to acknowledge receipt of your despatch no. 712 which I found on board the Ramen.

2. Par 3. Unless you have already shipped the materials for repairing the Engines you had better keep them back until I can get an Engineer's report. The engine is on board the Egeria, and is at present of much importance.

3 Par 7. I fear the work in the Camp will be stopped for want of baling, for which a supply will now be sent out.

4. Pa. 7.13. I have today been to see Mr. M. Dean and Mrs Dean

J. Colemen Esq.
Secretary.
London.

who have signed the agreement, and, although you do not say that I am to return it; I do so, as I conclude that you want the completed document in London. Mr Dean is forwarding to his father all the title deeds of the land, together with blank forms of conveyances for execution.

5. Stanley is in a paroxysm of terror over the business, and has reduced my labours in stocktaking at Dean's, by laying in a large supplies of stores in anticipation of a hundred per cent rise in prices, which I need hardly say will prove to be delusive.

6. The Castalia arrived on the 15th, having lost jibboom and bumacle in the gale we were out in. I send the mate by this mail, and Capt. Collard will go next time. The ~~[illegible]~~ will present his account of wages.

7. The Diamond having taken 200 tons of coal we have only 128 tons left, which will hardly be sufficient for the runs from this season, and as the Sam Brown with Dean's house coals sailed on the 16th August she has probably gone down, and the place is absolutely bare of coal. I therefore wire for 400 tons of coals, and concludes you will load the house coal at Glasgow, Liverpool, or some intermediate port, and complete the cargo at Cardiff.

8. I wish the Directors to understand that, unless immediate energetic efforts are made to provide for refrigerating the outside farmers' surplus sheep, Messrs Spencing and Waldron will take our business away and carry everything before them. We seem do nothing of consequence. Deputations have called on a copy of their proposed contract for your information.

9. The Cardatia brought the

original of your despatch 709. which has been already answered.

10. I am informed that the ships are clipping well, and that the steam pumps work satisfactorily.

11. I find that the Orissa is loaded for Port Stephens; at what rate is this voyage? I understand by the contract that she belongs to us.

12. Telegraph as follows:— "Deans Coquenar Castalia Dechaussis, Cobb Decharpis, Diamond Clamans 200 Clandestin 400 steam 400 hours; preceding, Dean's contract is signed Castalia (and on) 15th Dec. Cobb 16th Dec. Diamond supplied with 200 tons coal and proceeded will require coal 400 (tons) steam 400 hours.

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

470.
Ramsay.

714/726

18th Dec. 8.

Sir,

I have to report that the Governor told me yesterday that if I would resign the question of sections 24 and 25, he would report to the Colonial Office in my favour. These were the sections over which I had a dispute with Gov Callaghan in 1880, and we have since been in the position of opponents only.

2. I send a rough sketch, not to scale, as I have no rule with me here of section as to particulars of boundaries which I have completed in pencil as in the agreement.

3. I am cutting out 400 tons "stones" from the telegram, as there is a big outside, which may be the Sam Brown. This leaves 200 tons stones Coal on order.

I am Sir
Your obedient servant
Alex. Grove
Manager.

H. Coleman, Esq.
Secretary.
London.

Enclosures

Spearing & Waldron's agreement
J. M. Dean & Son's "
Mate's wages acct £ 7. 15. 4
Sketch of Land No 10
Memo on Stores Ranges &c

707/721

Stanley,
2nd January, 1889.

Sir,

I have the honour to acknowledge the receipt of your letter of yesterday, informing me that H.E. the Governor has appointed me to be a member of the Board of Health for the year 1889.

I shall be happy to take the seat offered me, if the Board is likely to do any useful work, for which it is quite capable if properly directed; but I feel bound to take this opportunity of saying that, for some time past, its action, or rather want of action, has been more amusing than useful to the inhabitants of Stanley.

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

The Hon.
E. Pakenham Beatty.
Colonial Secretary

720/724

Falkland Islands
Stanley, 5th. Jan. 1889.

Sir,

I am desirous of drawing the attention of His Excellency the Governor to the terms upon which the Company occupies sections 24 and 25 on this island.

His Excellency will find, on reference to correspondence that took place between the Acting Colonial Secretary and myself in May 1880, that the renewal of the leases of those sections was refused by Governor Callaghan, on the ground that it was then shortly in contemplation to proclaim a township in the neighbourhood of Darwin Harbour.

The Hon.ble
E. Fakenham Broke.
Colonial Secretary.
&c &c &c

I

I believe that His Excellency, from his long experience here, is aware that the Company's settlement at Darwin Harbour is never likely to be a place of such importance as to warrant the establishment of a township. It consisted in 1880 of 12 workmen's cottages, the building used as a Church and School, the houses of the Presbyterian Minister and Doctor, and a cook house. Today the number of cottages is less by two.

I would further point out that the lessees are, to the best of my knowledge, the only occupiers of Crown grazing land who are not secured in their holdings by a lease of the whole. I am only asking that they may be put on a level with their neighbours.

There were circumstances

in

in connection with the refusal of these leases to which I do not wish now more particularly to refer, beyond saying that I adhere to the statements made in my letters of 19th and 21st Sept. 1880.

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

721/725

Falkland Islands Company,
Stanley, 8th January, 1889.

Sir,

In compliance with the request contained in your letter of yesterday's date, I have the honour to forward herewith copies of the correspondence referred to in my letter of the 5th instant, and shall be obliged by your handing them to His Excellency the Governor.

I have the honour to be,
Sir,
Your most obedient servant,
Geo. Foote.
Manager.

The Honourable
C. Fitzherbert Brooke,
Colonial Secretary,
&c. &c. &c.

724/772

Falkland Islands:
Stanley, 11th Jany. 1889.

Sir,

I have the honour to acknowledge the receipt of your letter No 21 of the 10th inst; and request that you will convey to His Excellency the Governor my thanks for the promise it contains.

I have the honour to be,
Sir,
your most obedient servant,
Alex. Grove.
Manager.

The Hon. C. Pakenham Strachan.
Colonial Secretary.
&c. &c. &c.

471.

718/143

Memphis. 15th Jany. 9

Sir,

I have to report that Messrs. Dow's stocktaking was completed by the 31st ult.; and that the account of it is in a forward state, though I do not anticipate being able to send it by this mail.

2. The Jane Brown has discharged her cargo of coal, and I send you the account as received from Mr. Dean. I have to point out that insurance from Cardiff to Stanley as charged in Messrs. Langrigg's account at £7 7/. % seems excessive, as compared with that on our own coal ships the "Taikoo" from Cardiff and the "Sir" from the Humber via Montrose in 1887.

3. The open policy for coasting has nearly run off already and should be renewed for £2000, the amount insured on Mr. Birch's private effects and station stores per Lair Rosamond to Wedder Island having been £900. The voyage was

A. Coleman, Esq.,
Secretary, London.

safely accomplished. Insert the amount and other details on the back of the policy, is anything more necessary? Should more insurances turn up before Lgt. your reply I shall take them on the new policy. Insure 3/4ths: Mr. Schlolffelat for a German Company takes risks @ 20/.

4. No specification or drawing of the Northern machinery has been sent, and some of the piping has not arrived; but I cannot say what for want of the specification. Meanwhile Mr Noble has supplied piping from Lyon Green and the price works satisfactorily. I enclose extract from his letter on the subject.

5. Mr Call wishes you to receive £200 or £400 in London to be drawn here.

6. I conclude that you have entered the Orion for coaching, say until June, and then home. She arrived and was taken over on the 3rd January.

7. The result of the Georgi first year is not satisfactory; he covered forty seven odd miles (the exact number I have not by me) and I

can only hear of two foals (one since dead) and two mares yet to foal. None here pretends to understand the management of a stall-fed stallion ~~here~~, as our other stud horses run at large, and I should like to know whether it would be advisable to have out a man accustomed to the care of a stallion, or whether St. George should be allowed to run loose with a marauder of mares. I do not like the last idea; but there is plenty of time for you to decide, as the season for serving mares does not come on before September. The man should be prepared to make himself generally useful.

8. Bailey complains that the collar of the cylinder sent out for Weather Clerk is 3 inches higher than that of the cracked one which it replaces, consequently that much has to be cut off the bore to enable it to pass under the press; it is a pity that there. Tyler does not replace broken parts with castings of the same size.

9. The Castalia is considered by the critics of Stanley to be just the thing; but she has a lamentably poor, undersized crew. You selected them yourself, and you may remember my saying that I thought Captain Pollard should have gone to London to pick them out himself, on the principle than when

a man has work to do he should always be allowed to select his own tools. My experience has taught me that this principle is correct; if they turn out badly the man himself is to blame and can say nothing. The schooner has too little ballast, and I have given her about 15 tons of iron additional. I called out Captain Collard last night, as it was impossible to settle accounts and get him clear of the ship in time. He has done the work he was engaged for well, especially that connected with the fitting out at Gosport, but is not suitable either for a small vessel or narrow waters. As a deep sea ocean going man I daresay he is quite up to the mark.

10. I have seen Noble, who impresses me rather favorably. I got him in to inspect our machinery, and he reports that the Boxer ~~hulk~~ is perfectly in good for another five years.

11. The U.S. Flagship Swatara, Capt. McKowan, ~~bearing~~ the flag of Rear Admiral Gillis ~~is~~ has just left, after taking 100 tons steam coal ~~[illegible]~~ at 60/, reducing the stock

to 28 tons. The Curaçoa has, I am glad to say, cleared out the Columbia's coal by taking 101 tons at 40/., showing, however, a large enough short weight. They tell me it is terribly bad stuff. I which I was quite aware; but I see no reason for eating stinking fish. Thus since the 1st Oct. we have parted with 400 tons steam coal, and are within a position to meet the probable demands of the next few months. After several talks with Captain Kennedy, we have agreed upon a coal contract on the lines of your letter of 28th May last, with a few modifications. (1.) You describe the mode of dealing incorrectly in using the words "assisting"; it is clearly understood that we find no labour whatever, and Capt. Kennedy ~~understands~~ knows this: (2) the Admiralty are to pay us 5/. per ton for every ton under 200 taken by H.M.'s ships during the year: (3) we undertake to supply 500 tons monthly if required; (4) payment to be made in part in London against the Chief Engineer's receipts. Looking at

the annual supply to the Navy, and considering the occasional demands of outsiders and the fact that we are enjoying an absolute monopoly at present and must supply all coal sold in Stanley, I say that we should start with a stock of 700 tons, or just about the capacity of our two small hulks, Vigilant & Bay and Drain, and that as soon as the stock drops to 300 we should replenish it. The last experimental trial of coal for the Admiralty place Ocean Steamship in the second rank, Harris's Cup ~~the~~ Navigation being at the head of the list; ~~we~~ preference should therefore be given to the latter. In case you should have delayed ~~ordering~~ I mean "Tonitrus Stabilitas Carbonis Stately Displacing Harris", i.e. that requires about 700 tons Welsh coal stock is exhausted would prefer Harris. In addition to the coal contract I am awaiting ours for the supply of meat, vegetables, and bread, so the supply

of necessaries for the Army will pass entirely through our hands.

12 H.M.S. Rifleman is daily expected from Montevideo.

13. I enclose copy of letter from the Colonial Secretary, stating that the Governor will recommend that leases of sections 24 and 25 be granted to Mr. C. In explanation of this long disputed question see correspondence with Government of May, 1880.

14. I find it necessary to draw rather heavily this mail, mostly for rents and taxes arrears, of which I enclose a list. I hope that with the wool and other remittances going forward you will not be inconvenienced, all advances to the farmers will be repaid in London on sale of wool as each parcel is realized. I have looked at the list of names, and satisfied myself that they are all safe.

15. I have taken full control of the Mr. Dean's establishment since 1st January, but fear that I cannot send as full a report as I could wish this time. Until the arrival of Mr. Dennis

Brundett just enough business can be done at the new store, as the stock has run down so low, and there has been an absolute want of ships in distress for months. Mr. M. Dean has met me in a liberal spirit, and I have no trouble in any way with him. The stock return cannot be ready this mail, for it has not come in for Examination yet. I have agreed with him about the prices for most of the plant, boats, &c., which do not come into the stock of stores. After looking at the list of debts due for store accounts I have agreed to take them at a discount of 25%. A few are bad, some doubtful, and some may remain in the books a long time; but we shall not in the long run lose 10% on the whole. In fact, as we act as bankers for all the outside fishermen, we are in a singularly good position for getting our accounts paid when people present their cheques for wages earned on the West and elsewhere.

I am endeavouring to carry on with as little disturbance of Dean's establishment as is possible. I keep their outside foreman to carry on labouring work, the same foreman Carpenter, Storekeeper, carter, &c. Later on, as people despond of their places it will be seen whether it is desirable or not to fill them up again, but if I had at to work to sweep the whole place out, I should have raised much bad blood, which would have been the reverse of beneficial to us. The Exception has been their Blacksmith, a man I would not have had at any price.

16. The establishment has been much neglected of late years, and will cost some money to set in order.

Buildings. The stores and buildings round it including the Blacksmith's shop are in fair condition, and sufficient for the needs of this place. The offices are very good, new in fact last year, and ~~including~~ the coal ~~[illegible]~~ sheds are not more than about two years old. The "carpenter's" shop is an old building, beyond repair, but we do not ~~need~~ another at

present. The buildings known as Marmont Row consist of the Habedashery Store, the Ship Hotel, ~~one~~ house for Ships' stores and liquor store below and the Church service room above; some repairs are needed for this.

Hulks. Pracis, about 300 tons, a useful coal hulk. J.S. Smith, a good hulk but wants some repairs on deck. Charles Cooper, an old one, decks bad, and neglected down below. Capricorn was supposed to form part of jetty, and was therefore not included in the agreement; however Mr. Dean throws her in, she is only fit to put aground. Tellon, lighter, is almost a wreck at present, but I am asking for tenders for repairs. Included is a steam winch, said to be in good order, but the boiler is defective. Most of the hulks want tarpaulins, and some of them hatches.

The jetty is good, far better than ours, though both want lengthening to get more depth of water. The Charles

Cooper and Capricorn will do for this purpose. The frontage to the North of Rose Road is substantially fenced in with galvanized iron, and requires no further outlay.

The Opica I believe to be a sound good vessel, but I am doubtful whether she will be suitable for the coast; however I shall know before she leaves here.

The Lucie is in excellent working order, and has just had a new boiler, new decks, new cabin, and a general fit out at a cost I see of more than £300; in fact Mr. Dean asked me if some allowance could not be made for this outlay; but I said that the agreement was not in my hands, and that I thought it should go against the deficiencies in other parts of the property.

I have taken your working plant, boats, boat gear, that will be seen to be moderate when the accounts go in - boats, for instance, valued by Mr. Dean at £150, I objected to, and he accepted £60 for the lot:

7. As regards the personnel of the

Establishment, James the storekeeper, formerly in our employ, is well up to his work, and his second, T. Hardy, is a young man of energy who seems to be a favorite with the store customers. The owner is Capt: Jones, formerly of the Mission, of whom I have some unlucky experience two years ago, but he has since conducted himself entirely well. Fowler, the mechanical genius of the Species, although not an Engineer by trade is a very clever mechanic, and was a Gunner in Navy service: at present I find it difficult to keep him fully employed. Simon the foreman Carpenter was for years in our employ, and is a very capable shipwright. These are the principal working men.

18. Lastly, Mr Stark, and I hardly know what to say about him. He was brought out by Mr. Dean last year as assistant to him, but after the latter's death was at once placed by Mr M. Dean in the position of acting Manager of the place. I do not know at present what his qualifications are, excepting that

he has a brother who is Mr. Langridge's partner, for he has never been in an office, nor has he any practical knowledge of mercantile affairs or book keeping, having, in fact, been a tutor in a school. However, as Mr. Dean stipulated that he should be taken on, and I promised Mr. Langridge to do the best I could for him, I have agreed to take him for one year from 1st January on exactly the terms upon which Mr. Wicks came out, viz:- £200 a year and a house. As regards further I shall see whether he is capable of learning and of making himself useful in office work, and I shall also be able to learn the Directors' wishes about him.

19. As regards my own work I am somewhat perplexed; I have always been in the habit of doing a good deal of office work, but it seems to me that I cannot be about, looking after people and things as I should, without a good deal shortening my desk work. I have been in the habit ever since 1875 of attending personally to a good part of the stock taking and working up the values afterwards; but I have found this time that although I have done comparatively little towards it I cannot give

sustained attention even to that little, and it is the more annoying that, being obliged to be at the office every morning without exception at six a.m., I yet find that I cannot satisfactorily overtake all I ought to do. Things will probably shake down after a while, but in the meantime I am a good deal worried and harassed. I have been quite unable to get into the lamp-yet, but I must go out whether fail before long.

