1832

Stas of Iowa. 25th Feby 50.

Sir,

I have to acknowledge receipt of your despatch No. 551 per "Black Hawk" 10th inst.

2. Par. 1 & 2d. Lieutenant warned me that the Army Station would be sure to derange her compass; & such is the practical result of observing that wretched old practice as the vessel has passed Nameless to the Westward said that the Letter Carrier is probable as she appears to be a good working vessel; I think it would be a safe rule to lay down, that compasses should periodically be tried on the first letter; the military Station vessel Falcon had both been condemned. The remarks on both are noted.

3. Par. 2. The vessel on the Black Hawk returned, the Government

I. Coleman Esq.

Secretary &c &c.

passed an Ordinance to compel all vessels sailing hence for any port to receive mails at 1 p. letter. For several reasons, which I believe will be satisfactory to the Directors, I have decided not to send the Black Hawk up according to the programme. (1.) H.M.S. Garnet is to bring the mail of 30th Sept. (2.) Upon arrival no cargo by that steamer. (3.) I could not forward the stock returns, or (4.) the Star of Peace's bill, or (5.) the Viceroy of Brazil Bill of lading. (6.) Mr Dean's Ready is supposed to be going to Monte Video in a few weeks, when all these documents will be ready. (7.) I object to carry a mail for about 8/, and (8.) I believe the more the Government and general public are inconvenienced, the sooner proper arrangements will be made. I have therefore loaded the Black Hawk with a cargo for Darwin and South Arm, and she is now ready to sail.

Captain Dixon has been severely cross-
examined at Government offices as to her
destination; but as I have only told him
my intentions so far as his present cargo
is concerned, nothing further can be got
out of him. If the Governor brings news
that the schooner is to be set up again, I intend to
despatch her from some place round
the Island - not at Port Choiseul, I mean
for instance, at which the Governor has fully
declared that he cannot grant a Pilot's
license for, not being a port of harbour)
with orders to return to Port Mores or
some other place, from which she can
report himself. In this way I think I
shall evade the letter, if not the spirit
of the ordinance, and so protect the vessel
from fine, and I shall feel no compunc-
tion, seeing that the Ordinance is
specially directed against the Co., for
the purpose of making them accept the
Government terms. Under what law has
the latter a right to pass such an Ordinan-

4. Same par. I have looked into the papers on the subject of the Pacific steamers, and I am of opinion that they will gain nothing by putting the screw on in freight; it is really of no consequence to the sheep farmers whether their wool is five weeks or five months going home, and if they can get it carried for 3/4d pr lb. from the beat direct they will never think of giving a steamer 50/. measurement. The only way to get their wool is to offer to carry it at a rate a little nearer that of a sailing vessel. I shall soon talk with Mr Parrois the Pacific agent in Monte Video, who was a passenger in the Mendoza; and he was of opinion that a rate of 40/. to 45/. would pay, which seems reasonable enough, seeing the very low rates that steamers have, through competition, to accept in Monte Video. I have little doubt that Dean and the Co. could together guarantee tonnage enough outwards to yield more than the grace sum asked

at a lower rate, and homewards, instead of 1500 more nearly 3000 tons will be shipped next year. The Governor says that the Germans have offered to call six times each way for £150 a trip, and would be satisfied the first year to do without cargo, trusting to keep up a business; and as the Government can now give £2000, it appears that the D.S. N.C. while hesitating, are allowing the others to cut them out. As regards seeing Mr. Saunderson, I was sorry not to make his acquaintance, asked about him, and was told he was not on board, afterwards found that he had come off in the last tender; but as to explaining about matters in Stanley, nothing of any knowledge was said, or I should at once have pointed out the absurdity of button-holing and boring the man with a lot of details just at a time when he had a thousand other things to attend to.

5. Par 4 There is a sum of £29. 4. 4 due the late W. Mitchell and I am sending his box by the Vice

Q. Pen. S. What he objected if you will continue the payments on my account, no more?

J. Pen. Q. Kaspian that all the expences on the Black Hawk were charged; that the policy being for a year, and not for the voyage, should not the total cost of damages in the year be claimed for? She has been two or three times under repair. Perhaps when you hear things on good authority it would be as well to mention the source of information. It is necessary to be on the spot to distinguish good authority from the common Island babble. The supply of which is generally equal to the demand. Capt Dixon has never put any impediment in the way of my pursuing him round the coast; at the same time I must say I don't think the work will suit him and I believe he will ask to be relieved. Capt. Kinch said he, too, would object to coasting, and Richards equally object to him, for he is overpowering[ly] conceited and unhelpful to his backboard.

