311.

Abeliana,
via Sandy Point. 11th May 91.

Sir,

I have this morning received your despatch No 383, most of the enclosures to which Abeliana are in a parcel not yet delivered.

2. Par. 2. Abeliana there is no doubt that a percentage of the latter put into a crack portion into the wood, and thus the London weight must always show a loss.

3. Par. 3. I shall make arrangements with a Cooper here, without troubling you.

4. Par. 4. I will make up an account of fencing for mail direct mail.

5. Par. 5. The Black Hawk protest is now enclosed - I will write as to her case later on.

6. Par. 9. Mr Maynard at Sandy Point alludes to anything Inward, but there is little to be done there; the Government now send the mail bags to

C. B. Adderley, Esq.
Secretary,
London.

Mr Mitchell. I find I omitted to acknowledge receipt of your despatch 378 which came by Mr Allerton on 29th February.

7. Sir J. Le Marchant has imported his order direct and salaries reduced. This will unfortunately not be in time to stop the shipment for Ceylon.

8. In my despt 310 22 I inadvertently made "Hen" for "Callaghan," which, however, the context would show you was a mistake.

9. An accident occurred in Mr Cook on board the Envy, by which the cook was disabled, and as he was engaged for a year I was obliged to continue his wages during his engagement. The Governor and Bishop have both urged me to pay him his wages and let him go, but I fear as more fully set out in the enclosed correspondence I have not felt justified in so doing. I do not think I have the right to charge the Company by compensation for an injury caused by a servant's carelessness entirely outside their business. He says he will be fit to do light work before long.

10. I have hopes to send you a completed shearing account, but the return of stragglers in the South Island section is not in yet. I saw a letter received yesterday from Mr Clay, however, stating that the total clip will be as follows:—

Already shipped	1000
Waitui Ck. stragglers	26
Tauranui Mt	7
South Island	82
	1115 bales of the present increased weights, being a great advance naturally on last year, but on my estimate for this and Rockville Clay for a detailed account of the shipments to Queenstown last year from Waitui Creek but in case that for present of recommendation the flocks get so much mixed that it is impossible to give more than the total.

11. It would be desirable to provide the steamer with powerful pumps and other necessary appliances for salvage operations.

12. I now return books subject of the Black Hawk. The Town returned on the 22nd April with four men, one having died on the island on 8th April.

& Langshaw enquiring was told, and
it turned out that the men had been
able to dress themselves with food
although their cloth had come out
out. Captain Campbell having greatly
misled me as to the quantity left, I
can hardly expect the Directors to wade
through the evidence, but those they
will read will show the steps
taken to rescue the men. Before
I knew of the loss of the Black Hawk
I had arranged that she was to carry
dipping materials to all three places
for the second dipping, while the
Cutter was to go to Great Exhibition Island
clip the Albino and erect buildings.
On [illegible] of the men that was all
upset, and sent the Cutter, which was
already at Darwin on route for
Great Island, back to Stanley for
the South Arm dipping, there to
Great Island, & return the animals
may call, while the Freemason was
told off to carry the materials to
Darwin & Walker Creek then to finish off
Hides Cabin & Heather wool and do other
work. & Now the Court may deal as

arrival of Campbell Islands have thrown everything else up, and sent the Fairy (commanded by a man who is no navigator) to Staten Island. What would the underwriters have said if I had not gone through the form of advertising in Stanley, as I did? When I finally engaged the Ibis Schooner her seaworthy, and I seem almost to blame me because the afternoon turned out not to be so. Five days elapsed between chartering and sailing, and yet not a word whispered anything about unseaworthiness. Upon still her Lords not allowed to address the Court, had I been, I intended to say that having got a vessel believed to be seaworthy the question as to the superiority of the Fairy or Perseverance should be put on one side; but if not, I should ask the Court to consider whether after all I was bound by Capt. Campbell's action after the loss of the schooner, to remind them that on the 5th April 1870 the Captain and some of the crew of the Wanderer of Auckland wrecked on Staten Island arrived here,

that on the 7th the Government were
Loans were sent to the relief of some of
the crew ~~[illegible]~~ left there, on account of
the Pound of Leads, and put it to
them whether if the Envy was better
than the Felix, H.M.S. Seaward was not
better than the Envy? And Captain
Campbell explained to me properly
that the masts of the Adelia Chace
positively refused to bring all away
Adelia Cutch without doubt have
thrown the whole mass on the Government
The crew list shall be filled up
and sent per Return.

13. 102 tons house coals
were sold last year, at which rate I
have now a supply for fully seven
years. Steam coal about 20 tons.

I am Sir
Your obedient servants
Allen & Scott.
Managers

Enclosures.

Ship's 309. 310.

Copy of receipt remitted last mail
for Vessel
Copy of Goodwill Lease
Ship's Muster Roll & Official Letter
" Log for Rendezvous
" Bay Marks
" Wool Weights
" Invoice
Copy of Notice for tenders
Hansen's Receipt re Blackthorn sale
Governor to Colb
Extension of Protest
Evidence as to loss

List of Campbell's Effects
List of Goods purchased per Cairnsmore
Letter to Colbourne re Chatham
Statement on accounts
Invoice
Cash account Whaling &c

P.S. The whole of which ship has been sold and more asked for. Therefore suggest upon shipping the supply asked for by first steamer. Yrs

312.

Chilcan
via Sandy Point. 12th May 81

Sir,

As the vessel does not leave until 9 a.m. I have time to add a few lines, and although I have already sent estimates of wool which may come forward I will repeat them, and show how they will be distributed.

J. & Co.	65 bales
Holmested & Blake.	200 .
Stirling & Bro.	230 .
Baillon Bro.	134 .
A. Bonner	155 .
H. G. Cobb	60 .
W. Hill	11 .
Speedwell & B.	35 .
	890 bales.

Of these the Mission will not carry over 500, in addition to say 400 cattle hides and 2000 hides. Company may look for a further shipment by the Flamer.

2. The cargo was not landed until hours after dark last night, and I had almost been unmanned calm all

J. Coleman, Esq.
Secretary
London.

day it would have been impossible through the want of a steam launch to get the lighters backwards and forwards. I am going up there in light enough presently, to photograph the steamer as she lies, showing how inconveniently she is situated for working with our present appliances. A launch is an absolute necessity, and as the Directors are about to sanction the canal in the shape of a steamer I hope that there will not be the provincial difficulty about the goat.

I am &c.
your obedient servant,
Edwd. E. Foote.
Manager.

Falkland Islands Co.

Stanley Hebes German London

Fig	47/29/53	25 cs	Brandy	50 gals	17.	25.00
	47/54/5	2 chs	Do.	23.	.	41.10.0
	48/29/31	10 cs	Whiskey	20.	.	10 0 0
	47/56/105	50 chs	Ale	150 dz	6	3.15.0
	57/66 77/91	30 "	Do.	120 "	6.	3. 0. 0
	67/76 77/101	20 "	Do	120.	3	1.10.0
	48/50	1 ¼	Sherry	26 gals	7.	2.12.0

value £ 300

Sailed 4th May 1 £7.7.0

Stanley

Falkland Stanley Jan

exports

Sailed 4th May 1

Stanley

Stanley.
16th May. 1881.

Sir,

As arranged at our late interview with Your Excellency, we have now the honour to place before you our views as to paragraph 10 of the Port Regulations.

2. We believe that the regulation with regard to hulks which at present exists is adverse to the interests not only of ourselves, but, in a far greater degree, of steamers and sailing vessels visiting this port. Vessels of both classes have frequently to go alongside hulks for the purpose of receiving and discharging cargoes, and the advantages of being near and opposite to the usual landing

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

landing places, instead of being placed to the eastward or westward of the prescribed limits are too obvious to require explanation. Should it be suggested that the hulks themselves might be taken alongside and secured to the wharfs, we have to remark that our principal receiving hulks are too large to be moved with safety; and that if they could be, the loss of time, especially when steamers are concerned would be an insurmountable obstacle.

3. We further say, most respectfully, that the regulation to which we refer has been tacitly admitted to be impracticable or unsuitable by one after another of Your Excellency's predecessors; for it has been infringed, year after year, as far back as the recollection of either of us goes, without anything having been said about the breach of the law which unquestionably was

committed: we, therefore, beg leave to suggest for your Excellency's consideration whether it would not be better to cancel the regulation altogether, and substitute for it one of a more workable nature, which would still leave complete control over the harbour in the hands of the Governor. This would be effected by substituting for paragraphs 10 + 11 of the regulations now in force the following:-

"10. Hulks intended to be laid down permanently shall be moored in such berths only as shall be assigned to them by the Governor / Harbour Master.

"11. Any hulks intended to be removed temporarily from their berths for the purpose of receiving or discharging cargo must be moved under the direction of the Harbour Master."

We have the honour to be, Sir,
Your Excellency's most obedient servants,

Alex. E. Cobb.
Manager,
Falkland Islands Co.

F. W. Bennett Lens.

Falkland Islands Co[mp]y.

Sale Hilaire & Irish Cheesman London

(E)	4819/1001	40 Hhds Ale	= 2160 gals	3	27.0.0
	4819/20	12 Hhds "	= 216	3	2.14.0
	4795/44	50 cs Whisky	= 100	11/-	30.0.0
	4795/44	25 " "	= 50	11/-	25.0.0
	4595/6	12 Hhds "	= 120	11/-	60.0.0
				£	164.14.0
					25.0.0

25 cs Whisky
Value
£ 433.

189.14.0

Inv[oi]ce May 1

J. R. Cobb Stanley Camp
Superior

Inv[oi]ce May 1

Imperial German Consulate
Port Stanley, 15th June,
1881.

Sir

I have the honour to acknowledge receipt of your Honour's letter of 20th March in reference to the destruction by fire of the barque "F. Staendel" of Bremen, and the enquiry into the circumstances of the case.

I regret to find that I have misapprehended S 15 of the Law of 27th July 1877, which I misunderstood to mean that the Consul was obliged in case of a casualty to take the necessary steps to hold an enquiry, [illegible] in the absence

Her Majesty's
Vice Consul
Port Stanley

remaining to

according to paragraph 2 of the circular accompanying the law. It would appear that there is a probability of my having to bear the amount of the fees paid to the assessors but I would venture to suggest for your Highness's consideration that in the case in question where a heavy loss to Underwriters had resulted from the spontaneous combustion of the cargo of coal, as to the causes of which a difference of opinion is understood to exist even among experts, it was desirable that I should have the assistance of two Shipmasters, while the presence of the Receiver of Wrecks of the Colony in his official capacity was of material value to me:

I trust therefore that at least the fees paid to these will be allowed.

With regard to the fee for the interrogation of witnesses, the number of which was 18 I conclude that I am to enter in my account for this to the Government.

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

Lieut. Colonel.
Imp. Garrison Engineer.

313

Ramsey.

17th June 1.

Sir

My last despatches sent per Thetis via Canary Point, since when I have received original of yours no: 08 per Hilarion, which arrived 25th ult.

2. The last number per Hilarion is 4727, the first per Thetis 4729, what is the one between? Upon do not say if freight is to be collected on the Governor and Colonels cases by last mail.

3. By the Dennis Bernadt about to sail, I am sending the Black Hawk Chronometer in charge of Captain Thomas, who has kindly undertaken to keep it going. The Peak of Derbyshire for use on board the Ramsey, her medicine chest - I shall return by the Hilarion for the new steamer, for which the first named Chronometer will come in

J. Coleman Esq.
Secretary
London

4. It would be a great convenience in coaling steamers if we had short coal sacks holding 2 cwt. each, which could be filled in readiness. What would it cost to supply sacks for 150 or 200 tons, and how long, with careful usage, would they last?

5. With reference to the Station inspired on board the Fairy, I have to report that Captain Cumyn has paid him a sum on his own account, more than vouched in the first instance.

6. I have made further enquiries of the Shipowners as to their losses; Mr. McClymont says that he estimates his at 1 in 8 or 12½%. and Mr. Bowman last year lost 140 out of 11000, or nearly 13 per cent.

7. Notwithstanding Mr. Hancock's condemnation Little dips in Leven proving to be a great success; Mr. Bowman told me last week that

it has much improved his sheep already, being a complete cure for scab, and from Lafonia I hear nothing but good accounts, some very scabby sheep dipped not long since almost bare with scab having been handled a few days ago, and in Mr. Clay's words "Every one of them was perfectly cured, and a strong growth of wool." The cost of using Little's dip at double strength is not ⅓rd of that of tobacco and sulphur, and it seems likely just now to supersede all others, a great quantity will be sold next year, and I recommend the order to be increased to 5000 or 6000 gallons.

7. In my 305 — 10. I complained that the accounts of produce sold in 1880 had been kept back so that the profit and loss statement was based on the produce of 1879 and the expenses of 1880. How unjust to the Island administration this is is now shown by the figures, by which I see that the produce of 1880 realized £25931, or £5314 more than that

of the previous year. so that the profit was actually greater by just that amount. When the balancing of the books was altered to December. we had only one cargo against 18 months' Expenses. and of course showed a loss; to put it straight once and for all it will be necessary to have two years product in one.

6. The demand for all kinds of building wood is again springing up. and it has been suggested that a vessel with an assorted cargo direct from Norway would provide a very cheap supply. Ready framed houses can be got in that country on very reasonable terms, and it would be worth while asking what a vessel of 200 or 250 tons could be chartered for.

9. By this steamer I ship wool from Darwin & Walker Creek. Lively and Bleaker Islands. and a portion of Albert. Nothing ship: there is a bale of Captain Parkin's to be handed over to Albert. Canborough & C. The Peter.

vessels should be here from Southern with 50 bales more before the season sails; but as she and the Fairy have both made long trips lately it may come in too late.

10. The Governor has ordinances before the Council extending certain amendments of the Merchant Shipping Act and the Employers' liability bill to the Colony, and providing a close time for sealing round the Islands. This is a piece of fussy legislation in my opinion; sealing was never a real benefit to the Colony, as it only produced a drunken lazy floating population, making large sums by fits and starts, which were then spent in the public houses, the vessels when round the coast preying on sheep and cattle; drunkenness has unquestionably decreased since the sealing days, but further, nothing but armed force can prevent the Americans from poaching.

that act would fitly be called "An Ordinance for the management of drunkenness and riotous living, and for the better promotion of international disputes."

11. The leases of 17 and 18 sections Expired 17th April, and within a month, i.e. on the 17th May I applied under the leave to purchase all the land I could. Captain Castle having 6000 acres of 17, and the leases stating that the quantity of land that could be sold on each section was limited to 1000 acres, i.e. 100 in 1000, I concluded that I should have likely to buy on the 14000 remaining 1400 acres; however the Governor in the enclosed letter refers the matter to the Secretary of State and I am not sure that he will not raise a quibble about the date of my application, which, however, was surely made within the month? A copy of the clause in the leases is enclosed.

12. As I shall probably ~~save~~ time, particularly when the Camp is bad, by making my trips to Darwin in our steamer, I shall be glad if in planning the cabin accommodation the Directors will have one room at least that Dean may, without turning out the Captain or any of the officers. As to the working Expenses, I am informed that one Engineer will be enough for a vessel of her size.

13. It is said that the Messrs Kidman have an idea of sending out a hack and coasting steamer, to pick up and store wool from independent shippers. I have explained to Captain Seemann that this is based on the purest nonsense, derived from someone who knows but little about the islands. Tell him there is no firm, independent or not, who, all other things being equal, would not give the preference of carrying produce either to the Company or Dean; further, that they are now getting produce through the Company's good will, that he, as agent, is powerless to influence the shipment of

a single bale of that good will be withdrawn that no obstacle is placed in the way of sending wool for the steamer nor is likely to be, but that of the steamer and both come to with a sign that they are running in competition with us and thus in all probability one co operation which is their main stay at present will be turned into opposition.

11 I have to report with great satisfaction that with the exception of the 3 cases mentioned in a last despatch there was not a single case of scab in all the flocks belonging to the Darling section, or in any sheep shipped at the winter dipping. The Western Creek among about 25000 sheep there were 62 cases of scab of which however 47 came from one flock which the condition of that section is therefore very satisfactory. In the South Arm section scab was very prevalent in three flocks which were dipped experimentally in lime and sulphur at the summer dip;

the other plants were better, and as already stated. Little dish has effected a great reformation.

15. I went to Darwin on the 26th of last month, and remained about a fortnight, during the greater part of which time I was snowed up, mates having set in pretty sharply. However, while there I completed some new arrangements which I trust will meet with the Directors approval. Mr. Clay informed me that he had received an advantageous offer of partnership in his late brothers firm, and wished to go home this mail to see about it; and, knowing the Directors views about him, I put no hesitation in promising to cancel his agreement as soon as I could make satisfactory arrangements for carrying on the establishment. I have already expressed my opinion that there should be a head at Darwin holding the reins Equally over all; but I have

decided for the present to modify this to the extent of keeping the Walker Creek section separate, retaining the other two under one head, for the following reasons. An examination of the lately completed returns shows that Finlayson at Walker Creek has done uncommonly well, so well as to make it unfair to place him under one who has hitherto been an equal. Again, Walker Creek is a new section; in the other two cases are being bent and will have to be interchanged, and there is more probability of collisions arising on the boundaries, which makes it desirable that they should be guided by one head. A fence from Bodie Creek to Adventure Sound would shut off the Walker Creek sheep completely, seven miles would do it, and it is the first fence that should be put up in Lapania. The loss on the North Arm section having been heavy, I have taken the opportunity offered now of saying to Spedding that I must dispense with his services, copy of letter to him is enclosed. Patterson.

whose management of the Adelaide section is worthy of all praise, undertakes the superintendence of Darwin and South Arm sections, but will devote the greater part of his time at first to putting the latter in order. Armstrong, sub-overseer, will come to Darwin, and a shepherd will be promoted to assist him, and a second sub-overseer will be appointed for South Arm. Thus the following saving will be effected.—

	Present Establishment		
	C. P. Clay	400	
W.H.	G. Fallercon	120	
	W. Armstrong	84	
W.Ch.	M. Finlayson	100	
S. A.	A. Glendinning	120	
	J. Ras	84	
			908
	New arrangement		
	G. Fallerson	200	
W.H.	W. Armstrong	100	
	W. Halliday	84	
W.Ch.	M. Finlayson	120	
S.A.	J. Ras	84	
	Another	84	
			672
	Saving £		236

I hope this will work: with a wire to Darwin I should have no doubt of it: Mr. Clay will go by the August mail, by which

time all the changes will have been
made; and Glendinning will probably
take a passage in the Hilarion. having
delayed Mr. Clay's departure until after
Glendinning has left Santa Anna Shaw
promised to advise you of his leaving
by telegraph. which he wishes commu-
nicated to Mr. Sawyer, and the message
will be "Clay leaves August inform
Sawyer". The Director will be glad
to have the earliest possible intima-
tion of the change.

16. Since writing the
foregoing I have received a letter
from Mr. Clay dated 15th inst. in
which he says:- "Since writing
you on the 11th I have seen old
Mr. Kenzie, and he quite confirms
Glendinning's report of both Port
Arms and Vancouver Harbours in
favour of Little's disp. I have samples
of wool from both flocks, which
looks very well indeed." I hope
reports will continue to be as satisfactory
until next shearing time.

17. In arranging to pay 25% on goods out in lieu of freight, interest, commission &c, Mr. Baillon has apparently been astute enough to make a very good bargain for himself, knowing, as he doubtless did, that his purchases were comparatively cheap and bulky, and so were of a kind that would cost in freight considerably more than you have actually charged him. In reclaims in your memo on stores per Britannia you say Arnold had charged £161. 15/. for the wool shed which was said to measure 20 tons and upwards. 25 tons at 50/. 10% would come to £65. 12. 6, while 25% on cost is only £40. 0. 9, a loss of £25. 3. 9. There is also a loss of interest on the stores, while cash would bear interest from date of payment. Again, there were bales shipped by the Britannia at 50/. 10%. Each bale measures 4 ft. × 3" × 1", i.e. Exactly one foot sup. 480 of which go

to the ton. 1000 battens therefore measure 2½ tons. or @ 80/. + 5%
= £5. 9. 6 freight. Oak battens cost 110/. per 1000, 25% on which is £1. 7. 6.
I cannot see by the accounts whether these were taken at the same rate, but if so the Company are £4. 2/. cash out of pocket.

18. There was a error in my remarks on Milanion's cargo about the invoice of masthoops, &c, which had been unaccountably overlooked. As regards the oak logs the case is even worse than reported: before taking steps to land them I directed Biggs to make a searching examination of all of them and he reports two or one of the five more or less defective, and absolutely valueless for the purpose for which they were ordered, i.e. as rudder pieces. I have therefore no alternative but to return them by the ship. Would it not be better to employ a trustworthy man from a dockyard

to select things of this sort.'

19. As regards calling at Dartmouth for the convenience of passengers, it is not a point worth urging upon the Roman Company, as I believe very few but shepherds and others who cannot help themselves will go through in their steamers: first class passengers, certainly, will as a rule only use them between here and Montevideo.

20. I should like to know what effect the kelp is likely to have on the screw of a steamer: I can say from experience that a steam launch's screw gets entangled at once. Has any arrangement for cutting it been brought out? This will be a serious question in steaming at night. I hope the engines will be capable, if necessary, of working up to great power, for an auxiliary screw would be of little service here in the summer.

21. I have sent to Lubbock for a lot of new books for the Darwin library, which please get out as baggage, if possible, at Lisbon. Perhaps the Directors would like to subscribe to this collection of books, which is a good deal appreciated in the

Camp. As I think I mentioned before, there is very little room on the shelves, and Blue books, Directories, Lloyds' Registers, and goody-goody literature from the Graveyard Mission only occupy space, and find no readers. One can regret the shepherds' perverted tastes, but the fact remains.

22 Some weeks ago I sold the Black Hawk and a few things brought by the Foam, which go a very short way towards the expenses of bringing them in. Account sale is enclosed.

23. As the demand for wood is, as already reported, again springing up, and stocks are small, I have decided upon sending the Fairy to Montevideo at once for a load of the kind most wanted: at the same time I have an opportunity of sending back the labourers at little expense instead of paying £6 per head to the steamers for them. I have not failed to point out to Capt. Seamans that if the 3d. class fares were within reason I might not send at all.

24. Send by Capt Hutching, a parcel containing some samples of wool dipped in Little both from the North Camp and Lafonia.

25. Enclosed is extract from a letter from Mr Clay on the feeling in the South Arm section, which I hope is not true: but if it is Patterson is the only man in the Establishment capable of inducing a better one, as he possesses a good deal of tact in dealing with Shepherds, who are a class that must be led not driven.

26. The Friendship of Liverpool has brought in the crew of the Standard Beare of Swansea, which was abandoned in a sinking condition in 27° S. I have advanced the Captain of the latter a small sum to pay off his crew.

27. 27th June Th.

Ramsey not having yet arrived the Fairy now carries the mail, and a large number of passengers including the crew of the Standard Bearer, a very fortunate occurrence as she will now be free of port dues in Monte Video.

28. The Perseverance left 15 days ago for North Arm, and I have not heard of her arrival yet. She was to bring us the last of the wool. Her delay of which prevents my making up the total clip, but I may mention that the outside Camp shows an average clip of more than 6 lbs, a result never before attained, within my recollection.

29. I have to draw packet largely this mail in payment of wages in Monte Video and other outgoings usual at this time.

I am Sir,
your obedient servant
Fitzroy Poole
Manager

Enclosures

Dupt Nos 311, 312.
" Indent & Sales' Log
Cheque on Central Bank £10
Black Davis's Lease
" Protest
Particulars of Fencing
Completes hearing acct
2 Statements accts
Stanley Jst, Abbott & Dawkins Apl & Kellaway
London Office Cash a/c balance
Acct of Sheep Losses
Camp Wages Account
Cable to & Lending ring
Memo on Thelen & Hilarion's Stores
" " Indent
Indent
Sheep boiled down 1891.
Correspondence re Land
Cable to Coleman
Black Davis auction acct
B/L Britannia 19 Hides &
" Hilarion 201 "
" " 1,679 "
Population of Islands
Cable to Manager Fidge Co
Extract from Clay's letter 22 June
Shipping Report

314.

Ramsey.

29th June 1.

Sir,

I wrote you by the Fairy, which sailed two days ago, and yesterday received by this steamer your no. 504 of 10th May. She had been given up, but it appears that she was only detained by bad weather on the coast, and long dark nights in the Straits. By the greatest good luck I got the Fairy away in time with the mail, as it will clear her of port dues in Montevideo; she only just escaped, being becalmed the night she left, and the Ramsey actually met her only half way across Berkeley Sound. Another piece of good fortune is that the missing Penguin arrived last night with 53 bales wool: Enabling me to get off the last of the Company's clip, and to send complete returns from all the stations.

F. Coleman Esq.
Secretary.
London.

2. By the enclosures you will see that all my anticipations of the dip have been more than fulfilled. The total weight from all stations is 593488 lb., or just over 6 lb. per sheep. My estimate of 1st March was 575434 lb. or 18054 lb. under the mark. The increase over last year's weight is 61142 lb, or more than 30 tons. The greatest increase we have yet had, notwithstanding that 16000 sheep were boiled down last year, which if living would have produced 96000 lb. more. These figures speak for themselves.

3. 5814 – 3. I have been asked by the Owners for two or three more shepherds, but have refrained hitherto from saying anything about it, as we can get through the winter very well. However, looking at the increased number of sheep to be shorn next season, you could not do wrong in sending three in addition to A. Fraser, to be out by November.

4. Part. Carpenting is not required for sheep dips, and I conclude that the best way will be

to send it to all our sides, and let it realize what it will.

5. Par. 6. Perhaps the despatch now under reply is the most satisfactory one I ever received. It is very gratifying to find that improvements on this side are appreciated and acknowledged, and the Directors may rest satisfied that there shall be no relaxation in the economy that it is so necessary to exercise both in good and bad times. As to the future, though the Proprietors may be satisfied, I shall not be, until I am able to report a substantial improvement in the Saxonia sheep, and this appears, with the assistance of little dirt, — Mr Harvey notwithstanding — likely to be shown before long.

6. Par. 14. Yesterday had a long conversation with the Governor on the land question. He told me that we held different views, and, although I did not clearly take in all his opinions the gist of them appeared to be that he was opposed to alienating the fee simple, on the ground that when once parted

with the land however valuable it might become would yield no more to the Government, and that he would like to see a larger number of small proprietors. Stated how small farming men had paid and this he attributed to the fact that most of the small farmers had worked on borrowed money, and spoke of the practice of usury. to this I demurred as contrary to fact, and when he spoke of the West Falklanders having all started without money I again said his information was incorrect, and instanced Watson Bailey Shirley and McClymont all of whom put a good deal of capital into their farms in the first instance which I might have added Mr Davidson he said the whole question of the removal of leases was under the consideration of the Secretary of State. but for his part he would recommend that the land should be held under yearly tenancies which would please the Government & working people &

would entirely prevent any improvements being made, and instanced Mount Pleasant; when I said Captain Locke and the Company proposed to erect an expensive fence, but could not do so until the terms of the land was more secured. Mr the Governor said he saw no grievance, if the two lessees wanted a fence why did they not put it up at the beginning instead of the end of their lease? Because, I said, all the spare means had been spent upon work, and could not afford paying at the outset, for 20 years the Company had made no return to their shareholders, and other people had sunk all their capital in stock and all other more immediate requirements: He complained of people taking up and holding land untouched: but in this place it must be done. If proprietors fully stock up at once where is the market for their increase produce, where there is no market, Except that derniers ressort, the melting pot?

The Governor said that a
revenue must be obtained, and
that it will have to come out of the
land - either by increased rent or
a tax. I told him that I did not
think I was going too far in saying
that rather than tax land heavy
could submit to some advance on the
present rents: but taxes all, I said,
he should not take away land once
alienated, which would be in the last
degree hard and unfair. He said he
would be glad to consider all that
I had to say at any time, and that
whatever view he might take of
public matters he would be sorry
if any ill feeling were raised. I
took the opportunity of remarking
on Governor Callaghan's feeling towards
his party, and said I should suppose
telling it drove, but that if it had
at all influenced him, I should be
glad he would allow to give him my
version from beginning to end of
the dispute. He said that he had

been a good deal of temper shown, and he was determined to judge for himself on all matters, which is very satisfactory, and I am glad to add that personally he is and has always been very friendly. Though in his public capacity he will be a hard nut to crack. I told him I had purposely avoided having any discussion with him on land, until he had seen a little for himself, which I think was the best plan. Captain Parke is going to attack him as soon as the mail has gone, and write to his brother to see Lord Kimberley. As regards Mount Pleasant I have to express my regret that I was a day late in my application: I believed that the 17th May was within a month of the 17th April. I hope the Secy. of State will not take advantage of such a technicality. At the same time, if any one else gets the land, 1000 acres owned by the Co. would not even be an annoyance in the middle of 10000 or 15000, and to be taken it would be of no possible use. To make land worthless to others you must hold a much larger proportion.

