

1889

1893

DISPATCH
BOOK
No. 4

FIC ARCHIVES
**STANLEY
TO LONDON**
No 485 to No 570
15 July 1889
to 18 December 1893

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Castalia ~~Can~~ Can the vessel be sailed ~~with~~ under
master holding mates certificate? ~~Colo~~ 487 p. 30
Yes - Coleman

Blacksmiths Debate ~~with~~ carpenters ~~Colo~~ 493 page 102

Armed Masters Crews not liable for passage home Coleman 733, 1890

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485.
Pensacola.

15th July 9

Dear Sir,
The last week by the *Acacia*
which sailed for Monte Video on the 20th
ult. carrying a telegram announcing
the death of Mr. Langton.

2. Respecting the *Onion*, I
sent an account of the freight to be placed
to his credit for sundry work, and of the
portion of his cargo to which she is entitled
to full freight, having shipped it on the
spot. I do not much expect that the
expenses will be covered, but I hope
she may do better next season. Hoping
if you manage to get a more useful one
more to command he than his present one.
I suggest the following course to be taken
with her. How he has and aft, with a
deck of birch, in weight sufficient to
be for coasting, say 30,000 or more, has
been in her until she loads for England.
How cargo if you can to come out in the

H. P. Brown, Esq.,
Savannah,
London.

Yours truly,
J. P. Brown

following order: - Stanley, Labrador.
 San Carlos, (Hamer) Shallow Bay,
 Pitt Cove, King Cove, Chukchi River,
 Bussard Island, and Fox Bay. There may
 be orders for other places, and there may
 not be any for some of the above, but I
 give you the idea in a general way, that
 the goods should, if practicable, be obtained
 in London as as to come out in regular
 order. On the completion of the discharge
 at Fox Bay let her go to Arch Aron,
 where she will get a cargo of wool for
 Stanley. There will be a second cargo
 from Arch Aron, and after that has been
 brought in, there will be wool ready on
 the boat. By this means the Chica will
 be kept in work, and the tonnet which
 brought all the Arch Aron wool in this season
 will be free to go to other places. I trust
 that you will endeavour to get a further
 reduction from the Hamer Co, so that we
 can increase the allowances for local freight.
 I must retain 46⁷ for ton for home shipping
 expenses here, leaving only 57⁷ for the
 local schooners; this I fear is too little, but
 I shall see after the return ^{have} come in. I
 think that Spinning & Muldron will hardly

23
if we find that with the Thomas freight of
37. we positively cannot make both ends
meet, we shall be driven to chartering sailing
vessels in either side at a lower rate.

3. Dist. reference to purchasing
staple & commission. I enclose a letter
from W. K. Cameron, by which you will
see that the measure in which it has been
done has given great satisfaction, and I
hope that the Company will do so well as
to provoke no unfavourable comparisons.

4. Mr. Dixon and I have inspec-
ted the beer the publicans complain of.
The first two casks we sampled were sound
enough, so we decided that it would be
better to test each as it is sent out, and in
the meantime report to Mr. Dixon what
sound is good and some bad. What do the
brewers do in such cases? This beer came
by the Ocean, and was shipped in October
1887.

5. Mrs. Langdon has decided to
remain in the Colony, which, in my opinion,
is a great mistake. When her husband's property
is realized she will possess, I think, from

£1000 to £1200, which would be sufficient
 probably to buy her a little business if
 she set about it alone. Besides, which
 there would be better education and
 prospects for her children at home than
 here. Her fears appear to be that she would
 have no friends in England to help and
 advise her. Under Mr. Hampton's agree-
 ment she is entitled to a passage, if
 claimed within six months of his death,
 and she wishes me to ask whether the
 Directors would make her any allowance
 in lieu of it. All that I can say is
 that I trust that they will be able to
 deal with her liberally in consideration of
 his long services, but I must add that
 I hope they will be able to induce her
 to leave the Colony, and that they will
 authorize you to state clearly and for all
 how far and in what direction they will
 extend her assistance, if any, making
 it clear that nothing is left in my
 hands. The most valuable aid that
 could be given would be something for
 the benefit of the children. She has
 asked if you will be good enough to get
 a form of P/Attorney in your favour to
 draw

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(cont.)

draw dividends of £200 India 4% stock and £461.18.10 New Three per cent Consols standing in her husband's name. It appears that he has not drawn his dividends for years, and I can find no record among his papers of any of his stock having been converted.

6. A good deal of scab has broken out on the West Falklands, and there is a growing opinion that Copuri dip does not cure as well as little. Mr. Blake's sheep are affected, and he has asked me to substitute on his order for the Orissa for 200 cases of Copuri dip 100 cases only and 2000 gallons of little in casks.

7. I have got the boiler in from Green Green for the Mackenzie's shop, but regret to say that there is a flaw in the iron of the shell over the furnace which runs in to a very considerable distance, the exact extent of which cannot be stated; it appears to have shelled or cracked off, and of course leaves the plate at that place extremely thin. It cannot be repaired here, and I dare not

have it set up for me, the only
 course for appears to be to ask for
 a new boiler of sufficient power to
 work the machinery such as the
 "Breadst" and return the old one to be
 repaired, for it would be a pity to ex-
 ceed it as it is, when a new plate
 will probably make it as good as new.
 The alterations and enlargement of the
 shop to receive the machinery have
 occupied a longer time than I hoped,
 but it is now in a forward state, and
 however soon the boiler comes, the want
 of it will cause delay. As the present
 mail should reach England before the
 end of August, could you by any
 chance buy a ready made boiler of suit-
 able size and ship it by the September
 mail? Mr. Drew, Senr. will know the
 necessary size, and I would suggest that,
 as in the course of time we may require
 to add a sawing machine to our plant,
 the power should be rather above what is
 actually needed at present, of arrangement
 can be made for firing it economically

when not working at its full power.

8. The Governor gave the Council
and takes Capt. Campbell with him to select
a pilot boat. At the Legislative Council on
the 13th inst. a vote for £800 to purchase a
boat was passed; both Mr. Hutton and
I opposed it as being an unnecessary
expense considering the work she has to do,
and recommended a return to the old
system of licensing pilots who provide
their own boats. Campbell gets as Pilot
£100 a year, and the pilotage is about £150.
My suggestion was to ~~keep~~^{take} the pilotage with
him, giving him £135 and the Government
£75, by making him Harbour Master at
£60 a year with half pilotage, finding his
own way on board ships, the Government
would then ~~pay~~ his services as
superintendent of their boats and marine
matters for less than nothing. I am
informed that the Governor fears that in
case of having to charter for a vessel or
on any other purpose he will be at the mercy
of the Company, but he did not mention
this at the Council, and he need not be afraid
of our being extortionate.

9. I have also been informed on the best authority that the Governor has an idea of purchasing a small vessel to bring out coals, timber, bricks, &c., and so still further reduce the limited purchases made by the Government in the Colony. Bricks at 2½ tons to the thousand cost several hundred per cent to bring out, coal about 350%, and lumber nearly 100%, but according to the singular way the Government accounts are kept the cost in England only is put down as the prime cost, the freight going under the head of "Transport," so a great saving is very easily shown. I really think that as a matter of justice you might bring before the Colonial Office, privately perhaps in conversation, the proposition that Government money should be spent a little more freely in purchasing from those who pay heavy wages, and keep many families from starving, as we do.

10. I have been in the habit of leaving the enclosures in the despatches to be put up by Mr. Langdon, as a matter of routine in which I considered he might safely be trusted. I find how.

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(cont.)

Even on going into the matter myself, that
 several accounts of bills seem not to have
 gone forward, while some do not appear in
 the bill book. I believe that he was very
 ill on the last week day, and attribute
 to that fact his apparent carelessness. The
 bills for £143. 13. 10 I can find no record
 of, and there is a serious discrepancy in
 the cash, as mentioned in one of my statements
 which I hope will in time be found out.
 As a precaution I send the third party's
 bill, and should like to know if you receive
 the same, and when.

11. Captain Campbell goes home
 with the Governor to select the pilot boat,
 and I suppose that he will call at your
 office. (Already reported in p. 3.)

12. Mr. Lutton sends me orders to
 be shipped by O'Brien for Calcutta, but if not
 enough to make it worth while going there
 it will be sent by first schooners that you
 forward. His brother-in-law Mr. Parsons
 will ship some goods for him, and apply
 to you for payment. The small bale of
 wool of his is to go to Whitcomb Stanger's Co.

Wool Buildings, Kendal.

13. Mr. Langston's death delays the despatch of the affidavit in re the West Company.

14. Although there is no immediate need of cash, you had better put down 400 shaks to be sent by next sailing vessel.

15. Having talked over the get-up of your wool with Mr. Blake and A. McCall I have decided to try the plan of tying up the fleece with string, instead of making a rope band with the wool itself. The band is made with some of the best of the wool, and I am convinced that in tying up in that way we do ourselves less than justice. 200,000 yards should be shipped by September mail, for the next will arrive after the commencement of shearing. I send a sample of a kind that will be stout enough, and allow 4ft. each to 150,000 pieces.

16. While writing this dispatch the brig *Northfordshire* of Liverpool has come in with extensive damage, having sick swept, cabin stove in, below the car-
ried away, &c. &c. Telegraph ordered
Northfordshire & *Myra* Liverpool. The

Lucia's repairs were finished last week and she has sailed: her bill is enclosed.

17. Reports from the Camp are good; the sheep were never in better condition, owing to the fine open weather we had up to about 10 days ago. Since then we have had severe frost and deep snow, which show no signs of going

18. With reference to par⁵¹ 9, I have to report that a sort of pamphlet or monopoly against the Company is being raised, as it was sure to be, but chiefly in the Government quarters. They pretend to be aggrieved at our possessing such power, and talk of being independent of us, and so on; this at all events is the chatter of the underlings, and comes from a higher quarter originally. As a matter of fact not one single article sold in Stanley has been raised in consequence of the fusion of the two firms, while several important reductions have been made, this you can state authoritatively.

The important truth is that I, the Company's Manager, have been obliged, in several ~~instances~~ ^{instances} to act on behalf of the Colony in opposition to the Government in public matters, and he is small minded enough to allow this to taint the spectacle through which he views the Company.

18. In making up Mr Langdon's account I have taken his pay to be at the rate of £250 per annum, and (at the rate of) Ten pounds for every one per cent dividend declared; but I am not sure whether I am right or not, as regards the commission, as it may mean, and I shall be glad to learn so, that an actual lump sum was due him, any time after 31st December last, on the dividend declared on the profits of 1883. On this point you will please give me the Board's decision. This has for the first time called my attention to rather a curious question in connection with my own agreement, viz: at what period in any year is my commission on the dividend actually due to me? By the agreement of 18th April 1873 under which I left England on the 9th May 1873 it was to be on all dividends after the one first about to be declared on the transactions of 1872, so that I conclude it would be due at any time in the following year, whether I remained in the service the whole year or not.

19. By our oversight, which I have only just discovered, some 20 tons Manganese ore shipped on ballast on board the Dennis Boundit were not on a Bill of Lading. The papers from the Charles Cooper.

20. July 29th The Denderah arrived yesterday afternoon 12 days late. I received your dispatches 743. 4. + 5.

21. Par. 10. Although in this instance, through the delay of the steamer, the mail you advised the S.C. to send on the 11th June has arrived, it was a lucky fluke only, and I think you are hardly justified in getting the S. M. General to gamble with the mails. Has the Denderah been up to her time or before it; as the fact was, letters and newspapers between the 1st + 15th June would have lain at Sandy Point for two months, and the sentiments of the Colony towards you would not have taken the form of blessings. In such a ~~22~~ case, however, I would suggest that you might put some to the care of Mr. Stukemanch, taking care to forward duplicates of all enclosures by the following mail

22. Par. 11. It is the feeling of the Directors of the Assembly Room that the building should be erected in time for summer use, when the ships are down, and I doubt

inquire whether the Orissa will carry
half the cargo which it is proposed to
ship by her.

23. Par. 15. I have explained
to you the points upon which ~~Spencer~~
Kear has gone wrong. He is over 70 years
of age, and he is incapable of compre-
hending the fact that a Government
which disregards the wishes and suscep-
tibilities of the people is an anachronism.
He is personally unpopular, and though
I say nothing as to matters affecting his
private character I know enough of his
ways to be able to say that I cannot
feel any great respect for him. As to the
Mackenzie question the only one of public
importance in the case relating to the Governor
being Chief Justice, and his legal
qualification. We all know that his
legal knowledge is not up to much, that
he is not a barrister as the Chief Justice
should be, and ~~has~~ ^{possesses} ~~no~~ ^{no} legal quali-
fication, and the remedy for this is the
re-establishment of the Magistrates Court
under a barrister, who has not to go to Govern-
ment House for his law.

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24. Jan. 17. On no account
would I recommend you to contract for
building the Church, but as regards the
proposal to purchase materials, the remarks
and correspondence enclosed in my 476 for
Theben should put you sufficiently on the
spot. Should building materials in any
quantity be required, or should Mr. Robinson
be sending out stores on account of the Committee,
any opportunity would be afforded of getting a
sailing ship taken up, for which there is already
cargo on order.

25. Jan. 18. Messrs. Stephenson
are mistaken. They supplied Mr. Dean in
Dec. with Tavy @ 10/6. Intermediate @ 12/6
and Cabin @ 17/6. I have the invoices. In
4 Nov. they supplied Extra Tavy @ 11/6 and
Cabin @ 17/6. I know nothing about the
grades in the quality of Tavy breeds, which
is ordered as the cheapest and commonest
obtainable, mostly for Cochovia in fact, and
why should we pay 1/6 more for Extra Tavy
when Tavy is good enough? In reply to
Capt. Poulden you may say that the usual
rule here is "sufficient without waste." I

cannot state the exact consumption
per head of the crew, as we carry at
times a number of passengers; but
I can tell you that the provisions
secured to the Hornet, with a crew of six
all told, amounted, exclusive of
meat to about £60 for the first six
months of this year, that is £10.10s.
per month, or $1/2^d$ per head per day.


The luxuries I allow in moderation
for the Captain's table are tinned
butter, milk, sugar and pickles,
with a few currants and raisins, for
an occasional pudding both fore and
aft.

26. I should be glad to have
the books audited, but the difficulty
is to find a discreet person who will
hold his tongue about people's accounts.
Mr. Lucas would be most unaccountable,
as he would bring information all over
the place. If you simply want the
cash vouchers checked, cash book added
up, and the ledger postings called
over, I would suggest either Mr. M.
Dean or Mr. James Helton.

27. Jan. 20. I will go into the question of land and buildings when I have leisure, as soon as the mail has gone, but I may say at once, although the matter hardly rests with me, that your view appears to be a good one.

28. Dec. 7th - 2. We should hardly lose the £5 I paid to Salt for piloting the Schleming into Salvador; Capt. Kohn was to have paid it, but did not do so, and as I guaranteed it I had to find the money. Enclose Capt. Kohn's order

29. Jan. 3. I will write for more information from Capt. Hansen.

30. Jan. 4. I thought I remembered seeing the mark  as belonging to Capt. A. E. Letton, West Point Island.

31. Since beginning this despatch Mr. Langdon has decided to go home, and I shall do my best to keep her up to it.

32. Owing to the delay I have been able to get the June ledger balances ready for the mail.

33. A ridiculous rumour was started round the town some weeks ago that the price of coal was to be raised on 1st July to 64 p. ton. and it was accomplished by a statement that the Government were going to import coal to protect the public from the tyrannous monopoly. Several notices I posted on the subject. Capt. Campbell has stated to Dr. Hamilton that as soon as he and the Governour get home they are going to break our backs. and spoil our monopoly of ships' repairs; how, it is not explained; but there is a good deal of nonsense talked just now.

34. Respecting to par. 23. Baron de Warr was hardly correct in stating that the Governour is not the prosecutor as well as judge of accused persons. In criminal cases prosecution is by the Crown; a Crown prosecutor, who might as well be a ~~judge~~ figure as not; is appointed, and he receives his instructions from Government Officers, from the Crown in fact, and who represent the Crown? The Governour fears, who would be annoyed to hear that any

one see did, and he at the same time tries
 the case - Therefore he is the prosecutor as
 well as judge. All this would be avoided
 by separating the offices, and now is the
 time to strike for it. You might refresh
 your memory by looking at my despatch
 428 for the 10th Jan. 1887 with the enclosed
 correspondence.

35. I find that the Ordinances
 have not been sent since May 1888, and
 I am therefore despatching all passed since
 that date in duplicate, as I believe is your
 wish.

36. Mr. G. Cobb's opals has been
 sent out in your despatch. As both parties
 are in England it would have been better
 to send the copy only, which remarks apply
 to any other who may be at any time in
 England, such as Messrs. Douner, Robson, &c.
 who should receive the accounts as soon as
 they can be rendered.

37. Respecting Spirit Licenses I
 send a correspondence about an attempt to make
 us pay two tobacco licenses, which I hope
 will settle the question.

38. On ~~the~~ 3-16 you say you can not do anything about the losses of section 24 and 25. I fear I have not explained the matter sufficiently; I never asked you to do anything, the simple fact is that a couple of weeks ago I received two boxes of the sections for 21 years instead of the yearly tenancy at the hands of the Government, which is most beneficial to us.

39. Allow me to point out that it is an inefficient use of oiled paper and of the enclosures to your despatches and the imprint on the back of other documents or letters, which have passed through your copying press.

40. Mr. Blake, who is here, has again changed his mind about the dip for next season, and asks me to cancel all previous orders for Hill's Case, substituting the following:— $\frac{1}{2}$ ton Arsenic, $\frac{1}{2}$ ton Washing Soda, 200 gals Spirit of Tar, 1000 gals. L. L. L., 50 cases Cooper. He intends to buy the very poisonous dip used by Capt. Spike, recommended in Booth's pamphlet. It may be all right when he mixes it himself, but I should be afraid to trust such a dip to our men.

The machinery, which he wishes you to pay
 \$100 for, will be delivered direct from the
 Office at Hill Cove.

41. There are some serious errors
 in the Wine & Spirit account taken over from
 Messrs. Osau; I cannot set them right today,
 and how they passed I cannot think. I
 checked nearly all the additions myself, but
 I think that this account was done by Mr. M.
 Dean himself one of the last days, and see per
 me. There is an error in adding the 20%
 of just £300.

42. In case of sending the Church
 materials I have put 2000 French posts as per
 Misses Helene's order; there are none left
 and they are always salable.

43. I am going to close the des-
 patch, and Mr. Helton's order has just arrived.
 I will send it tomorrow if it comes; the Des-
 patch is taking wool and will I hope clear
 us out.

I am, Sir,

your obedient servant,

Wm. G. G. G.

Manager.

P.S. Should one of the Clerks
 come from your office I shall be glad if
 you can find a vacancy for Mr. Stark.

Enclosures.

Rep. despatch 4844

" Cash book May

" Indent

1st Es. 401004 £ 2093. 8. 6

1007 726. 3. 1

1008 323. 6. 8

1013 606. 10. "

£ 3749. 8. 3

" 1005 \$ 395. 21

1006 59. 99

Remarks on Cargo for Orissa

Copy of Cash Book June

" Journal May & June

Ledger balances 30th June

Letter from H. K. Cameron

Indent, 6 sheets

Cash vouchers from Store East & West.

4 Statements

Rep. of James's late visit & Orissa here

Orissa's accounts

3rd Es. on Com. matters £1791. 5. 10

Camp & Stanley's Report Returns

Pending memoranda to date

Samples of rock & twines indent 90

Sample of flying twines

Shipping report

Queen's accounts

Schlewig's adv. for pillage

Notes about coal

Letter to Brooke & reply 29th June

486.

Penderah.

30th July, 9.

Sir, I supplement my despatch closed yesterday, the steamer being detained until tomorrow taking wool.

2. I send the Licerij safety valve for repair; it got broken in trying to take it off to clean it & understand; I suppose you will send it to Messrs. Sage who supplied the boiler.

3. As you ask for a copy of an ordinary lease I send the one of section out, though I do not remember hearing that you wanted one before.

4. Mr. Langdon has sent me a letter for you; I cannot take the boy on any but ordinary terms for an apprentice, and, if an extension of the time for taking a passage is granted, you will please definitely instruct me as to any allowance the Board may grant for rent; for as a matter of course the house must be vacated as soon as Mr. Langdon's successor arrives; before, if possible.

5. I send a copy of the various

A. Coleman, Esq.,

Secretary,

London.

remarks made at the Legislative
 Council on the 12th inst. Enclose,
 also, Mr. Letton's order just received.

I am, Sir,

your obedient servant

Wm. E. Love

Manager

Enclosures

Copy of lease of section 24

Mr. Letton's order

Letter from Mr. Langdon

Statement of this date

Mr. Cook's remarks on pilot boat, &c.

Letter for Mark Herr

487.

Setas.

21st. Aug^r. 9.

Sir. The Castalia returned from Monte Video on the 3rd inst. bringing your telegram of 11th July. "Fictionist Lucia," and a cargo of Taudubus goats, maize, kerosene, and alfalfa, of which you have no doubt received the invoices. I am pleased to report that our very trustworthy Quartermaster Mr. Hanchler, conducted the ship's business in Monte Video with unusual economy, and elicited the expression of the Hon. Humphrey's approbation of his attention to his duties. On his return the Castalia was laid up.