20. I have detached the telephone from my house and connected the two stores, the communication thus established saving much time. The instruments however are Bell telephones, used both as transmitters and receivers, and some people cannot educate their ears to take in what is said. I want a couple of Blake transmitters, which are very cheap, you had better get them from Edison who supplied the telephones, asking him for instructions for setting them up. The call boards are after pro-

automatic pattern, the switch moving by hand from right to left. I believe that by shipping from Antwerp the royalty can be saved, and I shall be glad to receive them by return mail.

21. I have received £3000 from Mr. Fellon to be placed to the credit of Mr. Barbaud and himself to provide cash for disbursements on their farms at Roy Cove and Red Inlet.

22. The extraordinary time that has elapsed since a ship put in for repairs, the last of many consequences having been the Country of Pembroke nearly 10 months ago, will prevent a fair idea being formed of the importance of the Pearl business to the Company, more especially when taken in conjunction with the comparatively demuded condition of their stores. Such intervals of darkness have occurred before, but the shipping lists will show that they are exceptionals

23. The stock return will amount to a little over £12,000, if the sheets handed in to me this morning are correct. It is impossible to check them in time, however.

16th Jan.

Ref. Although marked by per Memphis I am sending this by Wm. S. Shaw leaving today for Montevideo. The continued unpunctuality of the Kosmos boats is very annoying.

I am, Sir,
your obedient servant,
Wm. Stove.

I find I have omitted to say that I received per Swatara, on the 8th inst. a letter from Mr. Humphreys with your telegram of 10th Oct. — "Inform Cobb following due Falk. lands middle February live sheep cable if Cobb left."

Enclosures

Dupl Nos 468. 9. 70
" Notes on Stores
" Sketch of Land
" Statement & Indent
" Jrl and Cash Book Nov
" Lambing acct
Copy correspondence re lease No. 24.25
Patinstars Castalia's crew
2nd ex No. 949
1st " " 951 fork 202
1st " 952 " 300 + advice
1st " 955 3000
1st " 956 56. 6.5
2 Notes 2.. 0.0
£ 3.562 . 6. 5

List of Taxes
Extract from Noble's letter 14 Dec 98
Swatara's coal receipt
Jane Brown's coal acct
Shipping report
Indent.
Sample cheque
Memo on coal

472
Colonies.

726
751

17th Sept.

Sir

After posting letters by H.M.S. Swallow, which sailed yesterday this steamer brought your despatches of 11th July & 4th Oct., no. 70 pt., to which I fear it will be impossible to send a full reply while she lies here.

2. Par. 2. You may order immediately 10,000 yards of bagging to go on with, of which a quarter may be the cheaper kind you mention; although the latter may stand in ordinary bales you must remember that no one procures nearly as heavily as we do. Shearing was delayed about a week at Walker Creek while waiting for bagging.

3. Par. 4 You are apparently under a misapprehension about my own goods for Rennen, which were private effects, about which I did not consider it necessary to inform you: freight is charged here.

4. Par. 5. Valuation of property shall be made up and sent. I take the

H. Coleman, Esq.
Secretary,
London.

transfer of the Pacific Agency, I believe that it will now be necessary to assign that of the Royal Mail, for which I think I am to get today a passenger for the first time. Regarding coal, ask Mr. Dean if you want confirmation of the fact that it should never be shipped with other goods, many of the groceries in the Minnie Helen were spoiled, and Biggs complains of the shocking condition of the wood for Haikuan. As to coal we have a good supply for Sam Brown, such as it is, a poor quality Sufeat, not equal to Wallsend. Mr. McDean says so now. Of the 500 tons 400 only were house, and the men of war will take the balance. I omitted to say that you should leave the balance of freight to appear in our books, as we have settled it here, less 5% and advances. Mr. Dean is right in saying that more house coal will be wanted, but as we have this to go on with I should say that a small percent leaving the Tyne with Wallsend coal to the amount of 350 or 400 tons per

they could be about the thing, with no wood or other cargo whatever.

4. Par. 8. It seems to me that a buyer in London must know best where to purchase, but I will mention names as far as possible. I await the conclusion of this paragraph.

5. 7/4 – 2. If I have time this morning I will go into the question of Produce, meanwhile you may take it for certain that each homeward steamer will carry at least 500 bales.

6. Par. 9. It should be a point of going into the repairs of the St. Lucia; I have spoken to both foremen carpenters, and they tell me that the fastenings in her upper works are entirely good, and that she would require much strengthening; being a soft wood ship, and now lying stripped to her lower masts the Expense of refitting would probably exceed her value if repaired. But I would suggest for the consideration of the Board that they might sell her to as she lies, to be taken away by the purchaser at his expense, guarding against her

remaining here as a hulk, as we have, and must retain, a complete monopoly of these vessels, as an important aid in keeping out competition. From Mr Slade's letter it would seem that I had asked for a reduction in the passage per Athenes; the only favour I was asked of the Florence line was in connection with the passage of some servants, and this was ungrudgingly granted that I refused to take it; and have ~~seen~~ asked another.

7. I forward a copy of the coal contract referred to in my last; the black ink representing the printed form sent from London, and the red the alterations made here with Capt Kennedy's concurrence. I object entirely to the minimum stock of 500 tons, and get all the labour shown on to the ships. It is admitted that there is little direct profit on the coal, but, if none are to be had, the ships will cease visiting the island, and that would be a serious loss to us. Having, as I have already pointed

out, since the beginning of December actually sold 400 tons of coal, and being now short of it; I do not think I am wrong in fixing 700 tons as the quantity we should start with, in the absence of competition. The price was settled in London; but if higher freights cause a loss the contract must be ended as soon as possible, and if the Admiralty will not endorse they must take their chance. As Captain Musgrave, the new Senior Officer, is just taking charge of this Squadron, it would be most unfortunate if anything occurred to prevent him forwarding ships down.

8. I send weights of wool received up to date from which you can pick out the bales now shipped, and from Mr. Call's account of disposal on the various flocks you will be able to decide, as towards between Little and Cooper.

9. I regret to say that Messrs. Ellis & Blake are shipping their wool by Townsend's steamer, in consequence

of the delay and inconvenience experienced last season through the Queen's accident. We certainly did what we could to remedy the state of things caused by that accident, and H. & B. actually got a better market through delay. I am therefore not a little annoyed at this assertion to the enemy.

10. Having shown the plans of the machinery to Charlie Ogilvie they concur in saying that it would be a capital Engineer's shop, but that the designers appear to have forgotten the Blacksmiths altogether. They are going to work out an alternative plan.

11. The Riflemen will coal tomorrow, taking the remaining 20 tons of Welsh coal and about 20 of the Yorkshire.

12. Having considered the question of wool it appears to me that I shall have about 4500 bales altogether, which if the refinishing plan is out of the question this season

will leave £1400 to go by steam. £500 or so go now £500 in March, May, and July, leaving £400 for which intermediate steamers must call, and I shall try to get Mr. Schlottfeldt to arrange for one in February and April if possible.

13. I see that 100 casks of draught ale are coming; the cask here I found to be large, mounting for the non-arrival of orders before I left; there will now be an overstock.

14. Capt. Kennedy has told me to take H.M.S. Rifleman whenever I like, as I am going to Darien for a few days.

15. In order to pay off more deposits I am burning the £100 bills on the Savings Bank, and giving another bill for £500. They cannot take my drafts for deposits, but they can buy them for general purposes and I can pay the money into the Bank, rather a distinction without a difference, but it suits us well enough.

16. Captain Collard goes by this boat. he has been [illegible] here as

his own account. He expected me to pay for his lodging ashore on account of the loneliness of living on board, this I declined.

Sam, Sir,

Your obedient servant

[illegible]

Manager

Enclosures

Dup.t No. 471

. Indent & Statement

2nd ea Nos 961. 2. 586

1st . . 958 for £65. 26. 6

Wool Weights

McCalls disp account

2 Statements

Copy Wool Contract

473. 743/460

H.M.S. Rifleman.

28th Sept. 9

Sir,

I returned late last evening from my trip in this vessel, and she is to leave today for Montevideo.

2. I was only one clear day at Darwin, but was able to discuss all matters that were pressing with Armstrong, and afterwards saw Mr. Cole, who followed the ship down to Mare Harbour. The shearing at Darwin will be finished the first week in February, and North Arm at the end of this month. There will be more wool at Darwin, but fewer bales, in all probability, as they are heavier. I am inclined to suspect that we are approaching the limit at which it is safe to press wool, if we have not exceeded it already, for we run about 2 cwt. over other people's bales. I shall

J. Coleman, Esq.
Secretary.
London.

like to be quite sure that the pressure we use is not affecting our price. At Northam there will be a large increase of wool, probably the total will be 670 bales: Mr. Call says that had it not been for the steam presses he would have been several weeks behind, as the shed would have been blocked up with loose wool. Your question about bagging has been answered: 1 bott. of the cheaper kind was procured and sent to Northam when the supply was short, and you will find that the bales made of it have split all over. It may do, however, for people who press lightly.

3. Cosper's dip is condemned by Armstrong and Tilegon as not even killing ticks; on the other hand Mr. Call sees nothing against it, and says the wool from it is very nice and compares favorably with the other. I suspect that some intelligence is required in the use of it; in which Mr. Call has an advantage. I shall send him

the little powder, so as to give it every chance. When these people talk of their powders "dissolving", however, they use the wrong word, for the whole appears to settle quickly to the bottom.

4. As several Bills of Lading of wool go to other consignees the Hornsby Co have to return you the difference of freight, over 3/-. By Tolmer there were 15 bales consigned to Mr. Dyas, freight being 35/. & 5/., and you have to charge the same as Mr. Q. Cobb's 47 bales, crediting us with 4/9 per ton for labour check bins, in both cases the wool having been brought in by an outside schooner.

5. I hope to be able to send you the statement of debts taken over from Messrs. Dear, but there has been some difficulty in getting them all acknowledged, and they must go with the rest of the accounts next month. I send you a statement of the honorarts. with the amounts it would be proper to reverse them for: but as regards those of the Company I should like to know which of them you refer to. I think that the

fire insurance on the Great Britain at 30/. is exhibitantly high, being 5/. higher than the rate for common houses, while the only fire used on board is in the boiler on deck, used only occasionally for working cargo.

6. I am sorry again to have to refer to the newspapers, but the fact is the bundles of the Times from the 15th Nov. to 1st Dec. are again missing, and it seems such a sheer waste of money, apart from other considerations, to throw so many stamps away. Can you not by some other post office, or find out how newsagents and other people manage to send papers so regularly? One bundle was made up to Thursday the 6th Dec., and the next began with Saturday the 8th, again that of the 12th only contained the outer sheets. The fact lies with your office. Mr Langdon informs me that both Times and Illustrated papers suddenly stopped altogether from some date in September until my arrival.

7. Mr Mem. Arming Cobb's

of sales of NA 14 Bales Skins, received last mail, there is a mistake of £100, the addition being £91. 3.1 instead of £191. 3.1 the correct account. I thought that all accounts passing into the London office were checked?

8. The year's accounts will present well, I have no idea yet how they will turn out, but I do not look for anything brilliant, for several reasons. There was but little shipping, which would affect the store account, as shipping was sold for cash, the grazing and killing charges at Goondiwindi were enormous, and the price realized for wool was lower than the year before, besides which the greater part of the profit made on the Great Britain belonged to that year.

9. There is to be an extra boat here for 800 bales wool next month.

10. You have greatly overcharged the settlers for freight on wool for Minnie Melone, as bales and tallow do not exist. Take for instance HGC

56 bales wool, freight £10 s. 9. 3
as compared with 40 bales of the
same mark out of the same press,
per Hamburgh earlier in the year,
freight on which was £51. 1. 4. In
statement of 11th Dec. you say "unfortunately the wool was never measured"
and this notwithstanding that
you knew before the ship arrived
that the freight was to be charged
by measurement: and the fact that
the Dock landing weights always,
or usually, state the measurements.—
I know this for I constantly see of
our own measurements last year in
the London office. The only way I
see out of this mess is to take the
average measurements of each kind
of bales in form year, and charge
on that. The 40 bales mentioned
above having measured 25 ft. 6½ in.
each, the 56 would measure 1430. 4.

11. In buying goods on
commission it is usual for merchants

13. I omitted to say that I propose next year to leave the establishment to the Storekeepers, who are quite competent to do the work and make up the returns. This will not only enable the office work at the busiest time of year to be carried on more expeditiously, but will leave me at liberty to visit the Camp during the shearing season, a thing I have been unable to do for eight or nine years.

to send out their invoices from London complete, with charges, freight insurance commission, &c. Now have sent only the suppliers' invoices, directing me to make the charge here, but without furnishing either weights or measurements. Which shall be done in future.

11. The Reflemans is taking about 20 tons more coal, this will leave a stock of about 60 tons.

Yours, Sir,

your obedient servant,

[illegible]

Manager.

Enclosures

Dupe No. 472.
2nd ex No. 958
Dupe Statement
Remarks on account

Stanley,
13th February, 186

Sir,

I have the honour to acknowledge receipt of your letter of yesterday's date enclosing the Bill of Lading for the [illegible], which I will keep for Mr. Nelson. I have no interest in the matter, and only forwarded the document because you mentioned a short time ago that you had not received it.

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

The Hon.
C. Fakenham Brooks.
L. R. R.

751

+74

Menes.

18th

9

Sir,

My last despatch went via Montevideo for Hon. S. Rifleman.

2. I did not notice until the wool weights had gone that a quantity of the Darwin wool was described as mixed. I fear that if sent to the Bushen it may prejudice its sale. I have written for an explanation which has not yet arrived.

3. I have had the span at Darwin for a bridge measured, and it is given as 135 ft.; I believe, however, that at spring it will not exceed 90 ft. Will you enquire of Harpers Limited what the diameter and height of the pillars for each of those lengths should be, as we have a number of old spans that might be suitable?

4. I have made out some statistics of wool and sheep for the last ten years, which should be interesting.

A. Coleman, Esq
Secretary.
London.

The average clip per head has risen during the period from 5.44 lb. to 7.07 lb., which on 142602 already shown this year shows the astonishing increase of 232441 lb. I have calculated the percentage of wethers to the total stock, and the result is inclusive, for the clip follows it very closely. Last year, for the first time since 1874, we neither boiled down nor sold as mutton any wethers, and the result is seen in the reduction of farm profits for the season. But in seeing this we see the worst, and there are large profits to follow. As consequence of not boiling down, our average clip is raised by 7 lb., and we have an increase in wool of 1408 cwt. already over last season, which must become, the increase at present representing, at 6 per lb., nearly £4000. It is easy to see that to make such a profit as that we must have boiled down many thousand sheep last season, and, beyond that, it must seem to me evident that in boiling down wethers at all you have been on the

wrong back for years, without at the time system began want of funds made it very tempting. What I mean is that if, instead of boiling down three and four year old wethers, we had confined ourselves to aged wethers and ewes, we should have reaped the benefit in wool, and Lafonia might now have been fairly stocked. But having once begun killing wethers we could not drop it for fear of unduly reducing the profits: I remember once suggesting that Goonigoos might be closed for a year, and being told that it could not be thought of. Now the step has been taken and the result is seen not to be as bad as anticipated. We killed 12144 wethers at Goonigoos in 1887, and we killed last year 13! In future, subject to the Board's approval, I shall only kill such as on account of age or for want of room it is desirable to get rid of, and the result will be a rapid increase in wool, which this year for the first time has exceeded a million pounds. It will be seen by my return that Dawson and Walker Creek are about stocked up,

it therefore only remains to fill the North Arm section as quickly as possible. I hope that I have clearly enough pointed out the fact that the wethers are the sheep that give the most wool, probably 2lb. all round more than the ewes

5. Mr. Anson will be obliged if you will pay the passage of servants coming out on his account about September. Their name is Lynch, but I have received no address yet.

6. There is an amount in our books standing to the debit of the Meat Co., £10-4-0 for a telegram sent through Humphreys. You appear to have paid the amount to the latter, although you said in 700-9 that you could not ascertain it. And yet, as I know Mr. Humphreys has put in some claim against the Meat Co. it occurs to me that the right thing would be for him to give us credit for it, which he appears not to have done.

7. The advantage of a telegraph wire to Davis is becoming increasingly obvious; I am continually wanting to give orders or receive information, which can only be conveyed by the tedious and expensive process of sending messengers on horseback. While in England I got the estimated cost of materials down from £1900 to, I think, less than £700, and if I had been able to carry my enquiries further it might have come lower still. The question whether a galvanized overhead wire instead of copper would answer the purpose has not been referred to an electrician: if it would, something like £150 more would be saved.

8. Holmesdale & Blake with their wool insured for £4000 from Hill Cove and £2500 from Challow Bay by Townend's steamer to England. It will be consigned to the Company.

9. The Quiva has gone to bring a load of wood in from Port Stephens and Weddell Island. Sup-

pose you will communicate with Mr. Dean as to insurance.