7. As regards the rent, the
present rate £10 per 6000 cans.
6000 cans at 4/ would cost £1200.
interest on which would at 5% only
come to £60. If the Government will
guarantee fidelity of tenure, would it
not be better for us than buying cans
if this rent were raised from £10 to
£30

8. Par. 15. I am writing
my answers, but will answer your
enquiries about frozen meat as far
as I can. Best port of shipment -
Darwin Harbour. shed room at Goose
Green 80ft x 36. also skin shed
150ft x 54, with packing for 14000
skins, time of cooling carcase en-
tirely depends on the weather, average
weight of a good wether dressed, 75lb.
or more. I always have my meat
hung 10 days before taking and it
will keep long than that. Would
the C. kill sheep before the arrival
of a steamer? Suppose she broke
her shaft and we had 5000 dead
sheep waiting! At Goose Green the

butchers kill on contract 40 & 50 sheep daily, but this is very rough work, and I should not expect a man to get through more than 30 if properly dressed, and then he would work well. As regards number of men, if I had sufficient water and pens well enough I suppose I could get 10 or 20. Best season for shipping I should say any time from February to May, no doubt this or that season could be made; but how many sheep would be a load? I see no occasion for any interval of time between them: after shearing we want to get away our oldest sheep as fast as we can to make room for lambs. I should think other farmers could supply sheep, but cannot say how many or at what price. I should think sheep sized would be on the whole smaller than ours. Legs could be provided when boiling down is going on. Cattle might be provided until the stock is exhausted, a consummation devoutly to be wished in the interests of sheep farming.

9. Par. 6. I gave up the Black Hawk's certificate of survey to Mr. Collins, whose original letter acknowledging receipt of it I enclose.

10. Par. 17. Malcolm Belmore may come, as Ellis for him as found enclosed. His boys will soon make themselves useful.

11. Par. 19. I shall be interested to see the specification for the steamer; will she steam out? I hope she will be here for next wool season. I have, much against my will, had to pay other schooners a good deal lately, though the Company's own craft I have managed to escape through without chartering.

12. Par. 20. I wish he may encounter to pay Buckley so much money; when receiving such sums for strangers you should charge a good commission.

13. I omitted in my last letter to say that the Governor favoured me with a copy of the census so far as completed.

14. Yesterday I heard from

Mr. Bonnes that his sheep continue to look well on Little's disp., and that he wants at least 500 gal. before December.

15. I have managed to get this written in time to post, but must send the Bills of lading separately: the Ramses is now alongside the Egeria.

I am, Sir,
your obedient servant
Wm. E. Goodman.
Manager.

Enclosures.

Invt. 311/7
Disp. 313
" Statement of a/c.
" Indent
" Census return
" Cash Bk & Jnl Appl. to May
" Bal. of London a/c. Called a/c.
" Losses of sheep a/c.
" Shearing a/c.
" Sheep boiled down
" Fencing ended
" Notes on Indent
Wool per Ramses
Average weight of wool, a/c of
1 Bale Britannia
2 " Milanion
Bags & Canvas
Dupl. Inv. 294
Wool weights, analysis of Statement a/c.

Letter from Collins about Bills of exchange.

315.

Menes
via Sandy Point. 12th July 1.

Sir,

My last despatch went per Tamar on the 30th ult. I ought to have advised you in it that I received by the steamer 50 bags potatoes from Messrs Pfaff & Stengelenberg of Valparaiso.

2. In the report on wool per Menes there are 3 Bales Broken from South Arm which the Brokers have added the query "called washed in spec?" These are the bales alluded to in 49th as having been capsized out of a boat the contents had been carefully washed in fresh water and dried, and, I should have thought, would have been worth more than 7d per lb. Could Messrs Edmonds had given our numbers in their report as they did last year, as it would have enabled me to refer to the separate flock

F. Colman Esq.
Secretary
London.

and see where improvement is necessary.

3. I was in error in a late despatch when I wrote that I had got all the Company's work done without chartering; I forgot that I had to take up the Steady for a trip to North Arm last March.

4. In some account sales of cheese lately I notice that 5% primage has been charged; Captain Seaman informs me that the freight is 90/ nett, and so it appears from the published tariff.

5. No general statement of produce home in 1880 has been sent out; and I am without details of the realizations of the year and claim for Drawback, which belong to separate accounts.

6. When a ship is chartered on the round the freight instead of being equally divided should be apportioned pro rata; the homeward cargo is always much

more valuable than the outward one, and rubbish like the coal dust shipped by the Hilarion should bear no freight at all.

7. The demand for draught ale being small again, no more should be shipped until further notice.

8. I should be glad if you could let me have, to place on record in the office, copies of the Company's annual reports from the first one to that of 1867 inclusive.

9. In the order that went per Ramee it should have been stated that Lotti Diaries No 31 interleaved were required, and that the bottles are required with glass stoppers.

10. The last number of the Hilarion's cargo, about which I enquired, was not on the manifest; but is now by the cargo book seen to have been a case of samples for the Governor.

11. Please forward by first mail a 9 ft. travelling tent, as per Edgington's invoice per Black Hawk 11 Sept. 1872.

12. The Governor is going to let me have a copy of the rent roll, which I find Mr Kenny already has, so that I can see the acreage leased and how each section is held. The leased land may be divided into four classes, as follows: –

1. Under the Amalgamation Act.
2. Under the Land Ordinance 1871
3. Under the same, but being renewals of old leases the Govt do not recognize them until the Act legalizing renewals is passed.
4. Formerly under proclamation of 1847 and 1861 but leases expired and no renewals promised.

Holders of the first three classes are seven, and those in No 4 are few in number, consisting of the following:- Nos 24 & 25. Mount Pleasant, & No 44 (Company) 9 & 10 (J. Fellon) and Nos Island (Dean.) It does not seem unreasonable to each that three

may be placed on the same footing as the rest. for the renewals of them were omitted to be provided for by the interest oversight in the Land Ordinance of 1871, section 20 of which shows that the Colonial Office, from which the ordinance came, recognized the prior right of lessees to renewals of their leases upon their expiration; furthermore the land in class 4 bears such a small proportion to the rest that no special legislation or action with regard to it can be of any benefit to the Government or the public, pecuniary or otherwise. As regards rent, it is impossible to avoid admitting that, if doubled, there would be no hardship felt by those who have stocked their land, provided that fixity of tenure could at the same time be secured. A section of 6000 acres would carry

1500 sheep at a rental of £20 or 3/5 per head, whereas if the land were bought at 4/ an acre the rental at 5% on cost would be three times as much. I am informed that a rental of £20 would provide for all the Colonial expenditure with a handsome surplus, and what more can the Government want?

13. The Nemesis arrived early this morning; but the mail consists entirely of newspapers; it is to be hoped that the missing bag containing the letters may be found and sent down in the Fairy.

14. I forwarded the Director's thanks to Mr Clay who requests me to say that he is much obliged.

15. By an oversight two Bills of lading for 501 hides were sent by the Nemesis, instead of one, and another for 1056 was omitted: this is now enclosed.

16. The Cambals from

Blanchy for Valparaiso in here leaky, consigned to Dean; she is a shaky old vessel, and I doubt if she will ever get out. The Queen of London 305 tons was off the port yesterday with main and mizzen masts gone; she must have drifted a long way to the south East, and unless the Ellenor picks her up has a poor chance of getting in. A barque is now heaving up, but I may not be able to send particulars of her. The Ellenor is now alongside the Egeria discharging.

17. The Atlanian left Port Williams for Darwin on the 6th, but I have not heard of her arrival there yet.

I am Sir,
your obedient servant,

Alex. E. Poole.
Manager.

Enclosures

Ship's Ps 313, 314
Dup. Cobb to Coleman
" Statement of accts
3/2 for 1856 Hides
Statement of accounts

See Page 737

Stanley Mess Steward London

Mess Steward Bear

1 Pic Falkland — 40 Whis Ale 2160 gals — 27.00

Stolb
2 — 1 ct Whiskey — 1.00
3 — 1 Champagne — .40
1 — 1 keg Whiskey — 10 gals 5.00
6.40
5%
6.72
5.17 10

32.17.10

13th July 1

Stanley

Mess Steward Bear

Stolb

Superior

Mess Steward Bear

13th July

Stanley.

316

Messrs.

15th July 1.

Sir.

The Mercy has returned this morning with the Queen in tow, having gone in search of her yesterday and found her about 90 miles to the North East. The main and mizen mast are entirely gone, decks and boats stove, and other damage. The Captain has decided to communicate with his owners before repairing, as having been boarded the other day by the Orissa will do his business at present with Dean; but as little of consequence will be done until orders arrive you might get the business if you can get a recommendation or introduction to the owners Messrs. G. Marshall & Sons, just as Dean got the Dennis Brandt out of our hands in 1879. Despatch any moments to

The Secretary,
Lloyds,
London.

2. Captain Seamen called, gave us the outlines of a proposal favouring us which he will put on paper. The Nosmar line will reduce their freight on wool to 4d and their limits alone to 42/6 nett, or if hard pressed 40/. + 2½% on following conditions :- Wool to be shipped by 3 convenient steamers, a minimum of 500 and maximum of 700 bales to be taken each steamer, minimum guaranteed, and if not shipped freight to be paid notwithstanding. See no chance of getting the quantity for steamer but by Vakkarah Mada & Sterben it could be done; not knowing when steamer will be out, cannot be sure of getting wool here in time. The following well pressed bales would be available, estimate rough of course

Company	1200
Lindy	55
Speedwell	20
Bleaben	15
Steinberg	250 (probably)
Rohwedder	
(if no press in time)	220
	1760

hear that the Mines is off, but will
give as many details as possible.
A new mast I think will have to come
out, though the Algeria's fore and
mizen would do for temporary
repair; there is no wire rigging
of the necessary size, of boats I
have two excellent ones bought cheap
from the David Lows, long boat and
a very large pinnace, the two cost
£23.10/. but are worth £30 each to
a vessel needing them. There are
also several very good second hand
boats about. There is also a
very fair supply of Manilla
rope of large and small sizes.
Plenty of bolt rope. For iron
work there is no blacksmith here
who can approach Miller, who has
worked for years in ship yards in
Dundee. I do not know that I
can give any further particulars
that will be of any use to you.

Of course in this hurried way I cannot give any definite information but you have the outline of the proposal, and can communicate with Hardie, giving arrangements necessary. I will write Mr Waldron and try to get 200 bales out of him. If I knew the steamer would be out I thought of offering 6 bales wool that weighed so many lbs. per cubic foot from the outports to London at 1 penny, the number of pounds will have to be calculated. A bale weighing 5 cwt and measuring 30 ft. would at 1 penny yield 56/10 per ton freight, which would be a good margin; but few pieces as wool as that. I hope to have ready in the woolsheds fully 300 bales by the end of Dec 600 more in Jany and 300 in Feby. though this must depend upon the weather, and the number of hands available.

3. A case from Antony containing papers and sundries has been opened, contents as per enclosed list. No Bill of lading or advice of this was received. I have read the steamer specification carefully: It is not stated who builds her - and nothing is said about her decks. I hope they will be better than the Black Hawks were - full of knots - how many hatches is not stated - with the number of bulkheads will there not be a difficulty in getting length enough to carry wood and other long goods? How long is she to take to build? If the claims out at economical speed I conclude she will coal at St. Vincent and perhaps Montevideo. Had I not better arrange to have a coal shed at Port Howard or somewhere on the West? I hope the spec of mine knob can be excused if necessary. I

the Queen will pay from £1000 to £2000 to the Queen. but this requires confirmation. No doubt our vessel will drop in for a good thing or two every year.

4. With reference to my remarks on refrigerating scheme. I have considered that if the steamer carries 12000, at least 1000 per day would have to be killed. for this large quantity I fear we have not appliances at present. and it would be most difficult to get. I may say impossible — 30 butchers: they could however be engaged in Montevideo and carried down and up.

5. I am informed that Captain Dixon wants to come out again — on no account send him in the steamer. Not only is he utterly useless as a coacher. but I have good reason for saying that his engagement would be, personally, most objectionable to me. I am Sir, your obedient servant

Charles Pole.
Chairman.

Enclosure.
List of contents of case # 5014.

317.
Hindemarsh.

30th July. 1.

Sir,

I write by this vessel, as, if she makes a quick passage, she may anticipate the Sakharah's mail by a few days.

2. Mr. Dean has shown me a sale catalogue of the fur seal skins sent per Harro which obtain average price of 62/7 shows a fine profit on what I gave for them, 25/. As Campbell was a hypo at sealing, and had a small crew it may be supposed that if the Black Hawk had been commanded by an experienced sealer she would have brought in two or three times the number, and as there are plenty of seals yet about Cape Horn and Tierra del Fuego, would the Directors be inclined to engage an experienced American master for the Fairy, when she comes out, and let her go into the trade? A week-or-nothing sort of man is wanted.

T. Coleman, Esq.
Secretary,
London.

and the schooner would require a new suit of sails from Napleonne. her present ones having been repaired a good many times.

3. Several of our clients have said that they think the charge of 3% made for payments in London, in addition to interest is high: a post office order for £10 can be sent for 4/. and I think myself that 2½% would be fairer.

4. Mr. Baillon says he asked me last year to insure his wool from Stanley only; I can find no letter or note on the subject but I see that I made a special request for coasting insurance on account of Bonner, omitting it in Mr. Baillon's case: can any reduction on the 3% charged be made?

5. I have several suggestions to make as to the steamer. At least one boat should be canal built and strongly timbered with a good floor, specially suitable for carrying bales of wool, and every boat

should have an iron keel band and hardwood chafing battens for beach work at places where there are no jetties. As to the lighting of the cabins I see nothing specified, although the forecastle is to have side scuttles. I have never seen a glass deck light in a schooner that has not leaked some or later, no matter how carefully it has been set in white lead, and it is very important that the cabins should have scuttles also, instead of deck lights. There are six in the Store that came out some years ago for the Black Hawk, but were not suitable, and those which are adapted for an iron vessel I now send home: if they cannot be used you might exchange them with Ridesdale for some other fittings or lamps, for they may lie here 20 years without being used or sold. As the vessel has not a double bottom for water ballast, it is important that she should be supplied with sufficient knee timber to enable her to move about.

instead of using stone, which is both bulky and dirty. Seeing that she is to have a trial trip of 200 miles, I have wondered whether that is to be a South Wales port, where she is to fill up with cheap coal for the voyage out, or whether she is to bring cargo. I hope to hear all particulars about her, and should be glad to receive a drawing or photograph of her if such a thing is to be had.

6. To reduce the expense of conveyance at your end could not the greater part of our goods be sent in sharpers casks as supplied for the salt provisions, groceries, and even clothing and dry goods? The second hand tallow casks, although apparently cheap at 8/, are many of our readers, the staves being rotten and worm eaten.

7. I have received a formal proposal from Capt. Seymour for the carriage of wool per this steamer mentioned in 316 - 2, enc. 4 3/6

suit, but I am hampered by the condition that it be kept secret, and only to extend to the Company. The owners cannot provide the minimum number of 1500 bales, in fact, calculating from this year's ship I must not look for more than 620,000 lb. of wool, contained in 1166 bales of 4¾ cwt. each. If, however, I am allowed to extend the reduction to those who usually ship by the Company's vessel, I can make up the quantity, or if I had the means of dumping or pressing the loose bales from the West I could undertake to carry wool through at P, and make a good thing of it, or again, if farmers would simply bag up their wool and let it be carried to Darwin to be pressed, I believe I could still make a profit at the penny rate. For instance a Darwin bale measures 5 ft. × 2.6 × 2.4 or 29 ft. 2, which at 4 2/6 would cost 3/. and weighing 532 lb.

would bring us at P & O. £ 2. 6. 7
a margin of 15/7 between passing
and coast freight. This would be
rather a near thing, but the stronger
press at Darwin may not only make
lighter but heavier bales. Whatever
you may arrange with Mr. Standen
you may safely guarantee half the
Company's own ship for the Sabbarah
in February and the remainder for the
Harden in April. Until the proposal
turned up I was in hopes of sending
you the first instalment by the
Ramree in December, and the
remainder by the Sabbarah, but this
would be too close to be guaranteed
with safety. I hope to have some
cargo by every steamer for some time,
for a number of sheepskins should
be dry enough to ship by the Dundrah
in October. I suppose that financially
this very convenient receiving such
regular remittances in the shape of
produce. I shall send copies of

letter between Capt. Seaman and myself by the mail.

P.S. The Alarion lost a fortnight getting to Darwin; had she loaded here I might have despatched her before this, but I could not bring the latter in for the paltry sum of £30, which was all that the charter party allowed. I am hourly expecting her return, and she has room to take in 300 bales of wool if she can. I am afraid she will be some days on demurrage, but this cannot be helped, as 45 days are not enough for a vessel of her size, taking into consideration the broken weather and short days in the very middle of winter.

I am Sir,
your obedient servant

Alfd. E Goyder.
Manager

Enclosures.

Duplicate 3/15/6
Copy Journal Inwards
" Ledger 1 Balances
Stanley Wages to 30 June

315.

Hilarion.

18th Aug. /

Sir.

I have the pleasure of reporting that this vessel has been loaded in 44 working days, although her detention through bad weather and in shifting ports has been excessive. She carries A. Glendinning, wife, and 3 children, for whose maintenance I have agreed to pay £35. which has been deducted from the ship's account.

I am, Sir,

your obedient servant

Thos. Cook.
Manager.

Enclosures.

Lig. no. 317
Tallow weights (Clays)
W. H.G.C. 31 casks
Disp. Ind. & Cook Sums Lady
Camp Wages & 30 Sums
Bills of lading 2/10.
Manifest
Key of Medicine Chest
Envelope addressed Seamen's Conf. pin left behind
Remarks on cargo.

Particulars of 51. and ♡ wool. & N.C. Claims
2 Memos on Engine
Hilarion Charter party
" recounts
Touch receipt

F. Colman Esq.
Secretary.
London.

Manifest of Cargo shipped on board the Hilarion, Cheesman Master, Falkland Islands for London, consigned to the Falkland Islands Co.

No of B/L	Marks & Nos	Description	Shippers.
1	H + B	300 Hides	Holmested + Blake
	B	167 "	J. Bonner
	S	14 "	Stickney Bros
2	F	167 "	Falkland Islands Co
3	— " —	105 "	Do
4	— " —	260 "	Do
	— " —	4 quantity Tails	Do
5	— " —	359 Casks Tallow	Do
6	H G C	31 " "	Do
	H + B	2 " "	Holmested + Blake
7	— " —	201 Hides	Do
	— " —	1 Bdle Tails	Do
8	— " —	196 Bales Wool	Do
	C	114 " "	Baillon Bros
	J B	153 " "	J. Bonner
	S I	11 " "	Speedwell Estate
9	F I Co	23 " Sheepskins	Falkland Islands Co
	W. FELL	1 " "	W. Fell
	S I	1 " "	Speedwell Estate
	H + B	2 " "	Holmested + Blake
	C	1 " "	Baillon Bros
10		1 Steam Engine	Falkland Islands Co
		2 cases Machinery	Do

Addressed package as per receipt

Falkland Islands Co.
Stanley, 18th August, 1881.

Jno. Lees.
Manager.

319.
Sackville

17th Aug. 1.

Sir,

The Melicete has been despatched but has not sailed yet the wind being a little southerly; she will go out first chance.

2. I have just returned from a visit to the Camp, where the changes previously reported have been carried out. James Campbell of Bodie Creek goes as second in command at North Arm, a change which not only evinces trustworthy and zealous superintendence in that section, but is one that is effected with no extra expense, as he is already on Overseer pay, and gets no addition.

3. I had hoped that the winter would pass without the necessity for re-stopping any of the North Arm floods arising. I regret to say, however, that within the last few weeks – take

F. Coleman, Esq.
Treasury,
London.

by some lines shown last year - Scab has again made its appearance, though the outbreak is said to be not as bad this time. Patterson before taking charge went through every flock, and has sent me the enclosed report, by which the Directors will learn that it will be necessary immediately to redip the whole of the Driftwood sheep and those at Wharton Harbour. I saw Patterson on his return from Kaponga at Dawson, and rode in with him the day before yesterday; he informs me that although he cannot report the Dawson Harbour sheep clean, there is very little scab, and that is confined to straggling sheep that had not the dip mark on, i.e. missed ones, and that all those dipped in Little's dip are perfectly clean. The efficiency of this dip is being proved beyond

question. Patterson returned to Darwin yesterday, and was going on at once to start dipping, and to make sure of having enough materials I have sent word to the Fairy which is at Darwin to take down at once an extra supply of tobacco and sulphur from there. Patterson was at first inclined to give up the task of tackling North Australia; but I brought pressure to bear upon him, and I am satisfied that both he and Campbell start with a full determination to do their utmost.

4. I have nothing but good reports to give of the Darwin to Wave Hill sheep. I was at the latter place and saw a great many sheep in riding through which are quite clean. When the rams were taken off only six scabby sheep were found in the whole section, and they were mixed sheep. The Northern section remain

perfectly clear and in both I really have good grounds for hoping that Scab is a thing of the past. I am sending some fencing to Waitara Rush to complete the necessary paddocks on that station.

5. Mr Clay leaves this mail; I may mention that he knows nothing of the orders received to terminating his agreement, which has by his own wish come to an end in a pleasant manner.

6. Patterson asks me to send for six shepherds in all, to be here by the end of the year; it will not do to start him with the task that he has before him; besides there are several men whose agreements expire shortly, and of them I know that the two Mr. Atkins at least do not intend to stop.

7. In engaging the Engineer for the steamer I conclude that it will be arranged that he is

to do all necessary repairs himself. I mention this because Martin says they are in the habit of sending work ashore to a shop. Of course the tools and all gear at Goorlpeen can be made use of. Will the bridge be large enough to put a small shelter on in the shape of a glazed chart room! In working round the coast in winter such an accommodation would be invaluable.

6. The tramtrack at Goorlpeen being nearly worn out it will be advisable to send a new one to a 2ft. 6 gauge, the middle Dam now laying down with rails &c G.F. Randall. An ordinary truck as before will answer the purpose.

7. When at Goorlpeen I had an opportunity of seeing the casks supplied lately by Graves, and I believe that out of 200 there will not be over 100 fit for use. Not only are they more outrageously bad than ever former supplies, but a

quantity have been knocked down and shot without the slaves being numbered. consequently. Barrett says, he cannot possibly settle them up. It seems as though the skippers were trying how far he could go in palming off worthless goods at an extravagant price. Barrett says he could buy hundreds of such casks at half a crown a piece. and second hand rum puncheons for 6/. or 8/., and he gives 40/. each for such things as we get in simply absurd. He unpacked several for me, in all which the bung staves was rotten, and in two pieces. I cannot say for certain until Barrett has been through them all, but I fear that we shall be short for next season.

10. Mr Dean's tallow works at Port Stephens have been started, and the result if true, should revolutionize Government. He was fortunate in buying his plant second hand from a man at Victoria who had put one.

erected there, and who came down to
cast and work it at Fort Stephens. He
has had 10 years experience in gaseous
work, and to start with a great advantage;
the boiler is not tubular, but has a large
heating surface, and all the work is done
with the digesters, without a picket pan.
The result, shortly, is, that out of 1500
experimented upon, all old workers, they
got 27 lbs. average. Steam was raised to
40 lb. with 5 barrow loads of peat, and
was then kept up to the end by burning
the spent refuse alone, with no coal
or peat whatever. I shall go to Fort
Stephens if I can in the spring, and
look at the machinery, upon which I
will send a full report.

11. I shall be glad if the
Directors will consider the question of the
deposit account here, which now exceeds
£4000, upon which we pay 5%; owing to
the scarcity of money it is frequently nece-
sary when heavy orders come in from
the camps to receive the money on deposit

simply through inability to pay. The account is increasing yearly, and steps should be taken. I think, to reduce it by degrees.

12. Enclose some correspondence with Mr Spencer with which it would be, perhaps, hardly worth troubling the Director, were it not that he would probably inflict it upon them himself if I failed to do so. As to the right of the question between Glendinning and himself I can say nothing; but the former was certainly wrong in addressing Mr Spencer in the way he did.

13. Mr Spencer has got into a more serious mess through having performed marriages at Darwin without a license from the registrar as is provided in the Marriage amendment Ordinance; as far as I can learn, not having seen the Governor who is ill, an Ordinance will be passed to legalize the marriages, and lay down more distinctly the course to be pursued

in future.

14. Rams and £5 in three penny pieces, and £2 in penny pieces.

15. Having now got rams of two ages from the Merino side our merino it will be better to pass and see how the cross bred wool grows and sells, and what sort of fleeces the young sheep have before committing ourselves too deeply to this cross. I am surprised that the samples of wool sent home in January per Rams have not yet been reported upon, the quality of wool being a matter of some interest to us. From what I have heard of the merino cross bred sheep safely landed on the main from the Islands I fear they may be too weak to stand this climate; although a second cross with our old stock may be more hardy.

16. Aug. 20th The Lakhamb arrived this afternoon, and leaves tomorrow morning. I have only time to run through, but not to answer your despatches 565/6. The steamer is discharging flour and sundries shipped by Cyanepa.

17. Ca. 586 par. 1 I take the earliest opportunity of expressing my conviction that it is a serious mistake not to give Little a more extended trial; I say this after the experience gained on the subject not only with regard to the Bishop at Dawson Rr., but on other points. I know that Mr. Kenny is bitterly prejudiced against it; but still this a fact that this character has been and also seems true equally, perhaps more efficacious. I hope that Mr. Kenny's theories will not weigh more with the Directors than other peoples experience; of course I will strictly carry out their orders to the last point

allowed: but I should not be doing right if I did not express my opinion somewhat strongly.

18. Par. 2. Without going into any figures, which I will do later, I may say that I believe that our steamer this year proposed, and which I thought was actually building, would be kept at work the greater part of the year, would do the work of all our schooners and of several others, immensely facilitate the working of the Camp establishment, and actually more than pay her expenses. But, instead of building one for £5000 I would try to buy a second hand one, of which I am informed there are hundreds to be found, suitable for our purpose. I do not think that a steam launch 60 ft. long would cope with the seas on the coast, or be of as much use as a schooner.

19. 59-60. I have seen Capt. Cawley, to whom I will show every attention. I have told him that I shall be happy to take any photographs of the

place that he may want.

20. I have received Mr. Page's letter of 12th. July, from which I gather that the Britannia will be a long time before she turns up, and I cannot help remarking that it seems most inconsiderate to have again postponed the annual report by a sailing vessel, knowing that it is one of the most interesting documents of the year, and that complaints of the very same thing having been done each the report of 1880.

21. Regarding stores, the orders are sent closely approximating our wants and are, unless marked otherwise, intended for steam: should you feel by essential an order or delay it for a sailing vessel, but the goods will pass out.

22. I should mention that we have 18 bbls. Tobacco on hand, in case the Directors are shipping more.

23. The Fairy returned safely

from Montevideo with a cargo of lumber.

2d. Capt. Chrisman is one of the most deliberate men in his movements I know, had he had ordinary energy he would have been away long since - yesterday afternoon he had a fair wind, but like fool was he wanted his bills and so put off sailing; today the wind is ahead, and tomorrow he will not sail, being Sunday; he shortens sail every night: and you must not expect him to make a rapid passage. Should again you ever be take up a poor owner's ship again: the Hilarion has scarcely a rope fit to hoist by.

25. I have not succeeded as yet in getting the Ordinances asked for

Sam Sir,
your obedient servant
Edw. Goold.
Manager.

Enclosures over

Enclosures

Desp Nos 315, 316
Despl - 317 318
Stanley Jul 6.13.& Vouchers June & July
W/d Dilation 2/10
Parcel Receipt
Seaman to Cobb 16 July
Cobb to Seaman &c.
Dupe Sailors Wrights
& Lendinning to Seaman
Seaman to Cobb & reply
Dean re Coals
Copy of Patterson report
Desp remarks on Adamsons cargo
1st Esc No 102 for £100
Statement on accts
Shipping Report.
Indent
Adamsons Manifest

320.