2. I forward a copy of Capt. Hancens' lease of the Bacon and other islands.

3. Enclosed you will find the S. A. M. S.'s accounts up to the date. The Attorney General having lately been here. I cannot understand from the voluminous instructions whether the 3%

A. Coleman, Esq.

Secy.

London.

in commission on the draft, or interest on each from date of payment here, or both, or if the latter up to what date it runs. I herewith send the accounts certified by Capt. Miller, and leave you to make the charge, asking for further instructions

4. I send you as requested some suggestions as to the division of the purchase of Messrs. Deane's business, which you will act upon or not as you think proper. In connection with this I wish again to bring under the notice of the Directors and Auditor the question of depreciation of Buildings, which in the course of time will recommend. Going back to the last year it was taken off I see the Buildings were valued in Dec. 1884 at £ 5425 -
 the depreciation in 1885 was $\frac{1123.10}{}$
 reducing them to $\frac{4301.10}{}$
 and then adding the new ones erected in 1885 $\frac{1750}{}$
 you arrived at $\frac{6051.10}{}$
 as the value of Buildings in Dec. that year. Now the first thing

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What strikes me is how Buildings worth
£542.25 can possibly lose £1123.10/ or
over 50% in value in a single year? And
again should not the sum spent annually
in repairs be treated in an entirely different
way to what it has been? Allow - an
absurdity - that a building that goes
without repair for five years is a much
less ruin, which you explain by writing
off 20% per an. should not the repairs
Expended during those five years redeem
it from utter worthlessness? Take that
very account, presented to the Shareholders
in 1886. It only is the depreciation
of £1123.10/ written off to Profit &
Loss, but lower down you find the
sum of £355.13.8 expended in increasing
the value of the Buildings, also, written
off, instead of appearing as an asset.
Now I might as well in saying that this
account should be dealt with in this way
- take the value of Buildings any one
year, deduct depreciation, and then add
the value of Building and cost of repairs?
I must have this question settled, because the
building taken over from Messrs. Dean

was actually rather increased in
 stead of diminished in value.
 The Marmont Row building, value
 say £2000 to start with; I have
 a roof put it from end to end with
 galvanized iron, as it was leaky all
 over, and I have done some internal
 repairs to the ship; surely the cost of
 these repairs adds to the value of the
 buildings, and should not be written
 off to D. M. in your books next December.
 Should you at the same time reduce their
 value in your books?

5. If the materials for the
 Church was shipped out this Spring
 would it be possible for you to fill the ship up. Should
 the question of a further subscription
 be debated, may I suggest that it
 might take the form of free storage of
 materials, use of jetty, lighters, and
 other facilities on a business way that
 was now offered here. There is some
 talk of roofing the building with
 galvanized iron, which, though suitable
 for woolsheds, and second a third rate
 cottages, would be an absolute barbarity

487.

if applied to a section with any architectural pretensions.

6. Mr. Anson has an enclosure. Through being the last mail in, it is too late I fear for the Orissa, and you will please not enclose it until I find out from him whether he is prepared to pay ~~steamer~~ ^{post.} freight. I except the wool press, to which I beg your urgent attention; it is very important that Messrs. Denison should have it ready to come by November's mail without fail, as Mr. Anson wants to press his next season's wool with it. He mentions that he had ~~written~~ to you for his shepherds, but at the last moment found he could get men. I don't know whether he told you what to do about them.

7. James Hill has asked Messrs. McCull for "The London Reader" for two years. I don't know the publication, and have written to ask whether he means a subscription for two years, or what. Perhaps you can assist him.

8. I find that an opinion was pronounced at Government House and circulated by Mr Capt. Campbell that if any mishap occurred to the Castalia under Mr. Hanchlen we should lose this insurance. I look upon it as ignorant nonsense, for although Mr. Hanchlen has only a master's certificate, which he came here on a young man years ago, he ran the Government mail for upwards of ten years in the *Hain* and *Victoria*, and a more careful and competent man does not exist. But I should like to know whether I am restricted in law in my choice of a Captain. I have told people that had I put Campbell in charge there might have been trouble, as he has made the *Thunder* winter suffer pretty heavily, notwithstanding his certificate as Master. I consider them safer in the hands of ~~me~~ like Rowland and Mr. Hanchlen, who have never had an accident. I wonder if Government can insure the new Pitt boat with Campbell in charge.

9. I have read to Mr. Call Messrs. Dennis's remarks about the wire, and he maintains most positively that it does not run out the length stated.

10. I send a list of library books required from Urdia, and will thank you to send them by the Associated mail.

11. The Maspi' boiler tubes are now beginning to give way fast; they have been in use just four years, and I have had a complete set put down in the junkyard so that they may be retubed.

12. Please state what the boiler fire bars from Cott for Schlerewig were sent for? I can find no record of their having been ordered from here, and they are not the size for any of our boilers.

13. I am arranging to send Mr. Call for a short trip on the West Galhlands with his eyes open, in order to take notice of anything that might be adapted with advantage to us. Mr. Blake means to pay a visit to our Camp in the Spring with the same object.

14. It is right that I should mention that there are rumours about Mr. A. L. Waldron's affairs being in a disordered state; it is an absolute fact that a mortgage on the Port Howard and Beacon Island farms in favour of Mr. W. P. Waldron and others has been registered here, and that Mr. E. J. Mathews, a son in law of Mr. John Waldron, has taken charge of the place under a Power of Attorney. Mr. W. P. Waldron is I believe practically the owner of the farms now, and it is upon him that Mr. Mathews will draw in future. Under the new management I should say that the place has a better chance of success than it ever had before.

15. We import a good deal of tallow in the year from about Vides, and it has lately not only been dear but of bad quality. Would there be any advantage in shipping it in Hamburg or Antwerp,

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(paying 10% freight from London) as compared with ordering in Montevideo. The price there put on board is about 7/ for bag of 62 kilos or 136 lbs., freight 15% less than from Europe. You might try a small quantity. Of potatoes we take a quantity from Valparaiso every year, costing laid down here about $\frac{3}{4}$ per lb., they are most in demand from about June to November when the new ones come in here, but can be sold at any time. Could you send large mealy potatoes for any less do you think? We see good ones on board the steamers, but it would be necessary to buy a kind unlikely to rot on the voyage.

16. 24th Aug. The steamer arrived this morning with your despatch 726, and the code word "Corballis" was received from Mr. Humphreys.

17. 25th Aug. I do not see much advantage in the terms with Cooper; we can buy their oil @ 4/6 less 2% for cash

that is for £ 2.1.5. and we only get a reduction to £ 2 in consideration of settling it exclusively. that is to say we sell our independencies for 1/8^p per case, or on 100 cases the ridiculously small sum of £ 7.1.8. As to purchasing it, that we cannot do; everybody makes up his mind what dip he means to use, and that dip he will have at any price. I have always kept an open mind on the subject of dips, and I have been lately advocating Topps, because it seems to do our work well at small expense. But people who have read me in a rage about it, Mr. Blake for instance, whose flock has lately got infected; he declares that Topps does no good whatever, and I must fear that your own sheep to get scabby again I should feel safer with Little. As to waterproofing, nowise. In the wool, and all the puffing given out by dip-makers, I must say I am inclined to agree with those who say they are all hoax from beginning to end. You will refer to my 431-13, you will see that Mr. Dargall's dip should

have been paid for more than two years
ago. The hot water quality I cannot
tell.

18. Par. 9. On reading the form
you refer to I think that 40 was in the
place of the statement promised in 15; but
I will look up the question they answered.

You have observed, I suppose, by the report
of coaching, innumerable made each mail,
that we have covered nearly £5000, perhaps,
unless contained in this mail's papers, we
must charge it with the policies you have
taken out.

19. Par. 5. The *Andromeda* is most
unlucky, she has again returned to St. Ab.
Nides with mainmast gone - Capt. Fisher
had the Protest, and has probably forwarded
it - We have no persons competent to
value ships here, and it is not customary
to make a valuation. When there is no
market for a ship, how can her value be
determined? After running back
with my ship's Capt. Fisher reported
that the work done here had stood well.
I hope some of our repairs gave way on the
second occasion.

20. Par. 7 I am concerned about the

To 1 bale short for Menes. Mr. Lamb.
 Len was sure there were 141, and when
 97 went for Kamas, making the
 right number 206 in all, i.e. 203 in
 Carleton and 35 in Menes. I felt
 satisfied; now the question is, where
 has that bale gone to? We have
 shipped nearly 5000 bales this season,
 and this is the only one in dispute.
 Mr. Lambden is so invariably correct,
 that I still believe there were 141 on
 the Menes.

21. Nov. 10. Any error I have
 made in consignment you can correct,
 but I thought that, excepting Port Stephen
 & Peble Island, the consignment of
 produce from all other stations passes
 into the good will of the business.

22. Nov. 12. As Mr. Kerr's con-
 siderable return, I look upon it that he is
 flying before the storm. Disregarding
 the smaller and more petty complaints
 against him, I wish Mr. Lefore would
 point out that the expenditure of £1000
 on the first boat is to satisfy an extreme
 want of it, that the money would be better
 laid out on a new school, or on dividing

Lophocis at the place, and that the
 occasions upon which she could actually
 have been of service, outside her piloting
 work, during the past few years were two
 and no more. viz. - fetching in the wrecked
 crew of the Holomahana in 1884 for which
 the Company was paid £45, and for bringing
 the mail boat Lure from Sandy Point; for
 which she received £65. The usual
 calling here are few each year, and this
 way is a pecuniary work of money.

23. Nov 13. Willis speaks to
 Chaplin about the block, which in any case
 seems to be expensive for the amount of use it
 would be. He has rather extravagant notions,
 which I am constantly endeavouring to check.
 In drawing for values note to. I have given
 out to be marked.

24. Nov 14 This pivotal importance
 to get the Assembly Room up for the season of
 was reason. Nov 15. The cost of running
 a steamer is plainly prohibitive at present.

28. Jan. 18. I am having
 without enquiring whether the Patent
 Laws rule in the Colony or not.

29. No doubt refigurations
 will be the question of the day before
 long, and the establishment of machinery
 at Goswelpen in place of, or rather to
 supplement the boiling down plant,
 will soon be accomplished. But
 I have no doubt that as the Company
 has taken a great leap this year, no
 other call can be made at present upon
 its saltatory powers.

30. Jan. 20. I have mentioned to
 a remittance to Mr. Whitehead in a
 statement or account already.

31. Jan. 20. I am glad to
 hear of Mr. Bairston's engagement. Had
 I not sent the Castalia you could not
 have heard of Mr. Langdon's death
 until the very day she was to
 sail. A small letter by the Spirit
 mail miscarried; you had better pay
 the money to Mr. Whitehead without
 my receiving a fresh cheque. A letter
 of mine to the Royal Exchange is also
 sent ahead.

32. Jan. 23. The broken bottle

25. Respecting the dividend, could you just give me an earlier indication of it than is contained in the annual report? As a fact I knew about it two months ago, and so was able to make up Mr. Huntington's account, which I could not otherwise have done. The gift to the Church precludes my suggestion made above.

26. Nov. 17. Having a fair memory for dates and facts I was able to trace to my despatch 299-4 of August-1880, in the enclosure to which you will find the invoice from Watson of the telephone apparatus which he says he did not supply. That is I take it to be the same as the present firm of Watson and Cooper. If you will communicate to him the contents of my despatch 471-20, and remind him that he supplied the telephones to me personally through the introduction of my friend Mr. Wm. Lamb Carpenter, no doubt his memory will be refreshed, and he will be able to give further advice. I take the imperfectly informed interest of an amateur in these matters.

and I have found that the destruction of the gines was caused by keeping the transmitter battery constantly in circuit, and having introduced a switch in connection with both transmitters they now work sufficiently well; but in using the telephone, two switches worked by hand take the place of the automatic arrangement in common use now. I put some ideas on this subject into a letter I wrote you a few days ago. The telephones are numbered 3000/1, + 3056/7.

27. Some for. I am glad to see that Mr. Philip is at last satisfied; he has never written me a line on the subject of either horses or horses, and I really don't want his thanks. But the letter now received from him long ago illustrates better than any remarks of mine could do the singular, not to say peculiar, turn of mind that prompts him to give up what his communications with the Company are outside me. He has been quiet lately, and as long as I hear no complaints from the men I shall leave him severely alone, for he is not a person with whom I am anxious to become unkind in any way, though on matters of detail it will be his duty in future to write to me.

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write anything about Mrs O.C. A. Dean's
 right to dowry, it was Mrs C.M. Dean
 to whom I alluded; she is not a Briton,
 and I hope will not be for many years.
 I know that in the case of property in
 Dowry being conveyed by a married man
 it is the invariable custom to have
 the deed signed by the wife also, with
 the Magistrate's certificate according to
 the form laid down in the Ordinances
 to which I alluded.

37. I received your parcel of
 Enclaves in Capt. Beckman's cabin, as
 it had evidently not been handled much,
 yet it was half paper, the paper having
 been torn by the weight of the contents. That
 white cartridge paper is not strong enough,
 we have some of the same here and it tears
 easily. I should recommend your getting
 it lined linen for this purpose.

38. I enclose copy of some letters
 with Mr. Schlötfeldt. Some time ago
 I arranged with the Hoosier Co that
 the freight on flour to four halfpennies
 should be reduced to 40¢ from 50¢ on
 condition that the empty space was refilled

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here with wool. Last January, with no
notice whatever, we went the freight to 55%.
I protested, and they now say that it was
dependent on the wool freight, and that I
should have spoken of it when contracting for
this year's wool. I say that it depended
upon a different thing altogether, viz: the
refilling of the empty space here, and I
fear that the last sentence of Mr. Schumpfeldt's
letter means that they will give way. Now as
to next year's wool, I am not going to be
forced in too great a hurry. I say that of
course we give the 1500 bales on the contract,
but in regards the remainder I propose only
to tie ourselves up if the Hoornas will come
down to 30%, and I leave the negotiation in
your hands, having already written about
it some weeks ago. As a possible improve-
ment on the terms written to Mr. Schumpfeldt
I may suggest the old rate, 32%, but with
a stipulation that if our shipments reach 5000
bales they return us 2% per ton all round.

39. Regarding to the subject of
Messrs D. and Charles River ~~business~~, the
amount against the former up to the end
of July amounts without interest to \$48,117,
and if Mr. Dean takes the wool I conclude
that he will guarantee Mr. Birch's drafts.

And as to the Charter, on which Mr. Dean holds a mortgage I have been making advances here on the faith of the wool, and I see the balance against it is already £ 871 12s. the wool being estimated at about £ 2000. The place is mortgaged up to the hilt, and I have no other security. I think that if Mr. Dean happens to be at the Board ^{he} will admit that to avoid complications it would be only fair to let us have the consignment of all wool against which we make advances, leaving out of course that from his own place & the whole of you must not execute the order for stores for Charter, ~~and~~ ^{and} in any case it is questionable whether it should be done when the chart has not a balance in his favour. I except the wool press.

I am Sir

Yours most obedient servant

Thos. H. Jones

Wm. Jones

26 August 9

Enclosures

Dup Indent (91).

" C/B June

" Journal May & June

" Insurances under Coasting Policy

" Cargo per Orissa

" Orissa's acc.

" Ledger balances. June 1889.

" Statements upon accounts.

Trip. Despatch July 1889.

Cash Vouchers East & West Stores.

S. A. M. Society Accounts.

Stanley C/B & Journal. July.

Sample Envelope for Vouchers.

Lambing acct.

Copy of Hansen's lease.

Deans Purchase.

" Property ground plan.

Deposit acct.

Letter to Capt. Winther.

(The above in separate envelope).

2 Statements upon accounts.

Amson's order. ("Chartres")

Stanley Journal entries re Dividends

Coasting insurances.

P/L for Grandholm

List of Books for Darwin Library.

Indent (92).

Correspondence re West coast freight.

Drawings for Great Britain's Donkeys.

Letter to "Chelmer" by "from Mr. Langdon."

Bills.

2nd 1007. 726. 8.1

1004. 2093. 8.6

1008. 323. 6.8

1013. 606. 10.0

1st 1018 500. 0.0

1095. \$ 395.21

1096. 59.99.

488.

Memo.

15th Sept. 9.

Sir, I have to acknowledge receipt of your despatch. n. 77, which arrived by this steamer yesterday. Mr. & Mrs. Bailton have also arrived, and were fortunate in having a short stay at Sandy Point.

2. Par. 2. I am not afraid about Hansen's debt, as he has finished his capital expenditures, and will soon be in an easy position. At the same time, I should prefer to take security, and will arrange something with him when he comes in next month.

3. Par. 3. The land question at Saint Louis is at an end, and the fence was completed in June.

4. Par. 4. The Directors of the Assembly Room Co are grateful to you for your attention, and directed a letter of thanks to be sent to you by this mail.

A. Coleman Esq.

Secretary,
London.

5. Part. I did not wish to take upon myself the duty of changing the Captain of the Orissa; but I laid the facts before you, and gave you my reasons for thinking that Capt. Winchester was unequal to the coasting work, leaving it to the Directors to decide what should be done.

6. Part. You have strangely misinterpreted my remarks about contracting to carry wool for five years; but on reading them over I see that they were just capable of conveying a meaning the exact reverse of what I intended. What I said was this: - It can be done and I only want the formal sanction of the Board to close with him (for) I, (personally) do not wish to enter into contracts that are likely to extend over the time I shall remain in the Islands. I have already said many times that I am looking forward to leaving the Islands for good in a comparatively short time.

7. Part. It is necessary to remark that the Company have never on any occasion given any but first class passages to their Clerks and families, or I might be asked why I have engaged

22
cabin berths for Mr. Langdon and
children, and I may add that I am
glad that, although Mr. Switzer signed
for second class, you granted him first,
as it would otherwise have appeared that
you assigned him a lower position in the
Company's service than he ~~was~~^{would} naturally
take. Unfortunately you said nothing
last mail about furniture, and Mr. Langdon
has sold nearly all hers, so until you can
see what is best to be done they are staying
aboard.

8. Par. 11. Having been tied
to Stanley I could give no more informa-
tion than I did about the banks at Darwin;
but I imagined that the distance across
the water at low tide would be sufficient.
After November there will be no chance
of erecting it until next June, so there
is no hurry.

9. Par. 12. I regret the omission
will regard to the manganese ore, it was
found at the bottom of the Charles Cooper
and was just suitable for ballast. I do
not know why it was left behind, but I
imagine that it was not thought worth the
labour of scraping it up.

10. Lewis takes the necessary steps

about the principles of the American
Remedial Register.

11. In. 14. ch. my despatch 485-2
I gave my ideas as to ballasting and
loading the Orissa.

12. Referring to your question
in a former despatch, the Patent Law,
like all others, in force in England previous
to 1st January 1850, are applicable
here; there has been no subsequent
enactment on the subject.

13. Will you oblige me by
sending me another copy of the Report
of last June? I have only received
the one for the office.

14. Mr. Cauchy will be obliged
by your continuing the subscription
to the Freeman's Journal on his account
when due.

15. I have received a very
polite letter of thanks from Mr. Philip
for attention to the matters of his horses
and hound.

16. May I suggest that it
would be well for you to sign the articles
from Smith's produce? Gibson told
me that he used to receive the Boston
articles from Mr. Dean, and appeared

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dissatisfied; I explained that merchants were not in the habit of parting with the Boston accounts, but said that I believed he was entitled to have them signed by you as Secretary. Perhaps you will also want to send copies of Reports and Valuations for each sheet, instead of the pure copies of those from the Boston; I remember that this was the custom in the East-India Merchants' office I was in as a lad, and believe that it is universal.

17. In further reference to the question of Casper's disp. I find that the discount for cash is 5% not 2½%, and, on the face of it, it makes the arrangement look still more absurd. You have been for to buy at 42½¢ per 2½¢, and now for the consideration of 4½¢ a case you bind yourself to deal exclusively with Casper! Surely for such a consideration the price should be 35¢ at the most. But the boycotting of other disps will not answer; many people are getting prejudiced against Casper, and unless a representation comes out

and manager to unmercifully dip some sheep himself, so as to restore confidence, the dip will be run out of the Solands. Armstrong has written me that he has just finished his inspection of the sheep after the winter. The flocks should be swarming with ticks and tearing their fleeces; while the hoggets are almost entirely free. The latter were dipped at his special request in Little, the old man in Cooper, and he asks to be allowed to use Little plain exclusively next season. As I said before, I have kept an open mind on the subject of dips, having avoided the blandishments of the prospector who stalked me from office to office last year, but I have had a leaning towards Gosper's on account of its cheapness. Should you, however, have a chance of shipping by sailing vessel, and I imagine that the despatch of the Church materials will afford me, I should recommend you sending at least 2000 gallons more of Little; but I would just incur the extra expense by steam.

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18. I wish to call your special attention to the necessity of sending out a new heap at once, in place of the one just received from Wm. Brown & Co. The maker of our old one, Thwaites & Co. are no longer in existence, and so there was no use in getting the number; but the one for eleven is pagged, not folio'd, and is entirely unmarketable. It is, in other respects, a well got up book, and I shall send it home. I have only a few folios left in the present heap, so if there is any hurry you had better get a ready made one, as it is unnecessary to have the Company's name stamped on it.