10. Since writing par. 3, Armstrong has informed me that at low water spring tides we can get ground with only 90 ft between. To keep the footway safely above water allow 8 ft. from ground level, and I would suggest your sending a 90 ft. bridge by first convenient opportunity. The saving in time in getting boards from work will be enormous, and the present plan of taking 40 men across in an old flat bottomed scow is really hardly safe.

11. I will now make some remarks on our new clients.

Pickard & Fellon have decided to do business with us, and send an order for delivery for Orissa at Roy Coro. This I forward, but you will of course keep it until the Orissa's return.

James Sellar is also with us, and we have over 150 bales of his wool on board the Great Britain. Sharp and Lynch and Robson on this island are also our clients, and all those just mentioned are out of debt. Petalinga's agency we take; on this farm Messrs Dean have a mortgage of £6000, but all advances made by us will be covered by wool, and the Directors may later on be inclined to take up the mortgage. Captain Hansen of Lawrence Island is at present somewhat heavily in debt, but against present advances he has 48 bales of wool, and the question of taking the debt over will go forward in due time. I am pressing cash for Dean & Hanson, the latter being heavily mortgaged to Mrs George Dean, but the wool will more than cover advances. Mr Dean has also a mortgage on Weddell Island, for which you are making disbursements, but this is a most flourishing farm and perfectly safe. Bonner has

promised to return to us, and
never leave us again after the
season. and I am making
strenuous efforts to induce
Mitchell & Blake and others to
return to the fold. I have men-
tioned these matters rather in detail
because I wish to show that having
the agency for so many farmers we
shall be called upon to provide a
large sum of money to meet their
cheques. I think some time pointing
out that in every case we shall be
come a position a few months by the
sale of wool; there seems chance
a doubtful account whatever. I
send a list of fruit and taxes we
pay for others to which has to be
added the money they require for
wages and other disbursements.
Even those who deal with Townsend
make us their financial agents,
and in most cases I put the screws
on rather hard in the way of
interest and commission, with a view

bargaining them over. There the accounts remain to be mentioned.

Mr. Lawrence Leland, who is coming in shortly, Packer Bros. and R.L. Packer. Packer Bros. owes McEwen & Sons about £1450, and I have told Mr. McEwen that I would rather they liquidated this debt direct, and started fair with us, especially as they consign their wool direct to the Packers. Captain Packer does the same, and will pay his yearly balance to you in London.

12. I now forward the balance sheet and profit & loss statement for 1888. As the figures speak for themselves there is nothing to remark, excepting that the Sundry debtors are slightly less, and the Sundry creditors about £1000 less than last year. The Profit & Loss statement turns out much as I expected. The principal diminution is on Farm account, nearly £6900, but in 1887 you received about £4100 for ~~[illegible]~~ and £900 for paddock shearing down ~~[illegible]~~ for outsiders. The want of sheepskins and

a slightly lower average in wool prices accounting for the remainder. The Directors will bear in mind that one penny perlb. up or down now makes a difference to us of more than £4000. The exceptional profit on the Great Britain's coal account shows a diminution of about £1475, to which may be added the profit made on discharging the Great Britain. Owing to the absence of shipping Company's shipping shows a slight loss, the hulks not having earned anything from outsiders, while on the other hand there has been exceptional expenditure on docking and repairing the Vessels of Berry, and fitting up the Great Britain as a receiving hulk, all of which has been charged against this account. Buildings have shown an exceptionally heavy item for repairs, and while I admit that such a large number of wooden buildings must necessarily cost

a great deal annually to keep up to the mark. I am not satisfied quite that the people in charge of these repairs have been as economical as they might have been, and I intend to go closely into the matter when I have time, with a view to lessening the expenditure both of material and labour. I may add that in consideration of this expenditure it would be distinctly unfair to saddle the Building account with a charge for depreciation in addition, this value in the boats being still greatly underestimated, through the score writings off practised in previous years.

13. As Captain Hance is required I forward you some papers relative to the seal fishery, and shall be glad if you will assist him. As you will see by the correspondence I enclose the Government have come down upon him rather heavily for a licence to take seals off islands rented by him. The following points are to be noted:- the lease of the islands is stated to be for pastoral purposes, and must be assumed

to be ex. for Hansen has not left a copy with me. The seal licence is for fishing on the shoals of this island. The Volunteer Rock alluded to in the correspondence was not leased or occupied by anybody. The point about which I have recommended Hansen to seek information is this; are seals which are found inland, no matter at what distance above high water mark, on the islands leased by him, ferae naturae, and, as such, his property for the time being? You will observe that the licence says nothing about seals on the land, from which I rather surmise that the Government know that this is a weak point. You must have gone so thoroughly into the question of ferae naturae at the time of the seals killing claim that you must be possessed of much information on the subject, and Hansen is willing to go to the expense of a legal opinion if you think it worth while getting it.

725/785

Falkland Islands Co:
Stanley, 22nd Feb. 1889.

Sir,

I have the honour to inform you that a letter addressed to Mr F. H. Humphreys, Monkey Island, posted per Ramses on December 18th, has apparently miscarried. The non-delivery of this letter has caused much inconvenience, and I shall be obliged by your enquiring into the matter.

I have the honour to be,
Sir,
your most obedient servant,
Lee-Lowe.
Manager.

Hon E. Pakenham Brooke,
Postmaster.

L. L. L.

14. I am very sorry to say that a report has come in that Lt. Stewart fell from his horse three days ago, and broke one of his legs. He is so valuable a man that I shall be hampered a good deal this autumn in the Lafourche work, and he is much to be pitied for the suffering and inconvenience he will have to undergo. On one point this perhaps advantageously to the regiment that he is laid up for a time, for Dr. Dale has confirmed me again lately that his restless energy has been wearing him to wreck, his physical strength.

15. Waiting for Colonel Davis that I found the work here rather overwhelming at the time; I am pleased to say, however, that I shall be able to spare a piece of the attraction, and that piece getting through the work of taking over Colonel Davis's business and our own establishment, I am very glad that there really is room for a third in the office; it will therefore be neither necessary nor desirable to retain Lt. Stark longer than the 12 months I promised him.

16. I forward an indent this time from both stores, that made out by Turner has the names of the firms from which it is desirable that you should buy. Both Cos. of St. Paul's Churchyard are the firms intended to be named, not both Cos. of Friday St.

17. I send a rough estimate of wool to be shipped by the Company's consignment this season.

18. During the last three days cheques for £500 have been presented here, leaving our cash balance terms down to less than £100. I am therefore obliged to take £500 from R. Williams against a bill on the Directors. You will see by the list of wool that these drafts will be covered amply, and I hope that they will not cause inconvenience.

19. Mr. Langdon has decided that, as the time for his intended trip to England has been so much prolonged, he will not avail himself

of the passage to which his agreement entitles him. At the same time he has asked whether the Directors will make him any allowance in lieu of it, a question which I commend to their favourable consideration.

20. 21st Feby. The Menes has arrived with your despatch no. 716 and duplicate of 715, a rather long one for Dennis, which could not possibly have anticipated the mail

21. 715-2. I cannot attend to Mr. Pettman's complaint as you have sent his letter in the Dennis Commoditi despatch, contrary to my reiterated suggestion that a despatch by sailing vessel should contain nothing but Bill of Lading and invoices. The Mometi's crew consists of a master, four seamen and a cook, the Castalia has an extra seaman, in each the leading hand is called Mate by courtesy. Oil casks could not be here in time for use this season I will say nothing about them until after the L. B.'s arrival. 23. Feb 3. Knowing the freq-

ularity of the Dean's supplies by sailing vessels I say that we should never drift back into that old fashioned system again.

24. (Dep. 716-1. I am much obliged to you for forwarding information received by cable to my wife. The telegram originally posted to Humphreys reached him, but the letter asking him to cut out the house coal did not, consequently an entirely unnecessary shipment has been made. When I arrived, I found the place bare of house coal, with the Sam Brown 120 odd days out, an unprecedented time. I assumed her loss, posted the telegram and she turned up an hour afterwards. I countermanded the telegram and my letter has not reached Market yet. The mischief is done, and it is nobody's fault, unless it can be traced in the P.O., to which I have made a formal complaint. Fortunately I have a bulk or two in which to store this coal until wanted.

25. 716 — 3. Here is a more serious instance of a mess caused by a telegraphic error. Your telegram no. 48 has not reached me yet, and I was entirely unprepared for the contents. It is distinctly my impression that Mr. Wanders told me that no wool would be wanted this voyage, the 600 bales shipped for being in case the owners insisted here on her return to London, in time for this season. To confirm my recollection I have examined the Phocaea contract, which alludes to a refrigerating steamer, and shows that both you and I were of the same mind; for we should have never been such fools as to mention refrigeration in connection with live sheep passing through the Tropics. And I should have objected, as I do now, to expose the wool to the risk of steam from the heads and mine of 3000 sheep. My arrangement with Mr Schoffeldt was to have 600 bales ready for an intermediate boat this month, and 500 more on 12th prox., against which I have already over 1200 in hand on board the Great Britain. Now it is with a disgust

that goes beyond words that I learn from Mr. Schlüsselat that the Koomos Agents have shown us yours, and will not send us extra steamers, nor will they promise to take more than two bales in March. What can I do? I have told Mr. Schlüsselat that I feel myself at liberty to ship in I best can, and if the Schlesing has backhanded up to the deck she shall reap the benefit of the Koomos breach of faith - at the first I buy you to shareed. It is an odd coincidence here that they display an obliging readiness to make contracts, but whether they carry them out or not depends upon their convenience. It seems to me that for a steamer of 599 tons to want 450 tons measurement of wool seems quite half a cargo. If Townsend fails to get a steamer then the whole of the West-wool falls into my hands.

26. I note transfer of Colonial Fire Insurance to the Royal. The Government fire engine is on Shaw's and Macon's Litink, I will get

particulars. As for our own means of putting out fires, they are recent. I have a sponge in my greenhouse, and a hand extinguisher in my hall; but they are hardly worth mentioning.

27. Feb. The steam coal being for the Navy contract it seems hence that every shilling knocked off the freight is pure fortune. The shipment having been so promptly made by Lamonaye will prevent the whole quantity 700 tons being shipped, unless my telegram reached you in time.

28. I enclose a copy of a letter I have written Mr. Schlesfeldt about the wool, in which you will observe some remarks on the passage money for Mexico. It is extraordinary what reverence Germans have for officials.

29. I would have sent Mr. Matinon's plan of Stanley, but I have been unable for want of a brush to get the colouring done. It shall go by the Schleswig. Yours, Sir,

Your ~~obedient~~ Servant,

[illegible]

Manager.

Enclosures.

Dup. No 473
Stanley Jol, Cash Book & Ledger
do Balance Sheet
do Profit & Loss Statement
Summary of J. H. Dean Wms accts
J. H. Dean Wms debts & Plants taken over
if used Note
Correspdce to Colonial
Particulars of Policy as per
Statement.
Analysis of Sheep Wool returned
Bernards order
Remarks on J. H. Deans accts
Extract from McCall's letter 2 Feb
Shearing acct 1919
Complete Lambing account
Mrs. Cobb's Wool Weights
Remarks on accounts
List of Plants
Remarks on accounts
Coasting Policy returned
See No 959
Bonners cheque £160
Camp Wages 31 Dec
do Balances
Cordeal & Estimate of Wool for season
Statement
Shipping reports Cobb & Schlotfeldt 22 Feb
By Post Post
Cost of Shores J. H. Dean Wms
do Berrin, N. Ann & Consumption
Separate
Hansen to Cobb 1, 19, 21 May
Cobb to Hansen 19 12 21 } Total Income
Copy of Cobb to Humphreys 18 Dec
Copy of Bernards letter 2 Jan & 6 Feb

Enclosures.

Dup. No. 473
Stanley Jrl, Cash Book & Vouchers
do Balance Sheet
do Profit & Loss Statement
Summary of J. M. Dean & Sons accts
J. M. Dean & Sons debts & stock of stores
Dip used 1889
Campbell to Coleman
Particulars of New Policy as per Statement.
Analysis of Sheep & Wool returns 1877/8
Bertrand's order
Remarks on J. M. Dean's accts
Extract from McCall's letter 2 Feb
Shearing acct 1888/9
Complete Lambing account
H. & S. Cobb's Wool Weights
Dup remarks on accounts & Building
List of Rents &c.
Remarks on accounts
Coasting Policy returned
2nd ex No. 959
Bonner's cheque £60
Camp Wages 31 Dec
do Balances
Indent & Estimate of Wool for season
Statement
Shipping reports & Cobb to Schlottfeldt 22 Feb
By Book Post
Stock of Stores J. M. Dean & Sons
do G., Damin, N. Arm & Consumption
Separate
Hansen to Gov. 1, 19, 21 May & Seal License
Gov. to Hansen 19, 12, 21 .
Copy of Cobb to Humphreys 18 Dec
Copy of Bertrand's letters 24 Jan & 5 Feb

475
Mem.

760/791

22nd Feb. 9.

Sir,

Since closing the despatch I have received a letter from A. McCall which I enclose for the Directors consideration. I also forward Mr Philips' letter. The statement that he has no horses of the Company's fit to carry him to Northterm is, I have informed, false. You would imagine that he had been constantly asking me for horses without effect, the fact being that he has made no application to me for years. Last year instructions went from London on the subject, and I have desired Mr Langdon to write to you what occurred. With the arrangements made he professed himself satisfied, and since my return he has not approached me on the subject, in fact he has in every possible way pointedly and ostentatiously ignored me. He writes to you over my head, and he receives your replies in a closed envelope. How far it is consistent with

H. Coleman, Esq.
Secretary.

London.

his duty as a Christian Minister to refuse the last rites to a dead person, when he has a suitable house offered him by one of our principal men: how far he is entitled to charge the Company's servants 3/6 per mile for such a service, the Directors may judge. I have no personal communication with him at any time. His near neighbours the Doctor & Darwin have found it impossible to associate with him for reasons which I have thought sufficient. I know nothing of the terms of his agreement; which I have never seen or any; and I am equally ignorant of the "advice of the Directors of the Falkland Islands Co." But I do know that unless the man is told to communicate on business matters through me, and recognize me as the Manager of the Company and representative of the Directors, a state of things will come to pass that will be simply unbearable. He is principally detested throughout the Camp

and his removal elsewhere would be hailed with rejoicing. I could say more, but the mail is waiting. I shall ask the Governor advice on the matter.

I am, Sir,
your obedient servant
Alex. Moore.
Manager.

Enclosures
Statement on a/c
Letter from A. McCall, W. H. Philp and J. Langton
Correspondence between J. Langton and C. Lynch.

772/787

Williams & Jones to
Stanley, 30 Sept. 1

Sir,

With reference to your letter of 9th, I find on enquiry that the late Joseph Murray was a distant relative of Mr. C. Smith of Dawson, and that he had a brother in Ireland, whose address can be obtained from Mr. John Lacy of Stanley. Papers relating to the property of the deceased are in the possession of Mr. F. King, the Company's storekeeper, and I shall be able to furnish you in a few days with the amount due to him by the Company.

I shall be glad to receive your instructions with reference to the

Yours
F. Lawrence Rooth.
Editor & Proprietor Times.

Yours

effects of Murray, and also of George Harrington or Livingston, who died last month at Darwin Harbour.

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

785
788

Falkland Islands 6th
Stanley, 4th March, 1869.

Sir,

I have the honour to acknowledge the receipt of your letter of the 1st instant, no. 06.

I have directed the Operators at Darwin Harbour and North Arm to have Errington's and Murray's effects secured, and forwarded to Stanley by the first convenient opportunity, and when any one acquainted with the fact of their deaths is in Stanley he shall attend at your office for the purpose of making the necessary affidavits.

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

Hon. E. Fahnham Brooke,
Registrar, Falkland Islands Supreme Court.

787/790

Falkland Islands C.
Stanley, 12th March, 1889.

Sir,

I have the honour to forward for the inspection of H.E. the Governor a gunpowder tin returned today by a purchaser with a request for a reduction in the price charged. Much of the damp powder has, I am informed, been rubbed off already, but the tin shows how the damp of the Magazine has affected it.

For years there has been a general complaint of the damage sustained by all powder placed in the Magazine, and I have now to ask whether there would be any objection to distributing the Company's stock in judicious quantities over our hulks and buildings in which no fire is lighted?

The Hon. E. Fakenham Brooks.
Colonial Secretary.
&c. &c. &c.

failing that, I have further to ask what compensation the Government are prepared to pay for the certain destruction to which they are consigning the valuable quantity of gunpowder lately landed, by insisting upon its storage in a building that is known to be unfit for the purpose?

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

788/817

Falkland Islands &c
Stanley, 17th March, 1889.