Q. Can C. Swift send from Dunn a statement of tobacco on hand and requirements.

Q. Can Q. I think it not unlikely that all the sheep farmers will ship direct from their stations as soon as they have wool enough, as they can't afford to pay charges freight into Stanley besides other expenses. Should this be the case it would ward the Company's produce and Camp stores such the dairy and Greengrocery only and so could dispense with the Store Keeper altogether.

Q. Can it Kellaway's complaints contain a little truth with a good deal of falsehood I will take them in their order. I'm prepared to say that bullocks formerly Island were on several occasions killed and sold by him, but he has omitted to say that it was at a time of year when the beef from the Company's cattle was unsaleable due to poverty, and that for killing and selling the Company received half the proceeds. The monthly rates

at the time were rather over the average,
and far from my selling the meat
against the Company's interest I did
not get in enough to please Allday at
the time; he wanted me to send specially
for it but I only bought it when a
schooner happened to be passing the
Island. I believe he killed two pigs
for my benefit, the first they divided
themselves the second they, unfortunately
for themselves carried to him, and
have several times complained that for
its size it was a singularly light animal.
2nd Allday reported Yates for sticking
a refractory bullock in the eye and I
of course told the latter that I could not
allow such a thing to be done. There
was an action justifying dismissal
and it is not true that the plan was
promised Yates previous to Allday's
arrival. 3rd I never asked Allday
for his receipt; ~~him~~ on 2nd Oct/77
I sent home a pot of meat on 8th do.
you said such things on an Islander's
head did not often pay on 22 Dec in
3523 – 4 you asked for certain in-
formation, which I got from Allday

and sent you in 251–13. You then
in 324–3 said the Board did not
wish to bring it at that time, and the matter
dropped. I have no recollection of the
remark about wanton & needless waste,
but conclude it refers to killing cattle for
their hides. 4th He was dismissed
the Co service for drunkenness after
repeated warnings, and on examination
of his book showed that he had been
misappropriating money at the rate of
4/ or 5/ a day. He was prosecuted, and
after a fair and patient trial convicted.
5th He was dismissed on the 1st
of June 1878, and having received wages
up to the 31st May he may be entitled
to ten days' pay; but on the other hand
the Co have a right to stop it for damage
wantonly done to their house after
his dismissal, the house having been
let to his wife at the nominal rate
of 10/ per month. Mr Langdon says
that he did not promise to send for
Allday or take any notice of him.

11. Par 18. Mr John Campbell
left here a lunatic, he was very properly
not entrusted with an order for his money.

12. Lat 15°. As before explained there was no demurrage on the Falcon, the coal there was going to Darwin through her inability to beat out of Port Williams but the Company has nothing to do with that.

13. The Vice of Peru is loading at Darwin and hopes will be ready to sail in ten days time, unless prevented by bad weather.

14. I am going to Darwin in the Black Hawk and hoped to be there before this, but it has been blowing hard from the SW for some days. I shall send a report on Camp matters as soon as I have been round.

15. The Star of Peace bill is enclosed, and will be probably taken up by Messrs. Bruckner & Co, it is arranged that the it is to be paid in London.

I am, &c.

Your obedient servant

Thos. Elsdon.

Manager.

Enclosures.

Encl. to No 553

283

Vicar of Bray Darwin Mr 5th March 80.

Sir,

The Vicar is ready for sea, and carries the following passengers.

L. M. Pherson, wife & 4 children

William Simpson Shepherd

G Gardiner, a labourer who has worked some years for the Company, and pays £6 for his provisions. Should Simpson wish to return there is no objection to his engagement at usual wages.

I am Sir,

Your obedient servant

Mark Love.

Manager.

Enclosures.

Wool weights.

Remarks on cargo

4 Bills of lading

Manifest

Receipt for packages

Vicar of Bray accts.

A. Waldron's draft £1294.3.7

Stanley Stock of Stores

Darwin Do.

Mount Stem Do.

Consumption stores on hand

Balances of Compliments a/cs.

Statement on a/cs.

Ordinance no V, 1880

New post regulations

1812

Admiralty

Sir

I am directed by my Lords Commissioners of the Admiralty to acquaint you that they have received information from Lieut. Colonel Sir Thomas Hislop Bart. Commanding His Majesty's Troops employed on the Expedition against Tarragona, that the Batteries opened against that Fortress on the 3rd Instant, and that on the 4th a Breach was reported practicable in the Wall of the Town, and that the Assault was to be given on the 5th Instant.

I am also directed to acquaint you that Sir Edward Pellew Bart. Rear Admiral of the Blue, has been instructed to co-operate with the Army employed against Tarragona, and that Captain Hallowell of His Majesty's Ship Edgar has been appointed to command the Squadron of Ships of War and Vessels employed on that Service.