19. The question of men for the shearing season is becoming a serious one. I have, in common with others, been in the habit of ~~forward~~ engaging working hands in the Spring for the whole season up to the following May or June, and there has generally been no difficulty in doing this, owing to the number of men out of employment in the winter. However, there has been a great rush to Sandy Point and Patagonia flats, and really I cannot blame people for trying to get work elsewhere; I should do it myself. I expect

at the end of last season that I had
 parties with 40 men and boys for
 the winter, and I now find myself in
 want of 20 men, for whom I have
 advertised, without receiving a single
 application. It is necessary therefore
 to send to Montevideo, and I have told
 you before what trade I get from there
 as a rule. Mr. Schlotfeldt cannot
 reduce the passage money below £6.00
 I intend to dispatch the tartan next
 week; there are men wanted for other
 places, and the passage money of 25
 will amount to £150, in addition to
 what I can receive from the
 and others that will pay a good freight.
 It would almost seem better to keep
 through the winter all men whose services
 are worth retaining. Now I keep 20 men
 at £5 per month all the year round,
 it would cost £1200. Supposing I
 engage the same number from Montevideo
 from the middle of October to
 June. eight months, that will be £ 800
 20 passages up and down $\frac{240}{}$
 $\underline{\hspace{1.5cm}}$
 £ 1040.
 difference £ 160. On a similar plan

488

of wool it would amount to $\cdot 0004$ per lb.
 But I should have the advantage of securing
 good men for certain, against a very
 doubtful lot to be expected from a thousand miles.
 I could not pretend to keep them in full
 work during the winter, but such works as
 bridges, telegraphic lines, fencing, new stations
 &c. &c. could be undertaken at practically
 little more than the cost of landing the
 material on the ground. This is a matter
 that requires careful consideration.

20 I have received a press copy of
 your letter of the 14th inst., but not the original.
 It does not matter to me where you buy, as
 long as you go to the cheapest market. James
 and his wife will make up our order for brass
 but they say that light fancy things are a
 speciality of Cook's. I heard yesterday that
 Williams was getting galvanized sheet iron at
 3^d per lb. and on inquiring the price he had
 in London he told me it was 13/6 per cwt for
 14 gauge for the same iron we were charging
 21.

21 I have to ask your kind
 attention to the enclosed envelope
 addressed to Kunchong, and to solicit
 your assistance in endeavouring to
 procure ~~some~~ your Stationer to return
 to the ordinary commercial form.
 This is the second batch of these
 ridiculous things that I have received.

I am Sir,

your obedient servant

Wm. E. Jones
 Esq.

Enclosures

Dup Indent No 92

" list of dividends

" July Cash Book & Journal

" lambs put into flocks

" Deans purchase

" Deposit account

" Statements upon accounts

" Correspondence re N. Coast freight

" letter F. J. Cobb to F. Coleman

" Despatch No 487

Copy of letter from T. Price

Particulars of Stanley hedges

Cash Voucher East & West Store

August Cash Book & Journal

Letter P. Noble to F. Coleman

1st No No 1026. 72.1.4

2nd . . . 1018 500.0.0

Cheque on The London Joint Stock Bank
£ 36-5.0

Remarks upon accounts

Statements " "

Indent No 93

Shipping Report

Envelope addressed to W Amshong

489.

Castalia.

24th Sept. 9.

Sir,

My last despatch went for Acker on the 18th inst, and I now take the opportunity of adding a few lines by this vessel, which I am sending to Montevideo to bring down about 20 Labourers for ourselves and others.

2. I have to draw your attention to the high price of the White Birch wood received from Hamburg, which, costing originally $\text{Mk. } 1\frac{1}{2}$ per running foot, is actually now $2\frac{1}{2}$ per foot delivered here, a price much in excess of ^{that of} any other kind of wood of the same dimension. It was sent for as being suitable for making work boxes, in the place of pitch pine; but, had I known its cost, I should not have ordered it. Some of the boards are split for several feet at the ends, in consequence, I am told, of the wood having been cut green, instead of out of seasoned timber, and this still further enhances the cost of the wood.

A. Colman Esq.

Secretary,
London.

3 The *Hallamby*, Captain Wood, from Liverpool for Valparaiso, has put in with coals heated, and is discharging with the *Charles Cooper*. It is not wise this, as her account will not be a heavy one, and you will have time to arrange a credit with the owners *Andersen Vanpant & Co* of Liverpool.

4. The *Hutfradshin* sailed on the 21st inst. after repairs, and, unfortunately, in getting out came into collision with the *Great Britain*, carrying away a portion of her rail aft. Capt. Dick proceeded, notwithstanding that his head gear was all adrift. Her account and bill are enclosed.

I am, Sir,
 your obedient servant,
 New York.
 Munnings.

- Enclosures.
- Def. dep. 484
 - " Cash Bk. & Journal Aug.
 - " Particulars of Ledger
 - " Invent 93
 - " Statement 14th & 18th Sept.
 - " Letters from Davis
 - Specimen form of labour account signed
 - Hutfradshin's* certified account of 131st 19th 6
 - Statement on account
 - of *Boasting Insurance*

490.

Kents

My last despatch went per
 Sactaria, which sailed on the 24th
 ult.

2. In the last statement of
 coaching insurance Tache Per. amount
 should have been £35, not £36, and
 Bailton & Stickney £20, not £21.

3. I trust that you have
 not overlooked sending the usual No. 3.
 Picnic, interleaved, for our own use.

4. A number of our men, with
 Shear, be leaving for Patagonia at the
 end of the season. I hope that we shall
 be able to fill their places with our shep-
 herds' sons, but it is quite possible
 that we may have to ask for a few from
 Scotland. Some of those who have already
 gone over are doing uncommonly well
 for themselves, so that it is not to be
 wondered at that men of with a few hundred

of Coleman, Esq.

Secretary, London.

founders of their own are not satisfied to remain here on wages.

5. With reference to freight on wool, I learn from Mr. Elgumchick that the French and Spanish lines carry it from the Straits to London at 70/ per cwt.; prospective of the size of the bales, which he estimates at 30ft., weighing 4 1/2 cwt. This is just 0.375 per lb., or 31/ per ton measurement, against the 32/ per ton the Home Co. The steamers are, like the latter, loaded with sufficient dead weight, and are glad to get the wool to fill up. We have no competing lines to play against the Elgumchick; but sailing vessels are always to be got if the steam rates are too high. I learn also that most of the Straits and Patagonian farmers consign their wool to Messrs. Co. direct, who charge 10/ per bushel, and must be establishing a large connection.

6. A large 4-masted steamer passed here homeward bound on the 4th inst.

7. I have to report a further discrepancy in Mr. Langdon's cash, a bag containing £5 in coppers having been found after I had taken account of the surplus before reported; this will be dealt with in the same way.

8. In consequence of the loss of several cheques by our Camp people, and the risk of renewing or replacing them, in the face of the fact that they do not appear here for payment, at times, for years. I have altered the form of our cheques, and enclose a specimen for approval. I propose to make them payable to order, and to be available for 12 months only, after which time any outstanding ones would have to be renewed, and, as no cheque would be paid here bearing date over 12 months previous, any one alleged to be lost could be easily renewed upon its being ascertained that it had not been presented. I call your attention to a misprint in the present form, the Company's name being wrongly given.

9. On the 7th inst. a long boat under sail was seen off the south

coast, and I sent out the boat
 to bring her in. She would not
 have belonged to the Anchor of
 Liverpool, from Shields for Valpa-
 raíso, abandoned on fire some days
 before. There were 10 men all told,
 including the Captain, most of whom
 in a deplorable condition through
 exposure. The Captain in fact was in
 a hopeless condition, and died next
 day. Another boat containing
 the chief mate and 12 men also left
 the ship, but has not been heard of,
 although at Mr. Prastie's request I
 allowed the boat to swing off and
 on for 30 miles from the 5th to the 10th
 inst.

10. In Mr. Langdon's despatch
 of 4th June 1800 I observe that he referred
 to a saddle belonging to Mr. B.,
 in his possession, as being worth not
 more than £1. On a matter of fact it
 realized £2 at Mr. Langdon's auction
 last month, and she has the proceeds,
 which actually belong to the Co's creditors.

490

Only became aware of this accidentally
after the mail left.

" I enclose a sort of prospectus
and prospectus of a Company about to be
formed to take up the concession of a grant
of land from the Chilean Government,
Tierra del Fuerte. It has, I think, if
properly started, a good future before it,
and provided some guarantees regarding
the disposal of the land after 20 years
can be obtained, and proper arrangements
be made for management, I shall take
some share myself. The idea of pro-
p. to have a capital of £20,000 in 300
shares of £100 each, of which 200 shares
will be taken up in the Falklands, and the
rest managed. I believe, will be one of our best
hands, who has been some years in Portugal.
The interest in the matter, as far as the
Director is concerned, lies in the fact that
there will be an opening for the sale of
a number of our old Ewers, instead of
boiling them down.

12. The Tentam has arrived this afternoon (18th.) bringing your despatch 728 with enclosures in order.

13. Par. 2. I will endeavour to obtain one of Townsend's accounts or rather the invoices; but I should imagine that the shipment of goods on commission in London is such an every day thing that any Merchant's Club would instruct you as to how to proceed. It must, surely, be customary to send freight accounts by the vessel herself. I should like to know what price I should charge for the coal which you say cannot be shipped in London: I suppose the London market price, whatever that may be, plus freight, insurance, and commission. Will you be good enough to point out the despatch to which I did not reply, in reference to the Matter of the Orissa?

14. Par. 3. The concessions granted to Mr. Angden were the funeral at the Co's expense, costing

about £27, house and vegetables free up to date of his departure, and a first class passage home. I gave her all the assistance in my power in the way of procuring the will, and taking out letters of administration, making myself personally, in conjunction with Mr. Helton, liable in the sum of £2400 as a bond guaranteeing the proper administration of the estate.

15. Part 4. You astonish me by saying that Casper's traveller will arrive at an excellent season to superintend our dipping. If there is one month in the year during which dipping is more by any chance performed, it is November, and this unfortunate person is timed to arrive here on the 15th of that month. I believe that you have a time table of farming events in the archives of your office; at any rate you will find them set out in my despatch 437 of 11th May, 1887, and will learn from that that March and April are the months when he should be here. I can only write to Sandy Point and tell him so.

16. Nov. 5. It will have
 been to see the boat; he thinks the
 place might be got over, but says that
 in any case it would be an expensive
 one to use, the steam span being so
 small, which would cause a large con-
 sumption of fuel. The machinery
 will now be idle until after the
 arrival of Mr. Dennis Bennett.

17. Nov. 6. It seems that
 Governor Herr bought the boat in a hurry,
 but the remonstrances sent by Felton and
 myself might have some effect. I
 should like to know whether he carries
 out his promise to buy our objection
 before Lord Knutsford before deciding
 upon the purchase. Since Keston has
 been without in consequence of presenta-
 tion made by some of the ladies here,
 who have gone to some expense over the
 completion of the training. A trained
 nurse is much wanted.

18. Nov. 7. There was, I
 learn, a small parcel of wool on board
 Mr. Dennis Bennett from N. A. E.

490

Tetter, and you would do right in paying expenses on his account.

19. Jan. 9. I sent an exact copy of the lease of section 24; but I can let you have one of an earlier date; in fact I will enclose one of those that have expired. Maurice's own lease is in his possession.

20. Jan. 10. It occurs to me on change that it was not possible, from the 29th August to the 14th Sept., to find the twins required to carry out an interesting and probably profitable experiment with our fleeces from 1st Dec. next. If Frost were out of stock, are they the only rope and twine makers in England? The arrangement made with the Kacmors is very satisfactory, and renders unnecessary my remarks in par. 5. I have no doubt as to being able to carry out our part of the bargain.

21. Nov. 11. I will endeavor
to collect the ~~amount~~ for David Smith's

22. Nov. 12. If you mean
that the Assembly Room was placed on
boards at Hamburg freight free, this
arrangement is a most excellent one, but
it is not quite clear to me, unless the
freight from Bristol to Hamburg was
given in lieu of Railway carrying charges.
The freight by Rotterdam is £133, odd.
£17 less than our estimate. I think
that you should charge your expenses to
Bristol, and if the Company waives
commission it will be a graceful act,
done for the benefit of a deserving under-
taking. All concerned are much
obliged to you for your assistance,
without which we should certainly have
foundered. The Directors are:-
myself Chairman, F. D. Moore Vice-
Chairman, Geo. H. Brandon and
Messrs. V. Ketch. Felton, and Sellman.
The foundation is in a forward state,
and we hope to have it up by the
end of the year.

23. I have to pay off a deposit of some £800 shortly, and as Mr. Swales cannot now receive drafts for cents &c. as the £600 bills are running thin short. I may be rather hard pushed.

Hitherto I have met all payments, but with the large sums going out I ought to keep a larger balance each than I have done hitherto.

24. I forward an extract from a private letter received from Mr. Blake, who has been making a trip through La Plata. I fully endorse what he says about Mr. Call, and have to point out that this Superintendent is very moderately paid at £140 a year, the standing wages of all these. Over in Patagonia one poor poor shepherd has lately received £400 a year as wages, and I wish I could hit upon a plan of advancing Mr. Call without injuring the feelings of the others.

25. Enclosed is copy of an inscription to be put on a head stone to the memory of Mr. Sped who has lately died, with the names of the persons from

whom I wish would like you to
order it:

Sam. S. S.
your obedient servant
A. D. S. S.
Manager

Enclosure

Dup. despatch 489

" Statement 20th Sept.

" Coasting insurance

Statement on account

Copy Cash book & Journal Sept.

Cash vouchers East & West India

Dup. theifundakiri etc

1st £ 394.68

" 56.83

2nd £ 1318.19.6

Stanley head balance 20th Sept.

Specimen of printing required

" form of new cheque

" Stna

Grant we get

Shipping Report

Extract from Blake's letter

Arguira's circular sketch

Stulo Jones' etc for A. S. S. S.

Inscription for Mr. S. S. S.

Expired lease of no. 7

of German beer; there is very little demand for it here, as the English beer is preferred, and the Stockholders say the 30 cases will probably last a ~~twelvemonth~~. The freight was 30% on the ~~30 cases~~ say. Our market is so small that I should not recommend their shipping goods that are not especially ordered.

4. Nov 5. The telegram was sent by Mr. Schlottfeldt to his agent in Monte Video, and the latter has been asked to communicate with Messrs. Gammann & Co.

5. Par. 7. The question of money is a serious one, into which I have lately been looking carefully. As regards the drafts on the Treasury here, I can quite understand that they cannot be continued at the same rate, now that the amount of deposits in the Savings Bank is becoming stationary; in fact £7200 a year is within a ^{whole} measurable distance of the Colonial Revenue. I have seen Mr. Brooks

this morning, and learn that about
 £5000 a year can be drawn for by the
 Crown Agents. Having looked up the
 bills given for each, and taken account
 of the sundry sums received, I find
 that, in addition to the takings in the
 Store and Butchery, I have absorbed in
 actual cash in 10 months over £14,000,
 and have at the present moment more
 liabilities than I can comfortably meet.
 At the time that I have paid off more
 deposits this year, and have now to hand
 over to the Savings Bank just £1000,
 nearly extinguishing the account; but
 I am only able to do this through having
 carefully moved last month's Treasury
 bill, and taken all the money offered me
 by William and others to provide for
 current disbursements. I shall now be
 left with only a moderate balance, suf-
 ficient for ordinary purposes; but if any
 of our clients happen to draw heavily I
 have no reserves to fly to, and must for
 a time suspend payments. The cash
 disbursed in 10 months has been £37,597.

the highest having been £6156 in May, and the lowest £2129 in September. We owe money to most of our clients, & shall do when the wool accounts are received, and in the case of Edmund Tutton there is a credit balance of more than £3500 without any proceeds of wool at all.

Against these balances the farmers are likely to draw largely, and I wish to point out that under the circumstances we should never allow our reserves of cash to fall below £1000. The figures seem to show that I should have at least £1400 a month provided or nearly £17,000 a year. Of this you can send £5000 through the Consular Agents' drafts, leaving £1000 a month to be otherwise provided. Westons appears to remit £4000 to £5000 a year to his agents for the purchase of stores, and I am forced at present to play into his hands by taking this money: will you continue this, or will you arrange to ship specie to

491

make up the deficit? To meet im-
 mediate requirements I am sending a
 bill for £1000 to the London & River Plate
 Bank, & should please asking them to for-
 ward me the proceeds in gold, and I think
 that you should send me at least 2000
 sovereigns by next mail. I received a
 bill for £361 on Trayer's account ~~last~~
 week ago, and am obliged to defer
 paying the proceeds to him because I
 have not the money to spare. Can you
 arrange to buy an extra bill on the Savings
 for that amount from the Com Agents?
 It will not be cashed, but paid into the
 Savings Bank on Trayer's account.

6. Par. 7. The quarries shown
 came from Mr. Bridger and there was a
 deal of it as well, but ~~it~~ has been taken
 for a hide.

7. Par. 10. There is a serious want
 in the Assembly Room materials, the
 flooring joists being entirely wanting;

a glance through the specification will show this, and as they are marked on the plan I think the Contractor must be held responsible for the deficiency, which has to be supplied here. He has also to pay to some expense in providing proper lower wall plates. I dare say the best plan will be to leave the 2 1/2% discount in lieu of commission.

8. Par. 11. I shall be happy to show Mr. Williamson every attention, and shall receive him in my house of course, in fact he will dine with me this evening I believe. Of course mean that you must I will board and lodge him, for I have several times stated plainly my objection to having the privacy of my house ~~invaded~~ invaded by strangers. Regarding the plank you mention, did you never receive the one sent home by the others in charge of Mr. George Cobb, in which the fences were carefully marked according to your wish?

9. Par. 12. You exercised much discretion your Quartermaster

and Watson's goods: Quenahilda wants them for his own use. Watson is a Store-keeper who imports in a small way, and there is no reason why ours should be general ships open to rival traders. There are certain things the Home Co. will not carry, and the goods may be of a prohibited class.

10. The *Opencopa* has brought in the crew of the *William Davis*, wrecked at sea, owned by Richardson B. B. Lawrence. The Master of a wrecked ship is not taken charge of by the Board of Trade in the present case, and it has been usual to advance, as I have done in this case, such for perfect official enquiry, passage, &c. on the Master's account, taking draft on his late owners, which have invariably been met: but can you tell me whether the owners can be legally compelled to defray these expenses? The *Alroy* from Naranagua for Valparaiso was broken up on Point Williams on the 26th ult., in endeavouring to enter the harbour. The ship was unmanageable, owing to the foul condition of her bottom, and the Master

was acquitted at the enquiry. I
 endeavored by advertisement to get
 the work, waked or salvaged, but no
 offers were made; and, considering
 the dangerous and exposed situation
 with an anchorage near, I would
 not put our own vessels in. The
 vessel and cargo were therefore put
 up to auction, and bought by C.
 Williams for £56.2s. Owing by
 two days of unusually fine weather
 he succeeded in saving some of the
 masts and sails; but will not, I expect, get
 much more, as she has fallen over on
 her beam ends, and may break up
 or slip into deep water at any moment.
 It was not a case that seemed to
 speculate in, or, if much had been
 saved, it would have been looked upon
 as a case of premature abandonment,
 and brought discredit upon us. It
 happened unfortunately for us that
 one of the spars fitted the barque
 Auranda, that had put in for a few
 days, but it could not be helped.

491

11. Mr. Briggs would like you to pay the proceeds of his produce for A. & K. to his credit at the National Bank of Scotland.

12. I am somewhat alarmed at no mention having been made of the bagging for wool bales, which ought to have arrived last mail. We have fortunately some that arrived early in the year to go on with; but if no more arrives it will be the greatest mess ever made, and there will be no excuse for it, as I purposely ordered it in May instead of June owing to the delay last year.

13. I have been searching for the despatch about Capt. Wincher, which you allude to in your answer; but cannot find it. I see, however, that in my despatch 481-27 I wrote as fully on the subject as I could, and that you received it on the 20th July, so I cannot understand how the time from then till the 11th Sept. was too short for a consideration of the question.

14. The Queen's sum is shipped
on the round voyage, and she will be
paid off in London; I think, therefore,
that you should keep her account, and
not send entries of half pay to be
made here. In case of a man being
paid off we can always take account
of this. After transferring her account
when she went home I signed all
further entries that came out against
her.

15. I have never heard from
you about the sheepskins that went
to Buenos Ayres over a year ago. They
were at least, in value, one-third of the
whole property taken over from the
West Company, and you ought to have
had the proceeds long since. I wish
about this some time ago.

16. After coming for some
months with great regularity, the news-
papers are deficient again, only one
bundle. The first after the departure of
the Penton, having arrived, and those
for the ^{last} two ^{days} weeks missing. Would it
not be better to commission Hickman & Co

to send the Lloyd's Shipping List? Their supplies may fail.

17. Leathers & paper that you have sent the Hammer's invoices by the Orissa. It would be better, I think, to send them by mail, and this applies to all invoices by sailing vessels, which never in these days anticipate a mail.