Sir,

I am informed by Captain Kohn that there is still a Custom House officer on board the Schleswig, but I believe he must be mistaken, as I find that the charge for the officer placed on board on arrival has been paid, and that the duties on liquors and tobacco have all been paid in conformity with the Customs Ordinance. May I ask if this is not so?

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

The Hon. E. Fakenham Brooks,
Collector of Customs.
&c. &c. &c.

782

476.
Chubut.

12th March. 9.

Sir,

Since my last despatch I have upon two letters by the Buenos Ayres packet Argentine, and have to acknowledge the receipt of your despatches 715 by Dennis Brandit on the 1st inst., and 707 by Schlewing on the 6th ist.

2. 715-2. I have referred the complaint about hides to Mr. Smith who replies that since the gauchos were abolished the shepherds have been allowed to kill beef out of the farms herds which are kept at their houses for supplying the families with meat, and that the hides are badly flayed: this is perfectly true, and the consumption of young ones and old cows greatly saves the ~~[illegible]~~ which would have to be killed for mutton nevertheless I could not possibly keep an expensive staff of gauchos to take off a few hundred hides per annum, and all I can do is to insist upon greater care being taken.

H. Coleman, Esq.,
Secretary,
London.

3. Pars. 1 & 3. More steam will not be wanted for some time, excepting in special cases where things may be running out, and I would strongly advise you on no account to ship rough or other goods again for the purpose of obliging other people to our own disadvantage. As to more ships, you had better see how the newly imported ones turn out.

4. The 20 rams by Dennis Benedict and 10 by Ellsworth have arrived alive.

5. 707 – 1. The oil pipe has tried but at present we make most bottles pl at foundery for the use of our own machinery.

6. Par. 2. You would probably consider my telegram increasing the steam coal order vacillating or contradictory until receiving my explanation: I am sorry that the 300 tons first will be shipped, but as to the house coals you have put me in a fix. When I arrived, finding people at their wits' end for fuel, and with no order on hand but one for 200 at an uncertain time, Mr Jane Brown

being supposed to be at the bottom, I saw no course open but that of giving it over; for once the Sam Brown's arrival changed all that, and then the news about the Telegram happened. Not knowing the circumstances of the place you could hardly do otherwise than send the 1400 tons: but I rather regret the Sam not at home at the time, as I should have said at once, seeing the Sam Brown unpaid, that there could not be any urgent hurry for more, sufficient to warrant chartering without waiting for further advice from home. Often you had confined your shipment to 1400 tons, nothing could have been said, but you have sent by Ideal 480 tons, and a totally unnecessary shipment of 152 tons at an extra freight of 2/6 for no other purpose than to oblige the ~~[illegible]~~ of the Schleswig, thus throwing upon me 632 tons of coal, which I shall have to keep until the end of the year at least, and give up the S.V. trade to it entirely. I doubt if the ~~consumption~~ of Stanley is ever 500 tons a year, and we ~~[illegible]~~ much further been entertaining to the coal famine, if that the demand has been of

flats insignificant. I think it would be well to bear in mind that whenever you ship more cargo than has been indented for, in 99 cases out of 100 you will be doing wrong.

7. Par 3. I to mail come by the Schleswig.

8. In the matter of timber I must again point out how the Company interests have suffered. There was an indent for a quantity, of some month's standing, marked "by sailing vessel." and some other goods were marked the same way. I too this means that there is no hurry, that the goods ordered cannot pay steamer freight, but that they may be sent when an opportunity offers. A sailing vessel charters for a lump sum has flats 40 feet cost 20/. & 25/. all round. At 40/. a superficial foot of wood costs P, at 30/. 3/4, at 20/. P for freight. Why then, in shipping by a steamer that must come at anchor, cannot you say that unless they take wood at sailing rates you will not ship at all? To give the Schleswig 40/.

for wood

firewood is an utter waste of money, and when you go further, and actually fill up with more wood, that has not only not really been asked for but is an actual cause of embarrassment to me for want of stowage room. I can only say that it is yet another instance of self-sacrificing generosity and regard for the public interests at the expense of ours — for which our Company is so justly distinguished. But to go still further, I say that to ship delicate wood as like flooring and match lining by steamers, which use steam winches and chain slings for discharging, even at 10/. a ton would be a fancy. The tongues and grooves are all fractured, and are ripped, torn, and cut from end to end, the wood is for the most part worthless, even for firewood, for a great quantity is saturated with salt water. I have given Capt. Hohn notice that I shall have a claim, but he states that a note that the wood was badly damaged in London has been made in the cargo book, and that it was taken on board and stowed by your own stevedores. At a rough estimate I should say that the wood is damaged to

the extent of £300.

9. By last mail I received two bundles of the Times each containing 5 papers instead of 6, viz. Dec. 22/77 and Jan 7/11, also 15/77 January and one Graphic in the despatch, all the rest from the previous mail being missing.

10. Send a supply of our spirit licence, as I hear that I shall be asked to renew Messrs. Dyson's licence for the other store when due next October. The licence does not state where we are to sell, or restrict us to one building as would be the case with a public house. Two public houses would scarcely increased sales, but we get no increase of business by paying a double licence. If necessary I shall cease to sell liquor wholesale at the other store, and simply telephone orders down to the old one. What do you think fit?

11. Shall an overright at sending Whitaker's almanacs by mail, as he has received a supply in advance of us.

12. Notice that an account has been sent in for insurance on cargo and freight for Dennis Bennett. Freight should think be included at the ship's expense."

13. Sharp & Smith have asked us to send for a 6 in. hydraulic wool press complete in all respects, and exactly similar to those shipped for Rendrah January 1854. They wish it forwarded by mail as soon as completed, so as to have it up in time.

14 Send some correspondence with reference to the contract for the Church building material, but that I think it will come to nothing, as the Committee will probably purchase direct. I have calculated all at latest prices with freight at 40/. and a profit on outlay of 25%. Send this for your guidance.

15. Send on correspondence with reference to the repairs on Mr. Philips' houses, which I have had carried out in conformity with the Directors wishes I believe, but without allowing what I consider to be unnecessary or extraordinary. As Mr. Philips has not yet communicated with me about-

these repairs and any complaint or dissatisfaction will in due time filter through your office. I may mention that James Steele, who goes home this mail, tells me that he has substantially repaired the brickwogging in the kitchen, instead of replastering the whole as he was asked to do. I have not thought it necessary to put up match lining on the kitchen ceiling, which can serve no useful purpose, except, perhaps, pleasing the eye of an aesthetic maid of all work, and I am not going to refaint the house throughout, unless the Directors specially desire me to incur the expense. I think that as the house is given rent free, any embellishments of that kind might be done at the company's expense.

Re Regarding horses. I formerly explained last mail how things stood, and that Mr. Philip was satisfied with the arrangements. I now wish to make clear the custom about horses, which has almost the force of an unwritten law among our own

our own people. Although we have hundreds of horses there is not one that is not allowed to come on or other, to take it away from whom is a grievance. Every autumn a distribution of colts takes place during the season takes place, some of them going to make up new troops, the remainder to fill up vacancies caused by deaths. You will at once see that if you send an order from London that a certain number of good horses are to be given to anyone, it cannot be carried out except by causing certain disturbances among those who would consider themselves robbed. You have no idea of the feeling the men have for their horses, and once give them an idea that their troops are not providing their own during their stay in the employ and should be sorry to answer for the consequences. I have even known a man give up going to England because I would not permit to keep his horses until his return. Orcetti are usually too pricky for a person like Mr. Philip he is going to follow the usual plan of taking a couple and exchanging

with a younger and more active
mare for steady going animal. His
horses have always been a bone of
fact is he has a good deal of the John
Gilpin about him, and really does
not know how to treat them. Some after
he came he applied to me for one
blood, and having none to spare
himself I robbed my own hoof and
gave him an excellent horse - Shortly
afterwards that horse went lame, and
has been so ever since, some say that
it was the farrier's fault, and I dare
say it was. I am assured by C.
Smith and Armstrong that the horse
given to him last season was quite
good enough for his purposes, but he
appears to have thought not. Who
is to be the judge? Only a few weeks
ago one of his horses was reported to
me as having been tied up to his
fence for four or five days without
food or water, how can he expect to
have good horses if he treats them
like that? I am sorry to have to go
into such trivial matters, but it may

have correspondence and explanations eventually, and perhaps prevent the Directors from sending me impossible orders. With respect to Mr. Philips last journey I enclose copy of Mr. Call's remarks on the subject; and as to borrowed horses, I can only say that I have bored them myself, and am glad to get them sometimes as a change, my own horse having dwindled away almost to nothing. If I could I think nothing of saying "lend me a horse", but as for taking one away from anyone who's horse I merely for my own saddle, I would not do it, although I have every right to do so. I did once when I was younger than I am now, and the man I took it from, one fleet gentle, left the employ a month or two afterwards. You observe that Mr. Philips states that he is acting by advice of the Directors; and can perhaps explain it. Seeing that the Church at Damin is closed Sundays after Sundays for want of a congregation, you see that the Lessons has ceased visiting

the Company's station, and the Company's men have never subscribing to him, it would be well if the Director gave him the further advice to desist out altogether. When a minister was first sent for, a subscription list of one to two was raised; put one penny in. I am informed, you subscribed in the Company's Camp; surely there can be no reason for forcing the poor people who will pay nothing towards his support?

17. Being engaged on the Dennis Bundit when the Sibleans came in I have had much difficulty in arranging for the discharge of this vessel, and the whole of the wood which has been torn (at discharge) out of the steamer has to lie exposed to the weather until Mr. Lanchlan can find time and men enough to put it under cover. Schooners arriving with wood cause additional complication, as some work has to be perfected in order to attend to them; altogether I have

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never known a time when it has been so utterly impossible to get satisfactorily through that has, last, to be done. I enclose copy of a letter to Capt. Kohn detailing the arrangements I have made, in case there should be any conflict of delay.

16. With regard to shipping wool by the Schleswig, it was proposed to stow it in the lower hold, with the sheep in the between decks, upon the lightness of which we should have to depend for the prevention of damage. However, Mr. Ingersoll proposes to carry sheep in both holds, as originally intended when Mr Weidner first mentioned the project: which relieves me from necessity of declining to ship by her. The enclosed copy of letter from Mr. Sell & Field shows that I have no right to do it. I cannot understand how the Directors can have intended me to give bookings for wool in the face of the following clause in the Hamburg contract:- "The F. S. C. undertakes not to charter vessels for wool or ship by steamers of the Hamburg S. & C.

"furnish sufficient tonnage within
"the time specified for the minimum
"quantity, the only exception being 800
"bales which may have to be reserved
"for a Refrigerating steamer." Suppose
the Kosmos Co. say that having taken
our contract we have to pay 40/. as before
what a mess we should be in! Surely
we take the responsibility of doing this
upon ourself.

19. On looking over Mr.
Dean's invoices I find that in many
instances he has charged below our prices,
and he has in every case given us
credit for the full discounts. Galvan-
ized roofing iron is £12. 10s. per ton
from Blakemore against £14 from
Rowson by the same ship. Ridging
is 1/4d. per length against 2/3d. Rubbuckets
painted are much cheaper than Hampton's.
Geneva from Stock is 8/3d. per case,
against 10/6 last price to Mill. Rum
from Stock is 2/6 per gallon, and
Mill's at 4/8 is pronounced to be as
vitriolic as the unsalable. Nothing

a very drinker myself. I speak from hearsay; but I know that we have had to cease infesting it because the public will not drink it. Stephenson charges you 11/. and Mr. Dean 10/. per cwt. for Navy bread, which is odd, as the 10/. merit has brought both Mr. Millinery and the goods from both Lots 16 compare favorably in price with Mr. Dean's; and generally it may be said that the cost of the whole of his cargo is on a lower level.

20. Intended to go to Darwin between these two mails, but after the Alma had left I had to wait for the Sobraon which I expected 5 days later; she did not arrive until the 6th March, however, and after that it would have been impossible to do anything and get back for the mail of the 12th. It is very annoying to me to have been so much tied here, but I have written to make arrangements for commencing the work at Port Lincoln, and I must go myself as soon as I see an opportunity.

21. I am sorry to say that Noble reported some weeks ago that in mooring the launch Pioneer at Goodlyear point for the purpose of beaching her in the bay, a sudden gale compelled him to anchor, and that she eventually went down in about 10 ft. of water. There is the disadvantage of the want of a wire to Darwin. The Cecilia was loading wool, and the Captain knowing the importance of hurrying on with his loading, worked night and day without orders from me, for which I cannot blame him; consequently, although I took advantage to give all possible assistance with men and scows the last report is that she is settling in the mud, and Noble wants a diving dress to enable him to pass a chain under her. 22. I have 1711 bales of wool and 105 of sheepskins in Stanley awaiting shipment, of these the Thetis is to take 600 of the Darwin Burn dist. will want 1100, so reckoning on increasing the quantity to 2600 by the 12th prox.

Falkland Islands 6:
Stanley. 14th March. 1889.

Sir,

I have the honour to forward herewith a box of papers belonging to the late Joseph Murray, whose effects have been handed over to the care of the Chief Constable.

Among the papers is a receipt for £200 deposited with the Company, which sum I hold at your disposal.

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

The Hon. E. Fakenham Probyn.
Registrar of the Supreme Court.
&c. &c. &c.

12th prox., Mr. Schlottfeldt will write for an extra steamer about that time for 700.

23. An planning report reaches me about Mr. Call a few weeks ago; but on enquiry I found that it was an special Mission, Dr. Dale's letter enclosed shows that he is not in a satisfactory state.

24. I send an extract from a letter from Mr. Call complaining of the irregular length of the coils of the last wire.

25. March 15th. The Hawarden arrived early yesterday morning with 90 bales more, and the Thebes in the evening with despatches 708/9. She will take 900 bales or more, so shipping by Thebes wires would under any circumstances have been out of the question.

26. Re 708–6. I will write later on about the freezing project, but I will here remark that the East Falkland people are waiting to hear what we can do before committing themselves to Messrs Sheldon, who do not propose to limit their operations to the West Falklands, as you seem to imagine.

27. Par. 8. My despatch $\frac{470}{2}$ — 18 of June 1880 fully explained fully the dispute about secs. 24 and 25, the ones we have only held by a tenancy since that time. I wonder at your forgetting the circumstances.

28. Par. 9. The Post Office may be mainly at fault about this newspaper, but they are not responsible for a week's bundle containing 5 papers only or for a day between two bundles being dropped: these mistakes spoil the continuity of the series.

29. Par. 10. Mr. Aspinall has asked me to look after the Mexican's affairs here, and I have this week in the Great Britain.

30. Par. 11. I have never received from Hunter & Wainwright a few pounds is that they had all time been by Ramsey, but promised for the next mail.

31 719 — 1. The shipment of 850 tons of steam coal against 700 ordered is another of those heart breaking errors of judgment that make me almost

despair of carrying on business, people. I only were 700 the maximum quantity required, but it is all that I can store in the View of Brazil and Spain, consequently I must now find a place for the remaining 150 tons, and where I really do not know. I thought I had done with coals in Great Britain, and I shall not make a move again unless forced to do it. As to cost, there was a contract in Montevideo at 24/. Captain Kennedy told me, but upon freights and the price of coal rising the contractor showed that he could not make both ends meet, and the contract was raised to 40/. You have equally good grounds for raising yours to 60/. As to bricks at a freight for ton, you have & never had them except as stiffening for a lump chartered ship, and bringing them out at 35/6 raises their cost here to more than £6 per 1000. This gives a pen with shipping wheelbarrows by measurement, another evidence in novation given to our Company.

32. Q. 2. Can [illegible]

[illegible]

33. Q. 3. [illegible]

[illegible] Keller, Parker, and Robson

in England, and [illegible]

32. Par. 2. I am absolutely certain that Maples are wrong about the curtains. as I only ordered and received 3 pair. for the drawing room and three for the dining room the unpacking of which I superintended myself. I am also absolutely certain that the two pair and the single curtain of double width were ordered for my father's house at Lewes. the single one covering a door into the conservatory, and I infer that as I wrote to the firm about the Stanley curtains &c. they jumped to the conclusion that they were all for my account. I send you the invoice which please return corrected. Jeyes' Disp cannot be sold, and will be returned.

33. Par. 3. Mr Langdon cannot take the affidavit, as it states that the persons named in the schedule were resident in the neighbourhood of Stanley, which is untrue as regards most of them. Messrs. Waldron, Fellows, Parks, and Robson were in England, and it would have

been impossible to place the posters in any place where they would be seen by all, unless they were sent to each creditor separately. As a fact, has not every one been individually communicated with, and have not all the claims been sent in? Mr. Clark says that he knows that Dean Alexander's, Wilson's, and Pelaluga's were, and you can speak I think for the rest. The posters were only exhibited in Stanley. Probably if the notices are sent by next mail answers will reach England, in time from most stations, but not from New Island or Pebble Island.