I am Sir
Your most obedient
humble Servant
J. W. Croker

Captain Lord
Cochrane &c.

3. Par. 4. Hope to arrange the Spedwell Island affair shortly with Mr. & A. Bailon.

4 Par. 6 Found the hats with Doolan's smoking caps, but concluded that they were samples. The samples of wool have not yet come to hand. Mrs. Bailon would like to have them.

5. Par. 8 Swan eggs is obtainable in December, and in any boat loads to dry.

6. Par. 9 Shares working of A. Telford's claim until now are nearly [illegible] I have not promised to be entitled to [illegible] but certainly ought to have gone in the Vian. It will now be put on board the Lioness.

7. Par. 11. The house Expenses have certainly run up very high: the building has been charged with the cost of excavating many tons of earth for foundations and for the back yard, necessitated by the slope & barley is built on, for making up the ground in front formerly occupied

by the old house, putting up boundary walls, fencing, &c., all of which is outside the building proper. The account has already been closed and I have every reason to hope that the house will be no serious expense to the Company for many years to come. I regret to say that a very heavy storm of rain last week caused a drain behind the house to overflow, flooding the back yard to the depth of a foot, the water finding its way into the cellar. It will be necessary to send out four large gullies or traps for carrying off a large body of water, the present ones being quite inadequate for the purpose. The Government are clearing their drain, but it may, of course, get choked again.

6. Par. 13. Of the Year of Bray's cargo 1096 hides, 5 bales Sheepskins, 244 bales Wool from Walker Creek, 90 bales from North Arm and 24 from Stanley &c. came by schooners, the remainder was shipped in Stanley or Darwin. The Walker Creek and Stanley shipments were practically no risk, Choiseul Sound not being the open sea. Not having got the Dennis Boundrit, I am of the same opinion as

discharged at Stanley, or landed in all
sides, but, previous to leaving, shipped
the ship to her lower mast, perhaps com-
mencing there.

9. Par. 13. The Director cannot
have had explained to them or properly
understood my sailing without the Britannia
there. or they would never have allowed
such an inference to be drawn as that the
circumstance cast a doubt upon the bona
fides of Stanley orders. The Britannia
arrived in Monte Video 11th Nov., the
Mendoza on the 16th. the Britannia had 15
days' quarantine and the Co's cargo from
her was lying in lighters with other goods
on Monte Video, having on the 16th 10 days
quarantine still unexpired. There were
three vessels upon same 10 to wait 10 days
for the cargo rendering the Co. liable to the
Government for 10 days' detention of the
mails at £10 per day as per contract, to
to wait for a calm day, a rarity, and then
to be towed into the offing out of sight of
Monte Video, there to receive the goods or
such of them as they could pick out
from among the rest in the lighters, or to
be sail without the cargo. As my presence
was required for stocktaking, and I was
already late I can satisfied that the

Directors will agree with me that Stark
the right course although the close was
inconvenienced by the want of the goods.
I shall be glad to know what their opinion
is. As to the shipment on the 29th
January I am more concerned.
I remember no time during the whole of
my residence here when I have found
so much difficulty in deciding the
right course to pursue in the Circumstances,
as in the question of the Blackhawk and
the mails. I have already explained in
my despatch per Star of Peace, that I
sent her up the world only have met
the mail that the Egmont has brought
therefore as far as the outward mail was
concerned it was clearly unnecessary to
despatch her. I add to this the fact that
I could not have sent at the time the
Stock returns and other accounts, the
Star of Peace's bill, Mr. Waldron's bill
or any of the Vessels Bills of lading
all of which I knew had ready, that
I should have had, in addition, to carry
the mail for nothing, and, as the
crowning fact of all that you distinctly
told me that no Cargo would be shipped
by Blackhawk, and the Directors will not
I know any differently in seeing me I

Mr. A.

after the most anxious consideration decided that this was pre-eminently one of those cases contemplated in my agreement, in which it became my duty to act contrary to my instructions. I have had a very useful trip out of the Black Hawk in delivering dipping materials at the several stations and carrying wool into Stanley, and the contretemps that has occurred in having cargo landed in Montevideo is manifestly due wholly and solely to the reversal of the Board's decision last mail, a contingency that appeared to me the last thing likely to happen. If the Directors think I was wrong, they will at least see that I had good reason for doubt as to the best course to take. I now send the Black Hawk for this cargo and shall have her filled up with flour, so that it will not be necessary to send again for a considerable time.