18. There are two cases Private Effects for Pentons, of which one is believed to be 'Henrich's', but the other cannot be traced owing to no name having been given, so freight cannot be charged. In taking private goods under the Company's mark full particulars should be given.

19. Capt. Hancock was here last month, and suggested his giving a mortgage so that the Company could take over his debt to Mr. Dean. He replied that it would not suit him, as it would tie him up too much; for instance, he intended to take land in Patagonia and to ship some of his crew over there. I said that I could not allow mortgaged property to be removed in a matter of course, and if Mr. M. Dean liked to let him have

unsecured advances at 5% it was undoubtedly pleasant to him than a mortgage at 7%, as long as it could be continued. The assumption of independence under a debt of £4000 seems to me rather amusing; but that I think he will not pay in time. I undertake to hand over to Mr. Deane any balance remaining after paying advances made by me.

20. I forward copy of a report made by G. M. Call upon his visit to the West Falklands, which will be found interesting.

21. This considered that the lambing will be a good one this year, as the weather has been favourable, extreme dryness being the only drawback.

22. The Castalia made a very long voyage down, 15 days, and had run out of all provisions but biscuit and water. She brought 21 men for the working season, and they seem to be giving satisfaction so far.

24 The tumbler from
 Anderson for Thomas has put in
 belonging to G. Sedale, Esq. Liverpool -
 She has lost freight and received
 other damage. Telegraph "Broken
 Tumbler Sedale, Liverpool," but take
 the opportunity of suggesting that in the case
 of a vessel putting in for moderate repairs
 belonging to well known people, it is hardly
 necessary to insure the expense in future.

25. 11th Apr. The Catalina
 left for Panama at 3 pm. on the 7th, but
 all the way, discharged, and landed a cargo
 of skins, returning this morning at 6 am.
 in time to ship the skins. We have only one
 vessel and one man in the Islands that
 could have done this.

I am, Sir,

your obedient servant,

Wm. P. G. G.

Manager.

C. G. G.

Draft 101031	\$ 394.68	} 2 ^d Each.
1032	" 56.53	
1036	\$ 48.15.9	
1037	194.15.2	
1038	69.14.0	
1049	52.2.9	

492.

Fair Rosamond.

4th Dec.

9

Sir, This vessel proceeds to Monte Video with the crew of the Spanish brigas Vega, burnt at sea, and with return with some plate iron, for which I am compelled to send to effect some repairs that are in hand. I am able, consequently, to send a few lines in anticipation of the mail.

2. The Vega was abandoned off Port Harriet on the 27th inst., and went away to the S. E., her mizen mast having fallen during the day. The crew were picked up off the Wolf Rock by the Lucia and brought in. This boat and the storm have during the last two months been of service in saving life on several occasions.

3. The Accept Harbor

J. Coleman Esq.

Secretary,

London.

The ^{Lawrence} ~~Lawrence~~ for ^{Waparrua} ~~Waparrua~~
 has put in with extensive damage
 to bulwarks and stanchions. Her
 plate iron is $\frac{1}{16}$ in. too thin, and $1\frac{3}{4}$ "
 too narrow, and ~~she~~ for
 suitable size nearly had the effect
 of sending the ship to Montevideo,
 however. I persuaded the Captain to
 pay £50 towards the Fair Roads
 charter, and the materials will be
 obtained from Montevideo by her.

4. I have been in the
 Camp since last mail left, and
 have visited all stations. The
 lambing has been very good, and
 will exceed 50,000, when the com-
 pleted account is made up. The
 first-account will go by the regular
 mail.

5. Took Mr Williamson
 round with me, and showed him
 all our dipping stations. He has

now gone round the South Camp, via
Port Luce and San Carlos from Darwin
and ^{will} be here before the mail leaves.

6. Telegraph "Federal"
Adolph Barboe Barboe Skjelkov.

7. The German Government
will pay you on receipt of my accounts
£ 201. 4. 9.

I am Sir,

your obedient servant,

Wm. E. Loos.
Manager

Enclosures.

- Dup. despt. 49'
- letter to Coleman
- Amoy's accounts
- Wm. D. Jones's "
- Stanley Ad. & Cash bk. Oct.
- Remarks on Cash
- Inmann's list
- McCull's letter of 26. Oct.
- L. G. M. S.'s accounts
- Gjeroy's accounts
- "Hullum's "
- Amundsen's "
- Remarks on Store for Peabody
- Submitt on 26. Sept.
- Submitt no. 95.

refrigerating 10,000 from our
 sheep, and in making the latter
 estimate I have allowed for the
 employment of a large staff the
 whole year, except during the two
 shearing months, an expenditure
 in excess of what we should actually
 incur. The result from tallow is
 based on last year's exceptionally high
 price, and yet only comes out at $3/3^d$
 per sheep, from which freight and
 insurance, which are not charged in
 the sales, have yet to be deducted.

According, from previous correspond-
 ence, that we can sell our frozen
 mutton delivered at Gorebreen at
 $1\frac{3}{4}^d$ per lb. The realization from freezing
 would be $8/4^d$ per sheep. You have
 a copy of Mr. Cott's estimate I believe
 or at all events you get it. It seems
 to me that there are three points upon
 which you should be free from doubt:—

1. That the Craft or Ammonia process is practically a success.
2. That the Building and Plant can be erected for £5000
3. That a buyer for our ammonia at $1\frac{3}{4}^d$, or over, on the spot can be found.

These points cleared up, there would appear to be no doubt that the scheme would pay handsomely.

After making up the estimate I discovered that I had omitted to take account of the coal in the small boiler, which would take off $\text{£}6\text{ to }11^d$ sheep.

4. I have received your despatch 730 with enclosures in order.

5. Vol. 2. According to ^{the} explanation given, I credited Mr. Langdon's estate with too little as you state, and remarks in par. 18 of despatch 485 show that I was in doubt about it; and I erred on the safe side.

6. Regarding the Church, you must have observed that my tender

at reduced prices was for the supply
of all the materials; they appear
inclined to buy only those that they
cannot advantageously ship themselves.

Your telegram of 6th inst. has arrived
as follows:— "Que biscuits abandonnés
gigogne de thousands sucrées, wool,"
the meaning is a little obscure, but
I take it to be that the Que has
abandoned taking biscuits and lines,
you are sending £1000 in gold, wool
shipment to be expedited as much
as possible.

7. Nov. 11. The Castalia
was not undermanned, but the cook
was dirty and useless, and Captain
Collard appears to have employed
chivins in the galley.

8. Nov. 12. The Bedford
Island account for stores and cash
already amounts to £1350 without
interest; it is perfectly safe, no doubt,
but we seem to be making there no
saves without any security.

9. Nov. 16. I am not sure
that the drainer's work is likely to do
much good, for he has cut out a land stream
running into Swan Inlet, and now is
working at Laguna Inlet. We ought to
see this season whether the losses by
drowning have been as severe as usual.

^{Jan. 17.}
I do not know what claim the Hon. Mr. Byers
can have to a return of our commission,
this business not being a competitive one
now. The £25 agency is my charge as
Lloyd's Agent for services in attending the
ship, arranging surveys and generally
superintending matters during a stay
of upwards of two months. You may
remember that for similar services the Hon.
Mr. Byers, Lloyd's Agent in those days,
charged \$100 on a much smaller business
when the Hornet was under repair there.
I trust that the question will not be re-
opened.

14. Same pen. Having made
 the contract to ship wool by steam. I do
 not think that it was right to hold out
 hopes of a cargo to Capt. Thomas. people
 have a strong prejudice against the
 (Dennis) Amendment, and it seems giving
 her our own wool. That you give me
 the Board's distinct orders to fill her. I
 should have done so without question;
 but when you write me that he trusts
 I shall be able to give him some wool
 home, and at the same time say "I am
 wishing you every success, to cargo
 of wool or nearly so from Stanley, as
 I have asked Mr. Cobb if he can help
 you, with kind regards to the Ladies; you
 place the odium of refusing upon my
 shoulders in a way that is scarcely fair.

15. Par. 21. I checked the sheep
 skins per General's report with the
 State's receipt. I have not been able
 to see Schlouffeld or Mr. Kanchlen yet.
 but my cargo book gives 3 bales as
 received from Fitzroy per Hornet 1st class
 and 32 from shore 31st July.

11. Jan. 18. I have allowed
 the Bankers. Regarding the
 orders on the Stanley Office, they shall,
 from what you say, have been exchanged
 for a cheque on London. As I knew
 nothing of them they could not have
 been entered on the Statement to which
 you refer.

12. Jan. 19. I trust that you
 will not send the Officers' accounts
 out here, they belong to your office
 as the ship is on a round voyage.

13. Jan. 21. I do not know
 enough about bricks to say which
 are the best; but I imagine that stocks
 are good enough for a fire
 work, while gault bricks are more
 suitable for next work like chimney
 chimneys. I shall send all the stones
 to Mr. Call in Leamside him the best
 man to have charge of them, and I
 have lately given him a present
 to keep up the stock in the

16. Jan. 21. I will obtain the certificate for the Dock Company

17. Jan. 22. Mr. C. M. Dean is at Fort Stephens, but on his return I will ask him to attend to the auditing.

18. Same day. Trying with string in the universal practice in the States, and the highest priced wools ~~are~~ here an always ~~more~~ up about way, so it can hardly be prejudicial.

19. Jan. 23. I will communicate the Council's opinion to Captain Hansen.

20. Mr. Stork goes this mail; you will remember that I kept him for 12 months at Mr. Langridge's and his brother's request, to see whether I could find work for him. I cannot do so, nor is he at all fitted for it, and we shall get on perhaps better without him. I had to assume Mr. Dean's responsibility in the way of a passage, which is rather heavy for such a short period of service, and still pushes with the heavy charges on the Stanley

Office this year. His time is
 not up, strictly speaking, until the 31st
 inst. and I intended to give him a pas-
 sage by next month's steamer; he is
 anxious to get away, however, and con-
 sidering that the cost of about passing for
 himself and wife would be £76 plus an
 extra month's salary (£12. 12. 4). I offered
 him the fare via Sandy Point, which only
 amounts to £50. The Company of course
 get the benefit of the commission in such
 a case. I stated to yourself that he would
 be liable for no expenses in Sandy Point, so
 you should consider that he has received all
 the compensation to which he is entitled.

21. I beg to say that the
 papers which come most regularly for some
 time, are coming again. Last mail I received
 one bundle only, and she sends this time
 from 12th to 18th Dec. There is also one
 from the 20th of Dec, and I think one from
 the 21st. It is a terrible waste of money, and

Office this year. His time is
 not up, strictly speaking, until the 31st
 inst. and I intended to give him a pas-
 sage by ~~the~~ steamer; he is
 anxious to get away, however, and con-
 sidering that the cost of such passage for
 himself and wife would be £76 plus an
 extra month's salary: £12.4, I offered
 him the fare via Sandy Point, which only
 amounted to £88. The Company of course
 get the benefit of the commission in such
 a case. I stated expressly that he should
 be liable for no expenses in Sandy Point, so
 you should consider that he has received all
 the compensation to which he is entitled.

21. I expect to say that the
 papers, which come most regularly for some
 time, are absent again, last mail I received
 one bundle only, and the same this time,
 from 12th to 18th Oct. There is also one
 bundle of papers, and I think one bundle
 left. It is a terrible waste of money, and

most annoying to lose the papers.

Could you not have them posted by a messenger?

22. I have done all I could for Mr Williamson on this island, and he is now leaving for the West.

23. You probably remember that my arrangement, as regards freight last season was to charge an advanced rate on what we paid the Hoemans Co. the difference going to the credit of the schooner for local freight, and Company's shipping for labour and storage here. I wish you that as our opponents took sheepskins at the wool rate we should do the same, and should make more money at 40/ + 5% than if charging by weight. The latter charge would have been 857, the old Hoemans rate, we paying them actually 66/. When then you report that the bales could not be measured, and that you had charged 66/., the

identical rate you paid. I ask with some surprise how in the name of common sense you suppose the schooners ~~are~~ paid for their work, and the wages for receiving, stowing and reshipping from the Great Britain deposed?

Mr. Lusk that the regular routine of stores at has been broken again, by the shipment of a quantity of goods for Dennis Bennett that we particularly wanted this mail. Complaints on this head seem to be numberless, and I write content myself with remarking that if we actually have enough Whisky, to carry us into the new year it will be a very near thing indeed. I foresaw this some months ago the necessity of having a parcel at least materials for the Church; and it seems to me that had you waited for that, and made a combined charter so as to get rough stuff out, adhering to the principle of sending all fine goods by mail, it would have been better for the Company in every way.

25. There has been some friction
 between the Carpenters and Blacksmiths,
 or rather between the foreman shipwright
 and Chaplin, as to their relative positions,
 the latter desiring a discrimination to
 work under orders. I have, however,
 clearly made the latter understand that
 unless he behaves himself I shall
 dismiss him, and peace is restored.
 I believe that it is usual for ship
 work to be controlled by a shipwright
 in England but should like confirma-
 tion on the point. It must be so
 here, at all events. The trouble arose
 over the Adolph Harboe, the repairs
 of which are entirely new. The contention
 of the foreman Carpenters is that Black
 Smiths are not draughtsmen, and
 have to work to pattern, and I believe
 that they are right.

Yours Sir,

Your obedient servant

Thos. Esq.

Manager.

→

493
"Shuben"

13th December 9.

Enclosures.

Duplicate Despatch No 492

do. No 493

Mr. Dean's cheque for £25. . .

2% of Exchange " 78. 15. 9

" " " " 194. 15. 2

" " " " 69. 14. 0

" " " " 23. 13. 6

" " " " 52. 2. 9

Cash Voucher - East Store

" " - West Store

" Book, November 1889.

Journal, " "

First Lumbering Account.

Insurance List.

Shipping List.

Steel's letter to Mr. Coleman.

Letter for Mrs. Langdon.

Pattern of Ledger.

Statistics, etc. re Refrigerating.

Statement on Accounts, 13th December.

Replies to Remarks on Accounts.

Indents No 95 and 96.

494

Memphis.

8th Jan. 90.

Sir,

I find that if I am to see anything of the shearing this season I must go out at once, as after the departure of the mail, I shall have to give my whole attention to office work in connection with the annual accounts, which must be ready in February. I therefore write this despatch in anticipation of the mail, intending to go to Darwin per *Castalia* tomorrow, and to return before the mail leaves, a plan which may be frustrated by any unforeseen circumstances, such as bad weather or the early arrival of the steamer.

2. In letter sent last mail I estimated the proceeds of cotton for Orissa at £2575, the actual sum having been £2029. I am still entitled

A. Coleman, Esq.,

Secretary, London.

an account of the freight, insurance
 expenses, but finding that to
 purchase, which is what it costs out
 about, I arrived at the following
 result.

Goods purchased	2000	9
Freight insurance	318	
Expenses on arrival	925	
Use of plant and		
machinery for year	250	1500
		<u>526</u>

I think the charge for machinery
 under-estimated, but at £250 the
 result is reasonable. 9778 sheep
 worth £500, or number 170 for home.
 This is a reasonable result, and it
 only serves to confirm my opinion
 of the establishment at Llanwrthwl.
 which, although a useful and
 necessary auxiliary in case of
 refrigeration, is now, under our
 antiquated system of looking down
 good numbers for better, actually the

most unsatisfactory of all the Accounting
departments.

3. I find the scale of the
for Dinner Account entirely wrong,
the number of each mark being incorrect,
although it was not out of 2000 & 1000
I send a statement of the correct tally,
particulars of which you will find were
supplied you in June last, in the state-
ment of produce as received here. Can
you provide similar account with?
The mark X a hollow for Dinner
was stated in my remarks in the copy
dated 17th June to belong to the
but you have sent it also in the name
of A. C. Fulton. produce of which has been
passed to A. of the address of London. Again,
certain produce, although on our Bill of
Lading, - and this refers to several
shipments - was to have been homed by
Mr. Dean and Captain Puck, but has
been sold by you. These shipments might
of course have been put on separate Bills

of loading: but I thought that there would be no difficulty in issuing delivery orders for them, and it was convenient to economize time here by keeping the number of Bills of Lading as low as possible. In the case of the *Atto*, for instance, as it was, there were four copies of six Bills of Lading to be made out while the steamer was in, and the time that could be spared was very limited.

4. There was an error in the Bills of Lading of sheepskin for *Kamak*, as you will have discovered. The correct numbers were

①	112.	②	20.	③	7.	④	16.
---	------	---	-----	---	----	---	-----

total 155 bales all from *Lyonel*.

They were, as you will remember, hurriedly shipped.

5. James Turner says that he is unable at present to meet Mr. Page's bill for £50.

6. The new departures in

account. also that of attending
 a party of the better account than
 from your office, in most circumstances
 to us, in a department in French statistics
 information that I shall, some of which
 has a scholarly method for making them
 all pertinent. Quench a mind of
 the life, the last of the last part of your
 I have no time to allow for copying any
 evidence that I may have to pass on
 from you. I should suggest that you
 would make out and sign the account of
 as before, sending me copies of the same
 the better to be kept here: than if any
 in the way of death, which he should not
 have, as the necessary paper accounts
 I can receive himself by a reference
 to you. If you have looked into the
 question, you have doubtless observed a
 great number of names in changing mean-
 ings, which a Glossary or compared with
 might. I did this with the Orissa for

the first time.

8. On looking over the
 details of the papers for Wednesday
 and Thursday, I am still more
 struck with the difference between
 night-transportation freight, and
 day freight. Against
 the following freight schedule
 by way of 60¢, I will give 5¢
 50¢ per 5 lbs. weight from first
 class freight station, ²⁴⁹ 4 1/2 lbs. or
 50 lbs. or more. 50¢ per 5 lbs. or
 50 lbs. or more. If this you
 have accepted my suggestion to pay
 the whole difference in
 contract but charging ¹⁰⁰ 1 1/2%
 amount according to our
 rate tariff, you would have made
 a good thing of it, and as to the
 difficulty about getting an agreement
 if someone else can have them
 taken, why cannot you?

9. Surely all the newspapers
 reported as passing by last mail is

post were found in case for the other.
The last Clipping list, however, was not
there, nor the two bundles of the previous
month.

10. I think that Capt. Facki
sheepskins are correct after all, though
not Mr. Schenfeldt and I have 35 bales
recorded. The 34 bales, however, are
inclusion of the 3 from Fitzroy for Hornet,
and the actual number shipped on the
morning of 31st July was 29. I asked
how many there were, and was told 34,
hence the mistake.

11. I cannot understand
why the NA hogget for skins wool should
realize 9^d in the pound, only come to 7^d in the
cubes with the market at least 12^d up. It
was precisely the same wool, and there
seems some fatality about wools when sold
late in the season. I am making certain
experiments with wool at Apichuan this
season which I shall watch with interest
and I have been examining the sale
catalogues with care, finding in them
some corroboration for our low prices.

compared with others. I thought that
 we were at least 2% ^{or} ^{more} ^{or} ^{less} below Holms-
 sted & Blake, but I find that our
 average for the season was over 7% while
 theirs was ^{under} ⁴ 6.4, or a difference
 of less than 0.7. The explanation
 is that while they have at Shelton
 Bay and Hill Cove $11\frac{1}{2}$ and 9% of
 locks, ^{pieces} respectively, we at Archburn
 have 2% only. I want to find out
 whether this extensive skirting pays
 or not: was we to trim our fleeces as
 they do we could easily show a few
 high priced bales. Look again at
 WED. with 113 bales of pieces; we
 wonder that their "super wethers" fetched
 $9\frac{1}{4}$. I believe that the H & B wool
 is better than ours, but considering
 the price market in September not as
 much as at first sight; and as to most
 of the rest we beat them in our
 average. I believe that the new breed-
 ing paddocks at Archburn will con-
 give us a substantial rise.

R. 12. I am having the bales marked at the ends as well as the top this season, for easier identification.

13. Referring to the suggested shipment of wool for Dennis Roundbit, I have received a complaint from Mr. Thomas about 59 bales out of 229 shipped by her being damaged. It is unfit to ship wool in, as a fact, whatever Captain Thomas may say, and the prejudice against her is so great that I doubt her getting a bale.

14. Sometimes last year you shipped some shears marked "Seasheaver" recommended by Mr. Dean. I tried to work them off among our men, but they are absolutely worthless, and I have had to replace them with Kenyon Hall's 11A shears, which are the only ones well spoken of. 15. I omitted to mention that Mr. Slack says that the difference between first and second class for Pacific line steam

16. Another four masted
steamer passed here on 27th December
homeward bound.

17. I have spoken to George
Lucus several times about David
Cummings account. Both appear to
think that freight was charged on his
invoice. Malt has left the island.