Sathwaite

21st Augt 1.

Sir,

Since writing last night I have been thinking over the horrible mess I shall be in if I am not supplied with some kind of a vessel by the end of the year. Here I am with the same two schooners that I found on my arrival 14 years ago, and with ten times the work to be done. It is impossible to give the Messrs B. any guarantee as to the time of shipping wool, and equally so to do any work for any one else, while I shall be paying away hundreds in chartering. Your Dr. to Lane is for the Surrey season, and as soon as possible after the first named month there should be something here. I suppose a steam launches as useful and probably pushers. and suggest that Mr B. should at once spend £4000 on a second hand steamer with new or nearly new boilers

Fleeming, Esq.
Secretary,
London.

powerful and capable of stowing
150 to 200 bales Such a vessel Can
assured could be got for the money
and no doubt a practical man with
nautical knowledge could pick one
up Considering the money made by
the Mines and that several Steamer
opportunities occur every year the want
of a steamer must be recognized, but
a decision must be arrived at without
delay We cannot afford to lose a season
and the should steam out This
after all would not cost so much
say 60 days at 3 tons per day 120
tons at 17/ in Swansea - £60 Less
than the wages would come to in
making a 90 days passage under
sail as steamers always do badly
in such cases Dear Sir
yours obedient servant

321

Hardw.

29th Augt 1.

Sir,

I have carefully read and consid-
ed Mr Stanley's report on the Company
property in the Falkland Islands, and
propose, though I am afraid at some
length, to comment upon and reply to it
from beginning to end, proving, I hope,
in the course of my remarks, that
generally speaking, it is inaccurate and
misleading and that the estimates he
forms for the future, based as they are
upon a misapprehension of facts and
figures, must be regarded as utterly
untrustworthy.

2. To begin with, Mr Stanley
makes the somewhat bold statement
that the land outside Lafonia carried
last season about one sheep to three
acres, and it is upon this that he
grounds

F. Colman Esq.
Secretary.

London.

grounds his estimate of the carrying power of Saponis. In order to arrive at this he has taken the stock of sheep shown, and added to it the number of lambs born just two months before, and he represents this total as the quantity of stock the land carries all the year round. Nothing can be more misleading. While lambs are young the quantity of grass they consume is inconsiderable, as soon as shearing is over and the autumn dip begins, old sheep are removed to make room for the young stock, and it is obvious that the fairest way of estimating the carrying power of land is to divide the acreage by the number of sheep dipped at that dip, being the stock intended to be clipped the following season. I hope I make this plain; I have only to add that we have already suffered from overstocking in one or two flocks, notably in Swan Inlet and Seal Cove, when the sheep

one season were very poor, per dumpose Runs how far we can go. The numbers dipped at the autumn dips in 1880 and 1881 and placed on the land outside Lafonia were, respectively, 34,910 and 34,680. The land that carried these sheep, taking the old Run acreage, is as follows:-

No. 7 & 8		20,000 acres
19 + 25 (ca 10,000)		200000 "
24. 26. 27. 29. 30. 31. 32. 34. 35. 38. 44.	ca 6,000	66000
No. 17		4000 "
West Coast runs		4460 "
Waikawa Heights		23000 "
		137460

Divide this by 34,680, and it will be found curiously near 4 acres to a sheep, and this land must not be expected to carry more. Whether Lafonia will carry sheep at the same rate I consider open to doubt; the Choiseul Sound land is above the average in quality, while a portion of the centre of Lafonia is poor and swampy. The Division may form an opinion as to the value of Mr Hawyes information when I

when I left them that with the exception of the day he rode into Stanley he never went beyond Norton Sound on the one side, while he never saw any but a Camp in Lafonia at all. Assuming, however, that the latter will carry stock at the same rate as the outside Camps, I have now to state that Mr Bailey has measured the area of Lafonia for me on the nautical chart, upon the same system as employed in defining the outside sections, and that he gets roughly 418600 acres, certainly under 420,000. Taking this last as the correct area, and deducting at least 20,000 at present under cattle, we have 400,000 acres, which will carry 100,000 sheep.

The numbers of sheep dipped this autumn are as follows:—

North Arm section	41021	
Walker Creek	24019	
Rams & sheep belonging to Darwin section & Lafonia	7029	
		72099

Upon Patterson's return from his

side round Laporia, he told me that he believed the North Arm section would carry 70,000 sheep, which, if true is a singular confirmation of the countries of the above estimate. Between it and Mr Harvey's Island the Division to judge.

3. Flocks on sections 35. 38 & 44. There was a tendency to flit in the last two sections, though Mr. Harvey says nothing of it, for it has not appeared since 1879. It was discovered that Fitzroy and Milkside would winter hogs well, although they would not keep older sheep; consequently, use has been made of these sections by placing a few flocks of lambs or haggets there each of the last three seasons, removing staples one shearing further westward. This will be seen by referring to the account of "lambs put in flocks", forwarded annually. Ab to Bluff-Cove (sec 35) although this not equal in quality to the Choiseul Sound land,

it feeds

it feeds a moderate number fairly well, and it is not necessary to take the same precautions against flukes here as in the other two sections.

4. Dip. I have no doubt that when Mr. Harvey was in Auchenlia tobacco was the best dip known, but that is no reason why it should always be so. There are three things against it, (1) its cost, (2) its varying quality, (3) the care necessary in its preparation. I would not trust the efficacy of any but the best at 1 lb. to 5 gals. or 80 lb. to 400 gal. boilers; in fact, not much progress was made towards cleaning the outside sheep until it was used at the rate of 120 lb. However, taking it at Mr. Harvey's rate, the cost of a boiler is:

80 lb. Tobacco @ £ 2. 0. 0
80 " Sulphur @ 7½ 12. 1
2. 12. 1

As to quality, I have known some casks condemned as worthless, because the decoction of the tobacco would not even kill ticks, and I should be sorry to say how many flocks have been dipped the last time or twice in vain

with stuff of no more curative power than hot water. There is no way of gauging the percentage of nicotine, and we cannot help working more or less in the dark. To prepare it properly, tobacco should be steeped in cold water some hours before boiling, and the boiling process has to be conducted with care. Of course the most trustworthy man to be found is put to the boilers, but even he, being human, is liable to err occasionally. I now dare somewhat both to take up new things because the patentee praises their virtues — like the Boomer pipes, for instance — and I was sceptical for a long time about Little's dip; but I have seen and heard enough of its undoubted success, that I believe it would be only right to try it on a large scale. This dip at 1 gal. to 80 gals. is of a strength equal to 1 lb. to 5 gals., and the cost of filling a boiler is £1. 2. 6, i.e. 5 gals. fluid at 4/6, against £2. 12. 1.

5. Passing over the Geology and Botany of the Falklands, I come to the question of farming, in which I have only remarks

remarks on which I do not find much that is new. The superiority of solid over galvanized strand wire was acknowledged a year or so after the fencing was erected at Northam, for the reason that the tension varies so much with the temperature that the strands are apt to part in cold weather, and if a single strand goes the remainder follows, an accident to which solid wire from its nature is not liable. The description of fence recommended is taken from the new one between the head of Bodie Creek and Burton Lock, as regards the number of wires and swingers and the distance apart of the posts; but in most places it is sufficient to put the latter three feet in the ground, and as the top wire is 3ft. 9in from the ground a 7ft. post is as long as it is necessary to have it. There is, in my opinion, no special object to be gained in having swingers of hard wood, which are necessarily more expensive; but it is of the first importance to tie them to each wire instead of the three outer ones, as recommended by Mr. Harvey.

Mr. Mawney. In the State they are now using principles of steel pins, bitts on to the wire which time the fuse is exploded, and there that they are considered so successful as to be likely to supersede wooden ones altogether.

6. Captain Parkinson's memory.

This question must remain in abeyance until the removal of the Mount Pleasant Cases is decided. It was applied for in the course; but will not be granted. I believe, until the whole land question has been settled.

7. Company's working Rent.

The piping required to be brought to G.P. Standard for the purposes to which Mr. Mawney recommends that it should be applied, and against it mentioned in the correspondence between Mr. Ray and myself last December, before his arrival. If the Directors are still of the same mind about keeping down expenses, may I ask whether the shifting operation that has sufficed to clear the shafts in the Mark Lane may not, for all practical purposes be considered complete, and how we should be justified in going to the expense of a steam boiler, when it

is found

is found that the boat can be perfectly well regulated without it?

8. Wool presses. While agreeing that the bales from Darwin and North Arm should be of the same size, I must point out the great advantage we derive in stowing a light, press the Walker Creek bales, which are six inches shorter. It is obvious that Mr Kenny's proposal to have all these wool presses of the same dimensions must lead to more or less broken stowage.

9. Walker Creek Station. The inefficiency of the woolshed for its work has long been acknowledged, and it has been simply on account of the stringent orders about expenditure that the addition proposed was not built long since. The details of the proposed plan to were laid before Mr Kenny by Mr Clay, and the building is already in progress. The increased paddocking was planned long ago, and the fencing has already been shipped. I have not seen Mr Kenny's proposed plan, but suppose that it tallies very nearly with the views expressed by Finlayson the Overseer. The firebricks with which the boilers were set were not bought from Mr Dean, but came out of the D.H. Dale, they were shipped when I was in England, at a time

when there were no common bricks in stock.

10. North Arm. The desirability of adding a lean to the shed here was pointed out, as at Walker Creek by Mr. Clay, and at the time the report arrived was already for on boards completion. As to the Boomer press, I have never ceased to abuse it, but I cannot agree with Mr Harvey when he says that it turns out ragged and bad work; a comparison of the bales from this section with those from Darwin will disprove this. Mr. Harvey refused to ride over to North Arm until after the shearing was over, and never saw the press at work. I have often remarked that I wished some one on the West would buy this piece of machinery, and I am glad to see my wish repeated. The bale iron was borrowed from Mr Dean, and was, as Mr Harvey remarks, abominable. The proposal about painting all buildings was, I believe, in London before he left.

11. Live Stock. The destruction of wild horses and cattle Mr Clay and I have frequently advocated, for which, see, among others, my despatch 300-17, and your 577-14. But how the wild cattle are a result of previous mismanagement it is difficult for us, for I have always understood that they were on the ground in thousands, before the Company was even in existence.

12. The idea of placing mares among the shepherds' working horses was brought over from the West by Mr Clay towards the end of last year, the parties being in vogue then; and the want of new blood among the horses has been much discussed during the last few years.

Same Cattle

13. In one of my despatches last year I remarked that the land occupied by these would more profitably feed a large number of sheep. So I have no fault to find with a proposal that agrees so nearly with my own. The only difficulty that I see in depasturing sheep and cattle on the same stations and under the care of the same shepherds is the friction that would be caused thereby. as the cattle and sheep overseers do not pull together any better than I understand they do elsewhere, and the shepherds are a class of men who will not take orders from the masters of two separate departments. This, however, is a matter of detail that must be over come.

14 Losses of sheep.

14. Losses of sheep. I have written so much upon this point lately that I will not waste time by repeating my remarks. In my despatch 310-16 I gave my opinion as to the three principal causes, and I believe that I have sufficiently shown that our loss is about the lowest in the Falklands. More than one experienced shepherd has assured me that 10% is not an uncommon loss in hill-farming in Scotland, and in stating this percentage the executive I believe that Mr Harvey is utterly and absolutely wrong.

15. Number of sheep to a shepherd. Although Mr Harvey's figures are incorrect for the reason given above, this question is so intimately mixed up with that of the employment of a shearing gang, that until we are able to leave the shepherds with their sheep all the year round, it is one that can neither be profitably discussed nor satisfactorily solved. But I can explain clearly the reason why there have hitherto been fewer shepherds in proportion on the Walker Creek section, and that is

because

because it has been almost entirely composed of trees either cut like long timber or blown on the ground, and, therefore, all hands have been taken from their flocks at shearing time. Now in the other two sections it has been only possible to bring in a portion, i.e. those in charge of the older sheep, while those who have in their folds yearlings, hoggets & lambs have been left to guard them. The additions to this it has been necessary in the Darwin section, because at home two extra shepherds for the purpose of carrying correspondence backwards and forwards. Besides these who must necessarily be left to guard them. Runners and Packs' boundaries.

4th Lively Shades, Stanmore.

In stating that these islands have been placed beyond the Company's possession for many years by mutual "supervision and previous management, (viz) Mr. Harvey to exercise my personal honour, and shows such discredit

upon the loyalty I am proud to owe the
Company, that I shall take every notice
of the matter that I shall, perhaps, deserve
but some time in or previous to 1870 the
Directors had publicly announced their
desire to let a portion of their unoccupied
land on shares, & otherwise and my
brothers, who came out in 1869, wished to
treat with the Company for the possession
of Lively Island. I however felt that in
my position I could not bring the matter
forward, and the first allusion to it
on record is to be found in your desp.
410 13 of 8th Sept. 1870, as follows:—
"Upon Sulivan having asked what decision
"the Board had arrived at upon a proposition
"for your two brothers to commence a
"sheep farm on Lively Island we wrote
"him that the matter had not been
"broached by you, thereupon Mr Rhodes
"Cobb called, and stated that you had
"asked him to bring such a proposition
"before the Directors, which he had
"hesitated doing on account of the family

connection

connection with yourself as the Compy's
Manager. Such an undertaking being
"concerned with our views and desires to
"establish Sheep farms on shares on our
"unoccupied Land, I brought the matter
"to the Directors' notice at the last Board,
"and it was resolved that you should be
"informed that they wish you to enter into
"an equitable arrangement with your
"Brothers on behalf of the Company for
"this undertaking to suit Lively Island
"or some other suitable place, and provide
"a certain number of sheep, and they further
"desire that liberal terms rather than
"otherwise should be granted to Messrs.
"Henry & George Cobb for the first two
"years in order to enable them to start
"with hope and energy. You will of course
"take care that the Agreement contains
"powers to close the same by either party
"on reasonable notice, still as this will
"give experience to the Company for the
"establishment of other Sheep farms on
"shares. Every fair inducement should be
"held out to your Brothers to commence
"with care

with care as soon as possible." This was acted upon, and an agreement was drawn up by which my brothers took the island on shares for three years. It will be understood at once that there was very little profit at first starting, and that a partnership for such a short period would have been worthless without the further inducement of a lease. I find that in 1874 the Directors were still in the same mind, for on 7th Feby. in 466-7 you wrote: "Mr. L. Baillon returns to the Colony "by this opportunity, he wished to arrange "for renting one or more Islands from the "G. Speedwell, George or Great Islands. "we referred him to you and the Directors "wish you to deal liberally with him, as from "his experience on the West Island he would "doubtless prove a successful tenant for "us. I ought to have said he wants to take "them on shares like your Brothers or "Mr. Williams." Again, on 25th March, 1874 in 469- 0 you wrote:- "Would it not "well for the Company to make preparations "for leasing their islands, or even some "detached portions of their Freehold on "the main

"the main land." The Case to my brothers was dated 12th July, 1874. So much for the "injurious and vicious management," which I clearly understand to mean that I misused my powers to the Company's disadvantage in order to perpetrate a family job, and how Mr. Harvey, after the explanations I gave him, can have the assurance to make such a charge, I am at a loss to conceive. However, passing that by, I am of opinion that although the possession of islands may be advantageous to people who work them themselves in a small way, it is of no benefit to the Company to have their farming plant and stock scattered any more widely than they are at present. Islands can only be worked by schooners, and the delays constantly occurring when sailing vessels are concerned are most prejudicial. For instance, though the loss of the Black Hawk I was unable to get a vessel to Great Island in time to clear the crop at the proper season, and to take away the raw hides (from the Merino cross),

the consequence of which is that a number of those ewes are actually in lamb by the spring rams - Again, before the sheep were all properly sorted and shifted the Perseverance with a number of shepherds had been employed at the islands for the greater part of a month. I am not prepared at present to give an opinion as to keeping three flocks distinct, until I see a little more how the Merino cross will turn out; we keep at present one flock of pure Cheviots, while the rams bred at Bodie Creek are ¾ Cheviot and ¼ Romney Marsh; next season's wool will throw light on the subject.

7. That Mr. Clay and I say that we believe there are no ewes older than six years is distinctly untrue, as is the inference Mr. Harvey would wish to draw from this singular statement. The facts are as follows - The lambs of each year have a distinct ear mark, in the case of ewes for five years, the sixth year's mark is the same as the first, thus the lambs marked in

1876

1876 and 1881 have the same, and so on. It is easy to explain how this works. When the sheep are drawn in the autumn, all ewes with the age mark of five years ago are taken out, put inside the fence at Teal Creek, and kept there while the rams are among the ewe flocks, thus they come up to shearing "eild", as it is called, give a good fleece, their sixth, and not having bred, are in good condition for purposes, when they are boiled down a few months later. Thus all ewes six years old are certainly killed a very different state of things to the one to which Mr. Hannay's amendo points. Of course all badly framed and coarse woolled sheep are picked out irrespective of age, and wethers are now boiled down after four instead of three fleeces, a change determined upon and reported last year, so that the actual practice co-incides very nearly with Mr. Hannay's recommendations. Each year at "spaning" or weaning time, the wether lambs are drawn and placed in separate flocks, but the ewes are left on the ground

on the ground they were born upon,
taking the places of the drafts for
Goose Green; and this system, with a
judicious change of rams, is better for
the stock than forming new ewe flocks
each year, as Mr Harvey proposes. He
appears to consider that the stock account
is loosely kept because it does not state
separately the number of sheep of each age
in the several flocks. Now each flock,
as shown, contains ewes of six ages, and
were it necessary to do so, it would be
possible, although at the cost of time
every hour of which is of importance, to
draw the six ages according to their ear
marks, and keep the flocks separate.
But practically, it is only necessary to
draw the hoggets in order that their wool
may be baled separately, while it is
considered sufficient to pack the fleeces
from the other five ages together, a
proceeding to which I have never heard
any objection raised by the Brokers, although
I have often asked if they had any im-
provement or alteration to suggest.
Remembering that the ewes to be drawn
or "cast" for tallow are at once recognized
by their

by their earmarks. I trust that the Directors will see that the present system is practically efficient, and needs no alteration.

10. Labours in Shepherding and Clipping. I do not agree with the suggestion that all shepherds should be married, until the time arrives when we are quite independent of them in the woolshed, which I fear is not at hand yet. The plan of having two at a hovel, one married & the other single, answers very well, and the latter are much more easily moved about the Camp. The present system of providing men with meat, and letting them buy their own provisions has existed so long that I doubt if it could be altered without a good deal of dissatisfaction, certainly not if we may judge from the case of the unfortunate victim of your oatmeal experiment. I maintain that the inequality caused by issuing rations would be as fruitful a source of discontent as anything that could be devised, for unless the Director allot rations to each member of a shepherd's

family, he must still buy provisions for his wife and children, and it stands to reason that a single or childless man would be better off than one with a large family, so that the latter would have a standing grudge against his more fortunate neighbour. The valuation of the rations proposed is an example of the looseness and inaccuracy of all the figures and calculations in this wonderful statement. The average cost of flour delivered in the Stanley store is 15/6 per 100 lb. bag, brown sugar 33/6 per cwt. and the cheapest tea shipped 1/7d per lb., leaving out of the carriage to Darwin and wastage in weighing out. Taking the above prices, however, we have

520 lb. flour	£ 4 . . 7
104 - Sugar	1 . 11 . 1
26 . Tea	2 . 1 . 2
	£ 7 . 12 . 10 or

£ 2 . . 10 over Mr. Barrow's figures. There is a further error in their estimated cost of a shepherd during his four years service (why four years instead of five as at present is not explained) in the omission of the cost of not only his own passage out, but that of his wife and children. Taking railway fares and

keeping

leading into consideration the passage of each married shepherd cannot be estimated at less than £30 or £40 per annum, that is to say a total average cost of about £75 per annum over the term proposed.

I do not by gratuities, it is my intention to make another arrangement though it will be difficult to hit upon something that will be equally fair for all. Mr Harvey in condemning the distribution of a percentage on the dividends only repeats the objections I have expressed constantly for two or three years. But when he proposes proper remedies I shall be glad to point out that neither I do not breed and sheepers there in charge of makes plants and at a disadvantage while again there are certain well grazed stations against which the shepherds on the poorer lands would complain as well.

Mr. Almost without exception when Mr Harvey called at a shepherd's hut he was in it when he should have been out with his sheep.

sheep. Perhaps the Directors will be surprised to learn that during his stay in the Falklands the number of shepherds' huts visited by Mr. Harvey was just four, and no more. On the 3rd. March he called at Adventure Sound house on his way to North Arm, and Fraser was at home, on the 5th he called at the same house with me, and to the best of my recollection we only saw Mr. Fraser. On the 7th we rode to Stanley, and called at Mount Pleasant, where we found Middleton and his mate, who had been round the boundaries in the early morning, at Fitzroy where we saw J. M. Lean, a most painstaking and attentive shepherd, and at Bluff Cove, where we actually saw J. Goodwin on horseback at a distance in the pinnace. What I state is a fact beyond dispute, and can be confirmed by Mr. Clay, whom I questioned on the matter before he left. I do not think Mr. Harvey has made out much of a case against the Company's shepherds. But as to yarding sheep every night

the party

the folly of the suggestion is condemned by all who have anything to do with sheep in this country, and the Directors can never sanction such a ruinous and impracticable suggestion being carried out. I shall not write more on this subject, as I have already alluded to it in my last despatches.

21. There is nothing new in the suggestion that the shepherds should be kept constantly with their sheep all the year round. I have frequently deplored the necessity which forces us to send them to the wretched huts away from their stations. But unless the Directors deliberately renounce all their ideas and instructions about working Expenses I do not see how we can afford to bring down at least 40 men from the Bush. I do not for one moment doubt that the lives of a number of sheep that get on their backs would be saved by keeping the shepherds on their stations; but whether the value of the sheep so saved would be equal to the extra cost of labour, is a point upon which there is room for much doubt.

22. With regard to the Tallow Works Mr Harvey's remarks would have been of more value had he seen them at work. The suggestion that meat might be tinned there is not a novel one; in fact, I personally discussed it with the Directors in 1879, at which time the opinion of the Board was that so many meat preserving Companies had failed for each one that had attained success, that it was a speculation into which it was not desirable to enter.

23. General annual result. When I come to the summing up I am fairly astounded at the way in which the figures are thrown together, more particularly in the account of the sheep stock. The total number to be shown in a season is stated at 246,000, consisting of 120,000 of each sex. But, as this number is made up of five ages of ewes against four of wethers, it follows that Mr Harvey arranges that 24000 of the former are to be born each year against 30750 of the latter. Now as a fact, which a reference to the lambing returns of any year will at once settle beyond dispute, there is invariably a small excess of ewes born each season, and

then it

thus it appears that in order to carry out his scheme Mr Harvey proposes to alter the order of nature, a proceeding which I think I am justified in characterizing as somewhat bold. Assuming, however, for the moment, that Dame Nature has been complaisant, and has bowed to Mr. Harvey's will, I am obliged to confess that the figures still puzzle me. There are precisely as many five year old ewes shorn as there are hoggets; clearly, therefore, none of the five year olds can have died. But as Mr Harvey deducts from his account 10% for the year for mutton and deaths, and as I may assume with safety that he would deduct the same percentage for each of the five years the older sheep have lived, how does he find an equal number of hoggets and of five-year-olds living? Five years is not the natural term of a sheep's life, and it is impossible to suppose that the 10% loss is confined to those of that age. Granted that 24,000 should be the proper number of ewe hoggets

hoggets, is it not perfectly clear that deducting 10% or 2400 for each of the intervening four years, the number of five years olds would be less than that of the hoggets by 9840? Having, I believe, in these remarks reduced the foundation of Mr Hannay's estimate to an absurdity, I shall not proceed with the rest. There are two things of which I am very forcibly reminded now: the prospectus of a bubble Company which starts with an absolute assurance of a 50% dividend, and is in the hands of an official liquidator before three years are over, and the sanguine calculations of our former Chief, Mr C.H. Williams of this place, who is such an excellent cheese-parer on paper, that upon a capital of about £200 he has managed in his years to amass an indebtedness of more than £15,000.

Yet It now only remains for me to remark upon Mr Hannay's views about Stanley, in stating which he has again begun at the wrong end. Instead of forming his opinions after a careful examination of facts and figures it is

Evident

evident that he first jumped at a conclusion, and then manipulated his figures in order to suit it. The error in his calculation may be seen at a glance. He charges Stanley with the amounts standing to the debit of the Buildings and Plant Allen sub accounts. Now the Directors must know that the amount chargable to Stanley is a very small fraction of these accounts, which cover all the Buildings and Plant belonging to the Company, including, of course, all Camp buildings, dipping plant, presses and the machinery at the Tallow works, and all items in these accounts are, under the system at present employed, written off to Profit & loss in ten years. The Niger of Bray is entered at her value as a sailing ship, before she became a hulk, and the Stanley wages last year, regular and Extra, were £1506 instead of £2326. But the most glaring oversight in the account consists in his debiting Stanley with the cost of all vessels, Niger of Bray included, while on the other side

he omits to credit the profits earned by them, which last year amounted to £721 on Company's Shipping. £465 on the Fairy. besides the sums earned by the Vizier of Bray, an account of which I have not yet seen. Then again, although the Butcher's wages are included in the total, the value of meat sold, which we have debited £988. 12. 11, is conveniently ignored. as well as the small sums of £273 to the credit of interest and commission.
The stock of stores is undoubtedly large; but it must be remembered that it is supposed to contain everything that can possibly be wanted at any time, not only by the inhabitants, and for the use of the Company's Establishment, but by any ship that may happen to put in, unless her injuries or requirements are much out of the common: that a portion of the stock is very constantly being turned over; and that in the present case the amount was abnormally swelled by the value of the Vizier of Bray's cargo, which had arrived on the 24th Dec. 1879. and

was taken

were taken into stock in its entirety.
The value of the total investment in
Stanley being stated accurately, it
follows that the amount of interest
on the same is wrong too, while
£ 4000 insurances and renewal funds.
— good Heavens — insurance and
renewal what? To insure land against
fire? To renew buildings that are
not in Stanley at all? To insure
against fire stores that are already
charged with the premiums before the
balance of the account is struck and
the profit shown! Surely it is not
necessary for me to say more to
convince the Directors of the utter
absurdity of Mr Nares' calculations.

25. I now my views about
Stanley are these. It is the principal
town and the seat of Government. it
is the point from which communication
is held with the outside world. It
is, above all, the shipping port of
the Falklands. Steamers must call
regularly, and to maintain such
communication

communication by steam much
active assistance must be afforded to
the Tyrones or any other Company, for
the Government subsidy barely covers
working expenses. The Company has
a position here second to none; it
alone possesses the power of holding
in check what would otherwise become
a monopoly inimical to the best interests
of the Colony. Leave Stanley, abandon
your property at a loss, sink to the
level of a mere squatter, and you must
still maintain an agent here for shipping
and other purposes, the expense of which
is a factor that must be taken into
account. But I am not satisfied to
consider the present only. I look to the
future. The islands are in their
infancy, even now one of the Corps of
Engineers is surveying the place with a
view to fortifying it as a Naval Station.
And if such a scheme be carried out,
what a future there is for the place!
Docks will be built, population will
increase, and, of necessity, the trade
of the

of the post. But we shall not be in it; we shall be in a bucolic condition, peacefully grazing our sheep in the far distance, and the position that the Company should by right occupy will be filled by others. Depend upon it, if the Directors withdraw from Stanley, they will commit an act of self-effacement that they will only regret once, and that will be for all time.

2b. In reviewing Mr. Hansen's report as a whole, it is not difficult to divide the suggestions it contains into two classes, firstly, the practical, which are those taken without acknowledgment from hints given to him here, and secondly, those which emanate from his own unaided intellect: Taken generally, the first are practical, the second, I venture to say, the reverse. His figures and estimates, inconsistent and wild as they are, I have endeavoured to expose, with what success I

leave it to the Directors to judge. As to the future of the Company, not wishing to raise hopes that may end in disappointment, I will indulge in no sanguine predictions. But, looking to the past and hoping that in a season or two the conditions of the South Am shipping may be much improved, I have full reason for saying that when the Company's best wool sells at 10d. the dividend should never be less than 10%, and that for every penny higher the Directors may look for 2½% extra. That I hope for more, I will not for a moment deny; but I have in my time seen so many delusive estimates that I propose to keep within reasonable bounds.