10. Capt. McPherson came down in the Garnet, and as I suppose Mr. Fraser would have done: here again you have misled me, for expecting him by this mail, I gladly allowed McPherson to go before his time in the Vics and Darwin is left without a storekeeper.

11 Jan. 17. My telegram to Lloyds was sent to you by mistake.

12 Jan. 18. Notice with due service that 2 miles wire fencing have been sent for Lismore although I have said more than once that I did not approve of any more expenses of this kind just now and the Directors' distinct orders to same effect. We must stop capital expenditure for the present. As I am held responsible for expenditure, and am doing my utmost in every way to reduce it, it is unfair to me to execute orders for such stores without reference to me, unless my responsibility in the matter is to cease. Taking the cost of posts and labour into consideration it is no light matter to put up 2 miles of fencing, and in the case of this lot, which Mr Clay tells me he asked for for Walker Creek there is no absolute necessity warranting the expenditure, although it would no doubt be highly convenient. Of the 4 miles sent sometime since, we have still 1½ miles on hand, which would have supplied all the fencing there is any need for for some time to come. While on the subject of supplying stores without orders, it turns to a very small

matter, you should really not send things through the bank unless the orders come through the Stanley office. There is a watch this time for John Lamey, a man I may not see for years, and I don't know how to get the money from him. If Dick, Tom, and Harry find that the London office is a general agency for the supply of all sorts of personal wants, from dinghies to smoking caps, you will have more orders than you can attend to. It is more profitable to sell than to return empty the lines of Hero and.

13. I have pointed before against important enclosures being sent in a box instead of by post; you save a few shillings by such cheeseparing, but you cause immense trouble and loss of time, which is money. More times than I can remember the enclosures have been delayed in Mont Video six weeks, and those belonging to the despatch under reply have met with the same fate. A contemplation of these tiny savings with the more important matters of wire fencing and unnecessary machinery so liberally supplied, raises misgivings in my mind as to whether London office Economies do not occasionally run in a wrong direction.

14. When report and valuation are sent on our wool, it would be instructive if the numbers of the bales could be given, so that we could distinguish the flocks. There will be so many different kinds of wool in future that it will be necessary to be very careful in distinguishing them.

15. When the Falcon was at Goolgreen Mr Clay made a contract with Martin for the use of his steam launch, for £12. in towing boats backwards and forwards. I believe she was very useful; but as this service had already been bargained for as the price of bringing her out (see your letter 8.13 Nov/75) I considered it an imprudent attempt to ignore the Company's kindness, and declined to pay the same. Martin denies having made any promise as to her use, excepting for pleasure trips, and talks of taking proceedings against Mr Clay. Perhaps you had better write him through this office, your recollection of the terms upon which the Launch was conveyed prd.

16. Captain Smith has done very well with the Vicar, having stowed 727 bales Wool and 111 bales Sheepskins. I have taken less ballast, and had the

assistance of Dr Lowe Kentish in place of stone, still the cargo is a very creditable one. Capt. Smith would do very well between Ben Nevis and London; but, as mentioned in a late despatch, would not suit here being, unfortunately, a gossip with somewhat hazy notions about the truth; he has managed by running backwards and forwards to get more people by the Line than could have been expected in so short a time. I have given him the usual Gratuity.

17. Dr Henston is a round peg in a round hole, and I believe if the United Kingdom had been searched a more suitable man could not have been found. He is popular throughout the Camp, and never meddles or busies himself about the Company's affairs, as other persons are apt to do. I should like to do something to make his house more comfortable; the Director will be able to see by the plans in your possession how very small it is, particularly when it is considered that one sitting room is cut off for a surgery. The house was never meant for a family, and it has occurred to me that you might get designed and built by Bagridge an addition of the same size as the original

building, which could be framed and
sent by Vivian probably at less cost
than I should incur in putting a nursery
on as Mrs Heneton wants me to do;
Camp carpentering is both rough and slow.
There is a lean to kitchen which would
have to be pulled down, and the addition
should be framed to contain a kitchen
and back kitchen below and at least
two bedrooms above. I have preferred
referring the matter to the Director to
taking it upon myself to build, although
it is easy to see that the house is quite
too small at present.