18. The Orissa arrived on
the 17th Dec., and sailed on the 19th for
Shallow Bay, where she arrives on the
27th and would be ready to leave next
day. On the whole I think she
will make the business pay; her
homeward freight must have been
good, and outwards I see the homeward
freight was £420 and over to £165, in
addition to that for Dobb & Son's
subvention. Will you please have
details of the £165, and state whether
you received freight on certain stores,
packages of sails, canvas, &c. for
other people, for which you sent us
account? And as Mr. Dean shipped

more than the bills of lading showed,
how was the additional freight collected,
or have I to do it? All particulars
of goods should be supplied to me,
there was no invoice or statement of
those for Dr. Stephens, and in the absence
of Mr. C. M. Deane I could give no informa-
tion, which nearly caused a difficulty.
It was too bad filling up with Patterson
& Webb's bottled beer. We have the mono-
poly of Deane's Doghead, and should
import no other, in the first place, and
again, Deane's is to ~~displace~~ Patterson's as
Apollinaris to ditch water, of the latter
we still have nearly 200 barrels that you
took over from Messrs Deane, and the
lot is quite valuable.

19. We have no ~~water~~ or Navy
brand in store, and unless the ~~Deane~~
brand appears even we shall run out
of whisky, for want of a better supply ex-
pected by the December mail. There
was no invoice of the quantity of goods from
N. Boston by ~~the~~, and there were knives

found of which I think the
 numbers do not correspond with the
 figures.

20. I have 554 bales of
 the Company's wool in Stanley, of
 which the boat has brought 368
 from Auckland, and the Castalia
 the remainder from Danu and
 Walker Creek. Both schooners are
 working admirably, and have outdone
 the steamers; thus the fire insurance
 on wool in sheds is unnecessarily high
 this season, Danu & Walker Creek
 being cleared out, and Auckland
 left with 32 bales on the 1st January.

I am, Sir,

your obedient servant,

W. H. G. O'Connell
 Manager.

495.

Memphis.

16th Jan. 90.

Sir,

Returned in the *Castell* on the evening of the 14th inst. having visited all three stations.

2. Left Stanley on the 9th, and reached *Dunmore* the same evening, although we had a head wind soon after passing *Fitzroy*. The next day I went to the woolshed, and found everything working satisfactorily. In the afternoon I left on horseback for *North Arm*, arriving in the evening. Going down to the woolshed on the 11th I was much pleased to find the steam pumps working so smoothly and well; they enable the pressers to turn out 25 or 26 bales per day, against a former maximum of 12 or 13. In the

J. Coleman Esq.,

Secretary,

London.

afternoon I crossed the creek
 and saw the Druffholms rams,
 which are in the new paddock
 lately put up for imported stock.
 There has been some mortality
 among them during the winter,
 but those remaining alive are
 well, and Mr. Call has hopes of
 doing much good with them.
 This paddock will enable the
 English rams to receive more individ-
 ual care than has hitherto been
 the case, there will be a small
 shelter erected for bad weather,
 and in case of need they can be
 artificially fed. On the morning
 of Sunday the 12th. I left for
 Hamin with Mr. Call, inspecting
 a portion of the new fence running
 from Adventure Sound to join the
 one lately erected, and forming the
 third large division of Hamin.

On the 13th I left for Walker Creek, the *Castalia* having cleared out the Darwin shed, and by the evening the Walker Creek shed was also bare of wool.

On the 14th, as already mentioned, we sailed for Stanley.

3. Shearing will be finished at Walker Creek next week, and we shall run and Darwin early in February. I have all the Darwin and Walker Creek wool that was pressed up to the end of last week ready for shipment in Stanley, the sheds not having been able to keep the *Castalia* fully employed, while the net has brought in 461 bales from North Arm, the total of ours now to date being 1096 bales, against ~~4444~~ last year, and 536 the year before. The rapidity with which the shipping has been done probably makes the figure appear too much; we should have had more than 100 bales waiting at once

time, while they have several times
been swept clean.

4. You will, of course, be
careful to point out to the Boston
that the bales this year are reduced
to an average of less than $5\frac{1}{4}$ cwt.
I expect about 580 from Darwin,
320 from Walker Creek, and 940
from both them. The ship promises
to be a good one.

5. I observe that you have
brought out cartridges for Rowell the
watchmaker by the D. B. Bunderit. I
would suggest your setting your face
against carrying anything on freight
for sale at the Stanley store or shops;
gunpowder and cartridges are just
the things that are difficult to
import except in a sailing vessel,
and you have paved the way for
Mr. Rowell to undersell us, which, as
a fact, he does. No doubt charter for
the benefit of our opponents.

6. I have to report that lately
 sent out the sample pair of shoes
 marked 1731 in the enclosed ticket. They
 have been made by a machine process at
 a short time, and are remarkably
 approved of, the only fault being that
 one pair is made with in the spring. If
 showing any one to please they should be
 shipped in future in preference to 1731 which
 are considered excellent goods in the
 market. *Enclosed the ticket*

7. I have to call your atten-
 tion to Mr. Latt's remarks enclosed on
 the subject of the length of the ears
 of the buckwheat. This is a great in-
 convenience in buying down a bushel to
 know what he will receive. Some
 extra is called for a great deal to the grain.

8. I have enclosed with some
 table of freights which I forward
 for approval. I shall be able in reading

Bills of lading to refer you to what
ever class the freight comes under,
and thus make it very easy for
you.

9. By way of adding em-
phasis to my remarks on the inter-
ruption of Store supplies through
shipping by sailing vessel, I have
to report that Mr. S. Swallow, leaving
today for the Cape, was unable to
get from us some 500 lbs. of tinned
Bread, which should have been out
by last mail. Mr. S. Flamingo
requires 2000 lbs. next week, but as
it is deep down in the Dennis
Bumdrick's hold it is questionable
whether it can be got at in time.

10. Owing to an accident
in the copying press a part of my
last despatch had to be recopied, this
will not occur again.

11. Enclose copy of a letter
from Mr. Geo. W. H. Philip, notifying
his intended departure from the

Colony. Before deciding to receive
 another Minister at Dawson, perhaps
 the Directors will consider the question
 whether they could not lay out the money
~~more~~ more advantageously, in another way.
 At best, the Minister benefits the Daw-
 son people only, as his Church is there,
 and he has never visited the other head
 stations more than a few times a year, —
 in fact he has lately been, after an ab-
 sence of nearly two years. But the Dawson
 people do not attend his services, save in
 a large congregation, there about the average,
 and the Church has often been closed for
 want of a single worshipper. Now it appears
 that the Presbyterians and Baptists are
 closely allied, and there is a Baptist
 Minister here, the Rev. G. M. Harris, who
 occasionally goes into the Camp; the Roman
 Catholics are visited by their priest, and
 Mr. Brandon makes a periodical tour.
 Now, why should we not, instead of
 supporting a man who cannot command

a congregation, lay aside £25 or
 £30 a year to be paid for actual
 services rendered by the several
 ministers of Religion, stipulating
 for a certain number of visits an-
 nually to all stations? The people
 would attend, and greater good would
 result I feel confident. An additional
 advantage would be that the house
 would be available for the use of a
 Camp Manager, should it be found
 desirable in the course of time to ap-
 point one, the cost of a new house
 being a serious consideration. I
 hope that the Directors will carefully
 consider this matter.

12. By parcel post I
 send a watch that J. Phillips has
 asked me to get repaired for him.

13. Mr Dennis Bennett
 arrived on the 10th inst., but has only the
 morning's work up to his bench, and
 one light load is all that has been
 got out of her. Our Romney Marsh

Ken died, the rest are shipped on board the *Harriet*, now leaving for South Am.

14. I ask your attention to the order for draught ale, which I have been obliged to increase to 250 hhd's in all (i.e. 100 additional) owing to a number of the casks already mentioned turning out bad - These are fortunately all we have left now, so the public have to take them; some of the beer, however, is being returned as unfit even for the British bluejacket, and that says much.

15. Accounts have been received both by Orissa and Peninsular from your office addressed to "C. H. Williams, Esq." Mr. Williams has been dead seven years or so, and Mr. Birch who manages for Mr. Williams is the person in charge of Madras Island.

16. The Memphis arrived today about noon. I have received your despatch 731, and have also to acknowledge telegram 'Barbaco Festival' received per Hon. S. Flemings on the 11th inst., meaning 'Take following Bond for repairs and expenses of Adolph Barbaco', which I have communicated to Captain Thomson.

17. The Stackerper has this moment pointed out to me that John Lameson's whiskey, which is principally ordered to come from Day, the sole authorized agent in London, has been shipped from India, and that the bottled costs 6³ per doz, and the draught 6 per gallon per Day's price. Also that 1 doz brass socks, ordered from Rowson @ 36/ per doz, have been procured from Bunnell at 6/6 each, and having no rust upon them are unscalable.

18. 731 - 2. The idea of

sending mail to Sandy Point by schooner work is impracticable, it would be most expensive, and the time lost could not be afforded.

19. Par. 4. I do not follow your reasoning about the supposed sending of Lloyd's telegram by the Castalia; you must be aware that Lloyd will pay in the case of vessels for which a credit has to be opened. As to sending replies you could always assume that letters would be bearing North Tides about the date of the telegram from there. Shipowners seldom trouble themselves to write to their Masters here.

20. Par. 5. Mr. Langdon should only pay with proceeds of the saddle, viz: - £2 less 7 1/2% commission and Government duty, and it has nothing to do with us here. It should be paid to Mr. Baker.

21. Par. 9. Shall communicate

The Board's decision and your kind assistance to the Board of the Assembly Room Co. who with me, I am sure duly grateful; I am happy to report that, although not quite finished, the room was opened on the evening of the 14th with a ball given to the Swallows by the Stanley people, which I am told was a great success. I could not go myself, as I do not find evening dissipation compatible with the early rising that is necessary at this season.

22 Jan. 10 The Madrasah ^{the 16th} arrived yesterday morning at 6 am. after a remarkable passage. She is a pretty little thing but Capt. Rowland, who passed alongside her with us yesterday, considers her too slight for heavy weather.

23. Jan. 11¹⁴ My despatch for Karnak would give you the information needed about Cash.

which you can now complete
 for yourself, as the December cash
 book has been copied for this month.
 Above all things, please bear in mind
 that I have a large sum to meet
 payments in May to July. When the
 accounts are done, and I may make
 a more precise estimate; but it appears
 to me that taking into consideration
 the large credit balances that some of
 our clients have with us, we shall not
 be actually under advances to them as
 a whole; but that the shortness of
 funds from which you suffer is
 to the necessity of keeping up a proper
 supply of stores, and, in some measures
 to the large recent outlay for fencing
 which, however, will pay for itself
 shortly. It is impossible to say pre-
 cisely just now what addition to your
 working capital is required, but if I

may go beyond my power, and
 make a suggestion, I should think
 that setting up the remaining
 capital would ease you very consider-
 ably. You will now for some
 months be receiving large remittances
 in produce; it is rather singular
 that I had anticipated your telegram
 about expediting shipments of wool,
 and fortunate that the steamer
 has room for 1000 bales; if this is
 true, it will be by far the largest
 shipment ever made at this season.

24. I have told Mr. Brandon
 that the concluding paragraph of
 my tender for the Church materials
 expressly stated that it was for
 all or none, and that, as they only
 propose to take such from us as
 they find convenient, the Committee
 must consider it cancelled; at the
 same time I do not propose to alter
 the price of the cement.

25. I am quite concerned to find that my friend Mr. E. Facke has misunderstood the matter of his firm's account. Messrs. Facke & Co. unlike the rest of the clients who were taken over, received the consignment of their wool themselves, and had been in the habit of paying their accounts periodically in England, while the others consigned their produce to Messrs. Duns and were credited with the proceeds in account current. I discussed the matter with Mr. M. Duns, and we agreed that the simplest plan would be to ask Mr. Facke to make the usual payment to the old firm, so that we could commence the new account with a clean sheet. This plan, Mr. Duns says, was submitted to Mr. Buckworth, and received his approval. In fact showing the want of confidence Mr. Facke imagines I have not even payment on his long account this year, and also

settled the Land Tax, so that the
 payment of £300 was unnecessary
 if it was made through and fear
 of the rate remaining unpaid.

I am under the impression that
 Capt. Parker paid the amount of his
 first quarter's account long since,
 but have not time to look. Regarding
 Mr. Parker's goods for Dues, if I have
 to send for his wood, which ^{will} ~~will~~
 be carried at the usual rate from
 the port, I shall of course take
 them from here to the quay at a
 very low rate. Our clerk seems
 pleased, generally, with the work
 done for them last year, and they
 will all, sooner or later, see that
 we, being established on the spot,
 are in a better position to attend
 to their interests than outsiders. We
 I am so busy I could write to
 Mr. Parker: but I beg you will com-
 municate to him the contents of this
 paragraph.

26. Jan. 12. Mr. Hamilton is much obliged for the increase in his commission, to be allowed after the first year, and asks me to convey his thanks to the Board. Respecting my retirement you have rather anticipated a communication I intended to defer making until I could see your last year's accounts, but you are nevertheless perfectly correct in assuming that I am anxious to retire after next season, in fact, although I have not formally announced it, I have stated my intention for some time in a way to become known to individual members of the Board. I was in error on the subject by post-mail, and will now content myself with saying that I think the time has arrived when the Company's business may be rather better than it has been for some seasons past. I think you will have to

look for a thoroughly competent
 man, with previous experience as
 Manager of a Colonial Sheppan,
 to take up his residence at Darwin
 Harbour as Camp Manager. I
 can't conclude these short remarks
 without expressing my grateful
 thanks for the complimentary attention
 you make to my services as Manager.

27. Upon Mr. Martinov's
 observations, I can only remark now
 that it appears that 9,000 to 10,000
 skins a year have been lost from
 all causes; this is no longer a
 question to be put at a moment's
 notice, but I think that a vast
 majority are unavoidable. If the
 shepherds had all their sheep in a
 field, it would be wise, but
 when each runs if he rode 50 miles
 a day would not see every hole and
 corner of his ground, and considering
 that at shearing time they are all
 employed in the sheds, much of the

loss is unavoidable, as I have said. It is rather odd that I have lately been bringing this very question before the Superintendent.

28. Par. 13. Mr. Ingersoll, who took the sheep for Schleswig, has arrived to superintend the killing at Potlatch. I presume the Art. too is similar to the process recommended by Mr. Cott. You have been contracting to supply coal for 20 years to steamers going out to the West Coast; and not one of them has ever turned up, so whether you say 63% or 65% or, for the matter of that, 51% or 100% would seem to be really of no consequence.

29. Your remarks about the telegram to Gunnar have crossed the explanations forwarded by Mr. Miller of Montreal, &c. The payment was made by desire of their own Captain, so they should surely be held responsible.

30. Par. 14. The singular "brain" was shot seems to have floated between the London and Stanley offices must

have caused me unconsciously to
 anticipate your suggestion about
 trying the plan of getting gold from
 Monte Video. You will see, however,
 by the enclosed copy of the Swiss Plate
 Bank's account, that the cost ex-
 ceeded 4%. The exchange, at 52,
 being unusually high, and the pre-
 mium on sovereigns 10%. If you,
 on your side, could arrange to have
 gold sent down when the exchange
 is favourable, if it ever is, recourse
 might be had to this means of
 obtaining money, otherwise the
 expenses appear prohibitive.

31. What can I say
 about the sheepskins? They left
 here for Buenos Ayres while Mr.
 Langdon was temporarily in charge,
 and it only remains for the S.D.
 Fresh Meat Co. to pay for them, as
 they should have done a year ago.
 They to point out that these, together
 with the launch Pioneer, form a
 considerable portion of the £300 entered
 as I had purchased of the Meat Co.

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32. Same par. Th. F. Meade
 owe me £152. 9. 10, for services rendered
 to them here, ~~due~~ ^{due} ~~in~~ ⁱⁿ the before their
 suspension, and only withheld because
 I was not on the spot to push my claims
 when the rest of their employees on the last
 voyage were paid. If they like to pay
 me up, the liquidator shall have the
 affidavit, about which he expresses sur-
 prise and regret, in a month's time. Other-
 wise I will not lift a finger. I am
 not anxious about the money, but I
 dislike being done.

33. Nov. 15. The cargo of
 Tallow shipped for A. Chowere x 7
 (Mr. Williams) and Sebble 19, consigned
 to Mr. Dean, and $\text{W} \text{D} / \text{D} / \text{E} / \text{H} \text{ellon}$)
 $\text{B} / \text{P} / \text{R} / \text{ennoy}$) and ST 1 (Spencer
 Island) to the Company. I can find
 out nothing about the mark O of
 section. It would be simply in-

possible to discharge and recant
a large quantity of ~~in~~ in case of
a dispute.

34. I have informed A.
McCall that in consideration of
the large extent of the South Arm
section, which contains almost as
many sheep as Damin and Walker
Creek put together I shall raise
his pay from £140 to £200. £60
of which will be credited to him in
Stanley. He has promised to
keep this quiet between himself
and this office, so I hope you will
not attend to it either in writing or
conversation. The dividend per-
centage having been discontinued,
I took upon the amount as being
rather at my disposal for the purpose
of making allowances of this kind.
Should I shall not spend a tenth
of it.

35. One bundle containing
the Times 16th / 22nd and 10s. and one
Hoydi Shipping List has arrived.

and there are no Graphies, and the last
 three weeks' papers are missing altogether.
 This is the last straw, and I must now
 ask you to tell Kirkland to send at my
 expense, ^{the} Times with half a centimetre
 sheet, and get them also to post the
 Lloyd's Shipping List, discontinuing
 the abortive despatch of all papers from
 your office. You will save the stamps,
 and it will cost me £5.2/6 per annum,
 but without a constant and regular
 supply of English news, life here would
 not be worth living.

36. I enclose weights of full
 wool pressed potatoes, from which you
 can pick out the bales actually shipped,
 the numbers of which cannot be made
 up in time to despatch by the steamer.
 I shall be obliged by your asking for
 a separate report on NA 218/240, or
 any of them, 1/4 Romney Marsh, wethers
 from Fiddley Marsh, and, again,
 335/355 1/4 wethers wethers Throggs
 Laguna Isla, also in the South Coast
 section.

37. Capt. Decker has written
to his nephew complaining that
his sheepskins were taken in pawn
by the Company. Will you oblige
me by pointing out to him that I
expressly said in my letter of 31st
July that you could deliver the
bales of skins both to him and to
Mr. Deane, and that I made the
same remark with regard to the
skins purchased in my letter on
his cargo?

I am, Sir,

your obedient servant,

Wm. Povey
Manager.

Enclosures.

Duplicate Dispatch No 493

" Statistics, etc. re Refrigerating.

" Letter to Mr. Coleman

" Replies to remarks on Acs. of Nov 9/89.

" Stanley Cash Book, Nov 89.

" " Journal, " "

" First Landing Account.

" List of Insurances.

" Vouchers Nos 95 and 96

1st of Exchange \$394.69

" " " 79.46

" " " £282.15.0

" " " 63.2.9

2 cheques for £30. each drawn by Mrs Dean
Cash Voucher - East Store

" " - West Store

" Book - December, 1889.

Statement re Hides pr. "Dennis Brandt"

List of Insurances.

Copy of Mr. Call's remarks re Tanning.

" " letter from Rev. W. H. Philips.

Classification of freights, etc. by Mr. Cobbe.

Vouchers Nos 96 and 97.

Wool Weights; Carvins H., Walker C. & N. Am.

Burgon & Ball's label.

Copy of Account of £1000.

Statement on Accounts of January 15th 1890.Letter for Mrs Langdon.

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Chester.

6th Feb. 90.

Sir,

Start wrote for Memphis
which sailed on the morning of the
19th ult. with 920 bales of the Company
wool. I despatched her about 1 a.m.,
sending the following telegram to
Messrs. Humphreys for transmission:
"Such Tidionata Memphis", &c.

I have shipped 920 bales. Yesterday
this parcel arrived, taking me quite by
surprise, though fortunately not sur-
passed, as I have over 700 bales in hand,
and expect the boat today with 80
or 90 more. The date mentioned to
me by Mr. Schlottfeldt was the 20th.

2. Just as I was going on
board the Memphis a messenger from
Government Office put into my hands
your despatch 732, which had been

A. Coleman, Esq.,

Secretary.

London.

carelessly

carelessly put among the West-
Halkland letters, and only dis-
covered when that mail was made
up.

3. Nov. 1. The usual routine
was followed with the Kamaki
Bills of Lading, that is, one copy was
sent by her marked "Consignee's
letter," and another in a letter to
you, written after the closing of
the mail, which was forwarded
by the hands of the Captain in an
envelope addressed to Messrs. J. &

Humphreys & Co. The first page
only of this letter was copied by Mr.
Stark, who omitted to note that there
was writing on both sides. Probably
Captain Saggan carried the letter on,
and you may not have got it yet.

When it arrives, be good enough to
send me a copy of the second page
for entry in my letterbook. I enclose
a copy of the first, and I am sorry
to see that it contained Bills that

~~was~~ not signed in time for post.

4. Par. 2. The gold will be ~~very~~ welcome. I referred to the price from Mount side last mail, Mr. Doest is mistaken, I think, about gold being at a high premium on the Anagnaga side of the River Plate, but still 4% is too much to pay. If half crowns and florins ever get there they should be cheap, but I have never succeeded in getting any. Could not you arrange with the head office to have any English silver that may come into their possession shipped down here?

5. Par. 3. If James reported the cast iron sockets as missing, he should have contradicted it; they turned up among other ironmongery. The floor joists, however, were wanting as I said.

6. Respecting the late Jac Murray, I paid into Court the balance of wages due to him, which with other sums will be handed over to the relation if they make their claim good.