~~34.~~ Par. 5. I will ~~endeavour to~~ remedy the said loss of yours that if I can get any spare time again, which at present looks doubtful. Perhaps it will be found in due time in the wrong bundle as it seems hardly have been stolen.

35. I send papers ~~seemed to~~ be paid by the S. A. Missionary Soc.

36. ~~Regarding forging~~. I send a copy of my letter to Mr. Weir ~~over~~ going into details. He has asked me to write home that I approve of his scheme

shall do nothing of the sort in this face of the Director's decision. But nothing stops small return for hides for tallow, much of which is swallowed up in expenses, it is worth considering that at 1½d. fully we should realize 10/ 2/- for a sheep of 70 lbs., say, with 1/9 for tallow from the offal, 12/ for sheep. Now return of last year's produce gives 24 lb. tallow and 6/ for hides for sheep; this is fallacious, for no freight or other expenses are charged, and a certain proportion of the tallow came from south fat from the Butchery and Slaughter. But even if correct we should gain 6/ for sheep on the number we could supply, 10,000, or 60,000 clear, without any deduction for freight. A fair way of looking at it seems to me to be this; ascertain that the plant costs so much and no more, that the steam worker on the "Craft" principle is a success, that the working expenses are so much, and no more; then, go ahead for speculation & to meet

machinery to supply mutton for which you get a guaranteed price per lb. than it is to have already put up a plant to supply tallow for which you get an uncertain price per cwt? Add to the actual price of the mutton a percentage on the profits above, say, 3/- or 4/- and you ought to make a pretty good thing. As regards Loch Ard, I can of course easily gather 10,000 rachers, and price to that effect according to Mr. Windsor's letter, but if she comes please inform the Wharf for the trip to Darwin and back, as I must have her up there to tow scows. This subject reminds me to enquire whether you have received the proceeds of the shirts that went to Buenos Ayres yet? As the Loch Ard is a refrigerating steamer I could supply the wool asked for.

37. James Steel our mason who lost his wife a year or two ago goes home for the winter, and will return in July or September at his own expense. The Company has not a better servant; and I am keeping a house for him and the wife he means to bring; his only fault is a partiality for whisky.

38. I am not a little uneasy at the enormous quantity of our stock that we have of some sorts, and it seems to me that nothing has been done to reduce the evil on your side, rather the contrary. There was room I think for direction in dealing with the accounts after the amalgamation was decided upon: for instance, putting goods from Ward might have been shortened after consultation with Mr. Dean, the 20,000 bricks might have been delayed, or reduced one half; coals, 200 tons would have been sufficient for home use, – this was a misfortune which the delay of the telegram made unavoidable to some extent, though the 152 tons for Schlewig were quite superfluous. The freight £954. 10. 0 to Hull was purely benevolent for the most part. Timber to the amount of £280. 2. 9 having been shipped over and cancelled orders from here, which orders in con-

sideration of Mr. Dean's large shipment for the Emir Bundit might have been cut down at least one half. Altogether I estimate the overshipments to be at least as follows.

152 tons	Home coal	350
150 "	Steam "	370
Timber		800
Birch	10000 sticks	60
		£ 1580

to say nothing of smaller items.

39. I enclose copy of correspondence with reference to the destruction from gunpowder by damp in the Magazine, of which complaints have been made for years. I should like to have the opinion of Mr. Dyer as to powder taking damp from the atmosphere under ordinary circumstances. Unless we claim compensation this will continue to be the course of much loss.

I am Sir,

Your obedient servant

[illegible]

Manager.

Enclosures

Dupl Stock of Stores per Book Post
Wool Weights
do Lively
Wool Marks
Extract from McCall's letter 12 Mar re fencing
do " do 6 Mar re Philip
do " Armstrong 8 " do House
Philip to McCall 18 Feb
Indent No 86
Coasting Insurance
Correspondence re Magazine
Copy letter to Capt Rohn
" " from Schlottfeldt 12 Mar
" Wholesale License
Stanley Jol, Cash Book & Vouchers Jan
Dupl Store Debts
" to Coleman 21. 26 Feb
Naples Invoice
Correspondence re Church
Dr. Dale's letter 2 Mar
Mission accts £272. 10. 2
1st ea No 970 for 1089. 19. 4
dupl Statement Indent, Rents
" Jol, Cash Book, Profit & Loss & Balance Sheet
" Dean's accts & remarks
" Consumption acct
Bertrand's additional order
dupl Despt 474 5.
Shipping Report
Statement.
Cobb to Windsor

807 ~~825~~ 825

~~825~~ ~~827~~ Falkland Islands Co.

Stanley, 18th March, 1886

Sir,

In reply to your letter of the 14th inst., I beg to point out that, even if certificates of the degree of the Magazine were to be given by a degree of proof officers, the fact that all powder stored there is proved would be attested.

When I last complained on the 17th August, 1885, that the damage sustained by the Company's powder was not explained in much the same terms as now, and this explanation must be regarded as satisfactory.

I am unable to do more, however, than report to the Company about the destruction of their property, and ask for a confirmation by return of post.

Mons E. Abraham Brooks,
&c &c &c

Sterling

theory about dampness which you put forward.

I have the honour to be,

Sir,

Your most obedient servant

[illegible]

Manager.

~~819~~ 791/830

477.
Schleswig. ~~825~~ ~~791~~

17th March 7.

Sir,

This vessel is at last ready for sea, and leaves for Salvador about 8 or 9 this morning. I take this opportunity of sending duplicates of mail per Chelsea, which left here on the morning of the 17th.

2. Finding it impossible except with the loss of much time to hold a survey on the damaged wood, I have agreed with Capt. Kohn upon an estimate which I enclose. I do not mention the flooring, which Mr. Auchlen says is not nearly so much damaged as the lining. I look upon the matter as a compromise yet entirely favorable to us, for you may imagine what the condition of the wood must be, when the Captain willingly declares that half is worthless. The point as to who is liable could not be settled here; I claim on the Ship, and the Captain throws it on to the Charterers, whose Agents signed clean.

H. Coleman, Esq.,
Secretary,
London.

Bill of lading; but he also thinks that the employment of the Company's steamers may bind us in fact. I do not pretend to know, and I am also unable to see what advantage is derived from employing our own men. Certainly he did nothing to save our property.

3. I send the conclusion of the correspondence about gunpowder. As the Government have done nothing to the place since I complained in 1885, and unless some steps are taken will continue to damage our powder to the end of time, have we not a claim upon them which we ought to try to enforce? Is it not considered safe to solder up the case containing the tins? Dr Sigou with the Hannemann agree that a tin gets rusty by absorption of the damp from the atmosphere under ordinary circumstances? I send you in a parcel the tin complained of.

4. Can you tell me when the Railway admits months ago to replace

breakages in my house in going to be sent out?

5. I have charged the following 2½% commission on disbursements, as in the case of the Columbia, but it is no compensation to the Company for my detention and loss of time.

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

Enclosures.

Dup. No. 476.
" Statement.
" Dip used
" Wool Weights
" Analysis Sheep & Wool
" Shearing & Lambing accts
" Correspondence re Church
" Project for freezing Steamer
" Extract from McCall re Dip
" Jol & Cash Book Jan 89.
" Indent

2nd ex No. 970
Schlesinger's acct & draft for £133. 5. 1
Agreement as to damaged Cargo
Correspondence re Powder Magazine
Letter to Windsor
Indent
Dup bobb to Windsor

819
826

Falkland Islands Co.
Stanley, 6th April, 1889.

Sir,

I have the honour to forward herewith the Certificates of Registry of the schooners Lily and Nimrod, which are no longer sea-going vessels.

2

I have the honour to be,
Sir,
your most obedient servant,
Rea Lesobe.
Manager.

The Hon.ble
C. Fetherstone Brooke,
Registrar of Shipping,
&c. &c. &c.

825/827

Falkland Islands &c.
Stanley. 6th April, 1889.

Sir,

I have the honour to acknowledge the receipt of your further letter, no. 5, yesterday's date, with reference to the damp condition of the Government Powder Magazine.

I have the honour to be,
Sir,
your most obedient servant,
Chas. Clove.
Manager.

The Hon.ble
C. Bakenham Brooke,
Colonial Secretary,
&c. &c. &c.

826/829

Falkland Islands 6:
Stanley, 10th April, 1889.

Sir,

With reference to your memorandum of this day's date on the subject of Mr C. Hansen's sealing licence, I am prepared to pay for it on his account if necessary; but if the matter could be allowed to stand over until his next visit to Stanley, I should much prefer it, as I am inclined to pay only under protest. Mr Hansen informed me when last in Stanley that he had taken up the licence under a misapprehension that the Government had control over all seals, whether in the water or on shore; but believing that place captured above high water mark on

Hon. C. Fakenham Brooks,
Colonial Secretary.

land

&c. &c. &c.

land sealed by him belong to him as the occupier, being fera naturæ, he has since sent the question home for a legal opinion.

May I ask whether any alteration has been made within the last twelve months in the regulations with reference to sealing, and also upon what principle Mr. Hansen is charged for a licence to kill upon his leased land, while Mr. Dyer can, as is currently reported, dispose as he pleases of the seals upon Bird Island, leased by him from the Government?

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

827
849

Falkland Islands Co.
Stanley, 15th April, 1889.

Sir,

In continuation of my letter of 10th inst. with reference to the subject of Mr. Hansen's sealing licence, I beg to forward herewith the sum of Eighty pounds (£80) in payment for the same.

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

Sir Aug. E. Upham Roth,
Colonial Secretary,
&c. &c. &c.

821/852

478.

Rambyas.

17th April, 9.

Sir,

My last despatch went per Schleswig which left Salvador on the 26th ult. with 22,78 sheep. There appears to have been a gross miscalculation about the number she was capable of carrying, and Mr. Felton makes a claim upon the charterers for the number short taken. I send you a statement showing a balance due to him, which Mr. Felton will thank you to pay on his account, if Mr. Ryan has handed you the cash he received from Gunman Hayward & Co. I received £500 in cash here. I bought a very useful life boat for £20. to be given up after the sheep were on board. The Schleswig damaged most of the Government cargo, and all our goods put in her were damp, some of their own hay in the lower hold was rotten and useless, and it is a most fortunate thing that I declined to ship wool.

J. Coleman, Esq.,
Secretary,
London.

2. I have been in the Camp lately, and have visited all three stations. From the first shearing returns I am already able to see that the percentage of mortality is lower than last season's, and, as far as the dipping has gone, the deaths afterwards are reported as insignificant; which is an immense advance on the state of things for some years past; giving reason to hope that the disease is passing away. I found that it had shipped 483 bales from Darwin against 482 made, and, after a long search, discovered that two bales numbered 196 had been shipped both from Darwin and Stanley. As 196 was the last ~~mark~~ made in December, the press foreman evidently took that indeed of 197 to commence the new year with. As however there is no record of the weights of both bales perhaps you might be able to have the missing one. Ever wool weighing 6.1.0 is the only one recorded.

3. McCall is getting about on crutches, and is better in health.

4. The work at Jonquera was going on well until Sept. but was afterwards stopped for want of water. This is the first time a stoppage has actually occurred in 14 years, although we have been near it several times. I have never known such a dry season. Fortunately heavy rains have since made water abundant. To prevent the possibility of such a mishap again, I must enlarge the reservoir, and perhaps construct an additional one.

5. I had a lamb at Spitch that dipped in Carbos; it was swarming with ticks, many of which were alive the next morning; the experiment was not entirely satisfactory, for, while the results of the dipping were being anxiously watched, the lamb itself died. Since then however, McCall, who updates looks, has had 200 or 300 sheep and lambs living round the enclosement dipped, and expects the ticks all dead, although it took a long time to kill them. I enclose a copy of his remarks on the subject. Crowding and

Sinclair are utterly incredulous, and have not a word to say in favour of this dip.

6. I write you from Darwin to say that you could send Mr. Cathie's family out at any time.

7. I am much concerned on looking at the tallow accounts to see what poor results were obtained last year. Assuming that the London weights are correct, there must have been great carelessness here, for the Lively Island sheep only averaged 15lb., Bleaker Island under 12lb. and Greenshields' only 10lb. I am informed that the latter were a class of sheep that should have given at least 25lb. The Company's, after deducting lean fat and drippings from the cookhouses, only gave 17 lb. last year as nearly as I can estimate. While I was at Darwin lately some workers from Walker Creek were running 27 lb., which is a fair return.

478
(cont'd)

8. Dr. Dale has asked me for an extension of the glass porch to his house, so as to take in one of the windows. As this is not an absolute necessity, I shall be glad to receive the Board's sanction before putting it up; remarking, in commending to this consideration, that Darwin is an isolated place for an educated man to live in, and that a small sum laid out in making it more tolerable is not unnecessarily thrown away.

9. Schools like to know the present value, or what price it would be safe to give for furs and hair seal skins, also the value of old yellow metal.

10. Can you find out why the pitch pine deck planking from Tacoby for Minna Helena is much cheaper than that of yellow pine in the same invoice, and also why deck planking is so much dearer in Japan than 3×9 deals of the same class of wood?

11. The West Kalklands people say that their agents buy Capers' dip at 40s. f.o.b.

in London, and for a large quantity could get a cheaper quotation; the firm charged me in 4th, and my clients grumble even at the reduced price of 60/ here. In consideration from being large purchasers could you not obtain better terms?

12. I have to report that the sales for the first quarter this year have been £669. 16. 10 against £2673. 5. 6 in 1888, which, so far, looks promising.

13. I have taken over the Dennis Bennett as from 1st April, and she is registered in the Company's name. The value of stores taken over is £1054. 4. 11, as per the account which will be sent home by Mr. Dean. I have not paid for the ballast. I intend to let it go as cargo, and be taken at landing weight, plus 10 tons which I have taken out here for the factories.

14. I find that farmers and Grandholders, who pick others consig-

their wool to the Brokers Cohen Stone
& Co., as in the habit of leaving the
proceeds in their hands receiving 3/4 %
interest, and drawing upon them as they
require money. Putting the risk on
one side, this course rather commends
itself to some of the simpler among
our friends, as they not only avoid pay-
ment for our commission, but get some
return for their idle money. I com-
mend this seriously to the risk they run; but
at the same time I should be glad to
know whether you could not offer to place
money at interest in London, or do
something to meet the difficulties
of the Mean's system of business. I
have always thought that Brokers were
not entitled to receive direct consignments.

15. When I went to Damascus
I left behind me an Schoolmaster to
make work for the Cartalin, but during
my absence the Orient returned from
the West, and the Cartalin made two
voyages in two 11 days, consequently
before it was possible to communicate

with me both vessels were perfectly idle for several days. This helps to show how advantageous a mile between the two places would be, which was one end the Manager might be at.

The Catalina has done ~~[illegible]~~ work this season, having brought in 1505 bales since the beginning of January out of a total of 3607, the remainder having come by seven different vessels. She made a trip to Shallow Bay from here ~~[illegible]~~ 3 a.m. one afternoon to 9.30 a.m. the next morning, beating the record by some hours. In the same time last season the Canada has brought in 605 bales.

6. I send some more correspondence about damaged gunpowder, including a report on the Magazine by Captain Biggs R.A. The report does not state that his forms were never opened, nor is Dennis Bennett's table, which was in perfect order, the other in a most damaged condition having

been some time in the Magazine. I cannot regard Capt. Biggs as an expert in gunpowder, and should like to have Mr. Cox's opinion on the question of packing for export, his experience being somewhat more extended than his. If they think that the powder should be proof against anything but very excessive damp, and you can show that this damp was complained of as long ago as 1885 without any steps being taken to remedy it, you might establish through the Colonial Office a claim for damage, which I could not prosecute successfully here. In any case the Governor would be directed to attend to the matter at once.

7. Upon looking over the cash transactions of the last three months, I find roughly speaking that we have received £11600 of which £3500 came from the Stores and Butchery, and

after deducting every item, there still remained over £600, which has to be raised outside our regular takings. At only times pay at the rate East & West; but every mail brings in packets of orders for wages and other payments. I would therefore suggest that you might take the from Agents' drafts on the Treasury here every mail after receipt of this for £600, and I shall still have to provide for payment of many of the rents by drafts upon the Director.

18. I enclose a copy of the Queen's Advocate's opinion on peals. I take it rather to be from an international point of view, stating the Government claim as opposed to the pretensions of foreigners who may come here for sealing, but it does not touch the question of the ownership of seals above high water mark on freehold or leased lands, and I pass first numbers what the

practice of this Government is quite
unjust to the people of the place. It is
usual to grant licences, or to the fishing
vessels against foreigners for the Islands.
The Government here grasp every penny
they can, and their action in prohibiting
sealing without payment for licences has
caused much dissatisfaction. You gave
them some no instruction, and the establish-
ment some years ago of the close season, was
the only one that was needed, assuming
that such one to be preserved at all, the
advantage of which has always appeared
to me at least doubtful.