18. I have lately been to
Darwin, and find matters in a satis-
factory state. The sheep in the North
Camp may be said to be absolutely clean,
having a few ~~sheep~~ on a neighbouring
boundary, and their condition reflects
the greatest credit on G. Patterson, who
is practically the manager of the outside
Camp. In Laponia I am afraid that
there has been more scab: but it could
hardly have been helped last year, the
delay of the Spent having come at a
time when the flocks particularly needed

dressing, and the tobacco kindly left by Mr. Deans proving worthless. Still there is a total of 1060 bales, the largest quantity ever shipped in a single season. I was going to North Arm, when the news of the Garnet arrived, so having to come in to send the Black Hawk away I postponed my visit for a week or two. It appears to me that to guard against a short supply of materials we ought to have a stock a full season ahead, and I send a memo. of requirements. I waited to see the Tallow-works start, and hope they will go on without a hitch. The new Cooper says he was promised rations, a passage home, and £6 of his advance as compensation for half-pay out; I am afraid he is likely to be discontented. Butterly distrusts Martin, who, capable as he is, is always raising difficulties, and will put us in a hole some day. A good number of men have been engaged this year for the shearing and Tallow boiling, and will be discharged when the work is over; if this arrangement can be kept up it will not be necessary to increase the permanent staff. I am insisting on all sides on the necessity of economy, and my exhortations are having a good effect on all but Martin, who is incapable of anything of the kind.

19. You have probably heard from elsewhere that Mr. Lamb is living there with Jardine, Matheson. Phipps promised to write about the matter. Jardines address is Calle Agua dulce 97, Casa del Molino. Capt. Lamb may be thought a very unfortunate man, but seeing that he had been on the same terms as Jardine is now during the life of his late husband, A. Lamb, and that he married with his eyes open one of the most notorious characters in the Colony, much sympathy is not felt here.

20. I stated before that the Yankees would get no footing here, if they start prohibitory rates. Mr. Yarrow having mentioned 40/ & 45/. I sent round a circular, copy enclosed, to which I received favourable replies. I estimate that I could raise about 2200 bales, and if Mr. Dean, whom I am trying to urge on, will only join in, I am satisfied that we could raise enough cargo. They can get £2000 from the Government and should see about it quickly as the Germans will outbid us.

21. Capt. Dixon will of course be instructed to follow your orders in Montevideo, and repair to bring a mail down. Neither I nor any of my relations have received news of our friends since the December mail, and I must say I thought you would have written to them to offer to enclose letters under the Company's envelope, or at least advise them to write to the care of Mr. Humphreys. The Company's servants are to be punished for the sins of the Government, it seems, and I shall not, under the circumstances, feel deeply aggrieved if the Consul forces Capt. Dixon to receive a mail.

22. I. fit the Blackhawk for coasting it will be necessary to take a large portion of the cabin into the hold; this should be done as soon as it is certain that is not going to run the mails, and can be carried out here at less expence than by sending her to London. Either this must be done, or she must be sent home and sold. The profits on her working being almost nil I should not advise the contract being taken up on the terms we have already offered, or for less than £1200 a year. Even if the Govt. should be disposed to come to terms.

13. I should like to know the feeling of the Board as to Capt. Campbell, who notwithstanding faults has given me more satisfaction than any other Captain. How should we stand with the Underwriters if we employed him again? I would willingly put him in charge of either the Beach Hawk or Fairy for coasting.

14. The cost of steam coals is

Yours Truly
Thos. E. Foote
Manager.

Enclosures
as separate sheet

Enclosures

Dup[t] N[o] 2 1, 2, 3.
" Statement on acct
" Remarks on Vicar's Cargo
" Stock of Stores
Stanley Journal Dec Jan & Feb
" Book & Vouchers Jan & Feb
" Ledger Balances 31 Dec
4 N.P. Vicar of Bray
Shearing acct
Lambing "
1[st] Ex N[o] 555 for £ 1,63[7]. S. 5
1[st] " " 556 " 1294. S. 7
1[st] " " 557 " 364. 10. 0
Waldron to Cobb re Pacific Stores
Order for Lawn Mower plate
Stanley wages 31 Dec
Receipt re Trent's Salvage
3 - 2[nd] of Exchange
Additions to Buildings
" " Plant
3 Leases of Waldrons for his brother
Vicar's acct
Cobb to Farmers re Pacific Stores
Probable Wool next year
Estimate of Lioness Cargo & disp materials
Statement on Profits
Vicars Manifest
Statement on accts
Shipping Report
Balances to Home &c

285.

Black Hawk 18th March 80

Sir,

I have to suggest that you should at once terminate any arrangement as to through freight with the Royal Mail Co, if you have not already done so. On this subject I refer you to Enclosed copy of letter to Mr Humphreys.

2. A cargo of Cape Town furs destination having come in, I shall be glad if you will send me word as to their value, also of hair skins and oil. I am told that furs are now worth £3 to £4.

3. You will observe that I have ordered a stock of flour for some months, so that it will be unnecessary to send up the Black Hawk again to Monte Video for a considerable time.

4. I omitted to mention that the Pinus of Bray sailed from Darwin on the 12th inst. having been detained some days by contrary winds.