I know that Mr. Proctor has been in communication with the Crown Agents on the subject.

7. One of the causes of our shortness of money has been the practical extinction of the Deposit account, and the withdrawal of balances due to our Camp men to be placed in the Savings Bank. In December 1887, the year previous to the opening of the Bank, we had Cash on deposit £3051. 3. 10 and owed our men £6121. 19. 9, while at the end of last December the Deposits had fallen to £283. 17. and the men's balances to £2848. . . . 4. The deposits include £175 belonging to a couple of subscribers who believe the Company to be safer than the Bank, and will not hear of taking their money away.

8. I have provisionally insured the goods for Dennis Brem. dit for Shallow Bay and Hill Cove, and if insured to destination you will please let me know, so that

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Among returns the coasting premiums. Such goods should be insured through with leave to transship at Stanley.

9. I conclude that you insure all wool that goes from here to your consignments, but what about Mr. Dean's and Captain Fackie's? I understand that you do it F.P.A., what would be the ratio premiums for all risks? Did Mr. Dean, as I have heard, indirectly, recover for the damage on the Charles River wool? Mr. Anson has specially asked to be insured against all risks this year, damage, if any, if done in shipping, or if in an exposed anchorage, and I believe that this was the case last year, which it is right that I should mention, in justice to the Dennis Brand.

10. I enclose a copy of Mr. Call's remarks on the same for Dennis Brand. He is severe on the person who selected the

Shropshire, about which a careless blunder appears to have been committed. The possession of general orders in proper working order is a desideratum that should not have been overlooked. I append to the last report a copy of some remarks made by D. Dale on the subject:

11. The invoice of the boiler for Dennis Bennett states that it is a fine specification. Will you kindly let me have a copy of it?

12. In my despatch 487-11 I said that the West's boiler was urgently in need of retubing, and particulars of tubes required were stated in the indent. They have not arrived, and more tubes have given way since. 2500 pieces of standards were asked for, but only 1250 supplied by Tenter. I have been asked for some fencing for the Hay, but doubt if I shall have any standards to spare.

13. Mr. Inguera has gone to the tent, and fixing on board ship there will undoubtedly be attempted.

Unless we do something at Goodfearson some people in the tent will be making contact with Spearing & Baldwin for 5 years, and they will start an opposition establishment at San Carlos. I told Mr. Inguera that the sale of sheep was not in any number, but that while Spearing etc maintains their present attitude they need look for no assistance from us, although if they show to withdraw their opposition on other points it might be possible to establish a *modus vivendi*. Agree this, however, as my individual opinion.

14. I have sent a copy of Mr. Martinori's remarks to the Superintendants, with a desire that they would furnish explanations, and when the present rush of work is over I shall go into the matter myself.

15. The account for 1889 as far forward that they can be closed in a day after I receive the Strickerson's returns, which, however, I

fees cannot be completed, ~~the~~
 I think that the result will be
 satisfactory, the same alone showing
 a profit of £20,000.

10. The Service the ~~same~~
 is in sight, with a cargo of Captain
 Barker's wool from Fitzroy.

I am Sir,

your obedient servant

Mark Fox

Manager

to

[Faint handwritten text, possibly a list or notes]

[Faint handwritten text, possibly a list or notes]

[Faint handwritten text, possibly a list or notes]

[Faint handwritten text, possibly a list or notes]

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Overs.

10th July 90.

for the year 1889, together with other papers in connection with them.

2. I think that the result of the first year's working since Messrs. Ogan's business was taken over may be considered satisfactory. The profit on the Store account is £8613. 14. 3, or more than double the average profits of the last ten years. Lamb account is very satisfactory, considering that the wool prices were by no means high last season, and that our surplus sheep were disposed of by bailing down instead of ~~and~~ being sold as wethers.

A. Coleman, Esq.,

Secretary, London.

the profits are in fact only £1000
 lower than in 1887, when we sold
 so many carcasses to the market
 and earned ^{such} a large sum from
 the outsiders who used our works.

3. The Catalin has
 been rather handicapped this year
 starting with rather a large debit
 balance, and having to take the
 new suit of mill into use during
 the year. With increased freights
 both she and the Hornet will do
 better this coming year.

4. Against the good
 result shown in the Profit & Loss
 statement, I have to admit an unusually
 high expenditure on several depart-
 ments, but I cannot see how it could
 have been avoided, and I hope it
 has been exceptional. The Buildings
 have, as usual, absorbed a good
 deal of money, and it is hard to
 see how so many wooden buildings

as we have can be kept in order without
 a perpetual outlay. Still, this year
 I have had, in addition to our old
 property, to deal with that of the
 Dear Son, and much of it had not
 been kept up to our standards. The
 bulk of the repairs has been, as usual,
 carried to Profitshare, but in the
 case of the Carpenter Shop at the West
 Store, which was considered such a ruin
 that it was not charged for by the
 Dear Son, I have treated the cost of
 the restoration as that of a new building.
 The sum of £683.18.10 having been
 charged for repairs, it would not be fair
 to write off much, if any, depreciation
 on your side. I enclose a list of the
 principal work undertaken during
 the year. On Company Shipping
 the expenditure has also been heavy,
 but there will be a reduction this year.
 The Dear Son's hulks and boats were in any
 thing but good order, and required a

good deal of repair. The Captain
 I have treated like the Carpenter's
 ship; she was supposed to belong to
 the city, and was not charged for,
 being a leaky wreck. I first in-
 tended to break her up, but finding
 that she was originally a vessel of
 very high class and well built, I
 had her thoroughly cleaned out, dis-
 covered the leak from inside, stopped
 it, had her caulked and repaired,
 and she is actually as useful a vessel
 as we have. The Charles Cooper
 and Equia are too large and too
 small, too large to shift about, too
 small to hang a long period to, and
 I intend to place one at the end of
 each city. Office expenses are
 high, owing to the changes that
 have taken place and the consequent
 travelling expenses, besides which
 I was saddled with a very peculiar
 Clerk taken over with the rest of the
 Dean property. The hardest part of
 the bargain.

the bargain. The gratuity given to Mr. Langdon's widow by the Board I have placed to General Charge, as it would be unfair to debit it to Stanley's Office, in fact. I hardly think it should have been charged to the Island Administration at all, or, if charged, it should have been remembered that he passed part of his time in the London office.

5. A return has been made to me of coasting freight earned by the Orissa last year, in apparent forgetfulness of the fact that the account was transferred to London, and that the amount should have gone to the credit of his homeward voyage etc. However, as the sum is in the accounts I cannot alter it, and give it to any thing else, so in the balance of any debit it shows a respectable balance of £191. 5. 6.

6. Cooker has examined
 the office work for years since
 only mention that the year's period
 entire, which in 1853, amount 214
 pages, have in 1854, run to 127.
 The preparation of the accounts
 has been somewhat laborious in the
 office, and the difficulty of it
 has been increased by the fact of
 the books having been in several
 hands this year. It is of great
 importance that it be as clear as
 said that the information afforded
 and the style and precision of the
 details show as follows to be
 the standard of past years.

Done, etc.

per the said account

Wm. Cooker

Manager.

Enclosures.

Balance Sheet

Profit & Loss Statement

List of Stores, Estimate of Stores

. Darwin & South Area

Balances due to & from various

Consumption Stores on hand at Darwin

South Area & North Area

Remaining materials on hand not used

Building materials used

Addition to Plant & Utensils

List of principal repairs to Building

495.
Paris.

20th Feb 90.

Sir: I received last evening of your despatch no 733 of 18th Inst.

2. Par 4. I have already told Mr Clouet per to order 20000 yds. of bagging, exactly the quantity you are sending out. The cheap stuff is a failure, as it will not bear handling.

3. Par 6. It would be desirable to send particulars and measurements of cases shipped through us; the Antwerp Bills of Lading give the weight in kilograms only, which is of no value to us.

4. Par 7. Unfortunately you overlooked the fact that we transfer the Stai account in December only, and that Capt. Hansen's balance according to our ledger was a cash transaction. The balance against him on 31st Dec. as shown in the Balance Sheet was £3512.4

A. Coleman Esq.,
Secretary,
London.

I believe myself that he is at an
end of his expenses, and should now
pull up rapidly.

5. Par. 10. I doubt if
Mr. Williamson can explain more about
Casper's dip, than we knew before his
arrival. The question with us is,
will it, or will it not kill ticks?
According to Hildayson say the sheep
swam with them a week after dipping.
Mr. Williamson shall direct the dip-
ping himself, and the sheep shall
be examined afterwards and com-
pared with others dipped in Lusk.
According to is partially attached to
Lusk's dip, and writes me that the
sheep dipped in Casper are 'a shame
to humanity!' The final lambing
account is 52397, she forgot our
needs.

6. Par. 11. I have managed
Archibald, I hardly know how, to
meet all demands for money, but
if a case takes place, or something
happens, and William's fails me, I

shall be attended before the War
 arrives. Sometimes, with no warning
 whatever, I have to meet charges amount-
 ing to £700 or £800 in a morning,
 and it will be a poor satisfaction to
 me and to the holders of the charges to
 know that the War "is coming"! The
 war about the Illinois and the Mississippi
 was of course anticipated by the war with
 Mexico. The expenses on specie for
 Ohio is hardly more than 1% loss; could
 you not purchase obligations of a
 reduction from the Treasury sufficient?
 7. ^{Part 12.} Russell Island was 6933.9.5 on
 31st Dec. after crediting proceeds of duties
 which it appears ought to have gone to
 Mr. Jones. I was very short of funds
 I cannot meet Mr. Paget's bill, and if
 pressed must become bankrupt. He
 was a heavy loss by the great ship, which
 destroyed his stores, but he will pay by
 instalments when he can.

8. Part 12. This particularly
 state definitely whether you will accept any
 suggestion to treat the Prince as a court

pages, for which the account is kept
in your office? I do not know
otherwise how to avoid confusion,
and I am at present ignoring charges
sent out against her.

9. Same pm. On talking
over the matter of Mr. Auser's share
with his partner Mr. George Dean,
she quite agrees with me that Mr.
Auser was hardly in a position as
yet to ask us to ship on commission,
and that he will have to buy his
share in Stanley as usual.

10. Part 4. The freezing
question requires perhaps more considera-
tion than I can give it just now,
but I say emphatically, with regard
to the proposal to hire all your furs
January to March, no; it would
utterly ruin ~~our~~ our routine, besides
losing about 10th. a sheep through
want of condition, which they do
not pick up until March. It seems
to me that Spencer & Alderson,
after cutting in, particularly upsetting
our S. B. business, and withdrawing

one shunt, and will be made
 a ~~concession~~ fine for their own account.
 Still receiving for the best Hallowlands
 the very cream of the fat season for sheep.
 Unless Mr. D. is in a great advantage
 in getting them sheep for our own, I see
 no reason whatever for upsetting our estab-
 lishment by placing at their disposal
 our ready made ~~commodities~~ for killing
~~matter~~ and fattening of the sheep, perhaps
 at the very time when we wish to use them
 ourselves. I will carefully consider the
 question, and send you my ideas next
 mail.

11. P. 15. The three quarters
 skins were sent by Mr. Bridges to see
 if they would pay to collect: they were
 called with the hides, and might have
 been mistaken for long haired calf
 skins.

12. I have been making enquiries
 in this ~~country~~ about the flaws said
 to have been put on bones of the Hallowlands,
 and will send you the result later.

13. Taken at 7/16 the freight on wool from the Straits is 0.35 p. lb. only.

14. Can you explain why Elia has not sent the machinery complete for the *Orca*? Promising to ship it by the *Orca* in time for cutting this season, was the loss by which I withdrew Mr. Blake from Townsend, and recovered his wool, and he is now so incensed at the frustration of his plans that I fear he will drop us altogether. The missing parts are a double pump, tanks, and refuse press, and it appears to me that Elia has been most unpardonably remiss in the matter. In fact he can do now is to complete the order, which he has in hand many months before the *Orca* sailed, ship it by the —, and pay the difference in freight. Mr. Blake stipulates for the early shipment of the remainder, and I fear there will be no sailing wool in time.

by ~~it~~ to buy a decent practice
 somewhere, he hardly can be
 go on with it. He wishes me to
 say that he does not put forward
 any claim on the Directors, and
 that it is quite competent for them
 to say, "It is nothing to us that
 there are children to educate, or
 that you think it necessary to
 insure your life, &c. &c. it is
 your misfortune, not our fault."
 "we do all we understand to do, and
 there is an end." I must say
 that Dr. Dale is a very quiet,
 satisfactory man to have in the
 Camp, always ready at a moment's
 notice to ride off to any distance
 if sent for, and never meddling
 with other people's affairs. And
 I will also remark that the firm
 has just shown a profit of £20,000.

17. I shall be glad if you
 will send me your last year's London
 Directory, not omitting the map.

18. Mr. Beckwith points

not that you have shipped 3
two hundred more out soon in place
of Carpenter's hand movement.

18. Bailton Stickney's
proposal to be insured for £3000 from
Fort Bay. Mr. Rich also wishes
the insurance proceeds insured, but I
conclude that you will get Mr. Dean
to do this as it goes to him. Does your
policy cover risk of booting off? I
have distinctly declined to make our
accounts amenable with wool on board,
although, owing to the absence of
nautical talent, all the shipping is
practically done by our own men. Mr.
Dean's wool is to be insured against
all risks as already advised, and I
conclude you will confer with Capt.
Packer on both amounts on his wool.

19. They to remind you that
if the registration of the Carpenter's signa-
ture and seal on the deeds of Mr. Dean's
land is to take place, it is time you sent
them out to sea.

20. Mr. Dale asks me to mention that his life insurance premium is due shortly.

21. Mr. John Dyer having sent to Stanley for goods in Paris thinks that the freight should be reduced. I could have forwarded them in the Catalis when she passed the other day, but it would have taken time, and I do not think that a reduction to 35% + 5% would be unreasonable.

22. In forwarding invoices, if there is a specification attached, please include it. Especially to Basil's invoice of posts.

23. Alderman, who was cook of the Catalis, was his competent and duty for the place, and was the first man discharged. I mention this as I see that it is a consequence of yours, and you may be under the impression that he is still on board. The unpaid crew were paid off last year.

24. *Inspection of the Accounts*
 The Captain went on board with the provisions in the Sicis, and wishes he saw the business, you remember taking flour on board, though they have a recollection of the biscuit and other things. I must therefore conclude that it was not shipped, and can only say that I never had a similar case, as the Sturtevan is usually very careful, and what seems almost a stamp in that Captain Jones did not discover the omission at the time. Had it been 40 barrels of pickles they might have passed, but 40 bags of flour are an appreciable quantity.

25. As soon as the Sturtevan had completed their accounts, the Balance Sheet and Profit & Loss Statement were made out, and the books finally closed. Although the additions of the sheet had been checked and counted, the following errors were detected in copying them for the mail:

Omission of Foundry of fish on board <i>Spina</i>	100.10. -
Omission of wood - West.	43.10.7
Both, an amount £177 carried forward at £177.660 + 20%	72. . .
	<u>£ 224. 9.7</u>

That in turning the Star profit
instead of being £ 8613. 17. 3 should
have been £ 8033. . . 10. I am only
up to this, as I cannot alter all the
accounts; it will be all the better for
this year.

No. You mention my
saying that I think a Camp
Manager will be necessary, and
I think you have had my reasons.
I know there are many minor
details that could be better regulated
by a man constantly on the spot,
besides which, with every desire to
get more into the Camp, I find
increased difficulty in getting away
from Stanley each year. Since the
1st Camp, when Stocktaking began
I have found it necessary, in order to
avoid getting hopelessly behind
in my work, to get up every morning
in time to be at the office by 6 o'clock.
Mr. Hamilton has done the same,
and still the work has not been
quite overtake. I do not mention

this by way of compliment,
 but simply as a fact that cannot be
 got over, and I don't wish you to
 enquire that I like being tied so
 much to the office, because I don't.
 I was just as much harassed and worried
 at the time last year, and remember
 telling you so; it is an incident inevi-
 table from the duties of my position,
 and I mention it to show how impossible
 it is, with the best intention, to separate
 matters away from Stanley during the
 busy season; and if I, with a moderately
 good acquaintance with all branches of
 the Company's business, find it so, how
 will it be with a stranger?

27. The resumption of freighting
 operations will lead again to a diversion
 of the wool, which I have managed pretty
 successfully to get shipped through Stanley
 this year. I had no time to go into
 a discussion of the various ways in
 which one part of our business hinges into
 another, but I will point out the leading

features. In itself the commi-
 sion business is inconsiderable,
 but it provides fairly profitable
 employment for the Orissa; it creates
 a traffic between the islands, and
 when there is a traffic people are
 led to make purchases of us, which
 they otherwise would not do. It
 also throws wool into our hands,
 and not only provides employment
 for a number of the inhabitants, who
 depend upon us, but gives us
 weight in dealing with the Hoorn
 people. Now Iud. secured so
 many thousand bales, do you
 suppose we should have got our
 own wool carried by steam for 20/-
 a ton? And, if taken away, will
 the Hoorn C. still be taken as
 favourably? Imagine all wool
 shipped through Spearing and
 others, should we not then be in
 danger of losing steam communi-
 cation altogether, and of having
 to return to schooners for carrying

month. We want to sell as many
 skins as possible, we want to get our
 wool houses as cheaply as we can, and
 we want to keep up regular communication
 by steam with the outside world.

Before deciding whether any particular
 branch of the business is or is not
 worth while carrying on, we should
 consider how it affects the main
 object that we have before us.

24. To the remarks already
 made as to the supervision of the
 Camp I have to add that I shall
 be glad to relinquish my position here
 next year after the busy season is over,
 as stated in a previous despatch. The
 amalgamation of the two businesses
 may now be considered complete,
 and the result of the first year's work-
 ing has not been unfavourable. Still
 a reduction of expenses in the way of
 repairs and renewals and still higher
 profits to be looked for annually from
 the same. In consequence here, I feel sure,
 a brilliant future before it, and I
 shall leave the Islands with the

utmost confidence in its being
a permanent success.

Sam. L.

you should not

be

Managers.

Duplicate Despatch to 496

✓ Mr. Call's Report on Farms per 2.13.

" Statement on Accounts

" List of Invenances

" Wool Weights - Census H. W. C. P. S. A.

" Fundent to 98

" List of Wool & Skins in Stanley - Feb 4/90

" Copy of 1st page of letter to Mr. Call

" 2nd Exchange for £ 225. 7. 5

" " " 25. 13. 3

London Office back acct.

Deposit Account.

back books, East Store

" " West Store

December Journal.

Completed banking 40. 1000.

Trust Banking 40. 1000/90

List of Wool Notes from Stanley 40

1st Exchange for £ 307. 1. 0

" " " 1000. 14. 4

" " " 400. 9. 3

Mrs. Davis's cheque 30. 0. 0

Draft for collection 70. 0. 0

P. S. Order for Mrs. Davis £1.

Accts. per Mr. "Cumberton"

Letter of advice from Capt. Bennett

Returns of Establishment 30 Sep. to 31 Dec. 89

over

Shipping List

Statement on accounts

Ordant No 98

Duplicate Letter to Mr. Coleman of Feb. 6/90.

List of Enclosures in Envelope
sent by H. A. S. "Flannings"

Duplicate Despatch No 97

" Balance Sheet

" Profit & Loss Statement

" Consumption Stores on hand
at Larvair, St. Ann & St. Croix.

" Fencing Materials on hand

" Building Materials . . .

" Addition to Plant & Utensils

" List of principal repairs to
Buildings.

" London Office Cash etc.

" Deposit Account

2d. Exchange for Libbo. 1000

" " " 207. 1. 0

" " " 400. 1. 1

Monteg., 20 February 1890.

499.

Oasis.

21st Feb. 90.

Sir,

H.M.S. Flamingo left this morning for Monte Video, with duplicates of the two despatches posted for this mail, and of the most important enclosures.

I omitted to inform you of the arrival of the Antares of Shoreham, with cabin gutted out by a sea, and cargo damaged by water. She is discharging into the Capricorn, and I wire "Federal Antares Dunned Brighton."

Yours, Sir,

your obedient servant,

Edw. Esdaile
Manager.

A. Colman, Esq.

Secretary,

London.

500.

Lagos.

14th March 90.

Sir, The Schooner arrived early yesterday morning, two days before time, bringing your despatch, my set, with enclosures in order.

2. Part 3. The foundation stone of the Church was laid by the Bishop on the 6th inst. in the presence of a large number of people. I think they have done quite right to import their materials, as it will cost a vast sum of money; they cannot, however, expect us to supply them at the low price offered for the whole, although I will make them a substantial reduction, and meet them in every possible way.

3. Part 4. Capt. Thomas will have a small cargo; I have allowed Benders & Duffell to ship their wool by him, and recommended the Mission and Mr. John Deane to give him their

A. Colman Esq.,

Secretary,

London.

furrows, besides which Mr. Selton
has promised 60 hales, and I am
shipping hides, sealskins, and
furskins.