27. With reference more particularly to Mr Hanson's visit, I was glad when I heard that he was coming, for I hoped that the advice he was probably capable of giving would be productive of good. But I changed my mind after a short time, when I found that, instead of scouring the country and looking at things for himself, he could hardly be persuaded to mount a horse, and that he could give me little

or no advice, good or bad, usually
contenting himself with the remark.
"I shall report upon the matter very fully
in London." Of the many unpleasantnesses
connected with his visit I shall say
nothing here. I have kept them to
myself hitherto, and shall continue to do
so. The farce is played out, the Direc-
tors paid their money at the door, and
may well consider now whether the per-
formance was worth the price of ad
mission. In asking them to judge
between his statement and mine, and
to banish him from their councils in
future, I have a right to remind them,
without self-glorification, which is a
thing I hate, that during the fourteen
years (nearly two-fifths of my life)
I have managed their affairs out-
here, the position of the Company has
somewhat improved. For when I took
charge in 1867 the prospects were anything
but bright, while for the last ten years
in good and bad times, an average
dividend of 9¼% has been paid.
On the other hand, the manifold
absurdities of the report I have just
reviewed, in my opinion, and I hope
in that

in that of the Directors deprive the
author of any credit for practical
knowledge of his subject that may
have been given to him before its
production. In conclusion, I have
only to add that my interest in the
Company's welfare remains the same
as ever, and that of its continued
success I have no reason to doubt.

I am, Sir,
your obedient Servant,

Alexander Lowe.
Manager.

Falkland Islands &c.
Stanley. 9th September, 1881.

Sir,

In compliance with Your Excellency's request I have the honour to enclose a memorandum relating to the grazing lands of this Colony, and I hope it will not be considered out of place if I add a few suggestions for Your Excellency's consideration when framing the new Ordinance.

Recognizing the fact that more revenue is required, and that it must come in the first place from the land, I have not hesitated to say that, provided something like fixity of tenure can be secured, the rent of Crown Lands may be raised from £10 to £20 per 6000 acres, without any hardship being felt by the occupiers. Could this be carried out at once, I understand that it would provide for all Colonial expenditure, and for several reasons I hope Your Excellency will see the justice of limiting

His Excellency
Governor Kerr, &c. &c.

it to the last named sum, not of course, in perpetuity, but for an indefinite period. In the first place, taking one year with another, I believe that anything more than £20 would be excessive; secondly, it would be unnecessary, as I assume that Government only desire to raise a sufficient revenue from rents, not to create a large surplus; thirdly, in the unlikely event of the revenue falling short, the thrifty farmers, though admitting £20 to be a fair rent, might reasonably object to having to make up the deficiency by paying more, especially as a large portion of the Expenditure benefits them neither directly nor indirectly. It is also worth Enquiring whether the rental or purchase price of land is not now higher in this Colony than in several other parts of the world, more especially the Continent of America, having due regard to its quality or stock carrying power. On the other hand, it is only fair to admit that the privilege of living under a settled form of Government is one that cannot be too highly appreciated.

The Land Ordinance of 1871

which you are instructed to have laid
from the Colonial Office to the present
place of the Commissioners Residence
fixes the term of a lease at 21 years
returning to the principle of long leases
which established in 1772 had been departed
on one side in 1861. There was good reason
for this: the fact was no doubt recognized
that short terms do not encourage much
outlay on improvements and that both
from humanity and for the public safety
the longer leases

There is only one other point of
great importance that I wish to
bring to your notice and that is that
the terms of land should not be
rendered any less secure than it is
already under sec. 32 of the Land Act
of 1871 - I think without exception
the land that has been occupied by persons
who took it up originally as a barren
waste, and to whose expenditure and
exertions is due every improvement that
has taken place. To succeed in the
Falklands takes time; the Company

I represent made no return to its Shareholders for 20 years; a majority of the Shareholders have not been at work more than 12 or 13 years, and they are only just beginning to make headway. I submit, then, that to throw their leases open to competition, were such a proceeding contemplated, would be unjust in the extreme, and that absolute priority should be secured to the original holders at the rental current at the time the leases fall in.

Section 20 of the Land Ordinance also provides that improvements shall in case of sale be valued by the Surveyor-General. I think that it would be more satisfactory if some other way of ascertaining their actual cost could be devised, as it does not at all follow that the officer who may be appointed to perform the duty would know anything about it.

I understand that, even if the rental of land is paid at once, it will only just now affect rather

less than 40000 of the 1,570,596 acres leased from the Crown, the remainder being held under leases which do not expire for 9 or 10 years; the problem before Your Excellency, therefore, is how to raise revenue in the meantime. I think I may be able to suggest a way of bridging over the interval. The Company already hold some freehold land outside Taranaki, and I think that I am in a position to say that they would not be disinclined to add to it by selections from the sections they at present hold as tenants. If therefore it would meet Your Excellency's views, I am prepared to undertake to spend £500 to £600 annually for the next ten years in the purchase of 2500 to 3000 acres, to be selected from the land on and near Choiseul Sound. I am perfectly aware that this would be open to the objection Your Excellency has already expressed, viz:- that the Government would be parting with their

land and living upon their capital: still, if the maximum quantity 30000 acres were taken up it is so small as compared with the remainder. - not 2 per cent - that I venture to suggest it as an easy way of removing present embarrassments.

In conclusion I have to express my regret that, upon information derived from Mr. Harney, I mis-stated your Excellency's action with regard to the suggested town-ship at Rannie Harbour, and apologising for the length of this letter. I have the honour to be,

Sir,

Your Excellency's most obedt. servant.

Geo. Goyder.

Surveyor.

322.

Nevada.

via Sandy Point. 12th Sept. 1.

Sir,

I now reply to your despatches 385/8, which I acknowledged last mail.

2. 385-2. Mr Goddard acted as agent, not for Mr Dean but for the Liverpool Underwriters' Association and in concert with Captain Archer.

3. Pa. 5. With regard to the stock of stores, the present mode of shipping by steam is having the very effect the Directors desire; the stock of stores last Dec. was less than the previous year by about £1400, and the shipments, steam included, for the first half year are under £6000, or at the rate of £12000 a year against over £17000 the year before, while the outgoings do not seem to have much diminished; it may therefore be reasonably expected that the total will be much reduced next Dec. I am now ordering stores very closely indeed, so much so

F. Colenso, Esq.
Secretary.
London.

The other two were Alexander Chalmers and a sailor named Howard. Simpson, a relation of Grigori, has taken charge of his effects. If John Gardiner wishes to emigrate, by all means let him do so. I cannot see what the Company have to do with it. His wife with 3 children is, I should think, eminently qualified for the position of pastor maid or nurse. I believe that Mary Ms. Lunes is properly settled, and at any rate she is very capable of taking care of herself. If his mother wants her let her send her money to pay her passage. State in that it is no part of the Company's business to act as Emigration agents for every needy person who wants to come to the Falklands.

b. Par. 9. When you mention a Lloyd's policy on hulls &c, & a Marine policy, and if so what risks are insured against? Beyond a very slight danger of fire I see none whatever, as there are no fireplaces on board either, and they are decently moored. The W^m Stand is permanently aground, and forms a warehouse at the end of the jetty. As to Lloyd's

that in some important supplies the stock has quite run out at times. for instance, tin copper and oatmeal, and at present are down to nearly the last barrel of sugar; you will see therefore that if you fail with one shipment, or delay it, you will have everything out; I mentioned this before. As the homeward mail does not carry the orders in time to be executed by return steamer they will be sent via Sandy Point in future. I do not use the expression Cow slop pullers as a term of reproach, but simply to denote a flashy kind of clothing with which the names of Moses and Ryans are inseparably connected.

4. Jas. J. Sparks has leave to see a Broker's report on the wool samples exhibited. The Ungrayan Consulate is an appointment I am not anxious of obtaining.

5. Robert Griggs was drowned by the upsetting of a dinghy at South Arm, in which he and two other men were foolishly sailing on a puffy morning

you must take care on your side that you do not ship any below the stipulated quality.

J. 586 – 1. I have written a separate despatch on Mr Hanoji report. I recommend that a fence should be put up in Laponia from Bank West Arm to the opposite coast, in order to enclose all the trees in that section, and also one from Adventure Sound to Badi Creek to shut off the Walton Creek section; but these should not be put up until we have fenced off Captain Parker, and I am happy to say that I expect to have this Mount Pleasant lease in a few months, so that the obstacle in the way of erecting that fence will be removed. The best time for doing all labouring work is just now, but I should very likely have an opportunity of making a contract after shearing, and then procure the wire in here the better. I have now, I believe, a sufficient supply of posts but they can be got at very short notice from Sandy Point. On the nautical chart

the distance from Swan Inlet to Island No. is about 6½ miles and thence to Island 4½. The first is the more important for it will give us a great increase of feeding ground on the Mount Vernon section, which is excellent land. Allowing for the difference between geographical and nautical miles it would be about 7½, and with the top wire (No 4 Bar. G. I. for cattle and horses) and the remaining six No 6, it would come to 48 lb 50 cwt. No 4 solid black wire, and one 20 cwt No 6. ditto. The swingers I should get from Sandy Point, and all that it will be necessary for you to ship in addition to the wire will be about 40 straining posts of Mottoni, (vide page 18 of catalogue no. 9a) When I say 40 straining posts, I would have 20 of the kind just mentioned, and 140 pairs of winding straining brackets No. 5 page 19 to make up the rest. I send you a

Statement showing how much more you pay for a piece by the yard than if you buy the material separately.

If you will send me the wire and chainies just mentioned, the first part of the first piece with Capt Parker shall be put up as soon as I can get about it. It will cost exclusive of freight about £6 per mile, labour included.

I had nearly forgotten to say that you must send sufficient stout 9 gb? binding wire, viz 16 Latimit, for tying the swingers to each of the 7 wires, the swingers being placed 5ft. apart.

6. 356-2 and 357-6.

Your ideas about a steamer suitable for this place are I am afraid, hopelessly wrong. In the first place what do we want with a steamer for distant sailings at all? In the second, what will those two wretched steam launches carry? Can they possibly have been suggested by anyone who knows anything of the seas that get upon this coast? The dimensions

an about half as of the Ferdinando. She has a good hold and carries 50 bales of wool. Take off the engine space, and the launches will, I take out sides, stow 30 bales. Thus to bring 2000 bales in to Stanley between 65 and 70 voyages will have to be made at what expenditure of labour and fuel it would be hard to say. Then with the large quantity of stores and materials that go out of Stanley annually, trip after trip would have to be made, when one decent size vessel would take all - Would they stow wood 25 feet long? I doubt it; I am satisfied that for all the work they would do, coastwise, we should be as well off with the schooners. Then as to towing them from Montevideo, can that have been suggested by anyone who has been in a gale of wind at sea? You may have a smooth run down, but this very doubtful: I have made six trips, and can only remember one in which a launch towing astern of a steamer would have had the least

chance of living. I see no reason for putting 2 pair oars boat in Monkstown Myles and blacksmith would not be afraid of undertaking the job. The two launches would be a pair of white elephants. but if the Directors thought of sending one for harbour work they would be right - A launch 50 to 60 ft would be most useful in doing all kinds of work for which we at present have to engage attached boats crew of six hands, and, as I have often remarked, for discharging and taking aboard cargo from the steamer. But as the Directors suppose shutters of these little things would steam 90 miles to sea, and bring in a dismasted vessel of 1200 or 1500 tons? This is towage and salvage as well as cargo carrying that I am in hopes of making money. Now as to the steamer. which I do not want a vessel to purpose long or short ocean voyages. Except perhaps, to the Straits of Gibraltar. I should like one

that will stow 200 bales or more. My reason is that the production of wool is increasing, and that to carry a farmer's whole crop a much larger vessel is now wanted. and whether the wool is picked up at so much per day or whether it is taken by the bale or the pound, it is an advantage to be able to take each person's crop at one trip or in as few as possible. Looking at the extent of the land taken by most of our clients I think that when they have reached a total of 200 to 220 well pressed bales they will have got to the end of their tether. This applies to Messrs Bonner, Baillon, Cleburne, & Holmsted and Blake when they meet their new stations. Last year I sent you an account of the gross earnings of schooners on the Company's and their clients' account, it amounted to £2666. I now enclose a memo. of the same for 1880

which comes up to £3194 - we ought to do all this, but have been unable for want of carrying power; another memo. is sent of the cash paid for schooner hire since the Black Hawk was lost, which will be immensely added to next season unless I am provided with another vessel. The goose freight has been raised £500 in one season; this is perhaps a larger spring than usual; what may should be put down for towage or salvage I am unable to say; but I can think of so many vessels that would thankfully have paid to be taken in or out that I am satisfied the income would be considerable. Mr Dean was nearly buying a steamer before he left, and now talks of having one - but he says that he sees plenty of suitable vessels for sale at prices from £2000 to £4000. Does it ever occur to the Directors that in all matters connected with buying or building ships the Company have

uniformly been taken in? Was not the price paid for both Black Hawk and Sparrow Hawk – over £20 per reg. ton – simply absurd? And would it not be better to get hold of some experienced and honest nautical man, and let him do his best to get them a vessel? The refitting of the Black Hawk was a sheer robbery throughout; but I believe that the principal person connected with that is now dead. Perhaps it may be thought that these affairs are no business of mine: but, if I am to be responsible for working the vessels here at a profit, can I hold my tongue when I am hampered with an enormous insurance premium and an enormous sum in interest on cost to start with? I have been looking lately through one of H.E. Moss & Co's steamship circulars, and have seen a dozen vessels, suitable as far as description goes; and only of the vast numbers that are offered for sale there are the one that would do.

9. 587. 2 Shipping Calls.

responsibly been taken in? Was not the price paid for both Black Hawk and Sparrow Hawk over £20 per reg. ton, something unheard of? Then again the reclaiming and refitting of the Black Hawk, — £16 a ton — was properly monstrous but I believe from what I have heard that the person the Co employed, since dead, was mainly responsible for this. Then in not all point to the suggestions in my last despatch (320) that a practical man should take the matter in hand, to which I would add that he should be one not likely to line his own pocket? Perhaps it may be thought that these affairs are no business of mine; but if I am to be responsible for working the vessels here I conceive that I have a right to protect against being fettered at this outset with an enormous insurance premium, and an enormous sum in interest on cost, which are a heavy weight to contend against. I have been looking through one of H.S. Moss & Co's circulars lately, and send you some specimens of the advertisements; out of the

numbers that are offered for sale there must surely be and that would do.

9. 567 - 2. It is very satisfactory to find that the Company are to have secs. 24 and 25 from year to year, as it shows that there is no immediate fear of a township, in fact the Governor told me the other day that the yearly tenancy will be really as good as a years, as he sees no prospect at present of our being disturbed. He also said that I had made a mistake in reporting that he was in favour of the township project, he simply asked for instructions on Mr. Callaghan's proposals, and when I told him that I had got my information from Mr. Harvey, he said that that gentleman had talked to him very loosely on the subject. The fact is that if Mr. Harvey talked to the Governor about the township and land generally as he talked to me, it would have been better if the Company had paid him to stop away, so very much were his views opposed to the Company's interests. I have seen the Governor

several times lately on the land question and am glad to say that his views are to be getting much more reasonable. He wants revenue and as long as he can get what he wants he will not try to turn any body out. That being the case I have thought it wisest to say frankly at once that we can submit to paying nominal rent say £2 a year per 6000 acres, the interest on which at 5% if purchased at the upset price would be £60 per annum no one can deny that £162.16.6 is a very small sum to pay for the rental of 108.681 acres of land, and were we to fight the question the revenue needed might be raised in a more objectionable manner. As it is think that as a safeguard against disturbance it will be well to acquire a greater proportion of freehold. and chances have given us an opportunity of putting the proposal before the Government which the Directors have authorized me to make of which I have profited by giving it the

form of an offer to help a lame dog over the stile. Copy of letter is enclosed, the Governor thanked me for it personally, and said he would not answer it officially. Being again on more friendly terms with the Government than during the late McLaughani's time, I hope that the land question will be settled in a satisfactory manner. The lease of Mount Pleasant will be granted I have reason to hope very shortly.

10. Jan. 3. Write Mr. Humphreys as to a stallion. Jan. 5. Until I receive more definite instructions about next year's shipment I cannot say if I shall send wool by Tamar or not. No doubt I shall have some ready. I have got information on the wool sales, as usual, from Mr Dean, to whom I have to go if I want any early information about the Company's affairs. Now that mails are going once a month is it not absurd to write all by sailing vessels, more particularly with important enclosures? While on this subject I may mention that although the Directors are good

enough to send me the offic "Times" the way it is forwarded renders it of no value except as waste paper: for instead of posting it as formerly, when it used to arrive regularly. it is invariably sent the longest possible route, consequently I actually received by the Nilavian on the 25th. May papers of January, having already received my own up to some time in April by the Thebes.

11. Par. 9. You are aware that for the last two years I have reduced the amount added to stock for cost price Store from 25% to 20%, I price the more important part of the stock myself, carefully pointing the whole, and in every case of deterioration I reduce the value below cost price. Not a year ago I had all that I considered deteriorated and unsaleable sold by auction, so that when you express a fear about the old stock I can only say that I believe that you are quite wrong; however, if you will examine the returns and mention any special items that you are uneasy about I will give the matter my best attention. Under the circumstances just explained I cannot agree with the proposal further to reduce the fair value of the stock.

12. Pa. 10. I cannot say anything as to figures, as Turner's plans are in the Britannia, which is still out.

13. Mr. Upman has done nothing about reducing the debt on the Town Church building, beyond suggesting that the Company's pew should be run through the item. Do the Directors wish me to insist upon its being paid? I understand that Mr. Upman intends to leave the Colony shortly.

14. After repeated applications I have succeeded in getting all the ordinances of which printed copies remain; Mr. Collins has but one list, so I cannot see if all that you want are sent, he can only spare one copy of the new Marriage Ordinance, which has been lately passed.

15. Since writing on perusing Lyons that Mr. Dean paid £9. 15/. for Blackwire, pa. 5, and £10. 5/. for pa. 7: taking pa. 6 at £10, I have overestimated the cost of the pews, in which I had put the price at £14 per pew. The best plan appears to be to buy from the makers at Warrington or in Shropshire, black

annealed wire is the kind required.

16. Some years ago it was proposed that I should act as agent for the British & Foreign Marine Ins.ce Co in taking risks on their account on coasting and other voyages. but the proposal fell to the ground; and now I have received an offer of agency from an association connected with Lloyd's, which I enclose, together with my reply open for perusal. Very likely I should get some insurances, and it might be a public convenience.

17. Capt. Campbell has lately got charge of Mr. Dean's schooner Prince of Wales on his first voyage on the 4th Sept. and returned under jurymasts from the Eastward on the 11th, having been totally dismasted in a gale the day after he left. The Prince had been allowed to run down to Nassau in a very unseaworthy state, and the accident was no fault of Campbell's. Mr Dean was on board, bound for Port Stephens, and speaks in high terms of Campbell's pluck and skill in saving the vessel at a time when her case seemed inevitable.

18. I have lately had the Lady Rowe down to replace the false keel that was knocked off when she was aground last year in Rep Channel, and I am glad to find that her bottom is in very good order. I had intended to repair her thoroughly; but the catalogue of her defects is so appalling that I have decided to pull her up and see what her Directors send me. Here are a few of her defects: She besides is leaky and the fastenings sick, her covering board is in some places rotten, more especially the mitres in the framing of the cabin, several stanchions are broken, others sprung, others again rotten. Bulwarks good, but rail all to pieces. and, if taking off to put new stanchions in cannot be replaced, the deck, which was originally three inches thick, is now two, and there are two beams broken, and finally the head of the mainmast is wrung, and a great rent in it opens at sea, though I cannot say that it is actually unsafe. Without almost entirely renewing her from the pole up she cannot run much more

than a year: but she would make an excellent lighter for discharging from the steamers in conjunction with the proposed steam launch. Now, of all times I have ever known her, with two schooners lost and paid for and a third nearly played out, is the most favourable for getting the vessel proposed, and I sincerely hope that advantage will be taken of it.

19. Pullerson has done the necessary dipping at Bank Top, and from the enclosed Extract from a letter just received appears to intend to hold his own.

20. Enclose particulars of a new funnel Martin has asked me to send for for his steam launch. I should mention that in loading boats the Hero and Hilarion had to employ that "mere boy" at a cost of £10 and £12 respectively, saving more than double the money in demurrage and labour, however.

21. When writing about the engines for Hilarion, Enright has said that a proposal made I think from London some time ago might now be carried out, viz: to have a small cargo winch connected with the [illegible] under the deck [illegible]

Corrected

F. E. Cobb.

Stanley Mines Germans Boerfontein London

Wines & Spirits

F. E. Cobb
Stanley

1	1	1 Keg Whisky 12 gals. @ 10/-	6. .. .	
2	1	case . 6 . "	3. .. .	
3	1	. Champagne 6 . 24 (12 doz. @ 2 doz. 4/-)	12. .	
				9. 12. .
		Less amt already rec'd. 5. 17. 10		
		" disc. 5% 9. 1		
		" 6 gals. Sherry & Tubes 12 "		6 . 15 . 11
		(20 inst. of 26) To pay		£ 2 . 13 . 1

twentieth August 1

Frederick E. Cobb
Imperial

August 1
Frederick Cobb
Stanley
Wines & Spirits

twentieth August 1

Frederick Cobb.

N.B. Invoice was in the mail which started home carried per Mines.

22. 16th Sept. The Britannia has at last brought the annual report, and I hasten to correct an error in my 313–7, which was written upon the supposition that the actual balances in the Stanley books were to be incorporated in the London accounts. I now see that the Farm gets credit for the eight years produce, so that my remarks only hold good as far as the Stanley books are concerned. The mistake occurred through your writing on 1st June 1880 that "henceforth the Stanley Profit & loss account will be incorporated in the Profit & loss statement printed in the annual report to the shareholders." This account does not agree with the printed report in the following items:-

	Stanley Statement	London report
Bank book's working a/c	28. 12. 0	352. 7. 0 profit
Store	4079. 11. 1	3939. 11. 1 "
Farm	4625. 13. 9	11363. 11. 8 "

The last Sunderland, but I shall be glad to know how the other differences have arisen.

23. A number of ships have put in lately as per list, but none for

repairs, the only casualty to report is the loss off the Horn of the fine new iron ship Nilmodan, which was abandoned on fire, and the crew brought in by the Penrith.

24. Encloses a statement about an action Mr Williams has kept hanging over my head for some years past which I wish to have an authoritative legal opinion. Can you tell me if it is true that he passed through the Bankruptcy Court at Cheltenham & believe, shortly before he came to the Falklands? I wish to know, if necessary, that his business was so risky and began on so little capital that it was not one in which any claims for discount could be entertained. And if the account is to be reopened, is there any reason why I should not press for the interest he undertook to pay, or was that finally abandoned by the Directors?

25. The gratuities paid for last year amounted to £131. 5/. in number 105, having been paid to all the Company servants in the Islands with the exception of

Mr. Clay and myself.

26 The foreman carpenter informs me that the boat that is sent out here is always of poor quality.

27. Mr. Clay told me a curious story before he left. A man named Robert Hunter, formerly in the Company's employ, but latterly shepherding for one or other of our neighbours, was in London last year, and he relates that before he left an urgent message was sent to him, begging him to call at the Company's office. He had no wish to go, but the invitation was renewed in a more pressing manner, and finally upon his cab fare being paid he went, and found that he had been sent for to undergo a pumping about the condition of the Company's sheep. According to Hunter's story, which has been circulated widely among the Camp, the pumpkin seems to have been worked this instance with but little effect, for all he was able to say was that he really knew nothing at all, as he went to Damon but once a year, on the 1st January, and then

only passed through a small portion of the Company's land. Noted Mr. Clay that I believed the private coupon system was a very old institution, and that I concurred myself about it very little, as I did not think the Directors were privy to it. He rejoined that he men believed that it took place with authority, and that among our people it had the worst possible effect, as it led them to believe that none of the Company's officials were touched. This is only one of many similar stories brought out by men who have returned to the islands: very likely it is exaggerated, but if founded on fact, it is worth considering whether the Company's interests are promoted by such a system.

25. As I wish to patronize the Darwin races on the 1st January next I shall be obliged if you will send me a silver cup not exceeding £5 in value, by the Del. steamer. New Year's day is a great institution among the Gentlemen, and a little encouragement of this sport is a good thing.

Falkland Islands Co

Stanley Canada German London

Beer

PIC.	6155/94	40 chs	Allsopps Ale	120 @ 6 - 3 . 0 . 0
	6195/6204	10 .	do	60 - 3 - - 15 .
	5085/5104	20 .	Stout	60 = 6 1 . 10 .
	5105/14	10 .	do	60 - 3 - - 15
			5%	6 . 0
				£ 5 . 14

5 . 14 . 0

Newton Ch September 1

S Cobb Stanley

Importer Beer

Beer

19th Septr 1 .

Falkland Islands Co.

Stanley Wanda German — London

spirits

5100/5212	25 cs	[illegible]	25.0.0
5213/24	12 Kegs &	110 gals	55.0.0
5352/71	20 cs	Old Tom	20.0.0
6120/9	2 pncs	Rum 103 gals	51.10.0
6130/54	25 cs	Madeira	25.0.0

176.10.0

Nineteenth — September 1

Stanley

A.E. Lockhart — spirits

Imperial

spirits

19th September:

Stanley

29. I notice that you have specimens from the Falklands at the Crystal Palace Exhibition. If those are some that were brought in by the Black Hawk they were taken on Staten Island.

30. I am sorry to find that through some blunder at Darwin Harbour there are no more specimens entered on the Victoria's Bills of lading. If there were a number put on board there for drowning, for which no receipt or none have been taken, but you will of course see that everything is discharged.

31. Nearly 15000 sheep have been dipped by Patterson in the North Arm section, but it is worthy of remark that it was not necessary to touch the Darwin Mts sheep which have been dipped in Lille. I enclose some statements as to the cost of recent dippings, of course each month's growth of wool carries away more stuff. This reminds me that to Harvey in his estimate places the cost of each dip at 1/- per head: a practical man would have known that the dip

off the shares each half the late ones
as a boiler will dis 900 of the former
& 500 of the latter. My brothers are likely
who have seen little say that their most
works splendid and that there is scarcely
a broken flued; and Mr Bannes who
used it last season has just ordered 750
gallons more. The whole of the Damin
ships were last year stopped in Dock
and I very much wish the Directors
would allow me to see my pigment
about little, at least as far as the South
Camp ships are concerned. Some of these
dis should come on in March, which
are cheaper, unless they will allow for
or refill the drums.

32. My chief difficulty in
dealing at once with the cattle lies in the
fact that the chiefs of the department are
some of the Company oldest servants, the
two Smiths having served faithfully for
20 or 29 years. Would the Directors
be inclined to do anything in the way
of pensions for such old servants should
it become necessary to dispense with
their services?

33. 19th Sept. I have the morning received your despatches 3 & 4, the Ulanda having anchored in Port William last night.

34. Jan. 2. I believe that Barrett will leave for England mail-mail.

35. Jan. 2. I will let you know in good time before I want more draft ale; please continue and your order for 20 hhds. for Ulanda.

36. Jan. 4. When Campbell gave me his list of last effects I remarked that it seemed pretty well settled. I conclude that he meant it to represent his real loss, not expecting to recover more than 6 lacs, for which you reported the Captains effects were insured at the Company's expense.

37. Jan. 6. Until we can get cheaper freight and we cannot compete with Monkstown in coaling Ulanda now has not to understand how vessels can go there with coals & coaling, Ulanda, from 15th to 18th, knowing that they have

heavy port charges. a certainty of going round seeking afterwards. buying ballast. discharging in a roadstead with long detentions, while some will come here under 20/. where they can discharge their cargo fast, and get ballast without difficulty. When so many vessels are actually sailing from England in ballast would not 20/. a ton freight or about 1200 tons be better than nothing?