19. I am forwarding the chart
you gave Mr. Call to mark the new
La Farine fences upon, and you will find
the sections of Crown Government lands
placed upon it as requested. Mr. Clark
having taken them from my chart.

20. Against Mr. Call's report on
Forfeit dip, I have a statement from Hamilton
that a lion hunt, which got mixed up in
the hunt and afterwards found his prospects
the brighter, was replaced alive, having
afforded by devices much benefit from

the tonic properties of the mixture. This, however, is one of those things that I think a Vestry should be consulted.

21 Mr. Bonner wants to know whether your commission of 1/4% on cash of wool could not be reduced. I told him Schaupp's commission was cut down fair enough already, and that was a question belonging to the London office, with which I could not interfere. Mr. Bonner further stated that Messrs. Spencing and Waldron are now writing out that they are in hopes next year of still further reducing steam freight between the Falklands & Europe to below 40/., provided they are also interested with the commission agency in London. They are cutting out Townsend Newton, and prepare to reduce business profit, as far as I can see, below a ~~[illegible]~~ point. Are they such capitalists as to be able to afford this sort of thing? They keep the place in a constant ferment; and are the cause of much

dissatisfaction among our clients. I have sometimes thought that it would be better to throw up the banking business or do for our friends altogether, rather accompanied by anything that pays. Take the case of Mr. Cameron for instance. He consigns his produce by an outside steamer direct to the Bankers, and he imports his stores, bought by Townsends, direct to San Carlos, spends in our store a few pounds a year, and we keep his account for him for nothing. Certainly he always keeps a balance in hand, but is it worth the trouble?

22. I have already advised you as to insurance of Volunteer & Blake's coal for Granadilla from Hill Cove and Shallow Bay, and have trade Mr. Bonnici from San Carlos particulars of which he will give you. I have nearly 2000 tons coal in Stanley on per list here

23. The Queen's Bounties has about 700 bales wool on board, and should be loaded next week. The Menos is hourly expected for 600 bales.

24. I find that Turner, the Secretary of a little local Company in which I have taken an interest, the object of which is to build an Assembly Room for dances, theatrical entertainments, public meetings, &c., wrote you for Flamingo asking you to interest yourself in forwarding a building ready framed according to a plan he sent you. I confirm this, and have to add that the project is one that deserves encouraging, as it will supply a want that has often been felt. The Capital is £1200, of which £1000 has at present been issued.

25. Complaint has been made to me by William Coutts, of Cambera, that Mr. Philips refused to go there to baptize a child of Coutts's, on the ground that he had no horses, and that his

travelling fee was 3/6 per mile, that he would outride a horse Coutts offered to bring him, and that he (Mr. Philips) earned his money just as easily sitting by the fire as riding about doing his duty. He had previously refused to perform the baptisms I was informed, and Mr. Brandon, who was on a visit to Dawnie, did the duty for him, but without his permission, which Mr Brandon told me he would not get. The latter made a trip to South Ham, and performed four or five christenings, besides going to Sandra at Coutts's request. Regarding horse flesh I have satisfied myself most completely that Mr Philips was supplied during my absence with a thoroughly efficient animal, opinions to that effect having been given to me by Cameron, McCall, and Gilmour, as well as C. E. L. who gave him the horse. Further, by a curious coincidence my brother Mr George Cobb rode him from Mount Pleasant to Stanley a few days ago having borrowed him from the chief here Middleton to whom he was lent

our after his repulse, if you ask my brother he will tell you about him. To prevent any possible complaint I directed C. Smith to give him his pick of this year's crop, and I am told that he is highly pleased with them; but he has not written to thank me or taken the slightest notice of any thing I have done for him, simply boasting I am told that he does not recognize me, and that he communicates solely with the London office. I shall be obliged if the Directors will take steps to remove him at once from Darwin, where he does mischief instead of good: we are already within measurable distance of the time when the place will not be large enough to hold both of us. At the same time please furnish me with a copy of this wonderful agreement he talks so much of, but which I have never seen, and let me know what duties he is actually expected to perform.

478
(cont.)

26. Slide valve pins rods are urgently needed for the Great Britain's steam winch, particulars are given on the order, the people who did her repairs probably know about it.

27. Mr. Cox & family and Mr. Bonnet go by this mail.

28. I want a steam whistle or organ, the latter preferred, for the Lucia, first for expenses, her present whistle being scarcely audible; you have occasion at times to whistle at a distance, say from Fort William, and a organ is what would suit best: such as they have on the launches in Montevideo.

29. Mr. Lacon the American Consul has, Mr Langton tells me, asked him to take the position of Vice Consul resigned by Mr. M. Dean. This I cannot be subject to the approval of the Board, and I have told Mr. Langton that I question the advisability of his taking service under any other person than the

position of Vice under a full Council giving the latter the opportunity of making himself ~~disagreeably offensive~~, of which the present man will take the fullest advantage; he is pernicious enough as it is. Mr. Lacon has made no application to me on the subject, which I regard as distinctly important.

30. 20th April The ~~[illegible]~~ cases in yesterday, and the Hamlyn today. The mail for the former is ~~closing~~ within a quarter of an hour. I will write further by one steamer.

Dear Sir,
Your obedient servant,
Geo. Foote.
Manager.

Enclosures

Letter paper
"Schleswig" Receipt.
Fellon's Acct. Balance £333-8-9
Corrected Lambing Acct.
Correspondence re Hansen.
London Office C/a Balance.
Inl. C/B. & Vouchers 1st 1st Mar 1889.
1st B/E for £150.10.10
" $ 400.86
" $ 64.46
Dup. Cbt to Coleman 19th Mch 1889.
Wool & Skins Speedwell.
Smiths Wool.
"Dennis Brundrit" B/Sale
Dup. Indent 87.
S.A. Mission a/c £129.1.11
Additions to plant 1888.
Gabriel McCall Letter 5th Apl 1889.
Dup. Coasting Insurance.
Fresh do
Shipping Report.
Statement.
Indent.
Wool particulars & Skins.

829
850

Falkland Islands Co
Stanley. 28th April, 1889.

Sir,

I have the honour to acknowledge, with thanks, the receipt of your letter of yesterday, acquainting me that the Right Honourable the Secretary of State for the Colonies has authorized the leasing of sections 24 and 25 to the Falkland Islands Co on the termination of the present year's holding. I have the honour to be,

Sir,

your most obedient servant,

Geo. Clover.
Manager

The Hon.ble
C. Pakenham Brooke.
Colonial Secretary.
&c &c &c.

849/851

Falkland Islands
Stanley. 24th April. 1889.

Sir,

I have the honour to acknowledge the receipt of your letter of 25th inst. enclosing a copy of a communication received from the Post Office in Montevideo relative to a letter posted in December last which miscarried in transit through the Post:

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

Hon. E. Pakenham Byng,
Postmaster,
L. L. L.

850/852

Falkland Islands
Stanley, 24th April, 1889.

Sir,

In reply to your letter of yesterday's date, I have the honour to inform you that since the date of this complaint made to the General Post Office, to which you refer, packets of newspapers from 15th November to 1st December, 17th to 21st December, and 29th December to January 4th, believed to have been posted in London failed to reach me. There were, I think, some missing in the mail per Chilean last month, but I cannot remember the dates; this time, however, every packet has been received.

I have the honour to be,
Sir,
your most obedient servant
Alex. Love
Manager

Hon. E. Pakenham Brooks,
Postmaster,
&c. &c. &c.

851/853

Falkland Islands &c.
Stanley, 29th April, 1889.

Sir,

I have the honour to transmit to you the deposit receipt for £50 belonging to G. Errington, together with a letter from Mr. Fraser forwarding the same, which I submit for the consideration of his Excellency the Governor.

I may add that Mr. Fraser has been in the Company's service for nearly nine years, and that I have every confidence in his truthfulness and honesty.

I have the honour to be,
Sir,
your most obedient servant
A. W. Lowe
Manager.

The Hon. E. Fakenham Broome,
Colonial Secretary,
&c. &c. &c.

852
855

Falkland Islands.
Stanley, 1st May, 1889.

Sir,

In reply to your letter of yesterday, I regret to inform you that the Dennis Bennett is quite full, and has therefore no room below for the empty oil tins from Cape Pembroke.

I have spoken to Captain Thomas about them, however, and learn that he can carry them on deck or in one of the boats, at the risk of the Board of Trade. If shipped in this way they may be carried this voyage at the nominal rate of sixpence a tin, which must not be taken as a precedent.

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

The Hon.
C. Fakenham Brooke,
Colonial Secretary,
&c. &c.

830/860

479.

Dannie Dunnait. 1st May. 9.

Sir,

I am despatching this parcel today, and forward Bill of lading with other enclosures as at foot:

I am, Sir,
Your obedient servant,
Robt Hood
Manager.

Enclosures
Manifest
& Bill of lading
Remarks on carg.
Specification of hides.
Dannie Dunnait account

F. Colman, Esq.
Sunday.
London.

Falkland Islands &c:
Stanley, 1st day, 1889.

Sir,

In reply to your letter of this date, I am unable to say what charge will in future be made for the conveyance of emplies ~~belonging~~ to the Board of Trade, but would suggest that the Board might arrange the matter with the Company's Secretary, who may be able to quote a rate covering freight out and ~~return~~. At dispence a ton, amounting to about 6/. or 7/. a ton I would not at any time undertake to start at cargo paying 30/. to 40/. a ton. I am sure, however, that the Company will do what they can to oblige the Board of Trade in the matter.

I have the honour to be,
Sir,
your most obedient servant,
Rd. Felton
Manager.

The Sec.
Pakenham Brooke
Colonial Secretary.
&c &c &c

853
857

Stanley.
9th May. 1869.

Sir.

I have the honour to forward herewith a Memorial to the Secretary of State from Mr. Fellon and myself, and shall be obliged by your handing it to His Excellency the Governor, with our request that it may be transmitted in due course.

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

Hon. E. Pakenham Brooks.
Colonial Secretary,
&c. &c. &c.

856
858

Falkland Islands C.

Stanley. 10th Mar. 1889.

Sir,

I am not sure whether I am in order in replying out of the Court to the offer contained in your letter no 210 of yesterday; but I may say that, while I would accept a monthly payment on the claim for stores, the boat was obtained under such circumstances, as will appear in Evidence, as to make it incumbent on me to press for prompt payment, or, in default, for its sale.

I have the honour to be,
Sir,
your most obedient servant,
Rud. Clove.
Manager.

The Registrar
of the Supreme Court.
&c. &c. &c.

Falkland Islands &c.
Stanley, 13th May, 1889.

Sir,

Falkland Islands &c. v. Brown.

I have the honour to inform you that this action has been withdrawn.

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

The Registrar
of the Supreme Court &c. &c. &
Stanley.

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Imperial German Consulate.
Port Stanley, 10th April, 1889.

Sir,

I have the honour to transmit the usual statement of German shipping that visited this port in 1888, and a summary account of fees received in this Consulate.

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

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

480.
Kamas.

17th May. 9

Sir.

I now reply to your despatch no. 120 received by Kambyses on the 20th. ult.

2. Par. 2. Insurance on coals appears to be very reasonable, premium running from £7. 7/. % on Sir Sam Brown to £8/. on the Island. & 40/. on Sir Glendoveys

3. Par. 3. You will have seen that I have far overrun the policy for £2000, and I trust that you have opened a third, and will arrange to keep us continuously covered.

4. Par. 5. St. George has a paddock at Darwin about 60 yards by 50, with a stable for stallions in the corner, just as you describe, with a manger for oats &c. He is taken out for exercise every day, and is attended to by Colwith, who is certainly not too timid, assisted by J. Biggs, who may be so; but there are the

H. Coleman, Esq.,
Secretary, London.

only two horses and gentle mares at Lawin, and Diggs as a servant of about Bowpen's standing cannot be got rid of. Gilgong is in good condition, not too fat; but I fear is not a sure foal getter, as many of the mares he covers seem to get in season again. None has had any experience in the management of a station here, excepting those running at large, and there are several points that no doubt require attention, which a groom from England would be up to. For instance how often, and at what intervals should a mare be covered when brought up to the station?

5. Par. 7. The Robey boiler is the one on board the Egeria, and is now being retubed.

6. I send separately two statements on the Dean business. The boiler of the Tilton's steam winch is completely worn out. I have no use for this winch at present, & will put back for a boiler.

7. Par. 9. Although no instructions were sent with the hammerless I succeeded in getting them to work without much difficulty.

8. Par. 10. I did not report that Bertrand Felton has joined partnership for farms at Roy Cove and the Inlet. J. Felton has his own place at Seal Inlet, Port Salvador, and has been for years a partner in the firm of Bertrand Felton of Roy Cove, West Falklands. The chart sent you by Mr. George Cook will, I hope, have given you all the information you want.

9 Par. 11. In reading this paragraph I interpolate "not" between "must" and "have" in the second line. The coals to Schlewing and Ideal will not be touched this year unless the demand increases, so that 400 tons in May will not be needed. From January to the end of April we sold 32¼ tons of house coal in Stanley.

10. Par. 12. I find that the question about the J. T. Smith was prompted by an incorrect report made by Captain Thomas, who thought he a better vessel than she is.

11. Par. B. I am nearly sure that on the copy of the wool specification for Colonies I wrote the names of the flocks: however, it is perhaps better that the Brothers should not be told which differences need as it hardly cannot matter if no difference is perceptible, and as Cooper's dip is half the cost of Little's we must stick to it. South Africa sheep have just been dipped at a cost of £166 for Cooper's dip; to do the same with Little's would have cost over £280. Of course there is the question of Little's powder to be decided yet, it has been used to dip the sheep at different point.

12. Same par. More books will be ordered from here for Darwin library. I rather think that the photo. you allude to went to Darwin, but the back room in the store is not a proper place for anything of that sort. If you will keep bright out of your head the idea that Darwin Library is a kind of village reading room, as I think now for about the tenth time, it will be well. It consists of a collection of novels, travels and other entertaining works kept

on some shelves in a book store in company sometimes with sugar and other groceries. It is not a sitting room, and men just go in for a minute to change their books. Space is limited, and therefore many of the works marked for Darwin Library ~~[illegible]~~ reach the shelves, the most interesting of these have been a London Directory of ancient date and a Manifest many years old, a class of work ~~[illegible]~~ eagerly sought for by the shipping. Kindly, therefore, abstain in future from making either this office or Darwin the library institution for the London office, remembering that the paper always has its value for forward in London.

13. Par 14. Downfall Station is Spencer's place in Port Stanley, goods for San Carlos were for Cameron.

14. Par 15. You will, I think, find some sandy wool shipped at Weather Creek from Seal Cove.

15. Par 16. I will enclose a statement about ~~[illegible]~~, but many point

out here that the back store and Blacksmith's shop are built of brick and galvanized iron, and should therefore pay the lower premium. The roof of Stanley is too incorrect to be altered without an erasure on every section, and even these are not given correctly, while the numbers are wrong from beginning to end – You can get what you want, however, from the bearing I sent for Mr. Mortimore a little time ago. Darwin Store is entirely wood.

16. Dec. 17. The newspapers were delivered correctly this mail, excepting that of the last day, which the 16th, consisted of the front page of the advertisement sheet only.

17. Dec. 21. As already explained Mr. Langton cannot swear to an incorrect statement, and therefore the affidavit is re the Meat Company remains in abeyance. As the Company's claim is settled I shall be glad if the Directors can leave me to settle terms with the liquidator for any services I may be called upon to perform, instead of instructing me to

do them gratuitously. I need hardly say that I will attend promptly to any definite instructions I may receive from the Board, but seeing that a payment due to me as Agent for two voyages was withheld from me for months, while the Meat Company was still solvent, notwithstanding my repeated applications, I think that I am entitled to make my own terms now if they need my services for winding up, instead of giving them for nothing and working as an ordinary creditor. I am at present, reckoning my share, a loser of more than £650 per this unfortunate Company.

18. Same par. The Queen is finished and the bill is forwarded: she sails tomorrow weather permitting. Capt. Parker, our first mate, the right-hand man and upright Captain I ever had to do with, is neither bribed nor bullied, from whom you need to hear everything.

19. Par. 22. The return for the Admiralty shall be filled up and sent back. 20. Par. 20. It seems to me that the S.A. Missionary Society expect

their Agent to take a great deal of trouble over their accounts, and I shall be glad to know if the transactions already concluded with Captain Willis were satisfactory. I see no reason why we should exchange than 5% interest on each advance, and at least 1% additional on any amounts drawn for at 30 p on the Committee.

21. Par 23. I do not know whether the rates of freight you allude to are outward or homeward. We cannot charge more than Government does for landing cargo direct, and, if possible, should cut under him.