4. Par. 5. I note instructions
with reference to tying wool with
string next season as an experiment.

5. Par. 6. I think that
the table of freight I sent you lately
is exactly what you ask for.

6. Par. 9. I suppose that
with the extra precautions for Quia
the freight on specie does not come
out much less than by mail, and
the inconvenience of the delay is
great. We have barely £350 in
hand, and it is nothing at this
time of year to have to pay £400 or
£500 on the arrival of a schooner
with discharged hands, as happened
last Monday. The whole of the
^(and more) money now in the safe has been
deposited by the Church Committee,
who are going to draw £50 weekly.

I have given bills to all the small
traders and drawn £600 from the British.
The comfortable assurance that the Queen
is in the ocean, to which you lately attended,
paid to hinder a strong limited Govern-
ment from asking payment of rents,
sheq. to. down on the soil, and what
an Sto do? I gave you ample warning
last November of what I should want,
and my remarks have at present been
followed by a cessation of the Government
bills, which you could not help, and the
shipment of specie by a sailing vessel
which you could. Even this morning,
writing before breakfast, I see the Parade
has arrived during the night from
Sunder Island and San Carlos, and
I increase my demands - I
ought to send humiliating requests -
for money from the British. I will
wait to be subject later on.

7. Same for. I shall of course
show Capt. Luffman a commission or
advances.

8. Same for. I thought
that it must have been intended to
send 12 kil. all by the P. M., it does
not matter, as the demand is not great
for such small rates, it is more
serious being completely out of Rum.

9. Same for. Since writing
you on 11th I have received
from Sandy Point 9719/4. 6 cases
Kettle carried on by Cairn, but
nothing else. I have the cargo book
and bills of lading on my table,
but the only mail, I fear,
preventing going into the matter.

10. Same for. Respecting
charges on goods like made here, I
wish you would kindly give me all
particulars, each case. As I know
that Ansoni pays for that it might
50 cts. Hutcheon's stores are 7 2 cts,
Ansoni bagging 15 cts. As I
have said before, the gross weight
is marked on the Hoosier Wk. but
there is not a syllable about the
measurements, though on you pay

8. Same for. I thought that it must have been intended to send 12 Kibals by the *Rum*; it does not matter, as the demand is not great for such small casks; it is more serious being completely out of *Rum*.

9. Same for. Since writing remarks on stores I have received from Sandpoint 9719/24. Cases Butter carried on by *Pairis*, but nothing else. I have the cargo book and bills of lading on my table, but this early mail will, I fear, prevent going into the matter.

10. Same for. Respecting charges on goods to be made here, I wish you would kindly give me all particulars in each case; all I know about *Arsoni* press is that it weighs 83 cwt., *Anderson's* stores are $7 \frac{2}{3}$ cwt., *Arsoni* bagging 15 $\frac{1}{2}$ cwt. As I have said before, the gross weights are marked on the *Hosmer* Bk. but there is not a syllable about the measurements, except on you pay

Seton.

freight - for cubic meters you must have the necessary measurements in your possession. I believe you must press home, I suppose the weight is some guide. Then as to Dock charges you give me no information whatever. When you send a package for an article of value on our Bth, all information should be supplied me to enable me to claim freight and expenses. In the case of private packages of my own I charge myself freight on the measurements, but as the freight is usually debited from London which I have sometimes paid twice over. No doubt the ~~commission~~ and dock charges do not pay for the trouble of attending to purchases; but it is for you to consider whether it is not well to keep out other people, who might interfere with us in other ways, as long as you are not actually out of pocket. Look at some length on this subject lately; remember

that those who have the means will
 have goods brought for them, and
 that there are people ready to do
 it. It is for us to see how the
 sub-jumps here, and suggest what
 should be done, but it rests with
 you to decide whether my suggestions
 are practicable and reasonable or
 not.

11. Par. 10 and letter of 8th
 Feb. I am sorry that there
 has been a misunderstanding with
 Capt. Parks, which has arisen I fear
 from a misconception on your part
 both of his intentions, and of our
 transactions on this side, with his
 nephews and managers. I do precisely
 for Capt. Parks what Mr. Dean dis-
 poses of, that is, I pay his cheques,
 send him what stores he requires,
 and send him an account quarterly
 with interest, which account he
 has been in the habit of paying by
 a cheque in London. On I understand
 the matter, Capt. Parks did not wish

the £300 to be paid over in cash,
 but to anticipate a quarterly account,
 presumably to save interest. In dealing
 with Messrs. Deane's old shirts, my
 policy has been throughout to save
 friction by ~~introducing~~ ^{drawing} as few alterations
 in the mode of dealing with them as possible,
 and I think I have managed to satis-
 fy everybody. As to Mr. Captain's Packs
 taking money because you never rather
 suggested to him that he might take
 the money out in goods, and in no
 other way, and because it was direct-
 ing it from the purpose for which it
 was intended. I have told Mr. Vere
 Packs that it will make no difference
 as regards his cheques, and that the
~~minimum~~ ^{minimum} standing will be cleared up.
 I may mention that last year £500
 came out to Packs Port, and went straight
 into our safe to be drawn against. see
 Cash book 20th March. 1889.

12. I have not seen a King
 Penguin for years, and they seem to

to estimate. If I hear of any
skins I will bear your wishes in
mind. Mr. Bailton will attend to
your instructions about postage stamps
and the enclosure list.

13. I send a bad photo-
graph of the place to be bridged over,
say 90 yards at dead low water,
you see the kind of beach. I don't
know what particulars I can furnish
beyond those already given. The
plate was taken for me by Schultz,
and I printed it on some newspaper
which has turned bad already.
While mentioning photographers, I
am despatching you from Biggs of
the ceremony of the 6th inst.

14. Personally I have no
fault to find with Capt. Winchester,
and he is a good ocean man; but
as a coaster he is slow. The Oriska
left on her voyage round the Island
with goods on the 24th Dec., and only
returned on the 21st Feb., with a full
load of wool from Beadell and

South Am. She is coming again
 for Charles and herself. Minister
 unfortunately does not please me, chiefly;
 this is the sort of thing I get about him:
 "The Custatia arrived here on Monday
 evening. I was very glad to see her
 instead of Orissa I can assure you."
 Birch 29th May, 1889; and again,
 "I hope you will send Custatia for my
 wool, as I can work with Howlands, but
 cannot stand Minister at any price."
 Buckn. 20th March, 1890. I feel
 that this is a difficult question, and all
 I can say is that if you fall in with a
 man who is, without doubt, a pushing
 but at the same time a careful coaster,
 he is the man for want. A coasting
 man can navigate a ship on an ocean
 voyage. But many an ocean man can
 never become a coaster; either he is not-

smooth enough at working in narrow
waters, or anchors too much too far
off the shore, or something of the
sort. If you can hear of anything,
then sketches must remain, un-
less he makes a worse mess of it
this season than before.


15. The registered papers
have arrived, and if you will be
good enough to continue taking
this precaution it will be neces-
sary to ~~order~~ order them direct from
Kirkland. Nearly all last month's
however were enclosed in a case of
stationery, which was either never
shipped or has gone on to Valpa-
raiso.

16. With reference to owners
paying expenses after a wreck, the
Government; for the Board of Trade,
distinctly declines to hold an enquiry
unless all expenses are guaranteed;
if the Master has no funds how
can the enquiry proceed?

17. I am sorry that I

did not receive a statement of the
realization of the Bridge produce last
month, as I wrote to him only to drop up
by Allen Gwynnes. I can not find that
I have received a sale of the produce
credited to Dec., viz: - I B, WP &c.
should I have had, in future please
send list of them, instead of entering "67
accounts" in the enclosure list. I
cannot turn over 67 press copies without
loss of time. I do not see that you have
paid proceeds of the Bridge produce and
skins to the National Bank of Scotland,
as requested.

18. Turner and Steing are
desirous to make their produce West
and East Star respectively, and there
will be a saving of cartage and labour
here if you can manage to have them
packed separately. I prefer especially
to goods in quantity sufficient to fill
a case or cases, for I do not wish to
increase the cost of packing. If you
can have a distinguishing mark put
on the goods for one star, it will be an

additional concerns, limiting
 the necessity of referring to the
 numbers. Say, for instance, if
 you have the best goods marked with
 red or blue paint, or a black line
 painted across the packages, or,
 again, , still preserving
 the continuity of the numbers? I
 leave this to your judgment.

19. My servant: F. Block.
 will be much obliged by your
 directing him when she
 asks, how to send a parcel to him.

20. Lewis, our engineer,
 is making a dynamo for himself,
 and asks me to get some in-
 decent lamps and sundries - He
 is an ingenious man, and very
 willing and obliging, so I shall be
 glad to serve him.

21. Mr. Blake has written
 for some more fencing, which is on
 the indent, including blue black
 wire &c. If you manage to ship
 it in May, please substitute Tetter's

galvanized steel no. 10, as
 lately shipped; if you cannot get it
 any other, defer sending the order
 out until next mail season, as I
 have written to Mr. Blake if he
 has not made a mistake. In a letter
 you mentioned galvanized, but put
 black in the order, to which I added
 no. 6.

22. I now approach, with
 extreme diffidence, Mr. Mortimer's
 questions about sheep and sheepskins,
 a diffidence which is increased by the
 fact that I am totally unable to an-
 swer them. It is true, I am sure, to
 my want of comprehension, for which
 I can only express my regret. The
 number he begins with, 86,878, is
 made up of less of the shearing account
 of 1874/5 together with the lambing
 of 1874, and the 517,387 lambs since
 born, agree exactly with my account,
 to a sheep in fact. We therefore start

without any mistake in the numbers.
 Of the Sheepskins stated at 205,572
 I send you an account of killing,
 which appears to correspond. From
 the time of killing to the shipment
 of skins is usually a long period,
 occupied in drying them, so that
 skins actually belong to which year
 can hardly be definitely stated. The
 loss through deaths to. is stated at 15%,
 and amounts to 97,600. This is on
 the lamb skins, 517,387, and I cannot
 at all see why the older sheep, number-
 ing 86,870, are apparently endowed
 with immortality, not deduction of
 the smallest kind having been made
 from their total as it stood in 1875.
 This however is by the way. — I am
 anxious to understand the meaning
 of 15%? Is it the Mortality, ~~percentage~~
 that of all the sheep living in 1875,
 and of those that have flourished
 since, up to 1880 say, not fifteen, but
 a hundred per cent are dead? In fact,
 15% would more nearly represent the

loss of lambs the first season, leaving
 alone any subsequent mortality. I have
 been careful to state my difficulties, as
 I wish Mr. Martineau to see that I cannot,
 with the best intentions, attempt to reply
 to questions that are beyond my compe-
 tence. I propose, instead, to give
 full and carefully prepared statistics
 relating to numbers, lambs, deaths and
 sheepskins, from which I hope he will
 have no difficulty in extracting the infor-
 mation of which he is in search. In the
 Statistics of shearing accounts, the sheep
 in the first column, from the previous
 year, are the shearing and lambing
 accounts of that year added together.
 In the columns "Roped down" and "Killed
 for mutton" he must look for the skins.
 It is a fact, which I am endeavoring to
 settle through the overseers, that the skins
 of the slaughtered sheep are saved, while
 those from the ones that have died from
 natural causes are not. It must be
 remembered that unless a shepherd is
 standing by to receive a sheep's last
 breath and to perform the necessary obsequies,

in a few hours the skin is worthless.
 again shows from disease sheep
 are inflamed and rotten even before
 death, while freshly shorn fleeces are
 entirely of small value but the
 shepherds are engaged at the wool
 sheds, and are not in the apt. to
 remove them. Still, some may be
 saved, and at Walker Creek this
 season 426 dead skins have been
 brought in, or about 12%. Since
 shearing all the shepherds have
 been shearing the carcasses of dead
 sheep, and at North Run they have
 about four bales spread out, ill-
 smelling, but of some value. I
 have given the deaths of lambs at
 two periods, six months and a year
 after birth. You will see that they
 have increased seriously since the
 disease appeared at the beginning
 of 1885. all classes of sheep are
 affected by this. I hope the infor-
 mation will be considered sufficient;
 the figures I know are right, but

The percentages are rather hurriedly
run out, owing to the letters having
come late long before I had finished.

23. The Bishop is disappointed
with the price the Hessel Island wool
realizes. I told him that I intended at
the Mission sending it to Butchers who
do not make Tasmanian Island wool
their speciality, and whose sales are probably
unattended by buyers of that grade,
suggesting that they should place it in
Messrs Edmondson's hands. He asked
me to submit the matter to the consideration
of our Chairman, as a member of the
Mission Committee, which I accordingly
do.

24. With regard to the freezing
project at Spaulpen, we charged 1/6 per
head for pasturing sheep for the September.
boiling down the tallow, & dipping and
balming the skins, and it paid very well.
If we can secure butchers to take at 6
each, we could do the business for 2/.

We can also supply easily 10,000
 muttons a year, and more. But to
 avoid competition with us I
 suggest your stipulating that the
 parcel should be wholly refrigerated
 so as to carry mutton only, or that
 they should abstain from carrying
 wool or any produce. If they are
 really anxious to carry the thing
 through, and look upon the mutton
 as their principal source of expected
 profit, they may agree to this, as
 the advantages upon them are enor-
 mous. I would also name the
 second week in February as the earliest
 date for killing, and reserve the
 right of refusing sheep from any
 station infected with scab, as
 I hear that some of our friends in
 the north Camp are by no means
 clean.

25. I divide our clients
 into 3 classes. (1) those doing a
 store business and consigning all
 their produce to us, (2) those

who have their goods direct from London,
 but carriage produces to us, and (3),
 those who import direct, ship direct to
 the Bankers. but get their money from
 us, and send down as they may see out
 of. These classes are represented by,
 among others, (1) Portugal, Penning,
 Mowson, (2) Molinet & Blake, Lister,
 Roberts, (3) the Bankers, Briston &
 Siskney. Class 1 pay the best: you
 should not fail to note, when questioning
 the advisability of being under advances
 to them, that as soon as they are equal
 with us they shift into class 2. As an
 account with a debit balance, on which
 the interest account is against them you
 charge 5% in advance, if therefore we
 get our money here free of expenses, or
 rather so far as we do so, by settling
 bills at par and buying Crown Agents
 bills, we are at no loss in acting as
 people's bankers. But when it comes
 to importing specie at a cost of 2% to
 4% for freight insurance & exchange
 it is a different matter, and I think

it might be met by charging less
 3 ^{count} 1% for each advance. Take
 Capt Dashi's case; he cannot ship
 and insure specie much under 2 1/2%,
 would he not prefer paying 1% only?
 And in the case of those who consign
 to the brokers can we not fairly say
 that unless they give us their wool
 they must pay 1% for the cash ac-
 commodation afforded them, while if
 they do they will only be charged the
 usual interest? I do not see that
 any one could get better terms from
 any of our would be opponents, who, to
 provide cash would have to send it
 out at much expense to themselves.

26. I have to ask for Brokers' particular attention to bales 914 - 946 NA wool, of which most go this time. They are for Messrs W. Hoggel, and for Romney, Marsh, & Co., all marked "Special".

Dear Sir,
 your obedient servant
 Wm. Love,
 Manager.

Duplicate Despatch to 499

" " " " 499

" Acs. for Bque "Embleton"

" Letter of Advice from Capt Bennett

" Statement on Acs. Feby. 21/90.

" Completed Lumbering Acct. 1889.

" First Shearing Acct. 1889/1890.

" Return of Establishment 30 Sept./31 Dec.

" Indent to 99

" Letter to Mr. Coleman

January Cash Book & Journal

February " " " "

Cash Voucher East Store

" " West Store

Acs. for S. Amer. Mining Socy.

" " Bque "Antares"

Letter of Advice from Capt. Hutchison

1st of Exchange for £1377. 2 " 11

" " " " 115. 3. 2

" " " " 112. 10. 10

" " " " 105. 11. 11

" " " " 70. " "

Wool Weights, Darwin & North Arm

Remarks on Goods for "Osiris" & "D. Bennett"

Indents to 99 and 99.

Sample staples for Holmsted & Blake

Designs, etc. for Miss Nilsson's tombstone.

Photograph

3 sheets. Statistics re Sheepskins

Letter to Mr. Coleman with Postage stamps.

Shipping list

Specification of Speedwell Wool.

Memo. from Noble re Steam Hammer

...ing Invoices in February.
 Letter from Rowson returned
 Photo. & Drawing - Steamhammer
 Letter to Mr. Coleman from Campbell
 " " Mrs. Sampson
 Stanley Gazette
 Act. Current - Weddell Island. (in Desp. 501.)
 Statement on Dec. 15th March 1890.

501.

Lanes.

16th April, 90.

Sir,

Since last mail left for
 Lagos on the 15th ult. I have made a
 journey into the Camp, and visited
 Darwin and North Arm.

2. According to the usual
 routine, the four-year-old wethers at
 Walker Creek would have been bailed
 down this season. But the new fencing
 in Laforia has made available a large
 quantity of pasture, and fallow at
 present prices shows such a poor return
 that I have turned these wether lambs
 in this section over to Mr. Call, leaving
 the old ones on the ground for another
 year. Besides this, with a view to
 stocking North Arm as quickly as
 possible I have arranged with both
 Milbyson and Arncliffe to take
 another lamb out of their oldest ewes.

A. Coleman, Esq.

Secretary, London.

and to send a large number of
their ewe lambs to Mr. Call also.

The advantage of this step will be
apparent in next year's clip, but
in the ~~mean~~ time, the yield of tallow
this season will be unusually
small. The outlay for fencing
will, however, show an immediate
return, through the process of stocking
up being hastened as it never could
have been without it. The main
fencing is now nearly completed,
the last line, from Marguerite to
Adventur Sound, having been
already landed.

3. I saw the last imported
ram at South Arm; the one com-
plained of by A. M. Call is certainly
malformed, having a protuberance about
the size of a walnut. It is a pity
these sheep were sent at all, as we
have breeds enough already. Mr.
Call is of opinion that we should
have no more of any kind for some

309
time, and I fully concurs with him: he has bred out of some selected Merino
Ewes a number of some lambs by the
Droghda rams, which will be used
on the stud flock. Looking at the
rubbish imported generally, I think we
should do better and save money by
buying rams from Hill Cove, as that
is the flock which shows the best prices
at the sales. I could have bought 150
this year at £2 each, to be picked by
one of our successors.

4. Took Mr. Williamson
out with me, and allowed him to dip
sheep at each of the sections. Whatever
may be the merits of Cooper's dip in
curing scab, it certainly does not kill
all the ticks within a week, for the
sheep have been carefully examined
day by day, and some of the insects
have been reported healthy and strong
for days after, looking as though
they were driving. Mr. Williamson
gives this mail via Sandy Point.

5. I enclose a note on the proposed suspension bridge, the approaches to which will be prepared this winter.

6. On further looking up the matter of the quarries at King for Dennis Bennett last year, I find that I bought them from Mr. Bridge at \$7 each, so that we have not to account for them to him.

7. Referring to Mr. Blake's order last mail, I find that the amount as I bought, 6 tons of No. 10 galvanized steel wire, as shipped for ourselves.

8. I forward an account of packages landed from the Orissa at Kettle Island and Fort Stephens, which will enable you to correct her freight account for those places.

9. The Orissa brought in 434 bales from Beddell Island and Fort Stephens on 21st February, but has not returned from her second trip since. On 1st inst. she had

~~201~~
(contd)

200 bales on board at the
 Charter, and was ready to leave for
 Weddell; but in the time of writing
 I have heard no more of her. This
 kind of work will not do at all, and
 after she has made a trip to ^{Port}
~~Charter~~ ^{Staphors}, I propose to send her home,
 finishing up the season with the
 more reliable Castalia and Comet.
 I have in Stanley 1056 bales, making
 with those already shipped a total of
 4126 collected, and expect 2000 more.
 Up to the present date from 15th December
 the Castalia has delivered 2136 bales.

10. I am sorry to say that
 seal has appeared in the Arch Camp
 at Meseruprenshilds; Cameron; and
 Letton's. Great vigilance will have to
 be exercised on our part; Mr. Cameron
 wishes to send over 500 meters to Gore
 Green, but I was obliged to decline them
 unless he has agreed to dip them just
 before leaving.

11. Can you obtain from
 Russell the exact contents of a
 hogshead of ale? We always pay
 duty on 54 gallons, but I have
 an idea that it should be a gallon
 or two less. If so please let us
 have their original letter to show
 to the Collector of Customs.

12. When I was in England
 last, you obtained several estimates
 and drawings relating to telephone
 lines, more especially from W. F.
 Dennis & Co. These particulars were
 not sent out; and, as I am just
 now giving all the information I
 can to the Governor on the subject,
 with a view to erecting a line to the
 lighthouse - a most pressing want
 - I shall be glad if you will kindly
 send out the papers referred to,
 together with a revised list of prices.
 I think that some of the iron
 posts recommended would be
 suitable.

13. I have both Cooper's and Little's dips used on separate flasks in each section, and the results are to be carefully watched up to next shearing. We have a quantity of Cooper's dip, - far too much on con- signment, and I conclude you will not pay for it until it is sold or used.