30. Jan. 9. Notice the rough draft for the vessel in case the Company pier schooners or steamers should be wanting. There is no immediate hurry for it. We are in a transition state now as regards carriage, and therefore cannot expect to work as smoothly as if we were in a groove; but my opinion is that we should do with one vessel a year for rough goods, leaving London end of Feb. in time to take ballast home, and with this view I will endeavour before next mail to give you an idea of

our probable requirements for the next end. As regards the coaling station, I understand that it will be a most elaborate scheme, and that it cannot even be started for two years: should it be carried out no doubt there will be no difficulty about rough goods. I will here answer the business part of your letter of 9th August with reference to freights. I am aware that it seems very heavy, but when analysed it does not look so bad. The total general invoices (less tax per Britannia) amounts to £3112. 2. 2, the total freight, Brown's account plus freight on sugar & nails from Norwich, amounts to £672. 11. 3, over 21%. But of the total sum, £2677. 7. 6 represents general purchases, while the wood comes to £234. 4. 9. Freight on the wood Cm 93.500 @ 50/- £47. from London per £243. 2/ thus the general goods can't carry £427. 9. 3

It appears then that the freight on the wood is nearly 20%, and on the general stores under 15%, whilst the minimum only has to be added to complete the statement of expenses over the ships' rails in Stanley. Compare this with the following percentages of expenses in late years on sailing vessels' cargoes, taken from your own statements, and excluding the Falkland Islands coal ships:- 1872 Vivian 9¾%. D° 15%. 1877 Marian 24%. Mary 42%. Mary Lester 51%. Vivian 13%. 1880 D° 17%. In this case you see the wood is the chief or only culprit, and after all I must say I am so glad to get it that I can hardly complain. Had it not arrived I must have bought from Dean, which would have been worse. With regard to the remaining stores the great advantage is that they are all things really wanted, and that in getting goods in this way there is no filling up with useless trash which forms dead stock and swells the total on hand. I must therefore

that you will continue shipping my moderate indents by steam, and not wait until there are orders on hand sufficient for a vessel. Upon your part to send the wool forward as fast as I can; you remark that our finances are so much easier now it is not so indispensable to have ~~money~~ home quickly; but not because wool has been sent off quickly that the finances are easier, and that you are saved that hungry period between the despatch of the vessel with steam and her return with the year's wool? These being my ideas I do not telegraph Fidalgo.

39. Par. 6. I think that future matters will be arranged here satisfactorily, so that there will be no necessity to communicate further with Lord Kimberley.

40. Par. 7. You appear almost to forget that McCay was placed here confidentially by you with ~~the~~ kind. ~~first~~ purpose to keep ~~the~~ superintendence ~~of~~ you felt a good deal of suspicion

at different times and with different men; and I have been satisfied for a long time that the right plan is to give the overseers who carry the work on great latitude, and they will feel their responsibility; discuss with them fully beforehand what is to be done, and leave it to them to carry it out, not meddling and interfering in details, which in most cases only annoys instead of doing any good. The overseer in his turn throws a lot of responsibility on to the shepherds, that is to say as regards gathering; each shepherd chooses his own gatherers, and is responsible in case of a bad muster; the system works like clockwork in the Dawnie section, where the shepherds are all united and work together with a will.

41. Jan. 13. Concluded Bk. Bailleu would have shipped for Hilarion even on freight; and as he was always being able to earn money, in the present state of the Cri fleet is that a sacrifice?

42 Jan. 15. A. Graves complains that he has no bedding, and that he is uncomfort and has feeding pure Excessive

43. Malcolm Bulmer if not already sent may come out for the Company, and his ~~[illegible]~~ power be valuable.

44. I close this despatch tonight, but I cannot say when the Hardie will get away, as rather slow work is ~~[illegible]~~ being made into the ship.

I am, Sir,
your obedient servant.

Jam. Shore.
Manager.

Enclosures to No 322.

Trip[e] Nos 318, 319. 320.
Dup[t] Cobb to Coleman
" Statement on accts
" Manifesto by Hilarion
" Indent.
2[nd] Box No 602 per £100
Hilarion's B/L Nos 4/10
Stanley Cobb & Vouchers Aug[t]
" Sept Aug[t]
Cobb to Governor 9 sep
Autumn Dipping
Cost of do do
" " 3[rd] do
Extract from Paterson's letter 9 sep
Martin's requirements per Engine
Acct to be collected from Hilarion
Schooner Rosie 1881
Undertaking Affs re Cobb 30 June 88
Reply do do
Ordinances
Earnings of Schooners 1880.
Wages to 4 Nov 88
Cost of 2 miles Fencing
Indent
Statement on accts
Shipping Report
Miss' Advertisements
Williams acct Aug 77
Memo on do
Postage Stamps 79.
Copy letter from Liebig Co to Cobb
Extract fm 9 accts Letters Dupl

Falkland Islands Co

Stanley Harbour Montevideo

1 bdl Cigarettes
23,600 = 110 lbs @ 3/ 16.10.
5% 11
£ 15.13

15.13 6

Sworn before me Sept 1
this 20th day of Sept
F. L. Cobb
Supporter

F. L. Cobb
Stanley

20th Sept 1

Wm F. L. Cobb
A. Langdon

123.

Rendarah. 20th Oct 1.

Sir.

My last despatch went per Blanche on the 21st ult; since which I have been most of the time in the Camp.

2. I can report favourably of the prospects for next season; the sheep belonging to the Darwin and Walker Creek sections remain as clean as ever, while the dip administered by Patterson in the early spring at North Arm seems to have completely arrested the progress of the scab, and I hear no complaints of any fresh outbreak, the season for which has now almost passed by. Even at this early period, therefore, there is nothing rash in predicting an excellent clip of wool.

3. I went to Walker Creek, and found that Finlayson was getting on well

F. Coleman Esq.

Secretary,

London.

with the fencing; we are short of
swingers, which, however, I expect
tomorrow from Sandy Point. This
reminds me that Mr Harvey recommended
hard wood swingers, but it turns out
that they are too heavy for the fence.
(This serves to confirm a rule which I
believe will be found infallible, viz. that
you should
ask his advice and then act in direct
opposition to it in every case.) The
addition to the woolshed is in progress,
and will be finished before the shearing
season.

4. At North Arm the wool
shed addition is nearly complete, and
some alterations in the dip pens will
being made to enable the sheep to be
worked more easily. The fencing at
this station is hardly sheep proof, but
the addition of a few swingers will I be-
lieve make it right.

5. Two horse chases have
taken place this spring with but little

effect, not more than 50 or 60 being taken; how to destroy these animals is a problem: I think I shall have to put a good price on their hides.

6. I have reduced the peat contract from 4 to 3 pr yard, which on 700 or 8000 yds. makes a good difference.

7. Wishing to judge personally about Little Dip and its effects, I made a point of visiting Lively Island and Dawson Harbour. At the former place I never saw the sheep looking so well; I was all over the island, and I saw no sign of scab, ticks, or anything else. At Dawson Harbour I had a number of sheep hauled up and several were caught and examined; in every case the growth of wool was all that could be desired, and this, it must be remembered, was a very scabby flock when dipped in Little last season, but has kept clean during the winter. I am now so well satisfied with the dip that I shall avail myself of the permission granted to use it where safe, and certainly dip all the

C

outside sheep in it. I questioned the shepherd at Dawson Harbour and ascertained that the sheep throughout the flock are perfectly clear of scab. Mr. Harvey's personal differences with Mr. Little were no secret, and one of our shepmen was about right when he said to me, - Little's dip was condemned long before Harvey ever saw it -!"

7. In order to put the North Arm section into good working order it will be necessary to shift all the ewes entirely into the Bear Point pasture, and to do this satisfactorily I strongly advocate the erection of the fence I mentioned in a late despatch from the head of North West Arm to Moffat Pt.: it would not be more than 6 or 7 miles, and would not only keep our breeding stock entirely separate, but would enable us to make use of some thousands of acres of camp which cannot at present be occupied, thus carrying more sheep. I was over the ground this time with G.

Jellicoe, who is anxious to get this, perhaps I shall put a suggestion for wire down in the heavy goods order now being made up.

8. I have offered the Boomer press to Mr. Bailon for £100, and should recommend it being sold for corn bees, and a new hydraulic lent out in the Tallow vessel. I have just had a box built for the Darwin press, of great strength, which has cost about £5 5. I will enclose the specification. and if you could get one made for Lee ~~money~~ I would be better to send it with the press.

9. After long consideration I have ~~decided~~ on a gratuity to shepherds for close gathering, abolishing the rest. Enclosed is the notice, which if earned, by shepherds will get £259. 5. 7, but to earn it the standard of gathering will have to be raised. On the other hand, the gratuity if paid according to the old system to 121 here and 3 in London at £2. 10/- would reach £310. To anticipate objections I should mention that labourers get contract & gaucho hide money, ~~& 1 bd~~ shepherds are debarred from all extra earnings.

10. I must say that I was more than surprised to find that the Governor had received from Mr Kaye a copy of his report, "printed for private information." The Directors have been so scrupulously fair to us in withholding comment upon that incomparable piece of twaddle until receiving my reply, and in keeping all allusion both out of the annual report; that I find it hard to believe that they have sanctioned a copy being sent to an outsider. At all events it reflects so much on [illegible] upon myself personally and my management, that anyone reading it should see the other side also. so I sent a copy of my answering despatch to the Governor, and at my suggestion His Ext. will not let the report get any further. Should it be circulated among the shareholders I see no reason why my despatch should not be printed also, care being taken to substitute asterisks for the name of a certain theoretical shipmaster. There can surely be only one opinion as to the rashness of sending an exaggerated account

of the Company's means to the Governor just as he is looking about for something to raise revenue on of, and I think I may conclude that had the Directors wished it the report would have been forwarded through my office, not behind my back.

11. Samples of wood used were sent from Millar but without prices, so I cannot order from them.

12. The grass seed sent out will of course be sown, but if anyone's opinion had been asked here the Directors would have been informed that although the first flock clipped get a good bite the richest pasture in the world could not stand 40,000 to 50000 sheep passing over it one after another, and that it is almost as absurd as saying down clover between your office and the Mansion House. The thing to aim at is to get the sheep away as soon as possible after they are brought in, and this will be helped by the additional standing room provided in the woolsheds. In the course of time it will be known that carrying out Mr Warren's own ideas is synonymous with waste of money.

13. The Ella of Swansea has arrived on fire, and on the strength of your desp. 4644-7 I commenced myself as Agent for the Swansea Merchant Shipowners' Co.; but the Captain would not recognize my authority, and went to Deas. You must have some reason for writing me that we had been appointed agents, and for putting the name on our card, so you had better furnish me with any letter or other document you possess. I offered to let the Egina on the same terms as to the Alpha, and I am the more surprised at not getting the business as we have always had the consignment of Baltic and the Swansea M.S. Co's ships and I believe have given satisfaction. However the Captain of the Swansea pleased himself much on the other side, and does an influence brought to bear upon shipmasters here against which it is impossible honestly to compete.

14. It will be time enough if you send the sailing vessel away from middle to the end of February. I send an indent for rough goods which is calculated for a 12 months supply, and hope that some of the fine goods will be shipped by her; if necessary to fill up, send such wood, deals, palings, hay, cheap crockery, kerosene, a dozen extra wheelbarrows, and anything cheap and bulky. If you have not weight enough do not send coals or bricks, but put in ballast, which will save time and labour here. I should like to see the lionesses out again, but it would be a great chance if she happened to be at home. I have had quite enough of the Hilarion, and in chartering you should keep her rules before you; do not take up a ship whose first A1 period has expired, and avoid those belonging to poor owners, both classes have many disadvantages, among which may be mentioned a tendency to damage wool, and a general shabbiness of dunnage and necessary gear of all sorts.

15. I shall be able to manage with the casks on hand with the assistance of ale barrels from the publicans, but of the 200 from Graves Barrett has only been able to set up very few, and I have no doubt he will give you an account of them himself, as he goes this mail. He has been a troublesome, quarrelsome customer, very fond of drink, and I am glad to get rid of him: at the same time, as he knows what we want I would not stand in the way of his looking up a lot of casks for us, as he could not do worse than has been done already.

16. I have talked several times with the Governor about land lately, and have great satisfaction in reporting that he is favourably inclined towards the proposed purchase. ~~I have~~. At our interview he said that, speaking unofficially, and pledging himself and the Government to nothing, he thought that if the Company wanted a good sized block perhaps a concession in the price might be granted, and only

a few days ago, just after an Executive Council on finance, asked me if it would not suit the Company's purpose to select and buy the land right out, paying for it by yearly instalments. Looking at your 586-1 and 587-2 about the price remaining at 4/ an acre. I could not myself have made a proposal more in harmony with the Directors' wishes. In the course of time I shall see an opportunity of making a proposal which I shall take care is subject to the Directors' approval, just as the Governor will be guided by the Secretary of State. As things are going at present I think the Directors may feel easy about the Coi land; it is, at all events, a great relief to me to have a straightforward and payable matter to deal with.

7. Should the Company's views with for a successor to Mr Forman I hope that it will be possible to get a man more capable of ~~seeing~~ their likings and respect; and I am informed that the Ministers of the Established Church are of a better class than those of the Free, the doctrines being precisely ~~similar~~.

16. 24th Oct. The Denderah arrived at dusk last night. The unpunctuality of these steamers throws out the office work a good deal. I have received your despatch 590.

17. Par. 5. You have the details of cleared land in Mr Harvey's report, copied from the rent roll. As regards purchase, I have been going on your despatches alluded to above, which approved of my proposals; there is no necessity, nor have I recommended fencing outside to any large extent, and the wild cattle and horses may be classed with snakes in Ireland, i.e. they do not Exist: perhaps a dozen old bulls might come down from over the mountains in stormy weather. I have seen no reason ~~to change~~ in support of Mr Harvey's insane suggestion that cleared land carrying between 30000 and 40000 clean sheep should be given up, and the Director (by 584-14) are quite alive to the necessity of heeding it. I hear from a trustworthy source that the Governor is much pleased with my suggestions and proposals, and recognizes the Company's desire to support the Government.

20. Jan. 6. I am again relieved at not receiving a telegram, for if you send a vessel you have no order from me for rough goods such as Iron sand: you remark that everything must be saved for the vessel, which means that the bi-monthly orders so carefully worked out are to be bumped into a ship that will arrive months after half the goods have run out: if so, it seems very little use taking any trouble over orders whatever. I am getting the schooners work well ahead, so that I shall be able to divide the two schooners between coal hauling, and see no difficulty in getting over over forward for the three steamers, and over this you should get Clarke to make the same reductions as promised on 1500. There are several points to be looked at besides the actual difference in freight: by steam the Directors get their produce home early and save several months interest on many thousand pounds, and is there not per cent damage than in wooden vessels. for which we do not always

Recover.' Then again their poor boats they
not saved the Extra freight over and over
again by getting the wool forward and
selling before the fall in the market, whereas,
having them handy they might hold if the
market showed signs of improving below?
The schooner freight saved by sailing vessels
going to Darwin is nothing: only a third
of our wool comes from there, and there
is so much in the way of supplies, coal,
casks &c. going up there that the schooners
may as well bring back wool as return
Empty. Shipping on board steamers is
also done much more quickly and therefore
less expensively. I trust that the scheme
suggested for our annual ship may be
carried out.

21. Par. I trust that the
printed report may not be sent to anyone in
the islands. I regret that the Directors
do not see their way to part owning a
steamer with the Noonan Co, believe it
could be worked cheaper and at any
future time, if necessary, steamers we
could buy them out. Their Expenses at the
outset in buying & building would be a great

advantage to us. Respecting the correspondence with Claude Shews that the Governor very strongly urged Capt. Seymour to recommend a Steamer being sent in addition to ours, so that there was no misunderstanding between us whatever. Shelieve that the different parties referred to 27th August were H.E. and no one else.

22. Par. 10. I do not know what other account of expenses is required, unless perhaps the wages to the men left on Staten Island to save the Underwriters property. which I sent the Collector paying: it was to provide part of this that I specially kept back the Commanders.

23. Par. 12. I would not take Mr McDougall off upon any terms, or have anything to do with Jeys or Blagden, being quite satisfied with little. I hope the Directors will send no more Tobacco until asked for. Shelieve that a duty will shortly be put upon it, as a quantity is supposed to be made up for smoking. I spoil the Cs with spirits of tar or paraffin before sending it out. but others are not so cautious.

24. Par. 13. I think McNeilage is muddled between commission and interest

on London payments and Mr Blake is
[illegible] surprised. They have paid 5%
commission on London payments and then
5% int from date of payment, perhaps this
is what Mr B means by 10%. I have
remarked that the commn might be reduced
and in the case of Mahomedan Blake to
whom the Co owe money this not more charge
Rs 1000 Simpson will be [illegible] not
advanced to Mr Blake

2. I suggest that
the letter need should be sent out here
as an heirloom for any officer obtaining [illegible]
the word having been used and grumbled
over the very great inconvenience by causing
such delays suggested from here by year
ago, though recalled while time further as
an mention to other to raise the charges
of F. I. work

2. In re Mr Lacon has not
arrived Sorts it is a pity you did
not take up Pulicat he growing he would
[illegible] useful and we now see his work
a useful man. Who has given us six months'
notice. It would have suppose have dealt
with Pulicat comm out I hope you do not
give him a passage in credit

on London payments and Mr Blake is just as confused. They have paid 5% commission on London payments and then 5% int. from date of payment, perhaps this is what Mr B. means by 10%. I have remarked that the comm.n might be reduced, and in the case of Holmesdale & Blake to whom the Co owe money it is not now charged. The £1000 I suppose will be paid not advanced to Mr Blake.

25. Sat.y. I suggest that the silver medal should be sent out here as an heirloom for my office chimney piece, the wool having been bred and grown here, and the very great improvement by crossing with Merino suggested from here 12 years ago, though scouted at the time; further as an incentive to others to raise the character of F. I. wool.

26. Sun.y. Mr Lucas has not arrived. Sat.y. It is a pity you did not take up Bethune, his growing Lucerne would soon be useful, and we now lose his broken, a useful man, who has given us six months notice. He would have stopped had Mrs Colvin Bethune come out. I hope you do not give Sims a passage out.

27. Jan. 17. I disagreed in my reply to Mr Harvey about the bolts being all the same size, and what sense is there in having parts of the two presses interchangeable, unless you propose in case of breakage to ask Peles to pay Sant.? What parts would you have in duplicate? We have spare leathers and moulds for pressing them, but I see no necessity for anything else. The Walker Cubs plate went because there was originally a flaw in the casting, but the Darwin press has been worked for 9 seasons without an accident. If you begin providing duplicate parts, where would you stop short of having a whole spare press? We have presses with 5.6 + 8 in. rams. I think for a wool box measuring inside 5ft. high × 4.6 × 2.3 like those at Darwin as per specification a 6" ram would be suitable, but would be guided by Tyler's calculation as may be, remember one size, 6 + 8 in, as we have the leather moulds to fit either. I should also suggest that it might be necessary to have the ram a little longer as the box is 5ft instead of 4ft 6 high.

20. The suggested wine may be considered to be partly for sale, as there is a good demand at times.

21. Should Andrew Carlyle wish to come out he would, though old, be suitable for a place at Northam. I would offer him £50 per annum and a passage out only; the agreement to be a yearly one at the inspection subject to the usual notice.

22. The Malvina brig came here lately for sheep, which she took from Mr. Dean at Nile. Mr. Langdon in my absence from Stanley not being authorized until under 15/.

31. Mr Dean is having his house of ill-luck, last mail I reported the Orissa's mishap. and I hear now heard of the total loss of the Ready, formerly the Allen Gardiner, in Fox Bay, not a mile from where the Anne Brooks lies. Mr Dean was both of the steamers.

32. I am sent to Humphreys for about 12 men for the shearing season.

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

P.S. The Denarah has brought 50 bags potatoes from Granby, and swingers or pickets from Sandy Point.

Enclosures

Dup[e] No. 521, 2,
" Autumn Dipping & Boxing &c
" Stanley Jet & Book Aug[t]
" North Arm dipping 1871
" Indent & Statement on o/s
" Hilarion & Ch[s] Williams &
Stanley Jet, Ch[s] Book & Vouchers Sep[r]
" Ledger Balances 30 Sep[r]
" Wages List do
Camp do do
Copy Notices re Gratuity
Extract Pattersons letter re Dip[g] &c
5 Ch[s] per £ 1,455. 17. 1
do " 16. 2. 6
2[nd] Ins No. 605
Shipping report
Statement on accounts
Indent
Particulars of Wool box

324.
Theben
via Sandy Point.

15th Nov. 1.

Sir,

The arrival of the mail a day earlier (for the first time) finds me somewhat unprepared, but I will do my best to answer your despatch 591, which has just been delivered.

2. Par. 6. I do not think it advisable to stipulate for more than the 45 days if you have to pay much more for the concession, for we may be fortunate as with the Hilarion, and load within the time.

3. Par. 7. If reported that Mr. Waldron's sheep had been dipped with Cooper's dip last year I must have been misled, the wool from him per Britannia was of course dipped at the beginning of 1880 and I am nearly certain that he did not use it generally until the beginning of this year; I will however ascertain for certain. This would at once explain the mystery about the sulphur.

F. Colemore Esq.
Secretary.

4. Lans par. I do not share
Mr. apprehensions about the Superintendents,
and am of opinion that both Sullivan
and Patterson are well able to hold
their own, so much so that I believe that
[illegible] am many things the men would do
more willingly for them than for Mr. Clay
or even myself - It is necessary of course
to have an ultimate Court of Appeal in
the back ground in the shape of myself;
but as I always support my subordinates
unflinchingly I seldom receive a complaint,
indeed I have not had one since Mr. Ray
left, and everything is working with the
utmost smoothness. My only fear is
that troubles may arise between Dr Wise
& Walter Lush, but I see no sign of it
at present.

5. Par. 9. I will go to Port
Stephens when I can, but I don't know
how I am kept about the islands now.
not choosing to risk my life in the Fairy
in her present condition, as detailed in a
late despatch. The Ready is wrecked, and
travelling with Campbell in the Orissa

must be admitted to be somewhat dangerous though ~~sailing~~. Perhaps the Normanton coaster may make travelling a little easier.

6. Par. 12. I shall not do more than express my extreme regret that the Directors have finally decided to throw all the carrying trade of the coast into the hands of the Germans. I may, however, say that I do not believe that they will make the steamer pay, and will sell her to the Company at a loss in a year or two's time. The expression "one or two coal sellers" is inaccurate as representing the people who do their business with the Company. The Chinamen, Bailonst Bonner with large and increasing farms still do all their business with and look for means of carriage to the Company, ~~Holmes~~ Blake charter this year, having a quantity of building materials to get out for their new stations, but may be expected annually to send wool by steam through the Company, and even Mr Waldron does a good deal of business with us. The management of the vessel would not in the least interfere with my devoting full and proper attention to farming operations, that is an utterly mis-

taken idea, for the fact is the best means I have of promptly and efficiently supplying the constant demands from the Camp the more efficient must my management be: however I need say no more on the subject.

7. Par. 12. It is suggested that Schooner charter vessels be employed for Fairy and Rosamond, that is all very well, but in the busy season there are often no vessels to charter, and the only outside schooners which can now be trusted to carry wool without damage are the Opizza and Fair Rosamond, which will of course be fully employed by Mr Dean. Even now I have orders for schooner work which I cannot carry out, and as the Directors have finally decided against steam I do hope that they will at once lay out one third only of the Black Hawk insurance on a second hand, fast-sailing yacht of 100 tons or more, and send her out with as little expense as possible without further delay. The Lotis was the most successful of the Company's ventures in the shipping line.

8. Jan. 16. With every desire to get the accounts forward it is simply impossible to have them ready by the 28th January next, and I am inclined to think that you must have written this date by mistake for the homeward steamer of the 25th February. The stocktaking here can hardly be completed by that time, and the returns from the Camps, including stock at Darwin Walker Creek and South Alice for sale and use will hardly be in by the end of the month, the busy season preventing the storekeepers from getting any assistance. It is my intention to be at Darwin myself at the beginning of January so that I shall be enable to give the same attention to stocktaking here that I have done for five or six years. so that it must be apparent that to close the office accounts by the date proposed is quite out of the question.

9. Jan. 18. I have today received the word "Tidalgo" from Mr Humphreys.

Of course I need not say that I receive the news with regret the shipment of wool by steam having now to be abandoned, and there being no orders on hand from here to fill such a large vessel. What to do with the steam coals, the Vivian being full, and the Egeria constantly employed for other cargoes, I do not at present know, I can only now think of returning them as ballast. If there was not the least necessity for a vessel out, I venture to suggest that it would have been better to order her to charter in Montevideo if I saw no prospect of getting the wool here in time. The delay of the indents for this vessel of course throws out my calculations and will leave the Store here of many necessaries, this upsetting of carefully planned arrangements is most disheartening.

10. I ought to have mentioned last time that the Hamdi freight account and the Antwerp invoice of nails were not sent in despatch 590. also that the pamphlet on the cruise of the Egeria was missing, although noted on the list of enclosures,

which the others were not.

11. With reference to the comparative cost of shipping by steam & sailing vessels I have ascertained the following particulars. In 1879, according to reports, the Vicar of Bray damaged 171 bales out of 636 or 26%, the Mary Anderson 160 out of 224 or 73%, and the Falcon 34 out of 59 or 58%; if each bale of damaged wool lost on an average £1. per bale, the total loss would exceed £600: but we only recovered £36. 6. 1. In 1880 the Vicar damaged 76 out of 699, or 11%, the Lioness 43 out of 350. but there is no separate account of insurance recovered. This year the Mars damaged 7%, but the Shs. Dundonald & Ramses carried 439 bales without damaging a single one. Believing that we seldom recover the full amount of damage, though I am open to conviction on the subject, it seems to me that the steamer freight is cheaper in the end.

12. I note that there is no improvement in the price of the 15 bales fleece & Merino hogget wool per Ramses, though it was valued higher.

13. Referring again to freights, Captain Seaman informed me that the 42/6

rate would be charged for wool even if
my contribution did not reach 1500 bales, as
long as all the Company's wool was shipped
by them. This is now knocked on the head.
The arrangement to carry passengers at £14
is also stated to be conditional upon the
shipment of the wool. But I shall protest
against this, having just received £12
more from Montevideo. The contract
I hear is now prolonged for 3 years, and it
is worth considering the position of the C.
with regard to the Colony. My belief is
that Mr. Dean will still carry on his sailing
vessel system, and will not support the
steamers: you see we hold the balance in our
hands, and shall have great power. With
the Company's assistance the contract will
pay; without it it will not be worth having.
If the Normans have think themselves established
give themselves airs and think they have the
mastery of the situation, you should show
your teeth a little, threaten sailing vessels
and opposition, and they will be glad to make
fair terms. You may perhaps not be aware
that the new French line to Valparaiso under
the bounty system is calling up the Germans

terribly through reduced freights to have so that our connexion is looked upon as of more importance than it was last year. Since beginning this paragraph Capt. Lemanchu is to enquire about cargo for the Ramsey. but I have been obliged to say that I can make no promise, and must take my chance of drying and baling sheepskins for her, the wet spring having prevented it hitherto. We hears from Mr Slade that sundry arrangements are left to be decided between us here, and it seems singular to him as well as to me that the proposed shipment of next season's wool should not have been taken out of my hands.

14. Stanley is again full of ships and there is another dismasted one, the Duke of Argyll. of London. Montgomerie & Workman owners; she was off the port much in need of steam, but managed to get into Berkeley Sound and finally here. The master awaits orders, and will do nothing at present, so you may perhaps get her business, particularly

if she is moved at Lloyds. The Captain is at present inclined to go to Deal. The case is similar to that of the Success, but there is much more damage about the decks and bulwarks, the foremast alone stands. The Alumina is in to Deal with cargo shifted, and the German vessels Swanes and Dora both Company, the former leaky, the latter with a good deal of damage and loss of boats, rudder sprung &c; both are discharging into the Egeria. I shall in future use the word "Telepar" to express ——(name of ship) "here damaged, at present consigned to Deal "but wait orders, to secure her business if "possible."

15. The cases of the Success and Duke of Argyll point to an addition that must necessarily be made to the stock of stores kept here. Since I first came, a great change in merchant shipping has taken place, iron has to a great extent superseded wood, and consequently there is a different class of repairs needed. General cargoes are now carried by steam.

but coals, railway iron, and nitrate, laborsome cargoes, are carried in large sailing ships, which actually roll their masts out in a Capetown sea. Now for these vessels we have no outfit to give them; we can build wooden masts; but rigging, deadeyes, large blocks &c. are not kept: and thus a very profitable business is lost. The Captains of the Duke of Argyll would refit at once if he could, but we must lie here for months, probably doing nothing in the end. In 1879 the Rutlandshire lost her mainmast, and had to get gear from Montevideo, and this year the Triumphant for want of wire rope had to go away jury rigged: and the Lucas and Duke of Argyll are laid up indefinitely. This being the case I think we should have on hand a full fit out for a ship of 1200 tons, true it may be dead for a time, but as on this kind of stock I always add 5% per annum for cost: and then double principal and interest for the selling price, it would pay in the end. The description and quantities you could get from any rigger, and it would be advisable not to let Mr. Langridge know anything about it.