Y. Coleman Esq
Treasury.
London.

5. I have just had an talk with Capt. Dixon and find that he does not care for coasting. I have therefore agreed to cancel his engagement shortly after his return from Montevideo, and get Capt. Campbell to sail the schooner for the present. It appears doubtful whether the agreement you make with the pursers will not be cancelled by the orders which they subsequently sign.

Sam. Sir,
Your obedient servant
Richard Goodwin Mansfield

Enclosures.

Copy letter to Thompson, 17th Jan.
" " Dixon "
Cheques £7. 2. 6
Bill & statement as previously drawn
Sundry letters

486

H.M.S. Garnet. 23rd March. 80.

Sir,

In continuation of my despatch per Black Hawk which sailed last Friday I have now at the request of Mr. Blake to ask you to insure 28 t. 30 tons weight of wool from Shallow Bay to London viâ Port Howard per Britannia, and 650 to 700 hides from Tide Select and Hill Cove by the same conveyance, the latter being the extra heavy hides as shipped by him from for several years. I also enclose copy of letter on the subject of the Pacific steamers. 2. In the Times of 31st Ult. I was interested to read a letter, evidently one in a chain of which I have not seen the rest, stating that the Orient S. had determined to test the right of the P.O. to put letters on board their steamers at P. each. If this right cannot be maintained at law, can the power of this Government to pass the new postal Ordinance be maintained?

F. Colman Esq
Secretary,
London.

Can it not, cannot the A. present a claim for the conveyance of the mail per Black Hawk, the passage for which amounted to £1. 0. 4/-. Should I have received this under protest? If Government can pass such an ordinance, why cannot they perpetrate another, compelling us to receive cargo at 1/- per ton, or passengers at 5/- a head? When can this sort of thing stop? I am very anxious to get answers to these questions. The Ordinance in question through an oversight was not sent by the Black Hawk, but is now enclosed.

I am. Sir.
Your obedient servant
Thos. Hood.
Manager.

Enclosures.
Desp. 264. 5.
Ordinance of 1. 1850
4 Bills of lading
2nd Navy Bill 557
3rd Ex. 555/6
Copy letter to Colonial Sec. Black
Statement as to ops.

407.

Letitia

5th April 80.

Sir,

Mr Cobb being in the Camp I take this opportunity to forward duplicate No 406.

2. I am instructed to request you to send for next season 10,000 yards Wool bagging, if you dispatch the Vicar of Bray in time to arrive by 1st Oct next, the whole might come by her, if not, at least 3,000 yards should be sent to arrive by above date.

3. Mr Watts leaves the Colony this chance, I have therefore given him an order for the balance due him, which will be confirmed by Mr Cobb first opportunity.

I am, Sir,

Your obedient Servant

H. Langdon

F. Coleman Esq

Secretary

London.

Enclosures

Dup No 406
Ordnance No 1 1880.

Indent
Statement on accts.

488

Baccon.
via Sandy Point.

21st April. 60

Sir

This vessel has suddenly arrived with the mail; it is not landed yet, nor do I know if the Germans have the mail contract; but as I hear she is to leave in an hour or two I hurriedly write a few lines in anticipation.

2. In a late despatch I reported wrong figures about Capt. Campbell's contract with the Sparrow Hawk, the first mentioned were correct.

3. I went to the Camp in the Gallant as far as Mare Harbour; thence by Flora to Darwin. Sales visited North Arm and other places. The sheep outside Lafonia continue in first rate condition, and scab seems to be completely mastered. I wish I could say the same of the Lafonia sheep; there, however, the state of affairs is far from satisfactory. Up to the present time two flocks of wethers, upon which we have hitherto depended

F. Coleman, Esq.
Secretary,
London.

for bringing up the average of the tallow, South Armand Lean Creek, instead of averaging over 30lbs the head have not brought 19 lbs., and they show signs of having been very extensively bathed. This indeed Mr Clay the overseer do not deny, but attributes the state of the sheep to the delay of the Boat. It will only be fair therefore to see what they can do with an abundance of dipping materials at hand. The weight of tallow is reduced by the inferior condition of the sheep through frequent handling and dipping, and also by the presence among them of a number of old ewes which the owners sent to Goose Green to get out of the way, still after all allowances the falling off is very serious.

4. I am informed that two of the Regs of McDougall per Vivian which should have weighed 200 lb each were respectively 160 & 170 lb., and that the weight of this dip is always short this adds materially to its cost. The Spirits of Tar jars are often half empty, the casks having been taken away; it is to be hoped

in future to have the cords better
secured, or to ship in barrels.