14. I regret to report that Capt. Wetherell had an accident in taking a snow load of wool off to the ship at St. Charles, under circumstances detailed in the enclosed receipt, 5 bales of wool and 8 bales of sheepskins being totally lost, and 13 bales of wool soaked with salt water. I enclose extracts from correspondences with Mr. Anson some time since on the subject of the ship's liability, and copy of some remarks written since the accident. State it that as I told you in despatch of 9 that Mr. Anson wished to be insured against all risks, and that damage, if any, would

be done in shipping, you have taken the precaution of insuring against risk of draft. You will see that I have told Mr. Anson that I think all expenses on the salvaged wool are for account of the Underwriters, to whom it belongs, and for whose account it will be shipped when dry; but as I have not, in 22 years, had a case of damaged wool under my notice, I am not quite clear on the subject.

15. You must not be alarmed at the order for split pins, as I think it is a mistake. Owing to the run upon them they are out of stock, and Mr. Blake, who is here, remarked to me yesterday that as soon as people know about them and appreciate them they will be in great demand, as they surpass any other kind of fastenings hitherto used either for new fencing or repairs. Having sold a quantity of fencing lately the supply

501

(cont.)

of Baylies's posts in running
low.

16. Some metals for casting
are sent for this time; the blacksmith
can manage any castings we require for
ship work such as pins and gudgeons,
and our supply of old metal is nearly
exhausted.

17. I have placed the tigeria
~~at~~ ^{at} the end of the East Jetty, where
she will be a great convenience for
storing goods that have to be reshipped.
The between decks are on a level with
the jetty, and a gangway has been cut
through her, upon which I wish to
extend the tramway, and I have ac-
cordingly asked for a few rails of the
~~same~~ pattern as sent about 12 years
ago. I have written a separate memo
on this subject. I am afraid that the
construction of a new jetty at this end
cannot be long deferred; the old

which has stood, with periodical patching, for upwards of 30 years, is now so shaky as to be almost dangerous. It was constructed originally out of wick-wood, much of which has completely perished. I sent you some particulars of the kind of jetty required in 1883 or 4 I think. What I should like to do would be to throw out a new jetty altogether, about 50 ft. more ~~to the~~ Eastward, still preserving the Egeria as a T piece at the end, and I should be glad to know what would be the cost of screw piles as compared with wooden crates. The Egeria and the other hulks are actually over our boundary line, and I have been told that they only remain there on sufferance. The actual length of the jetty from the bank to the side of the Egeria is 267 feet.

15. I am glad to report that the S.M. Sales for the first quarter of 1890 amount to £8404.5.7 against £6898.16.10 last year.

19. 19th April. The Colon arrived yesterday with your despatch 735 in order.

20. Part 2. I know that the number of hides for each district was not separately stated, which was due to carelessness in this office; but a return of produce as received in Stanley went a mail or two after the Dennis Boundit, and particulars might have been got from that. It appears to me that as the total realization of the hides would be the same, you might have obtained corrected account sale, but as it is, I must try to adjust the differences the best way I can, and particulars shall be sent in every case in future.

21. Part 4. I am still of opinion, in which Mr. Blake concurs, that the rough sorting of our wool is prejudicial to its sale, should we effect an alteration we should have to engage a man practiced in handling wool for a season or so.

22. Part 5. As already stated in Remarks on accounts, there is a palpable error on your side in crediting freight to the Deira by weight instead of measure.

ment, while the profit outward is entirely delusive, as the account has not been debited with the wages of the voyage.

23. Part. Of course the freight will be heavier on lighter pressed bales; but it was considered by the brokers necessary to reduce the ^{weight,} and the wool it is hoped will fetch a higher price which will more than compensate for the extra cost of carrying.

24. Part. As a matter of course the Crown Agents' drafts should be continued; after what I have written you could hardly doubt my saying that they would be required, in fact I cannot but regret that your despatch is absolutely silent on the very important subject of supplying me with further funds. I showed you plainly towards the end of last year what calls I had upon you, and you have done nothing towards sending funds to meet the May and subsequent payments, &c. I am left in serious £2000 in that matter

501

(cont)

Days, all of which ~~would~~
 probably have ~~run~~ away by now had
 she arrived at the time first expected.
 The shifts and expedients to which you
 have to resort are too humiliating: I
 declare to you that Mr. Hamilton and I
 shiver at every knock at the office door,
 dreading the inevitable moment when
 we shall have to declare your inability
 to cash some cheque or other.

25. I cannot while she remains
 is lying here go fully into the question of
 the Camp managers, especially as this
 will probably be anticipated by an
 Extra boat next week; but I will record
 my opinion that previous Colonial
 experience is essential, and that a man
 from Scotland would probably be
 saturated with Christianity, and too self-
 opinionated to adapt himself easily to
 the peculiarities of this Colony in regard to
 climate and other matters. I think that

Mr. Hamilton ought to be able to carry on the management here by the time I leave, though both in Stanley and the Camp the knowledge of a good many details is essential.

26. Par. 15. The registers ~~and~~ papers continue to arrive all right, and I am obliged for your attention to them.

27. Par. 19. I have already written as to supply of sheep to the Mergist, and will attend to the Board's instructions. She has not arrived yet, and this year's arrangements will be thrown out. As the Colonial Office has substantial enough to be relied upon, and can it pay such steamers to deviate from their homeward voyage when they could fill up in New Zealand?

28. Par. 21. The mission's case for Osiris do not appear to have turned up, but I hope to see them in the next steamer from Valparaiso.

29. Par. 22. The Osiris has arrived with 470 bales from

Charter, Beadell, and Hill Cove, and
I hope that the insurance on the missing
bales will be reasonable.

30. In 25. I will give you the matter
of land purchase without delay.

31. You will observe that you
have paid Mr. Langdon the difference in
his merchants' salary and commission
twice over.

32. The *Dennie* *Remondit* left
on the 2nd inst. with a full cargo; I
was not here when she was despatched;
but Mr. Hamilton tells me that Captain
Thomas said he thought I might have
given him more wool, if I had not been
so prejudiced in favour of steam. It is
strange that he cannot bring himself
to see the fact that at the present day shippers
will not send their produce by sail if
steam is available: you know that we
lost Mr. *Kramer's* last year through
shipping by *Alma* *Helena* in 1868, and
I have reported several times that there
are others who have distinctly refused us
their wool except for the steamers.

33. Mr. Schlöfeld reports that the Lari is to call about the 26th with room for 1500 to 2000 bales. Lari is 1000 for April, but as I have over 1500 already, and expect about 280 in Castalia and about next week I am ready whenever she likes to come. Speaking generally I may say that the Falkland ship will have been placed in the market about two months earlier than it was before; the Honorable Co. have done very well for us indeed, and the collection on the coast has been made in a way that has exceeded ~~our~~^{my} most sanguine expectations. The ship at a freight which must be admitted to be moderate, our schooners are fully employed, and I think that I am justified in looking upon an alteration of the present arrangements, even in favor of lower freights, which may not last for more than a season or two, with some misgiving.

501

(cont.)

34. The Astoria for
New Westminster has arrived with
a deal of damage on deck. She
belongs to the firm. Details. The owners
of the tubular, and Lewis "Lockwood
Astoria Suedale Liverpool." The tubular
sailed last month.

35. Should Mr. Cameron
make any remark with reference to his
ship, you might mention that in
consequence of Mr. Call's reporting having
seen scab in the pens at San Carlos I
deemed it necessary to take the most
stringent precautions against infection.
Knowing the fight you had with scab
for a quarter of a century Mr. Cameron
will not be surprised at my caution.

Yours truly,

Wm. E. Fox.

Manager.

Wm. E. Fox.

List of Enclosures, April 19th 1890.

- Despatch #500
- Letter to Mr Coleman
- Statement on a/c. 15 March, 1890.
- Journal & Cash Book, January & February.
- Remarks on goods per "Demiist", "Ociris"
- 2 sheets of Statistics re Sheepskins
- Wool Weights, Derrin & North Arm.
- Coasting Invoices in February.
- Indents for 97 and 99.
- A/c. pub. U. Miss. Soc.
- Letter of advice from Capt. Hutchinson
- List of Wool shipped per "Satias"

a/c Exchange	£ 1397.	2.	11
"	112.	10.	10
"	115.	3.	2
"	105.	11.	11
"	70.	0.	0

- Despatch #501
- Specification of Light Island Wool.
- Mr Jean's cheque for £60.
- Specification of N. V. Farm Wool.
- Cash vouchers, East & West Store
- Henry Cash Book & Journal for March.
- Sale of exchange \$403.09 and \$44.52
- Particulars of Shipments per "Ociris", Port Stephens & Pottle.
- Remarks on a/c. April 9th and 19th 1890.
- Specification of Wool from Sively Speedwell & Chartres.
- Coasting Invoices - March 20.
- Henry Ledger Balances, 31 March 90
- By Ledger per "Demiist Bunker."
- Manufact " " "
- Remarks on Homeward cargo per "Demiist".
- Freight per "Ociris" charged to Mr Cobbs
- Remarks re Rails for "Hemlocky."
- " " proposed Bridge at Derrin H.

Enclosures, contd.

Indents Nos 98 and 100.

Extracts from correspondence. Messrs Cobb & Anson.

Letter to Mr Coleman from Dickie

Return of Camp Catlett. & Wages to 31 March.

Draft for £500. addressed to Capt. Thomas

Statement on a/c. 19 Feby. 1890.

Shipping Report.

502.

Sais.

25th April, 90.

Sir,

My last despatch went per Colmar, which sailed on the morning of the 20th inst., and I now write in anticipation of the arrival of this boat, expected to call tomorrow for a cargo of wool.

2. I have given the question of Camp Management much anxious consideration since the last mail left. It is a difficult matter to arrive at a conclusion upon, because the success or failure of his engagement depends so entirely upon the man himself. The question is, can the ideal manager be found? He must be a man of Experience in Colonial sheepfarming, with a good knowledge of sheep stock and horses, including the breeding

A. Coleman Esq.

of both.

Secretary, London.

of both, a gentleman by preference,
 or at least one capable of command-
 ing general respect; he should
 have plenty of tact in dealing with
 men, so as to insure the smooth
 working of the establishment
 in all its branches, he active in body
 and mind, and of sufficient intel-
 ligence to take in and appreciate
 at once the differences in working
 the place, caused by the peculiar
 climate and other circumstances,
 from what he has been accustomed
 to. Such a man, Mr. Director
 will say at once, will be hard to
 find. You have Mr. Nichol
 before you, whom, until the mail
 arrived, I understood to be the man
 proposed for Stanley. He has been
 I hear, in Western Australia, a
 hot country, and is 28 years of
 age. Then I hear from Mr.
 Goodhart, who has been, somewhat

unnecessarily I think, let into the
 Company's secrets, that out of a mass
 of applicants brought together by ad-
 vertisement, you have four specially
 selected men, the eldest of whom is a
 youth aged 24. Can anyone sensibly
 think that one of these would be in
 a position to teach McCull anything?
 You may say, perhaps, that I came out
 a lad of 22 myself; but the cases are
 wholly dissimilar; it was open to me
 to do better than my predecessors, but
 it would have required some ingenuity
 to do worse. Now, however, after many
 changes and vicissitudes, after experi-
 ments in system and changes of manage-
 ment too numerous to mention, the
 Company's Camp affairs are, without
 doubt, in a more thriving state than
 they ever were before, and the greatest
 care must be taken to prevent their
 going back. The sheep are free from
 scab, the stock is increasing rapidly,
 the yield of wool per head is going up.

and, last but not least, the people are contented, and, generally speaking, satisfied with the employ. Without the last, success would be difficult to attain.

My idea has been for a long time that it would be desirable to have at Darwin, as the Company's central station, a Manager holding the reins over the whole Camp. The circumstances under which the present division of management arose should be fresh in your memory; but I may remind you that, in 1881, after Mr. Clay left, I placed Darwin and South Australia under George Patterson, as Superintendent, with an Overseer at each place, leaving Lillayson in charge independently at Walker Creek; and that, when Patterson went away in 1884, upon learning that the Director would not engage a Camp Manager, I elected to run the
three

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1864

these sections especially the
 since that time I have been in the
 habit of corresponding direct with
 the three Superintendants with C.
 Smith, in charge of the house and estate,
 with George the Bookkeeper and about
 once a week with the Engineer - all from
 Green, just in all. Any important question
 arising between any of these departments
 comes to me for decision and the arrange-
 ment has worked on the whole well. I
 give the chief manager plenty of
 latitude according to respect of his
 efficiency, the engagement and dismis-
 sal of men, the expenditure of money and
 the right to do for what I think
 proper to do so. I will look about the
 settlement, if discovered, should be
 placed at Darwin. but I am more likely
 of it. the more appealing reason to me
 the minister and how the settlement
 if the amount be found for outlay, and

with this consideration influencing
me. I have been endeavouring to
evolve a plan by which the position
can be filled gradually ^{and tentatively,} instead of
entering upon the new system at once.

The Directors know something
of Mr. Call, they have seen some
of his correspondence with me, and
are aware that he is a man pos-
sessed of abilities above the average.
Coming from a respectable Scotch
family known to you, he made his
mark so soon after his arrival that
I selected him for the post of Clerk
seen at South Arm almost before his
first five years had expired. Since
he has been there I have had ab-
solutely no fault to find with him;
he is active, hard working, possessive
of the knack of managing men to
a high degree, and in the arrangement
and carrying out of the work in the
South Arm section has shown extra-
ordinary ability. The details of

The plans for fencing Superior have
 been carried out by him, and his heart
 and soul are in his work. The men
 in the North Arm section, for years
 a wild and troublesome rabble, have
 under his rule been reduced to subjection,
 a willing subjection I may add, but it
 is more than a fact that his word
 is law. Of all the men I have
 seen here he is the only one capable of
 high promotion. A few transactions at
 Dawson, in which not of men, you
 enough is his way, but not a leader
 of men, and he would come out over
 him. If Mr. Call were to take up
 his residence at Dawson he could over plus
 his section as Patterson did, with a
 new Queen at South Arm, Annations
 might slight to serve under him, but
 that would not cause me a moment's
 uneasiness, as I could get as good a man
 without any trouble. There are two
 stud flocks for breeding rams, at Dos
 Lomas under Annations and at Hawk

Hill under Mr. Call; these would
 come under the latter's management,
 and the result would be an improv-
 ement; for while Amstutz's fault
 is pinned on the Chevit as the only
 sheep fit to be looked at, Mr. Call is
 busily devising for making improv-
 ements in our stock, and is doing much
 good already. If he had the
 two sections mentioned I would leave
 Walker Creek to Finlayson as long
 as he liked to remain there; rams
 are not bred on the section, which is
 a small one, and Finlayson is a
 man of much vigour, an excellent
 disciplinarian, and manages
 Walker Creek wholly to my satis-
 faction. although in intelligence
 and ability he is behind Mr. Call.
 But my idea would be when Finlayson
 gives up to place Walker Creek, and
 thus all the sheep under the Das-
 pois manage. Finlayson has been
 12 years Overseer at Walker Creek,

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(cont. P.)

and I therefore feel that to place him under Mr. Call would be an injustice to an old and faithful servant. - You having got Mr. Call supreme in course of time over the sheep, I turn to the horses and cattle. The latter are now really inconsiderable in number, and are only kept to provide milk for our people's families, so I will leave them alone. Christopher Smith is in charge of the manadas, or troops of breeding mares, and St. George is under his rule. As a matter of fact I do not consider him the best man possible for the post, as he is in my opinion a poor judge of horses, and knows comparatively little about the management of them. But in this employ we must consider our old hands, and Smith is a servant of about 35 years standing, a very faithful one too. He may not be

staying much longer, however,
 as he has invested money in
 Salagonia, and one of his sons is
 established there already. I believe
 that Mr. Call would make a much
 better job of the horses, and I would
 prefer that, when a change takes
 place, he should assume control of
 them.

Then if my plan were
 carried out all the farming op-
 eration would gradually, and almost
 without friction after the first, come
 into Mr. Call's hands. There would
 remain Gougeon and the Store.

Fryer has had the latter for 10 years,
 and is singularly accurate and
 methodical in his accounts, so that
 I should have confidence in leaving
 him to deal direct with Stanley.

Of Noble Murray say the same; he
 and Mr. Call would I am sure work
 together amicably; at all events the
 experiment could be tried.

I trust that the Director will give these ideas the fullest consideration. I do not say that the plan is a perfect one, or free from objections; but if carried out it would have the merit of simplicity, which it would ensure our retaining of the services of Mr. Call, who is by far the most able Camp man we have ever had in the employ. Regard should be had to the possibility of his throwing up his place, which at this time and under the present circumstances, ^{during the} ~~the~~ reorganization of the Camp management, would be little short of a calamity.

3. Replying to your despatch 735-13, I observe that as you propose that the new Manager should be here four to six months before my departure, there seems little fear that he will have been sent out before the winter is over; still, as you are in communication with applicants for the place I deem it prudent to give "the date of Manager's appointment," &c.

Do not engage & manage pending
 advice from me. As to furnish-
 ing, you say a young man can
 not supply his own: I am dead
 against a young man, for the
 simple reason that a young man
 cannot have sufficient experience
 for the place, it is impossible. £7
 a month for a man and wife
 would be absurd, the arrangement
 should be £2 to a housekeeper
 whose husband would be on the
 Darwin staff of labourers, both
 man and wife being fed ^{thence} by the
 charges. I paid that myself
 for the same arrangement when I
 kept house at Darwin 15 or 20
 years ago. As to pay, that can
 be arranged if the Director ap-
 proves of my suggestions, until then
 I shall not broach the matter here.
 I do hope that the Board will re-
 member that the management of our
 farm is a big thing, and that if
 by chance you light upon an incom-
 petent man the consequences will be dis-

- actions.

4. One of the casks of salt for ~~Tobacco~~ arrived with the head blown out, and empty, a loss of 95/ and freight. Some of the other heads are started, and it seems to me to arise from insufficient spiling, as there are no spiles at the sides of the bung, as there usually are, besides the two in the bung itself. Two cases of stationery and a cask for ~~Oil~~ have been returned, but I do not know the number of the latter yet. A bale, 419. for ~~Tobacco~~ was not received, nor has the hogs said to be in one of Board's cases been found.

5. The Schooner belonging to J. Lyndley, of Harrington, has put in for repairs, and brought the crew of the Cambrian Duchess, lost at sea. A sum of been definitely instructed as to all necessary funds to ship-provision masters, and now having had

an advance of the kind go wrong,
 I have let Captain Roberts have
 sufficient money to pay for his
 protest, saguing fees, and passage
 home, &c., and a similar advance
 has been made to Captain Livingston
 of the Janet Cowan, also aban-
 doned at sea, the crew of which
 were brought in by the Hannovers.
 In the latter case passage have
 been found for a young lad named
 Cory, related to Cory Robt., and for
 his father Mr. Gries. I believe that
 we cannot lose by being civil to
 people of this sort, who come in here
 in distress.

6. According to in-
 structions I have taken a Bottoming
 Bond for the expenses of the Adolph
 Harboe at 95%, the amount being,
 with the premium, £2550.18.8,
 which I telegraphed for insured.
 A copy of the Bond is enclosed, and
 it includes the sum of £312.2.5
 due to the ship for labour on the

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repairs and sundries purchased of
the Captain, for which I have given
him a draft @ 900^{rs}. in favour of Mr.
Jingu Harbo. I enclose a copy of
the bond, of which another you find
is a registered letter to Messrs. Vornkel
and a third by the ship herself. I
also send you copy of my letter of 16th
January informing Capt. Thomas of
my instructions regarding Botany,
and the original advertisement posted on
the Gazette Board. All is in perfect
order I believe, and when you receive
the proceeds of the bond, the Director
may perhaps consider the suggestion
in your despatches 733/4 to make some
return of the premium.

7. I have over 1800 bales wool
on board the Great Britain, of which I
have 1200 will be shipped. Bales of Ladins
will be sent in a letter later on. By
Kamak I hope to send 1200 or 1200
more.

I am Sir,
your obedient servant
Wm. G. 1000.
Manager.

Enclosures.

Duplicate Despatch No 001

" Stanley Cash Books for the

" " Journal " "

" Statement on A/c. 19th April

" Remarks on A/c. 9th and 19th April

" Stanley Ledger Balances, 31 March.

" Indents Nos 98 and 100.

" Manifest of Cargo for "Dennis Braundit."

" Remarks on Homeward Cargo for "Dennis B."

" " " Freight for "Dennis", T. G. Bobb.

" " " proposed Bridge at C. H.

" " " Rails for Tramway

" Extracts from correspondence between Messrs. Coll & Anson.

" Contracting Insurances for March

" B/Lading for "Dennis Braundit"

" Specification of Blacker Felt. Wool.

Mrs. Dean's cheque for £50.

Mrs. Gill's draft for £3. 1. 0

Copy of Mr. Bobb's letter to Capt. Thomson

Bottoming Board for "Adolph Harbse"

Accounts " " "

Letter from Capt. Livingston "Janet Cowan"

1st Exchange for £10. 10. 0 on Thos. Williams & Co

1st " " " 63. 1. 0 do.

Letter of Advice from Capt. Roberts.

Acct. for late ship "Cambrian Duchess"

1st Exchange for £100. 19. 0 on Simpson Bros.

Letter of Advice from Capt. Livingston

Acct. for late ship "Janet Cowan".

Statement on A/c. 29th April 1890.