16. I have remarked several times

how desirable it is to keep the stores supplied and that this to a certain extent has been done, and that our steamer system beats Dean's sailing vessel supplies is shown by our account with him, for since January he has bought goods from us of which he has run out to the amount of £950. 9. 0, while his account against the Company is only £330. 17. 6 To keep this up, however, supplies should be sent as asked for, not delayed to fill a sailing vessel. Many of the fine goods for the drapery store took by Nelanion and Vpia were ruined by the steam rising from the coal or salt.

17. My brother McGeorge Cobb says that the Lively Island wood will be shipped by the February steamer, and he wishes to have some furniture shipped out by freight by the Tattler vessel for the purchase of which he asks you to advance not exceeding £200 as per statement.

18. I have made the following arrangements with the German vessels. The Dora bound to Iquique will give a bottomry bond at 33% to be cancelled as on former occasions if a [illegible] credit

can be arranged at 10%. if on the Continent or 7½% on a London bound, her owner is M. J. A. Harmsen, Bremen. The Dora Avance bound to Newport gives a Bottry. bond as collateral security for a bill on the owners Captain J. C. Fillen, Blankenese. I wish to know whether it is necessary in the case of Bottomry bonds to endorse them on the registers of German vessels, and when a Bond is given as collateral security, should the fact be stated in the bond? The Dora's bill should be £700, plus interest or commission, the Avance £300. I will telegraph the amount of the bonds next mail. Please arrange a code word or ~~indicate~~ with Valparaiso. will Fluttering be understood? My telegram is as follows, and you will perhaps think of replying via Valparaiso.—

"Federal Avance Fillen Blankenese Dora "Harmsen Bremen or bottomry reply."

19. I have got everything forward in the camp preparatory to shearing, and all the additional buildings have been completed

with the exception of a few final touches. Lamb-cutting has commenced, and Dalleson is taking the sheep in smaller lots in order to prevent the deaths and ~~in~~miscarriages as far as possible, some of which are, however, inevitable. The sheep remain, all over, in excellent condition as regards wool, and I am looking forward to a more than usually prosperous season.

20. Mr Darlow wants the remainder of his shed out, and has just written to say that you promised to carry the whole for 25% on cost.

I am, Sir,
your obedient servant,
Fredk Espie.
Manager.

P.S. I enclose a circular which the Bishop has asked me to lay before the Directors, and upon which I shall be glad to receive instructions.

Enclosures.

Triplt Nos 321/2
Dupt Jrl & Book sep
" Indent, statement
" Particulars of Wool box
Stanley Jrl & Cash Book Ctd
" Cash vouchers Ctd
2nd Ex for £1455.12/. & 16.2.6
Letter to Jas Mylie from Dr Aeuston
Shipping Report
Statement accts
Indent
Circulars from Lord Bishops
Photo

325.

Tubes
via Sandy Point. 16th Nov. 1.

Sir,

Captain Seaman has given us until noon today, so I am able to add a few lines to my despatch of yesterday.

2. Captain Slaf of the Lucas has shown me a letter from his owners. They blame him for making the salvage agreement for £2000, and will fight it. I have abandoned to the Underwriters, who have not however accepted, without him to get offers for the ship, and quote the case of the Flat Rellock which was condemned at Sandy Point. I of course told him I could make no offer, and said the ship was not worth much here. Messrs. C. W Rellock & Co the ship owners appear to have put her at £1000, and it is worth considering whether if a contract could be made at home to purchase her for that sum it would not well repay us while to buy her for a hulk, for the following reasons. The Agent is very

To
Coleman, Esq.
Secretary,
Lloyds.

constantly employed, and if the
arrangement with the Norman Co is
carried out as regards storing wool, we
shall during the season be crippled
for want of a vessel to receive discharged
ships cargoes. At present the Dora
has the post, and the Avance the after
part of the Egeria, so that if the Hebe
had brought out a large cargo as the
Harda did, I should have been at a loss
to know how to receive it. Again,
looking ahead, if the defence scheme is
carried out, another coal hulk is likely
to be wanted at once, and the Avance
being iron is, for the purpose, practically
everlasting. And it is more than likely
that if put up to public competition the
Norman Co. will buy her, and it will
not then be long before they will be
competing with us in ship's business,
and taking away the profit of our own
vessels. For these reasons I have
confidence in saying that the Director
should endeavour to secure the Avance
if she is to remain permanently in
this harbour, and I might point out, in
addition, that the Egeria has several
times paid for herself already.

3. Major Cauley goes by this mail, having completed his survey. I have taken a number of photographs for him as promised.

4. I have reason to suppose that there are letters, probably a bag, missing again. I have no acknowledgment of a payment you made for me 1st Oct., nor has Mudie written about the books. I will examine the dates of the postmarks next mail, and let you know. The present state of things is most unsatisfactory, a letter I should have received from Humphreys per Denderah has not arrived yet, my letter to him per Harda only reached him per Denderah, in fact no reliance whatever can be placed in the present postal arrangements.

5. I have had time to hear something about the Stormos coaster. Mr. Dean declares that he will not support them, as he sees no reason why the Germans should cut up our coasting trade. I have also heard indirectly of a letter from Mr. M. Dean in which he says that his father declined to make them any promise of assistance, and I have good reason for

believing that the threat reported to have been made about sending out another steamer was simply a bogey held up for the purpose of alarming the Company. Certainly, on further considering the matter, the present determination is perfectly irreconcilable with your letter to Hands of 12th August.

I am, Sir,
your obedient servant,

Edwd. E. Cook.
Manager.

Enclosures.
Statement
Letter for Coleman.

326.

Rameses.

22nd Dec. 1.

Sir,

I received last night your despatch 592, which should have arrived per Rhuben disp. of 592, and original of 594; the Rameses, being most unusually and provokingly two days early, has not brought the mail of 15th Nov.

2. 592 – 1. The Standermans charter is deplorable in many ways. If a ship was to come at all, she ought to be loading here now instead of two months hence; the wool will be home much later than it might have been. The charter is £1950, of which I suppose £975 will be charged to the store. I venture to say that all the stores asked for and really required could have been carried and delivered when wanted for something like £200 by the mail steamers.

F. Coleman Esq.

Secretary.

London.

In consequence of the delay of these orders for the sailing vessel, the very thing I warned you of has come to pass, and the store is now sold out of sugar, oatmeal, currants, tobacco, and numbers of necessary things, the want of which causes great discontent. For the Company's wool she is too late, but for others who do not get through their work as fast as we do she will be too early, a vessel therefore of this size would have been sufficient. Although one vessel only outward was necessary a second one must now come with the goods noted in the order sent per Dundas, but she must not be large, one that will carry 500 casks tallow and about 400 bales wool should be sufficient. When I was instructed to hire "Fidalgo" if I wanted a vessel I thought that the Directors meant to act according to my suggestions, and I am daily unaccountable for the

that will probably be
delay and all other inconveniences
caused by this unfortunate charter -

3. 593 - 2. As you have
again sent enclosures in the despatch
per Dennis Bundrit I am not in pos-
session of all the information about the
Norman coasts. As no sailing vessel
has anticipated the mail since the
Chisholm made her famous passage
eleven years ago, is it not, I again ask,
a trifle absurd to write by them at all?
I have a very strong opinion that this
vessel can never pay, and my principal
reason is that it is a half and half
measure. Had the Company sent out
a steamer, she would have done the work
of three schooners, and I would have
made a lighter of the Fairy, and laid
up the Perseverance for occasional use
up narrow creeks or sold her, but as
it stands at present the two schooners
will do 2/3rds of my work, roughly
speaking, and the steamer will have
to make a living off the remaining
third and a few odd scraps of work into

the bargain. Upon any the Steamer can obtain and attend to the whole freightage of the Colony. I think you will find that absolutely contrary to fact. There is a very unanimous feeling expressed that a surrender of the coasting trade to the Upremans would be a proceeding greatly to be deprecated and Capt. Rowlands, for one, declares that whatever they may work for, he will work lower. There were three courses open to the Company; to send a steamer which I believe, devoted as it would have been to all our work, would have paid; to replace the third schooner as lately suggested; and to do as it now proposed; my earnest conviction is that the worst courses have been chosen and I am afraid that imperfect or wrong information must have been acted upon. I may assume that I hope that the Directors will not blame me for expressing my opinion upon a subject upon which I feel strongly even although my views may differ from theirs. Whether this steamer will

answer or not must be left to the end of time.

4. Par. 3. I am not much interested in the specification of Mr Ellis's patent, for practically it is sufficient to know by experience that it cures scab and promotes the growth of wool.

5. Par. 5. What possible business can Townsend & Spearing do in the way of passages! A young Townsend came out in the Britannia I believe to Port Howard and stayed some months with Mr Waldron; I believe he visited some of the sheep farmers, and tried to take their business away from their present agents, but with little or no success. I know that he offered Bonner to send a vessel to Port San Carlos, and carry his wool from his shed to London, badly pressed as it is, at ¾ per lb: how this could be done I am at a loss to know. Townsend was in Stanley a day or two before the Dimera:

left but he had no letter of introduction to me and I only met him once casually for a few minutes.

6. Sept 2. Since Major Stanley left I have had no time to do any photographs and I only finished his drawing last evening he was in Stanley. I will send a copies of what I have left probably next mail but I gave him a number of the plates to be touched up and finished by a proper artist and asked him to send them to you when done with.

7. " 3. I thought that every one knew you had left Mr. Elliot took had been placed on the chart. I saw stamped on all the labels ones sent out by you, and naturally concluded that you would see it just as I did

8. Jan 4. The Thetis has arrived in the same predicament as the Eli and the Captain gave his business to Dean whose boat was alongside a few minutes before ours, the name of the Swansea Merchant I. [illegible]

on the list and
not backed by a letter being discouraged.
I now send a card with the names of
firms from whom we have no letter touch
out, and suggest that you should print
new ones omitting the names of those who
will give no written agency. The Shelia
is discharging her coals ashore, and is
I am informed badly burnt. The Caerleon
sailed tally for Swansea; her stem is
rotten, two rivets and one plate left her
before she sailed finally from Hamley.
I believe she was sent out to be sold to
the Underwriters.

9. Jan. 10. There would no
difficulty in supplying 10,000 sheep at
a fortnight's notice on any given spot at
any time live weight I cannot tell, dead
dressed 65 to 70 lb., more if picked, produce
of tallow for some years has been about
20 lb., but for good sheep might be put
at 25 lb. I would ask 12/6 for newly
shorn animals, and proportionally higher
according to growth of wool up to 17/6 for
full wool but would not advise selling
just before shearing. Bonner has offered
us 1500 fat wethers at 10/. for Coosebeen

but I have declined them. Information should be sent out before the latter season for to boil down and also all sheep would reduce our stock too much. For further information see my despatches per Ramsco and Illawarra last June and July.

10. William Williams one of our labourers has asked me if you will get him a copy of the will of the late Robert Williams Sen.r, Stamp Office, High St., Bangor, N. Wales, his father, from whom he had Expectations. The man died Nov. 1877.

11 I have sent per Ramsco a sample of wool ¼ Merino, upon which I should be glad of a report, as it represents what the bulk of the North Arm hogget wool should be next season.

12. Respecting Waldron's wool having been injured by Littler's disp. the discovery turns out, as I expected, to be a mare mist, as Tobacco and Sulphur and Lime and Sulphur had done the mischief. Extract from Mr Waldron's letter on the subject is enclosed.

13. Captain Cameron tells me that the German Government may send a Transit of Venus expedition here next Dec. and I have told him that subject to the Board's approval, which would of course be granted for such an object, I would let them have the use of a piece of ground on the Navy Point Peninsula on which to erect their instruments if desired.

14. The new press at Darwin, with the box made here, and pumps and rams belonging to the Goulburn skin press is turning out large and heavy bales, 8 3/4 cwt having been reached. When I proposed a press for a 5 ft. box I overlooked the fact that the rams should be longer. If the bales are approved of it does not matter, but if they should be the same size as before, they could be made in that box with one filling if the rams were about a foot longer, so as to bring the bottom and mullet head nearer together. In that case by providing a new rams and pump power -

to Darwin

fuel pumps, the idea has occurred to me that I could set up the old steam press once more with its own pumps on board the Egria, and use it for dumping and hardening up the loose pressed bales that come in to us from outsiders.

15. Merino wool is said to be of very superior quality, but I know that he has a very large proportion of locks and pieces, the reduced price of which must go a long way towards reducing his average to the level of ours. I think the Company wool will be found to be better classed and skirted this year, as I have laid great stress upon the necessity of taking the utmost care at all three places.

16. Since last mail I have paid a very satisfactory visit to the Camp. Shearing began at Southern on the 28th. at Darwin the 29th Nov., and at Beatrice Creek on the 12th Dec. It is thought that some of the wool may be light, in consequence of the continuous rains this year, and the very late spring, but it

will gain weight if we have a warm summer. As regards scab, reports are very satisfactory. At the lamb cutting outside, there were in all the ewe flocks two scabby sheep, probably mixed ones: at Walker Creek there was only one logged all through the section. The North Arm lamb cutting will take place after shearing in consequence of the delay in getting the rams on last season, which caused the lambs to be late. Care has been taken this season to cut the lambs in small lots, so as to reduce the scratch as much as possible. At North Arm there is less scab than I expected to see, and the sheep are very fairly woolled, in fact I was agreeably surprised at all I saw. There is a strong gang there, Campbell superintends the shed and Patterson directs the dipping, while the second sub. overseer attends to the gathering. Shearing is progressing at a great rate. The sheep are a good deal mixed, ewes and wethers coming up in every flock, and the necessity for the proposed fence across to Ruggles Bay is very urgent. Once up all the ewes can be kept to the south

of it; and a good quantity of the
centre camp can be utilized. If the
Directors will trust me when I say that
this fence is wanted, whatever Mr.
Harvey may say, they will not regret it.
Both at Waihora Creek and Northburn the
additions to the sheds are completed, and
will be of great utility, while at the former
place an Excellent swing fence has been
put up, measuring in all 3190 yards.
providing paddocks with plenty of water
and fair pasture for the flocks as they
come up to the woolshed. I have never
seen things going on more smoothly than
they are just now in the Camp. and I
have every confidence that they will con
tinue in the same way.

17. Captain Sachs has just
shown me a letter he has got in which he deals
with Mr Harvey's last and most ludicrous
suggestion, on which I had intended to
write; but am delighted to leave the
Directors to what Captain Sachs says
on the subject.

16. Wishing to get no[illegible] wool forward as possible, and anticipating that the sailing ship would probably carry about 500 bales, I decided to send from 200 to 300 by this steamer if I could get them in. The schooners have worked well and with the assistance of a wonderful 3 day lift to South Town Beach performed by the Fair Rosamond, I have 229 bales on hand, which with 147 bales the pontoon are now being shipped. Full particulars are enclosed, showing 1218. 2. 10 weight of wool and 1210 skins which at 10½d per lb. and 4/ per skin would exceed £8100. I assume that this will have been cleared long since, but to make sure I wire "Fanatick Ramses 8000". Captain Seaman asked 50/ freight, but I said I would wait unless he would take 40/6, which he was glad enough to do. I have thus succeeded in getting the wool in at the lower rate, and provided funds for an interim dividend.

19. I have drawn a good deal this mail for the purpose of paying off deposits, saving commission insurance, &c.

20. H.M.S. Swan arrived here yesterday.

21. The Swan has sailed, leaving a Bottomry Bond amounting to £671. 18/, of which I forwarded a copy to H.B.M. Consul, Newport, not knowing any house there. Two more copies go by this, with open letter for the Consul, and the arrangement is that if the amount of the ship's a/c is paid by the owner with 10% commission if paid on the Continent or the usual 7½ in London, then the Bond is to be cancelled, any Expenses to be borne by the owner. I shall be glad to know if this is in form as I have not had much experience in such matters.

22. The Fairy and Serpentine are both in need of new sails, those from Lapthorne sent out 1877/8 having worn very well, but now being old. You will remember that there was a mistake, if not two, about the size of the Fairy's mainsail.

the last one having been a good fit.

23. I send an order for one or two things to come by the Sailor ship. The orders having been interrupted I know not where or how to begin again.

24. I beg to repeat my suggestion that the C might give a small donation to the Darwin library; I am reminded of this by your late handsome grants, viz:—

1 The Navy List, Oct. 1879
2 The Post Office Guide Oct 1880
3 The A.S.C. Railway Guides Dec 1880

Seriously, can you suppose that such rubbish is of the slightest value? Mr. Frazer, who acts as librarian, tells me that he never wants to know if you are playing a practical joke upon them.

25. The Colonist steamer is in difficulties; there are several charges against him of a serious nature, including the suppression of letters for his own purposes, and there is no doubt that his dismissal is only a question of time. I have reason to believe that he has exercised an evil influence against the Company and myself for some time, and you shall have no reason to regret his removal. Such is

the result of Mr Callaghan's ill judged parsimony in promoting a cheap cad to do work and fill a place that belonged by right to a man of a higher standard, who would have cost a hundred or two more. Mr. Alan Kerr is temporarily performing Mr. Collin's duties as far as regards the receipt and payment of money and the charge of mails, and will act as Clerk to the Council.

26. I go to Darwin in a few days, but must return as soon after 1st January as I can for stocktaking. I will put them in the way of taking their stock and inventories at the several stations before I return.

27. By next steamer it is probable that the Lively Island wool will be shipped.

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

Telegram:- Advance 700 Fanatics
Ramsis 8000.

Enclosures.

Dupt. No. 324. 5.
" Statement & Indent
" Stanley Journal & Cash Book Oct
D. Runciman's order for Drugs &c.
" to Jas. Wylie (2)
Cobb " 2.
Waldron . Cobb re Tips
Stanley Journal & Cash Book Nov.
Copy of Memo on Fire Ships given Govt. Nov.
Darwin & Walker Ch Lambing Oct.
Invoices accts
" Bellamy Bond
Sheepskins per Ramses 12,104
Wool per Ramses 229 bales
2 Statements
Shipping Report
Advertisement for 2 Books for Engineer
London Envelope marked too late.
Col. Card
Indent.

Transcript of note to Count D
Fort Stanley, 7th January 1882.

Sir,

I have been informed that it is in contemplation to forward from Germany an expedition for the purpose of observing the Transit of Venus in December next, and I have the honour to state that, should such be the case, any assistance or services of any kind that it may be in my power to render I shall place at the disposal of the observers.

The Meteorological records of some years show that the sun is rarely obscured here the whole day

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

Imperial German Consulate,
Port Stanley. 17th January, 1882.

Sir,

I have the honour to forward a copy of my letter of 15th January, 1881 addressed to Your Highness, to which I have not yet been favoured with a reply, and from the fact that the Postmaster in this place has just been convicted of extensive robberies of letters during the past year I have reason to fear that some of my correspondence may have been stopped.

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

Jacob Lobb.
Imp. German Consul.

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

day during the summer months,
a point which will be of some
interest in deciding as to the
Expedition. Should any detailed
information on the Meteorology
of the Falkland Islands be of
interest, it would afford me much
pleasure to supply it.

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

Adolf Lobe.
Imp.l German Consul.

327.

Xeres.
via Sandy Point 15th Jan.y 2.

Sir,

I enclose duplicate of my last despatch per Ramsey, and have not up to this morning received anything from you since her departure, excepting the original despatch per Dennis Bundrit with Enclosures as under.

2. I have now before me the Stormer Co.s proposals with reference to the coasting steamer, mentioned in 593—2.

1. Captain Seemann has worked out a provisional tariff which he will send by this mail. He proposes 8/. per ton freight to D'Arwin, 6/. to Lively B.r, and higher in proportion to South Arm, rising to 22/6 to some of the West Falkland ports. 2. He agrees with me that 30/. per ton for oak would be a price at which we should neither gain nor lose much. Original cost in Cardiff about 10/., freight 30/. insurance 6, thus charge

J. Coleman Esq.
Secretary.
Stanley.

wastage and fire insurance, would leave no margin for profit but on the other hand there will be a good many mutual obligations, and coal at cost will work, I presume, be one of them. 3. Use of hulk. I propose to charge 5/. per ton with an extra rate for panels, for the privilege of using the hulk, but for that sum could not pay wages for discharging or loading, and must stipulate that this must not interfere with the hire of storage room by vessels in distress. Should, however, there be much traffic with the steamers we must, as I said before, soon have an additional hulk for the special purpose.

3. I went to Darwin on the 31st December in H.M.S. Dwarf, having left here on the 29th. I am glad to be able to report that shearing is getting on well at all stations: by last accounts about a week ago there were nearly 550 bales made, and the daily output at the three places is from 25 to 30 per day; but as all the bales are heavier

this year, especially at Darwin, the number of bales made is no criterion of the quantity of wool. Sir William Vicc man asked me to go on with him round the Islands, an offer which at any other time would have been very tempting; but stocktaking and balancing stood in the way and I was obliged to decline, notwithstanding my great desire to get to Port Stephens. The Dwarf is empire to protect the seal fishery, and will be succeeded by the Rifleman and Firefly, so that with these and the Garnet, daily expected, there will be a succession of extra homeward mails this autumn.

4. The Bride of Swansea, with damage, arrived on the 28th Dec. and went to Deal, the Thetis of the same port being also consigned to him. The German barque Niagara called off the port on the 9th inst. to land the Captain and 10 of the crew of the Rosellana, burnt at sea.

5. In my despatch 326-25 I reported that Mr Collins was in difficulties, and the Directors may or may not be

surprised to hear that there were of so serious a nature that he has within the last week been tried, pleaded guilty, and been sentenced to seven years' penal servitude. I be briefly as I can I will state the circumstances. Since this Governor arrived the Government despatches have almost uniformly gone astray; mail after mail has arrived without a word for the Governor, and great have been the speculations as to where they could have gone - Fiji Islands? Sandy Point? or where? No one was more concerned or more puzzled than Mr. Collin. During the same period Dr. Henslow and Mr. Wyllie of Dunedin have been mutually wondering why the other did not write, until at last a letter through an unexpected channel brought out the fact that the latter had sent nine letters, one registered, and the former several, none of which had come to hand, and that £100 remitted by Dr. Henslow through Collin to Mr. Wyllie had never reached him. This being reported to the Governor he at once had the books examined, and a disastrous state of affairs was disclosed.

No regular entries had been made for more than a year, the cash book was a collection of blank pages, customs entries were lost and duties payable not to be traced, in a word the state of Government Offices was chaotic. About this time people began to say that a good many P.O. orders had gone adrift, and the suppression of one sum of £10 was directly proved against the Secretary. The upshot of all this was that on the 31st Dec. he was interdicted, and later on suspended from his various duties. The crash finally came on the 5th inst. when a search for some document in a press at Government offices revealed to the astounded and bewildered Governor piles upon piles of intercepted Government despatches, accounts that were supposed to have gone home, and about 30 private letters, including the missing ones between Dr Newton and Mr Taylor, excepting the registered one which has been found in a pigeon hole some weeks before. Upon this discovery Mr Collins was promptly committed for trial with the result above mentioned.

6. Upon hearing that the Govern-
ment accounts were in confusion, I at
once went very carefully into our own
accounts with them, giving the Governor
a statement of the Company's receipts and
payments, with all vouchers for the latter
signed by Mr. Collins. The result of my
investigations was the discovery that in
settling accounts at various times last
year he as Collector of Customs had
failed to bring forward and collect certain
sums that had fallen due on account
of Spirit & Tobacco duties. This I had at
times in pointing out and settling right
with the Governor. Collins having last
on discharged most of the Bills of Entry
the Governor is quite at sea as to the
amounts due on Customs account.
and in certain cases entertains a
suspicion that there has been more or
less collusion going on, a suspicion
which he was good enough to say
does not attach to the Company, on ac-
count of the prompt way in which I
thought it my duty to bring forward
and explain the accounts.

7. The Company's despatches may have allowed to pass but there are at least six letters of mine written within the past year, to which I have received no replies, although the majority of them contained questions that wanted answering. I am sending copies of them this mail to the several addresses.

8. I observe that Mr. D. has forestalled my suggestion in getting out a quantity of heavy wire rigging, but I am informed that he has omitted to get deadeyes with which the rigging will not be of much avail.

9. The Lunar arrived this morning (21st inst.) with your despatches 596/7 in duplicate and 598; the Sandy Point mail evidently remains there. I think the Consul should have returned it to Montevideo. As regards other shortcomings, after the revelations that have taken places you must be surprised at nothing that has happened; it is quite possible that Collins may have detained whole mails for his own purposes.

10. I cannot of course attempt to answer your voluminous despatches but I may say at once that I tender my warmest thanks to the Directors for the manner in which they have received my reply to Mr Harvey, as they have removed a load which has been on my mind for months, and which has, I am afraid, adversely affected my temper, as some of my late despatches may have shown. The high appreciation of Mr Harvey's physical geographical information must compensate him largely for the rejection of his advice upon the Company's business. I cannot go more into the Steam Launch than to repeat that she should be 45 to 50 ft long. I hope she can be sent by the 7th January vessel.

11. The Lioness which arrived on the 19th with coals from Swansea is at present burning in Sparrow Cove; only the foremast is left standing: she is consigned to Dean.

I am Sir.
your obedient servant
Reece E Lobb.
Manager.

P.S. I shall write in about a fortnight per next Dwarf.

Enclosures.

Invoice Nos 324, 5, 6

Dupe Bill of Exchange Nos

Shipping Report

Statement on account

Indent

Falkland Islands Co.

Stanley Thudaraas Norwegian Kjelaas London

Wine

E	675/4	2 Hhd. Port = 108 gals. @ 2/.	£	10. 16/.
		Value £ 45		

There are also Quinine Sherry and Orange Brandy supposed to be non-intoxicants, samples of which shall be forwarded for inspection.

10. 16. 0

Twenty sixth January 1

Fredk E. Coote

Fredrick E. Coote
Agent for Importers

Stanley Wine

26th January 1

Fredk E. Coote

Falkland Islands Co.

Stanley: Shipowners Norwegian Kjelsen London



6250/9 10 cases 1732 lb. Tobacco

— " 6766 1 " 100 : "

1832 lbs @ 2/- £183.4/.

Value £12.5.

183. 4. 0

twenty sixth January 2

Errors Excepted.

Frederick E. Cook Stanley

Agent for Importers

twenty sixth January 2

Errors Excepted.

Falkland Islands &c.
Stanley, 6th February, 1882.

Sir

I have the honour to acknowledge receipt of your letter of 3rd February in reference to the supply of coals to H.M.'s Ships visiting this port.

In reply, I am prepared upon the conditions mentioned to supply the best steam coals in the proportion of 1/3rd South Country to 2/3rds South Wales at Fifty shillings (50/) per ton. In the event of my tender being accepted I should ask that the Company be allowed a reasonable time for placing the coals here, there being at present no South Country steam coal in the

Captain Lopter F. Jones R.N. &c. &c. &c.
A.M.S. Garnet.

place.

place. They leave also to suggest that if it were possible to substitute the words "not less than — tons" for "250 tons more or less" it would enable the Contractors to make more precise arrangements for the supply.

I may add that the uncertainty of sale is one of the chief causes of the present high price of coal in this port: it was upon this subject that Lord H. the late Governor a memorandum in January 1879, a copy of which I beg leave to enclose for your information.

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

Fred. Cook.
Manager.

928

H.M.S. Dwarf 6th February 2

Sir

I received by the Strathnaver on the 23rd ult. your despatch n° 597 as well as duplicate of n° 595 which was not enclosed in the despatch per Luzon. I now reply to your n°. 595/6.