22. Par 24. It is satisfactory that the Admiralty contract is cancelled. The Glendoveer arrived on the 30th ult, and has already finished the Year of Berry, which makes fresh of water for hours, necessitating daily pumping. The Dacia is now receiving coal, and will, I hope, take the remainder. I have her, as well as the Vicar, carefully overhauled while light. but these old vessels will not stand too much. I do not matter about the third Bill of Lading

Ballast is 7/6 per ton now, the Government charging 1/ for stone picked up on the beach. I have however, succeeded in getting the Glendowey for 7/. The Government instead of 1/ for stone and could seem to see a needless addition to the expenses of the port, and a tax on building; it was imposed a couple of years ago. I cannot say how many tons a day could be got; it depends entirely on the weather. The Ideal arrived on the 4th inst., and will finish discharging into the J.P. Smith in a few days.

23. Par. 25. Portcullis and clamps were sent. I do not quite see how the Dunbar building may soon have to be erected here, they are not particularly cheap, however, the Agency if it did not good would not harm us.

24. Par. 27. The wool so far baled this year goes into 14824 bales weighing 90624 cwt.; if our average weight had been 5 cwt.; as ordered, there would have been 18113 bales: 3289 more bales measuring 80ft. each @ 40/. freight would have cost £ 493.10/. more to carry.

On the other hand a gain of 1/8th of a penny pr lb. on 1,000,000 of wool would more than cover the extra freight, and we should save something appreciable in repairs to bales damaged by the heavy pressing. I have always thought it possible that our rather rough and ready system of classing wool might be improved by having a London wool sorter out here for a season, but my views have never been adopted, and I am probably wrong. I am constantly urging on the Camp Overseers the necessity of improving our wool, and Mr Cadd is sanguine about doing well with the Dryfeholm rams. We shall see next year what lighter pressing does, the wool may look better in some of those soft bales our clients send in, and that may go far towards accounting for the higher prices that some of them get. If we could obtain statistics of their increase, mortality, and weight of fleece I am pretty certain we should be well ahead.

25. I shall be obliged if you will furnish me with a legible copy of the letter to the Admiralty, in place of the one returned herewith.

26. By the steamer come sheepskins from Sharp & Smith (5 & 5) merino wool, being covered with bagging the mistake was not discovered until they were stowed away.

27. Stock of Tons 17 cwt. of Dry iron out of the Dennis Bunnett, the remainder I conclude you will sell in London paying for the weight turned out.

28. I shall be obliged by your sending a new Postal Guide.

29. About two years ago D. Walker sent for a quantity of Benzine, half a gallon I think; but, probably owing to the difficulty of shipping such an inflammable liquid, it has never been sent. If a chance occurs of shipping it on a passenger deck I shall be glad if you will bear it in mind.

30. The coal per Glendoveer is decidedly dusty: the B.R. states that it was fresh prepared of the best description and properly screened; former certificates have been worded 'thrice screened previ-

to and fresh brought at the time of shipment; and coal so described has been larger. Captain Williams remarked that it was not secured alongside as usual, and considering the price paid I think we would have had the best.

31. A Mercantile Manifest has not been sent for five or six years, and I should like to have a copy for the office. Mr Dean used to have Lloyd's Shipping List, which is a useful paper on shipping matters and very interesting to ship-masters: I need regularly to borrow it, and should now be pleased if you would have it posted to me.

32. Have broken glass and old bottles any mercantile value? I could collect I should think a hundred tons or so. The beach in Stanley is lined with them, and their removal would be a boon to the public.

33. I shall be glad to know what price I can safely give for hair and for seal skins. (W.B. Chesapeake 470-9) plain compl.

34. I believe that I am right in assuming that you have covered all produce passing through our hands

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(cont.)

by insurance. Mr Birch has written especially about that from Russell Island, consisting of 481 bales Wool ~~already~~ in, of which 121 ~~XXX~~ went for Dennis Bunditt, and about 100 cases Tallow and a few bales sheepskins which have yet to arrive. The bales measure only 20ft. 7, but are well pressed. Mr Dean can give you the weights.

35. The Dennis Bunditt was loaded on the 30th ult. but was kept in harbour until the 7th inst. by a heavy NW gale. Bills of lading are enclosed, she carried a good cargo.

36. The Governor asked me to take some empty tins for the lighthouse at 6d each, which I allowed to be carried on deck, but not to be taken as a precedent. He then wished to know what the Company would charge in future as he concluded that I intended to raise the freight. I replied leaving it to you, as per enclosed copy of letter.

37. I forward Bills of lading for Molineux & Blake's produce per Gunsholm, upon which they request you to pay freight at 40/.

38. I send a statement of freight to be charged to our clients on wool by steam.

39. By an oversight that is unaccountable the small piece of land at Fairy Cove is left out of the transfer from Messrs Dean to the Company. You will see that the price, £75, went in to make up the total sum, and how everybody, myself included, overlooked it passes my comprehension. Mr M. Dean is quite willing to make a transfer of it for a nominal sum, outside the agreement.

40. Boiling down is over at Goose Green, and the Orissa has gone there to load. We have 318 casks, and with clients' tallow shall ship from 500 to 600.

41. I send an abstract from the Orissa's log, showing what she has done since January; not as much as I could have wished I regret to say.

 I regret to say that owing to Governor Kerr having resumed his autocratic style of governing, the place is in a perhaps more ferment than it has ever been before. For two years after returning from England he appeared anxious to rule according to the wishes of the inhabitants, and there has consequently been a cessation of those appeals to the Secretary of State that were at one time so frequent. The stream has, however, begun to flow again. You may remember that last year there was an epidemic of measles, and this was clearly traced to the Vendenah last July. There has always been a difference of opinion between the Governor and several of his officers and others as to the boarding of steamers from Valparaiso. In former years the Black Hawk was boarded by the health officer, but no arrangement was made for protecting the Colony against disease from the West Coast, beyond sending the Pilot on board. At last the mischief was done, and 273 cases of measles were the result. People in England who look upon measles as an exceedingly trivial ailment can hardly understand the mischief done by that disease when it gets to a place where it is not endemic. At the Board of Health we did our utmost to persuade the Governor

to take measures of prevention, and he replied indirectly by making the Filth Health Officer. Now the Quarantine Ordinance of 1875 shows clearly that the Health Officer is intended to be a professional man. See for instance sections 25 and 27, and no one but the Colonial Surgeon would satisfy the public. Mr. Felton and I thought it right to leave the Board of Health, and send in the enclosed memorial, which I trust the Board will support. The inhabitants have also sent in one signed by over 100. In another case, the Governor has passed, contrary to the wishes of the entire community, an Ordinance abolishing Coroner's inquests, substituting an enquiry before a District Magistrate, this Magistrate being under his Excellency's control. The people have held excited meetings over this invasion of their rights, and another Petition is being circulated. I opposed it and voted against it at the Council, but was overruled, and Mr. Felton was on the West Falklands. Two at least of the Executive Council object to it; but such is the state of terrorism that they dare say nothing. I enclose a note of what I said, which I intended to enter on the Minutes of the Council, a copy of which I gave the Clerk.

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The Minutes go home now with the Ordinance, but before confirmation, and as I have reason to believe that the Governor has smothered some of my remarks I should be glad if a copy could be given to Mr. Mainsfield to be ~~[illegible]~~ compared with the minutes and: Mr Felton has also written, saying that but for his enforced absence he would have opposed the Ordinance at the Council. I shall be glad if you will also join in objecting on behalf of the Colonists, as nothing but its withdrawal will satisfy them and restore peace. A petition against it from the Magistrates will go next mail.

43. Next reference to par. 15. I find on looking into the matter that the proportion of stores to be insured should be half in the main store, a quarter in Mermaid Row, and a quarter in the brick and iron back store, which is detached from the other buildings.

44. It appears that the whole of the documents taken away from Messrs Deane are gone and unavailable: I am sorry

more about it next mail, when Mr. McDonald and I have looked into the matter.

45. Captain Hansen wishes you to pay the passage of his son C. Hansen by, I think, the September mail, and to advance him some money for his expenses. He is a lad who has just left school.

46. There has been a flour famine, lately owing to the delay of a letter to Valparaiso, probably lost in the Cotopaxi. I have now received 1000 bags, and have instructed Thomson Norwick to ship 500 every steamer until further notice.

47. As getting the boilers from Gourlagen the moulings appear to be either worn out or deficient; Chas. Lie has given us a list of wants, which, if you can possibly manage it should be sent by July mail via Antwerp. As his Blacksmith's shop is now being erected, and it would be a misfortune to be delayed with the machinery. I thought at first of getting these things from Newcastle, but the expense

would be too great.

48. It has been decided to ask you to purchase and forward the material for the Assembly Room by mail, if there is no prospect of a sailing vessel landing them before the end of this year. The Secretary was to communicate this to you and ask your kind offices. But you may in any case accept this as authoritative, and the money is being paid in.

49. Will you ask the Dufferin Lamp people what is the cause of their glasses breaking hours after a lamp has been put out? This sometimes happens the next morning, and the cost of replacing is much militates against the sale of the lamps. A working man told me that his glasses had only lasted his three evenings.

50. The Hannah has arrived today (the 31st May) but being four days before her time has brought no mail. I wrote to the Governor complaining of this inconvenience, and he suggesting that a schooner should be chartered to fetch it, a person asking for tenders has just gone up.

51. The young man named Orr and a Marine go to Liverpool by the mail, and I have told them that you will arrange to pay their charges there if they will be up.

52. I regret to say that all efforts to get the launch up at Spanish Town have been as yet unavailing. The Prince is now going up for the latter, and will have another try. A diver has been down, and the chains ready for lifting; but unless the Cutter on the transit could be employed it will be

53. Off Port Royal that vessel fell in with the ~~HCC~~ ~~EN~~ and St Stephen's charges 20/ + 5% the commission 40/ + 5%, having been brought in by an schooner. Captain Pitchinson, S. St Kitts C. has to return you 10/ a ton, being the difference between 30/ & 40/ + 5%

54. I presume that the Admiralty will call the Commander Bonnetit, if he returned there would be no cause for him, unless there is a prejudice against shipping by L.L., and if so let him

51. Two young men named Orr and Morrison go to Liverpool by this mail, and I have told them that you will arrange to pay their charges there, if they write to you.

52. I regret to say that all efforts to get the launch up at Fort Glen have been as yet unavailing. The Orion is now going up for the tallow, and will have another try. A diver has been down, and the a sling ready for lifting; but unless the Cartalia or the Hornet could do anything with her.

53. Opinion would that part of Mess. the HAC EN and SL should be charged 35/. + 5%, the remainder 40/. + 5%, having been brought in by our schooner. As Captain Parkin, and S. & Hornet Co have to return you 10/ a ton, being the difference between 30/ + 40/. + 5%.

54. I presume that the Directors will call the Demurrage; if the returned there would be no cargo for her, underwriters have a prejudice against shipping by her, and if we take her

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(cont'd)

large away from the quantity available for the season, we cripple ourselves for dealing with the Steamer Company. Whether our present system of running wool at a through freight in competition with Spencer is going to answer or not I cannot say, he is making money, and should be kept down if possible. I should like to know the lowest sum for which it would be possible to run a steamer for the sig of the Queen, with triple engines; I fear she is too slow and unhandy for coasting, she lately took 13 days to go from Cardwell Island to Port Stephens.

55. I send a correspondence about getting the mail over from Sandy Point, which shows what a shuffler the Governor is, I don't think he meant it from the first.

56. I shall be obliged by your sending some things from Wallis & Wainwright for me. I am taking a series of views of the new property.

Dear Sir,
Yours obedient servant,
[illegible]
Manager.

Enclosures

Govt to Cobb re 24/5.
Average weight of Wool bales
Stanley & Camp wages 31 Mar
Supt Statement. Wool pr Dennis Brundrit
" Inden & Cl. Office Balance
Particulars of Wool, & Smith, Fell, & Speed
Sup Jrl & Cb Books Feb & Mar & Additions to Rec
Copy of Memorial from F R Cobb & Fellon
Shearing Acct
Stanley Balances 31 Mar
Sample Acct Paper & Wages Forms
Sheep to Goose Green
Extract Crisais log
Stanley Jrl Cash Books & Vouchers Apl
Replies to Queries from Bishoff
Letters to Mrs & C McDean & Replies
Dennis Brundrit's B/L
Holmes Acct & Blakes B/L Grandstand
Biggs Mortgage to Dean
Remarks on J McDean & Sons transfer
Indent
1st ea for £300
1 " " 1791. 5. 10
1 " " 605. 16. 0
Cheque. 84. 1. 11
Gudmans acct
2nd ea No 973.
Colt Balance sheet 1888
Illegible copy of Admiralty letter
Statements, shipping Report.
Sup Manifest Dennis Brundrit
" Knots & Remarks do
Sup No 479
Copy letter to Brooks re Cl Trial
Ordinance No 7 re Commer
Letter to Schlossfeldt & Reply
Plan of Sections 9 & 10.
Notes on Commer's ordinance
Cobb to Brooks re mail.

481.

Ramses.

12th June,

Sir,

I received this morning your letter, which the Government sent over for the Senate's mail, per despatch 721 of 16th April. I shall be very glad to learn that you have good authority for stating that the proper date of departure from Sandy Point was the 23rd ult., because I have defended the action you took in having the date of departure from England postponed. The Governor sees in that you meddled in a matter with which you had no concern, and are to blame for the loss incurred. I say on the other hand that you must have had good authority for quoting the date, and that the Governor again by advancing the sailing date from Valparaiso caused all the trouble.

J. Coleman, Esq.
Secretary
London.

2. Desp 721 – 3. I do not think that the Orissa can possibly carry long spars, as she will be full of other goods.

3. Par. 4. The wool accounts show that our shipment this year exceeds that of last by 1 cwt. less than 75 tons, the principal increase being in the North Ame district.

4. Par. 9. Mr. Langlois has asked me to convey his sincere thanks to the Directors for the consideration shown him with regard to his passage.

5. Par. 10. The Armenian put the Solano in the Straits and then chipped the mails but Mr Humphreys letter went to the care of the agents in Sandy Point.

6. Par. 11. The letter will be forwarded to Mr. Philips with the mail tomorrow; the Governor has already told me that he cannot claim 3/6 per mile; this is founded I think on the fee for performing marriages by special licence which Mr. Philips thinks should apply to all services. I am told that the free

Church guarantee him a pension. £200 I think, but am not sure. At all events he has actually said that he is paid justice well, whether he sits by the fire, or whether he bawls about attending to his duties.

7. Par. 12. An account of the sales up to the end of May compared with last year's is enclosed, showing £[illegible] 01. 19. 10 against £[illegible] 4927. 16. 5. I do not wish to say too much or get about the prospects of the Store, as the sales may fall off, and the wages are undoubtedly high: still appearances are encouraging. The continued absence of ships lost to bad, and under the circumstances it is rather surprising that the sales are as good as they are.

8. Par. 13. The rise in wool is very cheering, and the large increase in quantity should make this year an ~~unusually~~ good one.

9. Your letter of 18th April arrived with this despatch. My explanation of the reason why I could not ship by the Schleswig has already gone forward. I never saw such a filthy ill-managed vessel.

The Stanley Wage return for Oct/
Dec. last is enclosed; but I must
point out that if you take the names
on that quarter, that is representing
the regular establishment you arrive at
an incorrect conclusion, as it contains
40 more names than we have on the
books at present: as far that encl. is a
fact; as I make a practice of employing
men when and where required, and
discharging them when the work is over,
no list-book you can make from our
returns can possess any practical
value.

10. It is fortunate that the
Schlewig is yet returning. as I say.
for I should have had to find the
cheap. and to sell the very pick of
our workers for 8/6 which will give
us at the end of the year at least 8d.
of wool, is not good business.