5. Shears have not been mentioned
in any late order; 15 dozen pairs should be
here before November. It has been pointed
out to me that Corby's shears have been
very bad of late, soft at the handle end
of the blade where they meet so that after
many a short time they flatten against
one another and the points over lap. I am
afraid my description is not very clear,
but you will see what I mean if you
handle a pair.

6. The studs for bolting appear
the rather too short - whether too much of
the iron has to be cut away; the smaller ones
I saw at Rowneon's would, I think, be better.

7. I have just seen the Pilot
who says the Beacon has come in & I have
a look at the plans, and only from what
mails she found in Montevideo; no
contract has been made at home, or is
likely to be, as the Captain thinks there
would be too much time lost; - this of
course is an individual opinion. It is
unfortunate that she has been delayed
a day by a heavy gale we had on the 19th

as the first voyage would have more influence than any other in determining the Directors of the Steam Co. whether they might be used as a regular work the Pacific Shall have promises Holmes-hurst & Blakie wool for next year, probably 200 bales, and Clarkney's, on terms of my circular. This year Holmes-hurst & Blakie have 100 bales averaging 4 cwt for the Britannia, their progress is quite pleasing and surprising. Mr Watson sent before leaving that he might ship all his wool by steam next year if the Pacific come; but on this point he will see you. If we are to have more steamers a steam launch will be a necessity, for communicating with them in all weather, as they will probably anchor in Port William for this purpose a portion of the steamers stores might be applied at the time and should it be decided to pass this necessity at any time I should say the boat should be 40 to 45 ft long, and should be sent out in pieces to be put together here, as one of the eight ships could not be carried on the deck of one of our sailing vessels.

8. The mail has yet to be delivered, and replies are to be past in an hour. I have nothing of yours but letter of 26th Feb. through Mr Humphreys stating that you had sent a despatch by Lioness, but not enclosing duplicate, which is singular. The letter acknowledged needs no reply, nor is it necessary to remark on the squabble about the mails in Montevideo, which appears to have delayed the Black Hawk more than a week, as you will have all particulars & correspondence, and will be able to investigate the Consuls & Ministers power to pass letters on a vessel bound here. By copy of Mr Humphreys' letter of 27th March I learn that he is forbidden to send letters except those addressed to the Company and referring to their business, from which I infer that private letters from my friends are to be excluded. Why my letters should be stopped in this way is inexplicable to me, and I cannot believe that it is with the approval of the Directors, from whom

I have always received every kindness
My father says that you have advised
him to write to the care of the Consul,
while at the same time you knew that
letters from the Consul would not be
received on board the Black Hawk. Had
you told him to write under cover to
Mr Humphreys the courtesy would have
been appreciated, and the Company would
not have suffered.

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

Enclosures.

Specification of Lively Sch.r wood
Cash voucher for March
Copy Cash bk. March
Order for drugs

Falkland Islands Co

Stanley March Hawk British Mail Steamer Southampton

(Price) 1860/2 3 cs Tobacco = 50 lbs 50. 1b. 0

50. 1b 0

Twenty sixth April 80.
Transferred.
F Ebbs Stanley Agent
for Inspectors

Twenty sixth April 80.
Transferred

Falkland Islands Co

Stanley Mail Steamer British W J Dixon Southampton

Entd	1669/78	10 Hhds Ale 540 gals @ 3		6. 15. 0
	1699/93	15 ds Whiskey 30 gals 10/.		15. 0. 0
	1694/1705	12 " do. 24. 10/.		12. 0. 0
				53. 15. 0

53. 15. 0

26th April 80

Fearnley

Abbott Stanley Agent

for Inspectors

Transpd 26th April 80

Fearnley

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Allen Gardiner.

via Sandy Point. 29th April. 30.

Sir,

I wrote a hasty despatch by H.M. Ramsey, (not Racer as I was informed) on the 21st inst., and have now to report the arrival of the Black Hawk on the 26th without any despatch from you.

2. In your letter of 26th Feby. received per Ramsey you write at the beginning that the Black Hawk's April trip has been stopped by telegraph, but towards the end speak of the same as the next arranged voyage. The letter intended to catch her will be forwarded by the Falkiths, and will not, I hope, be much delayed. I should suggest that in future, until the mail is settled, you should send as many duplicates as possible. The June voyage shall be carried out, as directed, without fail. The Governor has arranged with the Captain of the Ramsey that she is to call here on the 15th June on her homeward voyage, then will probably be

F. Coleman Esq.
Secretary,
London.

any next chance of sending, and the mail by her should be delivered in England about the 20th July, also taking the precaution back of the Thompsons to forward any letters for me to the Vice Consul at Lundy Foot to catch the Packet about the 10th or 12th of June should she not call they can then be returned to Rondo Fides for the Black Hawk.