2. 595 3. You should bear in mind that discharged servants are not always truthful in their statements on arriving home. It is not a fact that the Atlanta lay 8 days in Stanley with Spendiming on board; he and his family were boarded ashore at the Company's expense until the ship was ready for sea. I was at Darwin arranging the change in management from the day after she returned to Stanley until it was time to come in to write for the mail. I remember Spendiming coming to say that his accommodation was not as promised, but that he would be perfectly satisfied if I would give him some wood to put up a shelf

F. Colman Esq.
Secretary,
London.

which I at . . did, and he was very
quite contented. I had no time to go on
board until after the mail had sailed,
and then as everything was settled up
and the Hilarion was only waiting for a
change of wind I saw no necessity for
doing so. I do not that Glendinning's
complaint was only an after thought I
may mention that the Hilarion's boat was
ashore once or twice before she sailed,
when he might have come to me had he
wished. Capt. Cheeman claimed the cabin
on the starboard side as his own, which he
said he had given Mrs. Stewart to oblige
you, but then required it for his stewardess."
As regards the provisions, I paid at the rate
of £ 10 per adult, precisely the same as has
been given homewards over and over again,
without any objection having been raised.
Under the circumstances I cannot see that
Glendinning was entitled to any compensation.

3 Part. Mr. Clay expressed
to me verbally his desire to leave, to which
I assented on condition that he remained
until the spars produce was shipped. There
was no correspondence on the subject, nor
does it appear by the agreement that any
writing was necessary. He was paid

up to the 10th August 84.

4. 598 - 2. It is hardly necessary to make any further remark on Mr Harvey's but I must say that putting the following extracts from your despatches side by side causes one to be somewhat puzzled:-

No: 596 of 6th Sept. 81	No: 598, 13th Dec. 1881
par. 4	par. 2
"..... Mr Harvey's report	"... they never authorised
"(a printed copy of this is	"its being printed or in
"now sent)"	"any way communicated
	"beyond their own Board ...

The printed copy in the Directors' official despatch was identical in size and type with the one sent to the Governor; perhaps only two copies were printed, if more, where are they? Again, although the Board never entertained the idea of taking any action upon the report until they had my answer, nearly £40 in cost freight has been literally wasted in fulfilment of one of Mr Harvey's crotchets about grass seeds of which these shipments have already been forwarded. I question if the Company will ever benefit to the extent of forty pence. With these remarks I drop the subject.

5. 596 - 1. In contracting to put steam coals free on board at 45/, you are certainly giving them away under cost price.

6. 278 9. The parts of Robey's engine were purposely kept back, as there was nothing wrong except with the boiler tubes; if these parts are replaced it will be an unnecessary and annoying expense.

7. Jan. 10. Detailed account explaining the balance of the L.O. Cash account is forwarded this time, and the same was sent last year.

8. Jan. 11 & 31st. Messrs Bompas are surely in error about Mr. C.H. Williams being a Baker and confectioner; he was a practising Solicitor, and I believe his name was until lately if not now, on the rolls. What he does is to get a writ renewed twice a year, but requests that it may not be served; Messrs Bompas say this would not be sufficient as regards the Statute of Limitations &c Chitty's Common Law practice, 1855, 1 Vol., page 22, "a very simple mode of continuing it (the writ) is given by "Stat. 15 & 16 Vict. c. 76. s. 17, by which it is "enacted that if any defendant named in "the writ may not have been served there- "with, the original or concurrent writ of "sum- mons may be renewed at any time "before its expiration for six months from

"the date of such renewal" &c. &c. And further, "according to the former practice which was regulated by stat. 2 W. 4. c. 39. "a writ to be renewed must have been returned "non est inventus .... but now ... such "writ may, without being returned "non est inventus ... be filed &c. &c." Has this been repealed, and if not how does it agree with Messrs Bompas' statement?

9. Par. 13. The silver cup was won for on 2nd January and won by one of C. Smith's working horses.

10. Par. 14. The man to survey the Messrs' logs should have been a shipwright, who would have understood that for rudder pieces they were useless: when the surveyor speaks of a pin outside depth that would cause some loss in conversion, he doubtless means that that would take place in sawing them up into planks: but surely Mr Hemps would not make me disbelieve what I saw with my own eyes, a heart rent, up which a long wire easily passed, and the same

rent continuing up centre to an unknown distance, after as much had been cut off as could be without spoiling below for a raddel piece. Mr Davis says per Dominie Bunnit are sound in the heart, and I have no doubt that a practical shipwright could pick out good ones for you.

11. Jan. 19. Regarding casks my report upon them was a little softened, so how his account does not make them as bad as mine seemed understood. By the Thanksgiving I shall send some specimens, but I quite expect to hear that worm holes are an advantage, and that bung staves have no right to be sound. I dare say I am quite aware that carcass and kidney fat should be melted together, and I sent a small quantity for report; but this cannot be carried out on a large scale without more room for mixing and a jacket pan of two or three times the capacity of the largest one we have at present.

12. Jan. 20. I have no doubt

that a suitable Scotch Clergyman will get on and be appreciated in the Camp, and if he will attend to his own duties and leave the Company's affairs alone I shall give him my cordial support.

13. Jan. 21. You will have observed that not only did I not receive your telegram, but that the despatch announcing the Skidaenacs's charter was posted too late; no course therefore was left open to me but to make Captain Seaman a promise from which I could not in honour recede. However, I believe that I shall be able to give the barque a full cargo, and despatch her long before her time is up; she has only been 12 days, and is already loading, having nothing but the coal to put out. I entirely disagree with your remark that you did very well with the Skidaenacs: true she had good dry ballast on board, but so would any vessel from the Clyde, and the charge of £975 for the few things she brought out is terribly high.

14. Jan. 22. One more about the Black Hawk: did you not insure the Captain's effects and pay the premium, and if so, can you dismiss the matter, simply because "the Underwriters decline to attend" &c.?

No doubt he lost all his clothes and instruments, a serious thing for a poor man, not in my opinion to be so lightly passed over.

15. Jan. 24. The idea that Darwin is a better point of departure for England than Stanley is quite a fallacious one: as a fact the ship from Darwin has to pass the light house, which one from Stanley sailing at the same time would have run out of sight hours before.

16 Jan 27. A copy of the lease of Lively Island is enclosed.

17. Jan. 32. The expression "malicious foul weather" as applied to my servants in rather sludge hammer style; I believe the knives were accidentally broken in the knife cleaning machine, which was not properly understood.

While I still think that it would have paid to have a steamer for coasting in the first instance, when probably neither Dean nor the Hosmer C. would have had one, I am not altogether sorry now to have the opportunity of looking on and gaining experience at the expense of others. I enclose in confidence

copy of the new contract, by which you will see that the Germans have put their steamers on at the instance of the Government, and are maintain her here whether she pays or not. This is the Governor's doing, and he has gone much too far, for he has initiated what can only call a policy of Destruction. Protection of native enterprise finds favour in America, where a foreigner is not allowed to the coasting trade while in England the more enlightened policy of Free Trade prevails: but it has been left to the Governor of these islands to destroy or attempt to destroy the Colonial shipping trade, by the forced introduction of foreign competition. Concede the English Government giving the Hamburg and New York steamers mails on condition they maintained a coastal between Southampton and Dublin. Ditto be rendered a life to people here, who are Englishmen yet, say to the Hamburg Co. — run our mails if you like, but touch our coasting trade, and we will fight you to the death.?

19. I have very carefully thought out our future arrangements, and am prepared to propose a definite plan. Putting on one

sides the question of steam coals, which would not interfere with the general plan. I say we should not have more than one ship a year from London, and that she should leave in February, and carry the tallow home. I would send orders for heavy and bulky goods specially for this ship, and all other orders I would forward by each Sandy Point mail, the goods to be shipped regularly by the outward steamers, and now delayed for a sailing ship. The wool and shipping I would get forward as quickly as possible by steam, and in this and the outward freight of goods I would give the Kosmos P. our best support. As regards coasting I should like to be perfectly unfettered, securing, in the competition that is inevitable the cheapest terms that I can get for the Company. If the Kosmos or Dean will run a ship for us cheaper than I can do it in a schooner, then I will employ one or the other: if on the other hand a packing up ship, up and down each when time is not specially an object has to be done, then I should probably use a schooner to advantage. If the

Directors will instruct to do the best I can without tying my hands at such a distance I think they will have no cause to regret it.

20. H.M.S. Garnet Dwarf came in on the 20th, the former from Monte Video, the latter from a cruize round the islands, in support of the pastoral seal fisheries ordinance. H.M.S. Firefly has just arrived, and the Dwarf goes with the mail on the 8th, the former vessel being also about to take a cruize. Upon the Dwarfs arrival in Montevideo the Rifleman will leave with the Garnets mails. Captain Jones is the best senior officer we have ever had here, for the interests of the Colony, and I believe he gives the Naval station project his best support. The Firefly is coaling today and the Dwarf will do so tomorrow; both from the ~~Victorian~~ ~~Edward~~ Vicar of Bray.

21. I enclose copy of a letter from Captain Jones with my reply, with reference to a coal contract. Our present price, 60/, is prohibitory, as compared with the low rate in Montevideo and Valparaiso. Mr Dean proposed to me that we should both tender at the same rate and divide

the supply, to which I assented for one year only, and named 50/. as the price. Although there are objections to this, I was induced to consent from the knowledge that his coal per Britannia had been laid down much cheaper than ours, and the consideration that competition would soon drive coal to a remunerative price. Half a loaf is better than no bread, and, I believe, better than the possibility of no bread. The arrangement can be cancelled any time after this year, and after all working may come of it.

22. In forwarding the annual accounts complete with the exception of the stock, or stores which there has been no time to copy, I have to remark that the profits in the Store are over £3000, notwithstanding that the shipments from England in 1881 were £9408, against £14742 in 1880, and that there has been a general reduction of prices through increased competition. A good quantity of dead stock was sold by auction just before stocktaking. The profit on farm o/c. is very good, and would be still better if it were based on the right years produce. In consequence of the great delay in sending produce entries from London the Back Hawks account could not be closed.

23. Having given the subject great consideration I am confirmed in my belief that another hulk should be obtained on the first opportunity. There are now two matters to be taken into account that has not hitherto entered into our calculations. the mail steamer baffin, and the increased demand likely to arise for steam coal. The Algeria has well paid her way as a receiving hulk for distressed ships' cargoes, and should be kept for that purpose and the Vicar of Bray must be devoted to the storage of coals. For the outward and homeward cargoes for the mail steamers, as well as for auxiliary service when there are several ships in distress a third one will shortly be imperatively necessary. The Sea Witch was sold for £400, and I believe that a good many old wooden vessels are to be had for a very small sum. so that if in the course of time you could pick up one of 600 or 700 tons, and load her lightly for the voyage out it would be very desirable to do so. You might take the copper off and replace it with zinc, the old copper perhaps paying for the expense of coppering.

Sat. 6th February. I send some correspondence with Mr Usborne, who has been anxious to get to Stanley. As the Skuderaas has to go to Darwin I had no occasion to send a schooner there at all; however I favoured him to the extent of sending up the Perseverance for a load of wool to make room in the shed, although his wool will have to return to Darwin again in the Skuderaas. Unhappily there is no pleasing Mr Usborne: the Perseverance is not good enough, and the Fairy, forsooth, is expected to be taken off work she is most busily engaged in, collecting wool for the Skuderaas, and turned into a passenger vessel for his accommodation. The Perseverance started from Darwin, and putting into Eastern Arm Harbour by Mr Usborne's order, because he and his wife were sea sick; she got here last night, after landing them again at Darwin. The Captain of the schooner says that the Revd gentleman was the most seasick of the two - I can do no more for them, not having a Calais-Douvres or Beaumaris boat at my disposal, and enough time has been wasted already.

25. I have left a memo in the section of the steam launch. I think she should be 50 or 55 ft. long, decked or covered over forward, and to all intents a cabin or roof to protect the machinery from the weather, other accommodation could be added here if found necessary. She should have movable tanks capable of holding 1500 or 2000 gallons that can be lifted in and out, for watering ships, and there should be a pump attached to the boiler with a hose to deliver the water on board the ship. Such a boat I imagine would be powerful enough to tow a hulk alongside a steamer in moderate weather. After taking opinions on the subject I have come to the conclusion that she should be a composite boat, i.e. an iron frame, which could put together, so an iron boat once a year might be sent home for repair. Perhaps the Normanby would still keep to her promise to carry her at a low rate. A second hand boat with a new or nearly new engine might perhaps be picked up at a moderate price.

26. Shearing is over, but I have not received complete accounts yet. I must go to Bolton Lamb next week, and arrange to

that Goose Green early next month.
I have been invited by the Captain of the
Trinity to accompany him round the
Islands; but although I should have
an opportunity of seeing the Port Stephens
gaseria at work, I much fear that
I cannot find time for this most interest-
ing trip.

I am, Sir,
your obedient servant,
Alfd. E. Love.
Manager.

Enclosures.

Wages a/c 327
" cash acct
" statement of orders
Wages Jnl, Cash Book & Vouchers
" P. & L. Loss Statement 31 Dec
" Balance Sheet "
" London Office Cash Acct
" Wages 31 Dec
Additions to Buildings & Plant
Comp. Wages 31 Dec
Stock of Horses, Darwin & North Aust
" " Consumption Horses
Copy of Lively Island Lease
" " letter re Coal Contract & reply
" " addition to Rosmos Contract
" statement on accts
Shipping Report
Correspondence to & from Mr Beaman

Geneva. 25th Feby. 2.

Sir,

I received last night your despatches 596 and 599. as well as the following telegram. "Sail Queen salvage action Falklands value of ship only not cargo or freight Cordova 531 failure 25th February" the code part of which I understand to mean that the barque Cordova is chartered & will sail 25 February.

2. 599 - 3. I have always maintained that it was a great mistake not to assist Rowlands. a man who has not his equal on the Falklands. I am glad to learn that the Directors will send a yacht. she need not be here before next October, as arriving in winter she would come into the dead season. The Stonington Co have a schooner here. the Aimwood, formerly the Ernest of Falcombe 241 tons old which having been unsuccessful as a sealer is now over for sale. She can be got for

J. Coleman Esq.
Secretary
London.

about 1000 but a ship in ballast would be dangerous to touch. I like Mr Innis's plan of giving the masters a share in the vessel, as it increases his care and interest. The Fairy and Jessie Jane have been so well sailed this year by Ewings a German and Mazin a Frenchman, respectively, that they have got through a surprising amount of work; the Perseverance went to Cork from last month loaded a cargo and returned in 2 days 20 hours from the time she left here. Neilan was afraid of sailing at night, which is the most important thing on this coast. The new schooner should be sailed out by a man engaged for the voyage, and I would promote one of these two men.

3 Jan. 5. The stock of steam coals is decreasing slowly, and I shall sell a few more tons to the Firefly & Thos the Refleman; but the house coal on board the Fairy of Bray prevented my putting the Studeman's 100 tons on board her, the stock is now about 330 tons

4. Jan. 2. The arrangements to keep the Store supplies were successful only as long as you adhered to the practice of sending regular and small shipments by steam; the state of things many weeks before the arrival of the Thunderer, when nearly all the necessaries of life had run out, was not a happy one.

5. Jan. 9. The Devil! It appears to be doubtful; if your telegram had not arrived a Bolloony bond would have been taken, in fact I had actually posted the usual public notice just before the Lucy arrived. I'm surprising that my telegram was not understood. When I wrote "Limit telegraph the amount of the bonds not mail and you received in due course the words "Advance 700" it would surely be plain to the most ordinary intelligence that the Advance bond amounted to £700, I purposely put the "Fanatick Ramsey 8000 after, lest you should confound the two, and it is inconceivable how you could have supposed that the 700 related to produce from New York. Your instructions as to Bonds. You conclude that the insurance of the bond is only to be paid for by the ship in the event of its being

cancelled. The letters from the Spanish Consul were not found enclosed.

6. Jan. 12. In my last despatch Jan. 23 I fully explained my views about bulbs. I shall have something to say about the dresses after the Admiralty Court case for which the Times waits until the day after tomorrow is over.

7. Jan. 13. The report from Thomas & Bur to which you allude was not in the enclosures. I quite made my mind long since that mining was the thing but with present plant it is impossible, as lately explained.

8. Jan. 14 Mr Cay's assurances borders upon impudence. The circumstances of his leaving have been detailed. He was anxious to get away to take a business worth £500 a year, and I explained to him that if he went I must make permanent arrangements for carrying on without him. Of course Lear Lear was wrong not to have it put in black & white, and can only now express my regret that I was not more careful. The letter to which you refer was not in the enclosures.

C. 9. Par. 1. I presume that my letter to Lloyd's of 13th July to which you refer is the confidential one of that date. In the instructions to Lloyd's Agents such letters are stated to be privileged communications; the one in question simply reported the current talk of the place, mainly founded upon the Captain's own utterances; the statements were eminently of a nature that the Underwriters should be made aware of, and there is nothing to withdraw. Captain Seaman who was on the second survey told me that the Cambalo's stern was rotten, and the events of the voyage after twice putting back are sufficient to prove that she was too unseaworthy to go round Cape Horn.

12 Par. 16. I do not advise the purchase of a steam launch at the price you mention.

11. 4. Par. 17. Captain Cheeseman's letter simply asks me to send his boy home, which I shall endeavour to do per Thunderer for £15; but as neither you nor he say anything as to money I shall not advance any for passage by mail without further instructions.

12. Jan 18. I am puzzled at
your saying that Parliament supplied
the rigging for the Success; none have
arrived here for her, but Deans as
already reported, received a lot of heavy
rope by the Dennis Bennett. if he got
this with the intention of keeping her
and your telegram means that he
have secured her in London, you have
effected a coup that will disappoint
more than one, for I hold for Captain
Seaman £3000 sent out by the Norman
P. for the purpose of completing for her.
If you have bought the ship you will
of course get the cargo at a cheap rate,
say 10/. a ton or under, for no one
will buy it here without the ship.

13. Same par. The ship charters
351 tons, 12 pa. low cargo for the tallow
and remaining wool. so I shall buy
what Deans have spare at a cheap rate.

14. Same par. Of course iron
masts can never be supplied here.
but wooden ones as you are probably
aware are sometimes used, and these
can be made in Stanley.

15. Jan. 19. It is most
annoying that account sales should be

despatch. As we have five or six shipments of produce a year now, I think that you should abolish the old system of waiting until the last bale is sold before making our general produce entry for the year, and should let us have all accounts you can up to the end of the year from time to time, more especially in the case of our clients, the books being now made up to the end of December. We certainly ought to give them credit for their produce from the proper date.

16 I have the satisfaction of reporting that the Thunderer arrived at Darwin on the 20th inst., with over 4700 bales on board; the Fairy has made some rapid trips to Port Darwin and San Carlos so that I have no fear about filling her, in fact I shall have over 1100 bales and 1600 hides if she will carry them, but I do not expect to get in many over 1000 of the former, ours being larger than Dean's. With ordinary weather she should be away in a fortnight, or about 40 running days from her arrival per Stanley. I am very much pleased with Captain Hildesen, whose strict attention to his business has largely contributed to this rapid despatch; these foreign shipmasters put our countrymen to shame.

17 returned a few days ago from a visit to Darwin. In the north section there were seven sheep in 38,000 showing signs of scab, in Walker Creek five in 2,000, so far this is satisfactory, but I am sorry to say that the fears expressed in 326-16 about the effect of the weather has proved to be only too well founded, for the wool clipped in December is light, and there is a falling off all round North and Darwin of about ½ the all round, as compared with last year's averages. However, this may not be loss, for the lightness of the wool caused by absence of grease will be appreciated by the buyers. I shall be curious to see the reports on the wool for Rameo.

18 Mr. Barton writes me that he had spun he would insure his wool at 1% and could do it cheaper, and sends memo. enclosed. He wishes to insure £2000 on present ship, Jon Bay to London, but not at more than 30/. I take it that Townend insured f.p.a. as there is no mention of all risks, for which (the former) I suppose you had better do it, in the absence of definite instructions, & also hand it down to Townend & Spearing.

19. The Woman has managed to get to Stanley, the Bishop having sent his yacht of 12 tons for the purpose of bringing him in. Favoured by a strong fair wind the Messenger made a rapid passage. Of course it was important that the Fairy was not at the time running between Darwin and Stanley, but in such cases I look upon the Company's interests as paramount, and to take her from her work at the time would have been to delay the Undertaker. The Memo is full of passengers from Valparaiso, and I hear that there is a difficulty about finding berths.

20. When at Darwin I arranged about starting Upernavik and getting things going. I hope for a month or so, in order to avail myself of the opportunity of carrying out the Directors orders about visiting Port Stephens. Captain Jones asked me a few days ago when I should like to start. Before giving Captain Jones his orders, the 2nd of March is the day fixed; Captain Jones instructs Captain

have chiefly to engage round the Falklands, and the latter invites me as his guest, and says he will go where I like; the difference between this and cruizing in a steam yacht where I wish is inappreciable, and it will be hard to refuse such an offer. However I must be guided by what takes place at Coulin re the Tucca Romonos, and by letters I expect in a day or two from the Camp.

21. The Mercy has brought flour and potatoes from Valparaiso, and part at least of the mail of 15th November; but has many besides myself have letters referring to others sent by that mail which have not arrived, there must be a bag still missing. These irregularities are most annoying.

22. I promised Sir William Wiseman the Commander of the Dwarf and Mr. Howell the Paymaster to take for each a cask of potatoes free by the Rhadamanthus. It is likely that the Sporting and Dramatic News will chiefly contain articles on the Dwarf cruize by the former.

23. Referring to paragraph 21
I have just noticed that I have not
received original of your despatch 596,
confirming the fact that a bag is missing,
and this explains Mr. Stevens remark that
the November bag was marked "Supple-
mentary mail," being the one via Bordeaux.
It is really worthy of remark that for
seven years we have the mails without
ever losing a letter or delaying a single
bag. 24. The Thetis has landed the
crew of the Peckforton Castle, burnt at sea.
The Thetis has returned a second time,
having lost foremast & bowsprit. The
Border Queen for Shallow Bay has put
in with mainmast & foremast & funny, both
of which will have to be renewed. The
Allen Gardiner has brought in the crew
of the Lady Dufferin of Fleetwood, stuck
lost on Jason West Bay. The Company
will repair the Border Queen, but as you
have taken no notice of my request you refer
to the Swansea Merchant Shipowners Co.
agency announced on our card the Thetis
returns to her former consignee.

25. I should have said in reply
to your remark in 599-15 that the oak log

has been most improperly returned
for Libation, that I took that course
upon the combined opinion of our
pilots, Capt. Cheeseman, and his
carpenter, who all declared that the
boat was rendered them unfit for
trade prices. That the sellers quickly
took them back appears to me to show
that they knew the bags were smeared:
the bags would have remained here
until rotten; but in future I will
take no more "improper" steps to save
the Company's pocket by returning
badly bought goods, and they may lie
here and perish.

26. 29th Feb. The case of
the Tuscan came before the Vice Admiralty
Court today, when the evidence of Capt:
Keegan and his officers was heard. As to
agreement as to value of ship having been
made between the parties, the Governor
ordered an appraisement, and will after
that take time to consider the case. He
states that the ship was incapable now
of leaving the harbour, and that bail
was therefore unnecessary, that nothing
will be decided before next mail arrives,
and as the value of the ship for which
I am to give bail has not been decided,

I deemed it necessary only to notify that the Company were prepared to give bail when called upon, and so prevent a forced sale, which I take to be the meaning of the action the Directors have taken.

I am Sir,
your obedient servant,

Alfred Cobb
Manager.

Enclosures
Sept. No. 627, £.
" Indict & Costs
" Salaries
" Costs Prosecution
" Collections to Christmas
" Certificates Stock
" Balance Sheet
" London Office Cash
Complete Lambeing acct
Ford Shearing acct
Stock & Stores 1st Jan 12.
Townsend's acct for Bullocks &c
Stanley Rd C.B.'s Vouchers &c
3 Letters relating to Statement
1st Ex No. 627 for £ 9.1.11
1st " 623 . 120.0.0
1st " 630 . 200.0.0
Typing Report
Statement
Indent

Consulate of H.
German Empire
Port Stanley, 19th January
1883

Sir

I have the honour to
forward enclosed:-

1. a list of German ships
which visited Port Stanley during the
past year.

2. the customary annual
fees received from the Consulate.

I have nothing further
to report with reference to the business
of the Consulate in 1882.

I have the honour to be,
Sir,
Your Obedient Servant

Consul

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

Manifest of Cargo shipped on board the 'Skudesnaes' Gilderson Master Falkland Islands for London.

Nos of B/L	Marks	Description	Shippers	Consignees
1	F.I.C.O. 72/284	213 lb Wool	Falkland Islands Co.	Falkland Islands Co.
"	284/287	214 " "	"	"
"	94/99 W2, 107, W3, 109, 166	283 " "	"	"
2	No Marks	1750 Hides	"	"
"		2,650 Sheepskins	"	"
"		3 lb Tails	"	"
"		1072 "	"	"
"	D.H.	1 lb Hair	"	"
"		Quantity of Bones	"	"
3	J.B.	120 lb Wool	J. Bonner	"
"	V	51 " "	Baillon Bros	"
"	H.C. &	71 " "	H.C. Cobb	"
4	"	1 " Sheepskins	"	"
"	J.B.	2 " "	J. Bonner	"
"	V	3 " "	Baillon Bros	"
5	&	26 " Wool	Stichney Bros	W. Stichney
6	"	6 Sheepskins	"	"

addressed packages as per receipt

Stanley 11th March 1882.

J. Langdon
for F. H. Cobb
Manager.

958

Pandemonium

13th March 2.

Sir,

In the absence of the Manager who is on a visit to the West Falkland in H.M.S. Firefly I have the pleasure to inform you that this vessel arrived from Walker Creek this afternoon and will sail tomorrow morning having been discharged and loaded in 3 4 days.

2. On the 4th inst. the Store Brigt. 'Brooklyn' Admiral Spotts arrived from Sandy Point and the H.M. 'Rifleman' from Montevideo on the 7th. The latter took Coal which reduces the stock of steam coal to about 255 tons. On the 4th inst. Admiral Spotts was seized with dysentery and died the same night

3 The Passengers by this

F. Coleman Esq.

Secretary

London.

vessel are the two Mr Callums and Capt Cheesman they are provisioned by the Captain for the sum of (£20) Twenty one pounds. Captain Cheesman should be charged at least £10 for passage of his sons.

4 The freight is to be as usual viz 50/ and 3/6 for wool, the addressed packages are carried free.

I am, Sir,
Your obedient servant
J. Langdon
for F. E. Cott
Manager

Enclosures

Manifest
4 B/lading
Letter for W. Gluckney with B/L
" " Hooton & Yates
Wool Weights [HH] 213 lb
" [MC] 247.
" [HA] 203.
Particulars of Baillon's Wool
Charterparty with lay days
Dupl. Stock of Stores
" C. Book & Jrl for Jan
Trips Nos 327, 328.

331.

Hardee. 25th Mar. 2

Sir,

I returned yesterday from the East Falklands in H.M.S. Swift, and had scarcely landed when the mail was reported. I am therefore only able to acknowledge receipt of your despatch 600 on the 22nd inst., and 601 yesterday. This mail cannot be at Montevideo before the 11th prox., and as the Swift leaves this on the 1st. her mail will probably be home as soon as the present.

2. I take the opportunity of ~~writing~~ stating that 25 casks Basic Slag should be shipped by first mail. I mention this small quantity on account of the bad season. I am, Sir,

your obedient servant,

Edward Lowe.
Manager.

H. Holland, Esq.
Secretary.
London.

Enclosures &c.

Enclosures

Copy Inv.ce 1331
Copy Manifest Shoeburyness
" Wool Weights &c
Copy Ld & Bt Book Shoeburyness Exh
Copy Shoeburyness
Receipt for parcels &c
Copy Despatch accl
1st Ex N.o 631
" 632
" 633
2nd " 627, 628, 630
Cheque for £10
Copy 2nd page Despatch N.o 600
Shipping Reports
Statement
Indent

332.

H.M.S. "Firefly." 3rd March 2.

Sir,

I now reply to your despatches 600/1.