11. I am now able to report
further on the prospects of business
with the cheap farmers, but to make
things clear may have to travel over
old

481.
(cont.)

old ground. Mclaughlin & Blake sent us an order for next year's stores and will give us their wool again. Bonner also returns; and as new clients we have Hutton & Stirling of Hudson Bay, whose order is enclosed, and they will probably be followed by Parker Bros. The Directors will therefore see that I have done a good deal towards making up the opposition. The terms of business are based on Innes's circular of 5th July 1886 which you receives from Mr Langridge 12th Sept '86, and the only question is are the Directors willing to take them up? They are not as good as when we supplied stores from here at local prices, of course; but we cannot make better terms than we can get from other people, and if it pays others should it not pay us? Briefly the terms are, shipping out goods on a buying commission of 2½% and retaining all

discounts shipping out at 40/. for general cargo, 35/. for bricks, coal, &c., primage 5%, delivering at outports, and carrying produce to London at 40/. & 5% primage. Unless the cargo indented for Sierra will always be taken coming in from our schooners, we shall regularly, and with the £300 for common subsidy and a charge for passengers and local freight, this would be worth doing. If we decline the business, what will be the alternative? Simply that some enterprising firm will be established in Stanley, which will take it up, and in other ways much injure our position. At present none can do that, because in the first place we are pretty firmly established, and in the second competition has brought our terms so low that you cannot be outbidden. Then our people have nearly to contract with us for five years; I say I will not play the Company to do

the work by steam, but there is no doubt that by sailing vessels a good profit can be made. But if good terms can be made with a steam line everyone would prefer it; the contract with the Kanaka C. at 32/ has been good service, and if they ask for no rise we can continue to carry at 40/ & 5%. I send an estimate of next year's wool, exceeding 6000 bales. Of most I have already promises, and of getting the rest I am pretty confident. Now 6000 bales of an average of 25 feet mean that we shall have at our disposal 3750 tons of cargo with which to approach the Kanaka C. or even the Pacific, and is not that a very powerful lever to work them with? Is it not sufficient to bring them down to 30/ a ton here? You must bear in mind that they can take quantities of wool on board after they have received as much dead weight as they can profitably carry. That loading here, in fact, provides them with measurement cargo they cannot get on the coast. After this season they can carry the agreement, but for 1500 bales

only. If you offer them 4000 bales for certain it should be an encouragement to bring the freights down to 30/. unless prospects on the West Coast are unusually good. In bringing goods out Sir again the Orissa will be sufficient, but should anything be left over, it could come by sailing vessel and be delivered from here by steamer. As getting the coal in the increased quantity will require more tonnage to be available. We can buy the Lair Rosamond S. S. for £ at present owned by Captain Thomas Rowland, and she would do a good deal of work, and if the Orissa were only equal to the others in sailing qualities I believe that we could manage without difficulty. But by the return of produce up to date sent with this which shows how everything has been brought in, you will see that the share of the work, considering her size, has been very small. I hardly see how under present circumstances she can be made to do better,

but I should refer to this question a family I should like the Directors to consider whether it is better to make the best of our position by using the whole fund for one object, or whether they would split it up and give some to a sailing vessel, some to this vessel and that, and the balance only to the steam line they wish to influence? The latter course would I think tend to weaken our chances of making a good bargain.

12. Mr. Sliney informs me that Mr. John Goodhart has gone home full authority to buy out Mr. E. Parks, and that Mr. Buckworth may shortly require Capt. Parks's share in the West Falklands farm, a which case they will certainly do business with us. This you will please not speak of except to the Board, as Mr. Thos. Parks might not like to have this affair discussed.

13. I send a correspondence with the Government relative to the land

at Fairy Cove, which I am just now supplying with a new fence, as the old wooden one, erected in 1866, is quite unserviceable. A glance at the enclosed plan will show you that, as I am taking in Mr. Dean's freehold No. 27, ~~will show you that~~ it would be convenient to acquire No. 40 & 41, as so valuable use to me a straight line across to Thunders gate; but as the men are at work at it I must beg those actions at once, or not at all. Apart, I must run the fence round by until it reaches on the boundary. The Governor's proposal ~~to fix~~ the question home is impracticable, as the fence must be erected at once, and what I require is not land, which we have plenty, but a straight fence and a suitable bend, which exists in Thunders Water. The question is altogether yet for discussion at home, and I merely write to inform you that, if an exchange should be proposed, actions 40 & 41 would be needed soon after the fence is up. The road is impassable

letter about purchasers in order to keep the fence up, a monstrous idea, having regard to the purpose for which the land was acquired in 1864; but the Governor is so incensed at the little general opposition shown to him in public matters that he appears really to do anything. If it really means that he either becomes into a bad exchange by insisting on keeping an impassible road fence to the point which is never entered except by one or the Government men, it must be abandoned, nevertheless. Let 32 Captain Parke, will sell us, a gore in exchange for a portion of No 29 which he still owns.

14. 14th June. The Ramses arrived this morning with your despatch 702.

15. Par. 2. You say that I make a good deal of "alleged" damage to the timber for Schleswig. I do not understand the expression; the Captain himself admitted that half the matched lining was unusable, and the amount you say the damage "does" seem to is about £28. You are probably claiming for half the invoice price, for getting freight

and insured the repairing of the
I said it did not nearly represent
the total damage, for the cows were
delivered in a shameful condition. I
speak from personal knowledge, as
soon as I saw the ship arrived I went
and saw it myself. I should be
much better pleased if I could say
that everything was delivered without
a scratch, but I must repeat things
as they are, and thus again I have
information begun to extend which
here, of which fact you are hitherto
ignorant.

16. Var. 3. Mr. Langton
will attend to the matter of the af-
fidavit, and I will send it as soon
as possible.

17. Var. 4. I am to say
knowledge and Mr. Langton, and I
entirely never promised water at St.
Julien. The charge 17/6 per ton, under
5 tons and 10/. over. In this case as
the order was a large and I understood
to be it for 7/6, on condition 200 tons
were taken, and when they had received

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(cont.)

190 they refused more, sending the launch away with water in the tanks. When Mr Magrath is probably mistaken in with regard to the Government charge of 2/6 for tea, my undertaking being to carry it for 8/, which I did. I could not have done it for 2/6 without losing money. If I make an application to the Government for a retention I shall only be making the Company look ridiculous, for I might as well try to get blood out of a stone.

18. Nov. 15. I have just read the correspondence about Tanjore bridge, and at present can only refer you to the particulars already given, as I have no time to go into the matter.

19. Nov. 16 All concerned will be much obliged for your attention in the matter of the Assembly Room. I believe the Secretary spoke to you last mail about ordering a common seal, and having some share certificates printed, if not I will write about them myself.

20. In Mr. Langton's despatch 466. 7 he explains that the shortfall has been sent by the Mines which cannot that despatch, then your 14 boilers.

21. The Inland and Opentong have both discharged, and the former has sailed. Fortunately the Vice of Bury and Prince have taken all the steam coals; but they are very dirty, and require purifying frequently.

22. I send a list of debts due by Messrs. Dunn's clients, to which I have appended notes.

23. In the incident some gross are marked for a sailing vessel. We are entirely ignorant of them, but should a chance occur they could be safely shipped.

24. In calculating his order to the Company Mr. Bethune remarks that Mr. Fearing was a very good buyer, and that his brother should on good occasions would be given by our London office to the time of the incident

as other merchants would do so.
Moreover by your letter of 7th ult. to Mr
Windsor the Company appear to be in-
different to this business.

25. I enclose a letter received
from Mr. Windsor to which I have to call
the Directors' attention. He may go too
far in keeping workers, for after four they
are neither so good for mutton as wool as
younger ones. I am very doubtful lest Feb-
ruary Lamb you have made a mistake in
killing off 3 or 4 per 100 sheep, but next
year you should have down 5 to 6 per 100, and
as fallow is so uniformly low, where you have
to get rid of aged sheep this is a common
problem to have what to do. I do doubt the Direc-
tors have fully considered my remarks
about the possibility of keeping down a
refrigerating plant. I have hitherto
urged the Opening out of the islands,
but you seem inclined to hold the door fast
for him.

26. General satisfaction has been
expressed today at the news that Governor
Kerr is to leave with mail.

27. You will see by the statement

of produce brought into Stanley
what a lot of work the Cordelia has
done and how poorly the Orion
figures. The fact is the latter and
her Captain are unfit for the coast,
both I think. I have nothing to say
against Capt. Winches services; he has
been active and attentive to his duties,
and, I believe anxious to do well.
But his progress round the coast has
been heartbreaking. He was 13 days
going from Keppels Island to Port
Stephens. Late in when bound to
Darwin for letters he went out to Port
William & I think, the 20th. along. Six
days later the Cordelia left for Keppels
Island with a S.E. wind in the
morning, the Orion still lying in
Port William, the wind drew more
easterly and the Cordelia reached Keppels
the next afternoon, the 27th. At the 26th.
I went out the Warf, which towards the
Orion not to see and left her there in
a calm. finally she reached Darwin on
Friday the 31st. By that time the
Cordelia was homeward bound via Bay

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(cont)

Com. Looking at the chart this seems obvious. Had Capt. Winchester been a smart man he would have gone to see which side S.E. point, and taken the E. one up to Boston with him the same day. It is of course impossible to know what a man is until he is tried, but I may say that if you know of a man who is a plucky sailor, that man is likely to be more useful to us than Captain Winchester. If you get all this pool towards such you think I shall free the Hornet by stationing the Orion at Aspinwall. The Cartolin cannot get in there, and there is a cargo for the Hornet every four days, a vessel at which she cannot work. The Orion cannot get out of the Mole until February, so if she has discharge her outward cargo by December she may as well lie at Aspinwall as anywhere else. 26. The statement of prisoners and analysis of earnings are, if you look into it carefully, enable you to see what one or each have made, which will simplify the account

of return freight to be made to us. You will see that in the case of those taking advantage of our terms, purchasing produce at here in our own vessels, charging 40/. 40/. 40/. from all ports to London – Of this you return us 10/. When produce is taken charge of here, we put freight at 35/ 30/. of which you return us 4/9 to cover labour and charge. In some cases I have paid a whole schooner – the Serwalle brought a cargo for 8/. a ton – but this you must take no account of, as long as you return us 10/. out of the 40/. and 4/9 out of the 35/. freight; you are doing right. Schulle like plan to have all freight accounts on one per vessel, as I have given the schooner no credit yet for their work.

29. I send a copy of the Magistrates petition against the Coroners Abolition Ordinance.

Sam, Sir.
Your obedient servant
[illegible]
Manager.

Sam that I have omitted to say that the Orion will be ready to sail in about 2 days with 600 casks Palm oil and some Camphine.

Enclosures

Dupl. No. 480
Stanley Wages 31 Dec 88.
Specification Tallow Co. Felton Lively & Cameron's
Dupl. Ledger Balances 31 Mar
" Lambing acct
" Indent, Coasting insurance.
Specification of Wool.
Dupl. Average Weight of Wool Bales
" Statements, Land sections 9 & 10
" Cobb to Coleman 23 May
" Remarks on Coroners ordinance
" Replies abt Dean's Land
" Shearing acct, & Crissais Log.
" Jrl & Cash Book April
Dennis Brundrit's addl acct £ 3.11.10
Ideal & Glendovey's accts
Correspondence re Land @ Fairy Cove
Special Orders Holmested & Blake
" " Baillon & Stickney
Men off Cos. Wages List
Store Sales Jan/May 1888 & 1889.
Coasting Insurance
Final Wool Weights
Cheque for £ 13. 16/.
1st ex " 361. 0 .0
1. " 20. 10 .8
Indent.
Dr. Dale's order for drugs
Estimate of Wool for 1890.
Produce 1888/9
Shipping Report
Statement
Plan of Fairy Cove Land.
Farmer's debts to J M Dean & Sons

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Ramsey. 15th June, 9.

Sir,

I forward this despatch through Mr. Stubenrauch in enclosure of the one forwarded by mail.

2. Mr. Windsor's letter is enclosed. I think I should emphasize the fact that our Damin and Wanche beds are filled up and North Ham is rapidly getting stocked. The disposal of our surplus sheep is a problem that will have to be dealt with before long. Wool fell at 25/. and the sheep giving 25lb. we shall only gross about 5/6 per head plus the value of the skin, but, after all expenses are paid, the result will be miserable. Surely we could get more for frozen mutton without having quite expensive if the plant was once up. 70lb. at 2d would be 11/8.

3. I think that the affidavit can be modified so that Mr. Langton can take it as soon as the Governor can attend to this matter.

H. Robinson Esq.,
Secretary,
London.

4. Mr. Stickney wants me to contract to carry wool for 5 years at 40l. per ton. Tell him that I have no doubt it can be done, if he will stipulate on steam if freights rise too high, for sailing always only comes upon getting a cheap ship from Montevideo. This he agrees to, and I only want the formal sanction of the Board to close with him and others. This will be such a blow to Spencing's project that I hope you will give a confirmation at once. Corbett, or any other vessel in the A.S.C. code will be understood. I do not wish to enter into contracts that are likely to extend over the time I shall remain in the Island.

Yours Sir,
your obedt servant.
Alex. Hood.
Manager.

Enclosures.
Copy of produce brought in
Windsor's letter
Statement

Committee ~~[illegible]~~ suggestion that the iron standards or at least half of them should come by first vessel for Spring fencing, - also that by first sailing there 1000 to 2000 lench posts are to be shipped. (Feb.

483.

Orissa.

17th June, 9.

Sir,

I enclose Bills of Lading and other documents as at foot.

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

Enclosures.

3 Bills of lading
Manifest
Receipt for Sepi dip
Owen's account
Remarks on cargo.
Dup Specification of Tallow

H. Coleman, Esq.,
Secretary,
London.

454.
Cadalia.

14th March, 9.

Sir,

I deeply regret to have to inform you of the death of Mr. Langton, which took place yesterday, of typhoid fever, after an illness of eight days. He had been ailing for a few days previous to taking to his bed, but only finally broke down on the morning of the 15th inst., just as last mail was closing. In him the Company have lost a faithful and honest servant, whom they for a time will not be very easy to fill. The funeral will take place tomorrow.

2. Looking at the mail table, I deem it to be important to communicate the news to you at once, as his probability is that if I waited until the mail of 15th July you would get my telegram just after the departure of that of the 20th from London. I have therefore made arrangements with Mr. Lundelius to take this phoenix to Montevideo, hoping to anticipate this

F. Coleman, Esq.,
Chertsey,
London.

mail by more than a fortnight.

3. I think it most desirable that an experienced bookkeeper should be sent out at once. It may occur to the Board that Mr. Stark would probably be fit to fill the vacancy. I expect to say, however, that his utter want of business training entirely unfits him for the post, and I should have no confidence in his becoming fitted by any amount of teaching, as he is in my judgment too careless in his habits to be entrusted with any responsible work of the kind the Clerk here has to take in hand. It would neither benefit the Company nor be fair to us to work the office with a raw apprentice, even if my work was confined to the office; and as I would like free to leave Stanley when necessary, it would be still more unsuitable. I leave the matter in the hands of the Board, who may perhaps act upon my telegram; or, if they await the arrival of this despatch before deciding,

many have come one newly blame by the verdict recd. of 6th August: I mean "Langdon Devitation foments Typhoid "Shubbles", i.e. Langdon died on the 25th. June of Typhoid, recommend sending a competent person immediately."

4. The Clerk in my office has many thousands of forms passing through his hands; would it not be right that he should give security, as the Manager has to do?

5. In consideration of his long service felt Langdon, I shall give him a funeral at the Corp. expense, probable I hope the Directors will approve. This to early to say anything about his unfortunate family, but I fear they are not too well provided for, and there are still six children living.

6. Typhoid fever has been very prevalent the last few months in Stanley, and strong measures should be agitated for to get at the cause, and provide a remedy. Several fatal cases have occurred, and it appears to act with great virulence and rapidity. David Stewart, a former servant of mine was carried off

lately after only a few days' illness.

7. It is impossible at this short notice to send replies to remarks on accounts, which I have left to Mr. Langdon; but they shall be attended to. It will perhaps be a little difficult to pick up all the threads of his work as he dropped them.

8. I have made a note to ask the meaning of the words "dingy" and "frothy" as applied to our wool. I find that the Bakers reports always give our wool "fair" condition only, while quality and length are good. Can this be because we press too heavily and too soon after shearing? The first question I have alluded to before, but not the second. If our quality and length are good, how can our condition be improved?

9. I have to point out that the error of £100 in a sales fabrication has not been rectified as yet.

10. Please forward by first-mail 450 yards copper overhead wire for the telephone between the two stores; the galvanized iron wire

cables & spare cogs in getting anchor. Mr. Dennis will tell you the proper gearing, and this length will only weigh a few pounds.

11. The Swedish barque Soca of Lundevall has arrived for a main yard and some sail. The Captain will draw upon Messrs Kinston & Co. 55 Old Broad St., but I shall write, having this opportunity Federal Square Michelson Lundevall, the name of the Company being unknown.

12. I recommend that Murfin Bridge should come by mail, paying the very small tonnage of the crew, but it should have been shipped last month, so as to be credited in the dull season. I fear that it cannot now be in next season. 13. The Orion sailed on the 19th. Bills of lading on enclosed.

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

Enclosures.

Dup. 481. 2. 3.

" Remarks on homewardpass Orders
" Manifest of D°
" Men off Camp list
" Correspondence on Tariff Commission
" Indents from Holmested. Blake.
Bacilone & Lehmann
" Final Wool weights D.L
" " " " S. I.
" Sheep sent to Coolgardie
" Slaughter D° Wool
" Local insurances
" Statements
" Produce Statement
" Indent
" Specification of Bonnerah
" Stores Sales 1889 Sampling
" Probable Wool 1890
" Produce. how received

Quota Ex. £143. 13. 10
Stores Clerk Vouchers May
1 ML Bonnie's produce for Granville
3 " Chicago
Copy Stanley pack book May