2. Par. 2. I am aware that the cargo for Mundamaree could not have been carried for the sum named by steam but I am going to-morrow up the measurements of the goods ordered from here. Many biscuit which was not asked for may remain on hand for years, and coals and other goods put in to fill up must not be taken account of. For say that goods ran out because a sufficient quantity had not been ordered. Now the fact is that enough had been ordered to last until November, and when the steamer, which should have brought goods, arrived on the 15th of that month, there was ~~an amount~~ working that had actually run out. But between then and the 25th January when the delay

F. Coleman, Esq.
Secretary,
London.

cargo arrived per Skidenaes, all the important articles of daily consumption named in a former despatch had been sold out. It is admitted that the best plan is to send small and frequent consignments, and up to a certain point you had supported us well by shipping the steamer indents in full. What was the result? The shipments from England were some thousands less than the previous year, leaving your exchequer to that extent, while as long as you continued the system the stores were better supplied than Drewé. But, as I fully warned you beforehand, the moment you began to delay my orders to collect enough for a sailing vessel you threw everything into confusion. After this clear explanation, which is most to blame for the loss of sales, the London office or the Stanley one? May I suggest that, if the matter is not yet understood, my proposals for shipments of stores should be carried out, and then if things go wrong I

are ready to accept the responsibility and blame. In the good old days if stores did not arrive it mattered comparatively little to us, the public suffered and had to wait until next time; this is all altered, with increased competition and more importers, and, if our supplies fail, the public go to the next store. It is necessary to grasp this fact, and act upon it, unless we are to drop to leeward altogether. You ask me to send full particulars to put an end to this state of transition; this state might have been dispensed with long since if my suggestions had been carried out. I shall send no more orders for heavy goods until next October, for the February vessel, of 300 to 350 tons, unless it should be necessary to order steam coals for the Admiralty; regular indents for goods by steam will go each mail via Sandy Point to give you time to ship them, and I should be glad to receive your assistance to tell Captain Seamans that I shall ship next year's wool by the earliest possible steamers.

3. Jan. 3 It was the want of the owners orders that caused the Shuta boys to dean, if instead of looking for an old letter, a prompt application for a copy of the agency instructions had been made to the Swansea Company when the Ela's arrival was reported we should have had the Coni chart of the shipping lately, instead of none at all, for it is a singular fact that they have been nearly all Welshmen, and have run together like a flock of sheep. To the want of this letter I attribute the loss of the business of the Ela, Shuta, Alumina, Pride, Leon Crespo, and Capricorn.

4. Jan. 9. Schapsitin hardly worth mentioning, but you blame your Clerks unjustly for sending the ancient literature refused to each volumes of which was dedicated in your own handwriting. I think that your suggestion that books selected for the library in London might not be of the proper sort is eminently likely to be correct.

5. Jan. 4. Went on board the Ramsey after the mail had closed to receive Bills of Lading, which I put in an envelope with a memo., and left in Captain Wilson's charge to be posted at Havre.

6. Jan. 11, and 601–4. Have horrified at the charter of the Ramsey, which I cannot but look upon as a huge miscalculation. I have bothered through my despatches for last year, and can find nothing about the Transvaal, but in 323–14 I did say I should like to hire one again. This, however, was on the supposition that one vessel only would be sent, a plan suggested as long ago as Jan. '81 in 80–20, and repeated in 322–36; but as soon as I hear of the Admiralty charter I wrote (326–2) that a smaller ship should be sent in February, so that my observations on the subject have not been inconsistent. Against the hire of 512 tons, you have

sent me the Studenaes and Cordova, together 973 tons register, or 461 tons more than I asked for, and this actually in the face of a telegram announcing that produce to the value of £ 8000 was on the way home, and knowing that Robinson & Baber's produce would not be available this year. This is what I expect to put on the Cordova:-

400 to 500 casks Tallow
perhaps 25 bales Wool &c.
90 " " Sailcloth
30 " " Spunyarn
78 " " Bunter
10 " " Felt
200 " " Stinking
433 " "

1000 Hides
a few sheepskins and horns.

Mr Stinking, however, is not sure yet whether he will ship by steam or not, though I have told him that the Cordova is an iron vessel. I could not take a proper interest in the Co. if I did not deplore this unnecessary expenditure, notwithstanding that afte-

my very full advices it cannot be
said to any charge. If the ship was
taken for the logs alone, better I say to
have left them behind than to spend
something like £1000 over them. Could
not logs be bought in Hamburg, and
be shipped one or two at a time by steam?

7. 601 – 5. Has there been
the least chance of getting the year's accounts
ready in 17 days I should not have gone
to Darwin in January; but I considered
my presence there necessary and it proved
to be so. I only remained there four days
and returned for stocktaking, which had
been going on during my absence. Seeing
that not only had stock to be taken here
and values calculated & clients' accounts
to be made out, but inventories and
returns to be made up at Darwin,
Katherine Creek and South Alice, the
separate accounts of more than 150
men to be balanced by the Darwin
storekeeper, and the whole of these as
well as numerous others not mentioned
incorporated in the Manley return, I
cannot understand how you can say so

moment have thought point any reason that the thing was possible, more especially as the despatch of accounts from London to this office does not show an example of great celerity. However, we shall always in the summer months have plenty of extra mails by H.M.'s vessels, and anytime after the first of February should be able to get the accounts forward.

8. Lamp. No. 6 is Keppel Island, 13 Bare Island, 21 Pebble. I have no doubt that it would be wise, most wise, to exchange em. 35, 38 & 44 for Capt. Packe's 2 & 16; but Capt. Packe might on his side be of a different opinion, for his two sections are the best land he has, just as our three are the worst.

9. Par 8. I will arrange terms with Captain Freeman for the use of the diving apparatus; but it will be necessary to send out at once a pair dress and pump complete; everything else is in order.

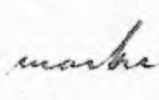
10. Jan. 10. The Admiral was originally a seven years' vessel is now six years old, and has a bad reputation for running aleap; she is not a suitable vessel for this coast, and would be running into constant repairs.

11. Jan. 4. Nanaji boy is not in the Store; he was a stowaway on board the Sea Witch, and having behaved very badly has better get his property the best way he can.

12. The Capricorn, Capt. Thomas has been run ashore on Staten Island on fire; some cargo has been brought in here by the Guentujo and sold, and the schooner has returned for more.

13. Sir William Wiseman has written back me to insure the cask of sealskins on board the Skidmore for £30 against all risks, please do this and forward the policy to his agents Messrs Cass & Sandeman, who will pay the premium. Also, on the arrival

of the skins, will you oblige him by dropping a line to Lady Wiemar, The Grange, Hatfield Broad Oak, Harlow, Essex, saying that the cask is in the hands of Carr & London and.

14. There has been a lamentable blunder made by some one over the Sailors pre Milarian. There were 359 casks of the Company's marked F on one Bill of lading, and 31 casks marked  on another, total 390 from Goonhilly, further in the remarks on cargo special attention was called to the latter, particularly nos 21 & 22. refined as an experiment with blood. Not only have these casks been ignored, but the whole 390 casks have been treated as the Company's, and account sales rendered as follows:-

9	Dec.	150 casks
16		152 "
23		88 "
		390

As mentioned in the remarks, the lively ship was hailed coals, and

the Cattors pinned, so that no 15/22 or 23 must be included in the sale of 45 casks MCMK, this should be at once put to rights, and proper account also rendered. Our clients complain, and with good reason, that sufficient promptitude is not shown in rendering sales, and that they have not got credit for their money from the proper date. On nearly £9000 the interest is considerable, and I must give them all credit on the proper dates, i.e. the arrival of the first mail after the prompt; and I must again request that the accounts be sent without delay as soon as due, and suggest that the general produce entry of 31st Dec be discontinued. Mr. Bonner asks for the Broker's account instead of an unsigned copy from the London office, this is very irregular, but I find that Mr. Dean gives his originals to his clients, and I have remonstrated with him for doing so. The transaction is between the farmer and the merchant not the broker, but people accustomed to business do not understand this.

Although all the produce of 1881 has been sold, I have again to complain that the statement of all proceeds has been withheld.

15. The passengers by the Harda were Messrs. Anson and W. Richmond, Captain Heggum and riggers for the Duke of Argyll, by the Rames Andrew Bell & wife.

16. I left Stanley in the Firefly on the 2nd March, and the route was as follows:-

	Arrived	Left
Lively Island	2nd March	4th March
Darwin Mt.	4th "	5th "
Bleaker Island	5th "	7th "
Fox Bay	7th "	9th " 1 p.m.
Port Stephens	10th "	12th "
Weddell Island	12th "	14th "
Beaver Island	14th "	15th "
New Island	15th "	19th "
Mill Cove	19th "	20th "
Keppel Island	20th "	20th "
Pebble Island	20th "	21st "
Port Howard	21st "	23rd "
Stanley	24th "	

17. I found that Fell at Bleaker Island had not had

a good season, which he attributes to having used McDougall's dip, a good many of his sheep have died, and there were numerous cases of scab among them. He has barely as much wool as last year.

18. Baillon Brothers have a very satisfactory clip, and their loss of sheep this year has been excessive. I think Mr. Baillon told me 20%; this flock has not succeeded as might have been expected, as yet, but a turn may come for the better.

19. At Port Stephens, my interest was confined on the grazing, but I may remark that the clip of wool this season is unexpectedly short; and my private opinion is that the establishment and stock are not as well managed as they ought to be. The selling down plant is under the charge of a man named Miller, who worked it in the State and sold it to Mr. Dean a couple of years

ago. The building is between the
woolshed and the beach, on a lower
level, the former being on the edge
of a cliff bank. This is convenient,
for the floor of the Butchery at one end
of the woolshed is on a level with the
tops of the digesters, and the meat has
not to be handed up as at Gorse Creek.
The boiler is plain not tubular, substan-
tially set in stone and brick, with a
large heating surface underneath, the
flue passes from it under a couple of
tanks which are used to supply water
to the boiler hot, and thence into a
substantial chimney stack at the end
of the building. From the Butchery
the blood flows by an open shoot to
the beach, whence it is carried away by
the tide. The entrails are washed
out by a stream of warm water in a
tank, and put into the digesters with
carcasses and all kidney and suet
fat, no pickel pan is used separately
for the latter, and Miller says the
digester cooks the whole, a point upon
which opinions seem to differ.

Steam is on at 30 to 35 lb. for 5 hours
then allowed an hour to settle, after which
the remainder is blown off. The tallow
is drawn from a cock about one third
from the top of the digester, by a shoot
into a square wooden steamer with a
perforated iron bottom, thence into com-
mon ships' tanks, where it is allowed to
cool until about 90° Fahr, then drawn
into casks. After all tallow has run
from the cock steam is put on gently,
which raises any not previously run off
above the level of the cock, the steam
pipe entering near the bottom of the
digester. The gravy is then run off to
the heat, and the bottom of the digester
which is coned shaped, and works on a
hinge, allowed to drop, and the refuse
falls into a wooden fore box, with
openings in sides, which is run under
a screw on a tramway underneath.
The screw is then put down, and all
tallow that runs out goes to a pit, and
is pumped into the next digester. The
refuse remaining is in a cake, and is

used with a little peat as the coke fuel for raising steam. There are two digesters, but no other machinery, and Miller says that all the tallow is extracted by steaming the number of hours already mentioned, and if the meat is over done it is not fit to press, while no more tallow is extracted. The works appear to be efficient, and Miller well upto his business, there is no show as at Goulburn, but the place must be much less expensive to keep up, and although the tallow may be, probably is, a couple of shillings less in value (a pound per should ascertain) still I question if we do not spend those shillings two or three times over. Miller and one man he brought with him keep the place in order, cut the peat, and cooper the casks, while our superior gentleman at Goulburn is constantly contending with me for more assistance. I was sorry to find that the steaming was not to commence at Port Stephens until next month, as although Mr Dean has offered to take me round I question if I can spare any more time this season.

16. The sheep on Beaver Island under the charge of Mr. Birch appear to be in good order, and the place is apparently thriving. it is certainly a very good island. Beaver is getting overstocked, also New Island, a disadvantage from which such small places suffer. The stiff scenery on the outlying west islands is very fine, far surpassing anything on the east. At this Cove Mr. Blake is much delayed through the accident to the Border Queen, but as we met her near Carcass Island on her way from Stanley he will by now be at work on his new settlement. I find here also that the clip is poor, and this is so general that it is safe to attribute it, in common with our own stock, to the effect of the weather last winter and spring. We only touched at Keppel and Pebble, and there was nothing noteworthy at Port Howard, excepting the arrival of the Tagus after a passage of 61 days.

21. I have Capt. the case of the Princess Louisa nearly the last in hopes of reporting progress, but there is none to report. After last mail left, Captain Seeman and Captain Hay came to an agreement as to the value of the property saved, which they have put at £3000, and after a long discussion with me they fixed £1500 as the value of the ship and £1500 of freight and cargo. I suppose that while £3000 might be an overvaluation of the cargo for which there is no demand here, there could be no difficulty in getting a purchaser of the ship at £1500, just 23/. per register ton, for an iron vessel with nothing the matter with her excepting the want of spare rigging and sails. I have private and quite authentic information that the I. M. Dean instructed his agent to take up to 17/. per ton for the coals; even if this limit were reached they would

only fetch £1360 - the quantity being supposed to be 1600 tons. It is more likely, however, that such a large quantity would be given away for 3/. or 6/ per ton, for they could not be bought excepting to be shipped away, having no chance of remaining fresh enough to be sold to ships of war. If therefore the coals were valued at £2000 and the ship £1000, and eventually at auction the 1600 tons only fetched £500, there would be an additional complication. Yesterday Captain Hope came to say that the Governor thought after all that I should give bail before the adjudication of the claim, and I went up at once to say that as the ship was valued at £1500 I was authorized to give bail to that amount. The Governor said, however, that the claim was £2000, that he could not separate the ship from the cargo, and that I must give bail for the full amount: this I of course declined to do, limiting my offer to the sum already named, and Sir Evan after some further conversation

said that the matter had better be left until next week, when he would give judgment in Court as to the salvage to be awarded. In saying that he could not separate the ship from the cargo I believe him to be wrong in law, for when the separate values are once stated the one cannot be made liable for salvage due by the other; this I have pointed out. Neither your telegram nor instructions clearly instruct me how to act - had the powers been "Bail Owners &c. ship only not cargo or freight" I should have seen my way clearly, but the insertion of the words "value of" before "ship" had me believe that my bail or payment into Court may be on the whole, as long as it does not exceed the value of the ship. At all events, whatever may be the award I shall be safe in paying the salvage as long as I take a lien on the cargo from Captain Slaf. It would be

worth the Company's while to buy the whole cargo for reshipment, at a low price, and the vessel, too, once relieved from the claim would be an excellent speculation. Should Mr. Humphreys be let you know rate at which freight hence to Valparaiso or Callao could be secured in Montevideo.

22. Enclose a letter from the Cooper I have engaged from Montevideo, an excellent man, in fact the first real tradesman that has ever left the casks in hand. I may also mention that the casks received from Graves per Thaddeus are reported as being very superior to his former lots. rather confirming my suspicion that he was working off his worst casks upon the suffering Company.

22. Mr. Robertson, Chief Engineer of the Garnet, through whose

instrumentality. Skelton, purchasers coaled Admiralty vessels exclusively this year, says that the best Welsh coals are unquestionably the "Ocean Merthyr" and South Country "Hartley West main." Should it be necessary to have a small supply for next season, it should arrive about October, as a Gunboat will probably be cruizing from then till the following March, and it should arrive as late as possible, consistent with the freshest. The quantity sold this season is as follows:-

Dwarf	40 tons
Ridsman	53 "
Firefly	63 "
	156 tons, after all

a very small quantity, leaving 227 tons on hand today. I will advise you further on this subject later on, but I may mention that I think you should try to get a cheaper freight than 30/ per ton, seeing how little is paid by Mediterranean, with no chance

of getting a return cargo there.

23. The Denis Benoit sailed this morning; she arrived 26 days before the Skudesnaes and is 7 days behind her road, again to run of 42 days, but after all there is not much to brag about, for the way Mr. Dean manages his shipping verges on the ludicrous.

24. The Ranee is disappointing; she was very dirty when I went on board so may have given a wrong impression. She is leaving for Sandy Point today, and taken shut from Bay Cove at a freight of 6/. a head for all hands alive, the shut (5 year old ewes) being sold at 8/. each to Mr. Fuller of Sandy Point. Coffins the same place at that price, or a pitt at 10/, but the West island is near the Straits. The Directors will see by this what prices are coming to.

P.S. Neither the apple case nor the cask of apples were shipped arrived by the Ranee.

Sam, Sir,
Your obedient servant
Charles Goss.
Manager.

Enclosures

Dupt. N° 551
" Inl & Coast Bonds Teb
" Statement & Indent
Dupe Shutesmas Manifest
4 B/L do
2nd Box N° 631 & 633
1st " 637 for £100. 0. 0
Statement
Shipping Report
Cooper's letter re Casks

333

Memphis. 27th April 2.

Sir

With reference to my recommendation that the goods actually ordered from hence could have been shipped by steamer for something like £200 I find that the measurement in the Ulundenais' cargo book comes to 3491 ft. 2 in, which at 50 ft + 50% would cost £329. 5/. but as Mr Stanier offered lower terms, what I said seems to be near the mark. Of course I do not mean that the whole of the Ulundenais' cargo could have been carried for that sum, but it may safely be assumed that what is not asked for is not wanted, and filling up for the sake of filling up is not a process advantageous to the store.

2. I have given H Cameron the owner and master of the Peronella an order for money, which he would like to draw by instalments if convenient to you.

F. Coleman Esq.
Secretary
London.

you.

3. The case of the Crown has at last been decided, the Governor having on the 14th awarded £1400 as the salvage payable on ship and cargo, the ship, as already advised having been already valued at £1500 and the cargo at the same amount. It being necessary to pay the salvage the question then presented itself whether I should release the ship only or the whole property. If the coals had to be sold, there would be no storage rooms for them under cover, therefore they would rapidly deteriorate, and would only realize a small sum, say 10/ per ton or about £700 for the whole, unless competition should drive it. Draw up to his limit of 1/., an event unlikely to occur, as I should not have bought more than 200 tons to replenish our stock. Again, selling the coals at once would in no way advance the despatch of the ship from the port, look-ing after present condition. As the

other hand the payment of the full salvage would be within my instructions not to exceed the value of the ship, viz:- £1500. I therefore proposed to Captain Stap that I should advance the whole, taking from him an assignment of the lien which he possesses by common law, over the cargo for payment of salvage, with the condition that the coal should be sold for payment of the ~~salvage~~ aforesaid unless released by the return mail. To this he agreed, and I gave two bills at 60 days sight for £700 each upon the Comptr. drawing out for him an assignment in the form of a letter of which a copy is enclosed. I hope that this is in form and legal though I have had no advice on the subject beyond what I could pick up from books. The advance is to be on whatever terms you may have arranged with Messrs. Marshall. I have also paid on account of ship and cargo £45. 5/. for costs in the Vice-Admiralty Court.

4. I hope I shall not alarm the Directors by boldly proposing that they should at once buy ship and cargo.

The Mormon Co coal regularly in Montevideo at 42/6. Offer them the Queen's coal at 40/, and buy it at 20/ or thereabouts. It will take them a year or so to clear it out; that time will not be wasted. While the coals are being gradually consumed proceed to fit the ship out, not with a large gang of men at ship wages but with our own mechanics and sailors at half the money. Send out masts, yards, and a suit of sails (if necessary) in our next sailing vessel, give Hawkes a very capable man, the job of rigging her. When ready engage a Master and crew, send her in ballast to San Francisco, having previously chartered her for a voyage to the United Kingdom, and upon her return sell her. She will be bought to fit out again, and in our position we can fit her out more cheaply than anyone else. She has one good suit of sails in thorough repair, and as mentioned before she has little wrong with her excepting the want of mast and rigging. An

offer of £11,000 was made for her last year but the owners wanted £500 more; there is no doubt that this is a speculation worth the attention of the Directors. Even to buy her with the coals as a hulk one, would be worth doing, if anything like the valuation could be accepted. I would, however on no account buy the coals without the ship to keep them in.

5. Some time ago I wrote about coaling bags suggesting 2 cwt, to which you replied that 1 cwt was the more convenient weight, and here the matter dropped; but I am since informed that the 2 cwt I suggested is the best and I should certainly recommend some being sent out, seeing that coaling is likely to be on the increase.

6. George Miners, a shipwright, is a passenger this mail. He gave notice last June that he wished to leave, and I offered him passage by the Shakespeare, but he could not get ready in time, nor can he wait for the Cordova on account of his health. Having

offered him a starting passage Stoker
him I did not feel myself authorized
to pay him more than £10 in lieu of
a ticket; but I recommend him to the
favourable consideration of the Directors
as he is a man of great sobriety, has
worked well, and has been over 15 years in
the employ.

7. How many years a patent
slip has been talked of as desirable, but
I have never seen an estimate of the
cost of one. Captain Seaman says
that it could be laid down here, large
enough to take a ship of 1200 tons
for £3000, is this a fact or not?
For if it is, the sooner it is laid down
the better, there is more need for it
every year, and at such a cost must
pay. Now that we are getting iron
steamers on the coast how are they to be
cleaned? And how many vessels
go past Portland Bill annually
simply because there is no chance here
of repairing them below the water
line?

6. A very large Dutch ship. the Utrecht is in, and has gone to Deane; her requirements illustrate the difficulty of keeping stores in this place sufficient for all requirements without calling forth complaints such as from London about the money locked up in stores. She has blown away nearly a suit of sails, and wants 1000 yards of canvas. Deane cannot supply it, and buys our whole stock of the kinds required, viz 1 + ½, of which we have about 800 yards, sending her blank bills for the quantity of which she is short. Our stock is what remains of a quantity imported a good many years ago, and I have been congratulating myself on working it off, now it appears that it ought to have been replenished before getting so low.

9. I have a good many things to order, but restrict the indent to what I hope you can get together in a fortnight so as to ship by the June steamer. I call your attention particularly to canvas, women's boots and garden seeds, but hope that you may manage to ship all that I ask for.

10. I endeavoured to get into his Camp after the Firefly left but the Governor put off the Dresses cases from week to week, and so prevented my getting the time I wished for. There was a dispute about Spence Queen which wanted settling, and Mr. Langdon went down for me and put matters to rights. I shall now leave as soon as I can after the mail, and visit all the stations. The latter works are now getting on well, and the reports so far are encouraging as to the quantity from each sheep. With regard to the sheep in the North Australian I heard last week that they were coming up not very healthy to the flock, and today I have a report from Palmerston which says:- "I am happy to be able to say at the "present time that the North Aus "sheep is in good condition, one way "and every, if they will keep at "this I for one will be thankfull."

11. I have just heard from Darwin that the sheep have been gathered in that section within the stipulated 90 per cent, the number of stragglers being on a total of more than 37,000. Mr Bon, who rode in yesterday informs me that the Company's sheep on the track are looking in splendid order.

12. The Formika of Captain from San Antonio for Cape Town is here consigned to the Company, Leahy. There is a possibility of the ship being condemned and the Captain goes to Montevideo to telegraph; but should she be repaired I have informed him that a credit must be opened in Europe for payment of the expenses, a bottomry bond being unsafe, for the reason that a passage from here to Cape Town can be made in 25 days, while a letter via England could not be sent there under ~~two months~~, and it would not do to trust the Captain to deliver his own bond. The expenses would be from £1000 to £1500. I telegraph

Federal Formula Dated Despatch.

13. I send Bethune and White, time expired men, who have applied for passages by this mail, together with their families. In view of the great complaints made by all steerage passengers of the accommodation, huddled as they are among the cargo without distinction of sex or the slightest regard for decency, I have thought it right to send them second class, more especially as Mr. White is in a most delicate if not dangerous state of health. White carries some live birds for the Zoological Gardens. The passage money must either be refunded, or the Royal or Pacific 67 must be asked to carry our passengers more reasonably.

14. It would be a convenience if you would send me cheques or orders on the London office for use in paying sums to men who draw their balances at home.

15. I have seen a letter from Townsend & Spearing (Payne) Parker offering to carry his wool at 3/4, buy his stores at 2½ count. allowing all discounts, shipping them at 40/, and advancing £200 towards the purchase of them.

16. 1st May. The Memphis arrived last night. There are 39 passengers waiting for her, of which she can only carry a few third class, there is some disappointment about all these steamers. Reply to your despatches 600 (desp.) 603/4.

17. 600-1. The delay of the mail and case was an oversight evidently, it is more provoking to have been dunned by Bowring & Arundel for a payment for some things enclosed in the case, you having informed them that you had no instructions to settle, whereas I had written you on 29th June last year asking you to receive and pay for them.

18. Sar. 3. Time will not now permit my sending a Selangor's boundaries which I must look up. surely you have a key to the chart the Inspector took home last year. however, I may say that Selangor left a numerous family, principally sons, who work it now, and Ismail & Cameron have the right of stocking it, & there is no chance whatever of getting it. Most of the Camps south of the Klanbun heights is inferior; if the Director wish to Extend there we they should make proposals to stay at Captain Parker.

19. Par. 4. I delay ordering steam coals pending decision about the Success' cargo.

20. Par. 6. I think 60/ per ton is too high a freight to charge any broken for such bulky stuff as furniture, in fact it could have been sent by steamer at the same rate, and sailing freights are always lower in proportion. I think that any people who pay £20 for a sailing passage here should have as much as they can eat. I know I should hate anyone being put on an allowance at sea. I do not wish for any more shipmates until I ask for them, both to reduce the staff if possible.

21. 603 Par 2. This only modifies my proposal about the Success to the extent of suggesting that she should be bought and kept as a hulk until an superior vessel could be found. I hope she can be got for £1500, but the purchase rests with you, Captain Stirling having no power to sell.

22. Par. 3. It seems a little inconsistent to have remarked in 601-5 that Success had better have gone to Darwin in the Dwarf, and immediately afterwards to regret that she could not proceed in her to Port Stephens.

23. Par. 6 I am surprised that you should think of asking Mr. Stanbe for the date of the paper I sent you in confidence, as mentioned in 320-18. I sent it you exactly as I received it from Capt. Seamans, without date. Capt. Seamans is very open with me, and may be censured for communicating this: not only he may be more reserved in future if he hears of it; but I shall have to be more careful myself.

24. Par. 7. I am glad that the ideas I have expressed now for more than 12 months about shipments are to be adopted. My reasons for sending orders via Sandy Point is obvious - an order sent this mail will give you barely a week to execute it, sent by the ordinary mail you have six weeks before you. You have rarely shipped anything asked for by a homeward steamer by return.

25. Par 11. I will do my best with Mr Cordova after your explanations. I must confess I do not see much to complain of in the ages of the crew, as far as working cargo is concerned, the carpenter and cook not being working hands.

26. Jan. 14. I will apply for parking privileges for the Cyclops, and do what I can to make his visit agreeable although Stanley at the end of May is as miserable a place as anyone can imagine.

27. Jan. 17. The last rams came from Montevideo in 1879. At present, as advised some time ago I am waiting to see the result of the telegraphic crossings before proposing any move. The Cambing account has been sent, but there are some to be added from Grant Island, which shall be sent next mail.

28. Jan. 18. Unfortunately the bars for which I wanted the instantaneous shutter was the original one for views bought of Thomas Thornthwaite in 1874. It is singular that I was remarking only a few days ago that as plenty of Employment is now to be had return passages need not be guaranteed.

29. Jan. 19. What commission is to be shared with Norwich, is it 1/3rd of 7½%, or is there any other commission chargable on ships business? I have always supposed the 7½% to relate to the supply of money alone. Would they ask 1/3rd commission on a Bottomry bond!

Pa. vv

30. Cont. The goods from Cpenil may be taken but Hindley's vessels are valueless, and I should like to know what to do with them.

31. Cont - 1. Certainly, as I have remarked before I was wrong not to have Clay's agreement cancelled in writing. Arte Tallow melting cannot at a moment's notice cook the mallow but I suppose must surely remember that the second packet pan was sent out expressly for the purpose of steaming down the inside fat; melting I should say - because it was considered that in the digesters the fat could not be properly extracted. Everything went into the digesters the first pan or two. At all events a large pan to render all remaining fat out would have to be provided.

Yours &c.
your obedient servant
Alex. Lovell.
Manager.

Enclosures:
Disp. no. 332
Disp. 331
Stanley Ledger & C.B. Bills } Manch
Voucher
Cobb to Slaps } 14th April
Slaps to Cobb (2) }
Stanley Ledger balances 31 March
Wages 6 .
Camp " .
Samples of letter paper
Memo. on Stores per Thunderer
Mercer's receipt in lieu of passage
Invoice 637. Bag. 632
Shipping report
Statement
Indent

Disp. Doras accd.
Bowring's letter

In envelope via Marseilles
Disp. of this desp.
" Sussex correspondence
" Indent
" Statement 1/21