3. I beleive report on some skins taken third to Rondo Fides, which have realized nett 5/5d each. (Exclusive of freight), they were long woolled skins, and were bought for Antwerp; from Mr Thompsons report it appears that a little price could be realized there for them full than in England, and we might do well to ship a quantity there, and even buy the Antwerp market for the woolled ones.

4. Finding that Capt Shortland has not acquired sufficient confidence in himself to enable him to hold his own with his mate, a point that he showed from the beginning, also turned the Tug over to Mr Thompson for Provisions, and placed Mr Young in the latter. Shortland has shipped as mate of the Demi Brandt.

6. Upon a trial experiment has proved an unhappy failure; Mackenzie the only native at present finds himself weighted with more than 3 cwt. of oatmeal upon which he has not consumed a farmer doesn't know what to do with it, goes by the name of "Meal" among his fellow shepherds, and would be only too glad to be rid of his bargain. The fact is that Scotchmen eat oatmeal because they cannot afford meat, and here they can very well for it.

6. I forgot to report that some of the Vicars cargo was pillaged by the crew; the wine discovered early and I believe drunk personally the chief officer having only received 2 dozen out of 3 dozen whisky. Capt. Smith hopes to get at the bottom of the affair on the voyage home.

7. The Norwegian barque Salem is loading for Mr. Dean.

8. I have received the money due Capt. Lowe, about which he gave me his power of attorney.

9. Upon looking into the late A. & D. affairs I have told Mr. Henri Bailleau that I think his father should pay the Company £250 in cash: the realization of the wool now ready for

the present will have a balance in hand.

10. I am a good deal concerned at the expence of the enclosure at Darwin, where the annual cost of cutting peat for all the families is a serious item. The inhabitants are as follows - D. Houston, Mr Spowman the overseer, the Captain of the Guachos, the schoolmaster, the carpenter, the mason, and six married labourers, these inhabit 12 houses all consuming a quantity of firing, besides which there are the Guachos' and the general Cook house for single men. Mr Clay & Patterson think we might make a saving of the married labourers and engage in their places single men, who are more easily moved about from place to place, and can be discharged when the draining work is over. I have discharged one carpenter, and could manage to keep the buildings in repair by having a single man all day from September to April. I need not say that the peat and meat consumed by all these families is a heavy charge on the establishment, but I hesitate to take any steps without consulting the Directors. The

School is kept up almost entirely for the settlement children, and I have no doubt that the depopulation of Darwin and the substitution of single for married labour would, as a matter of sentiment, be looked upon as a retrograde step by some persons whose pockets are not affected by the present system. If a boarding house for Camp children could be established at a reasonable cost that would enable the shepherds to send their children in, the schools would be more practically useful than they are at present.

11. The work at Goulburn is progressing satisfactorily, except that the condition of the sheep is not up to the mark. I regret to say, however, that the portion of the reserve not covered away by the tide is note with certain weeds to horribly offensive, as to lead me to fear that the health of people living there may be seriously prejudiced. It is a great pity that this reserve cannot be consumed, as in the Flats, the soil is becoming greater every year. The shed is really too small

for the work. there is not cooling room
enough to do the tallow justice, and I
quite recognise the force of the sug-
gestion that came. I think, from London
some time ago, that the sheep should be
hung up to cool before going into the
digesters. At present there is no room
for this. the carcases as soon as skinned
are quartered reeking hot, and thrown
into a heap close to the digesters, and
before this is clear from the last boiling
and ready to receive them, the meat is
often putrid and stinking, decomposition
taking place in a few hours. The con-
sequence is that the men who pass the
meat into the digesters with the slightest
abrasion of the skin get poisoned wounds
and are laid up for days; three men were
men disabled in this way when I last
heard. I am beginning to think that
we may have to face the possibility of
having to stop the works for a year
in order to put up a large and more
permanent building on the Darwin side
of Sparrebosch, where the tide is stronger
and the water deeper. If wool is high
and tallow low this might be done without
much loss; but I should be sorry to

decide before I have seen the working of Mr. Dean's proposal, which the Statist is bringing from Colonia, and from the working of which we may get many useful hints.

2. After the next mail of the Panama negociations will again be opened with the Panama line, and, failing the Pacific Co. they may get the mail contract. It would be very risky to have to depend upon small foreign steamers, from which passengers and cargo would have to be transhipped at Havre or Antwerp, and I have not, therefore, relaxed in my efforts to get sufficient premium to make it worth the Pacific Co.'s while to call. The difficulty will lie with Mr. Dean, but knowing that he expects the Co. would get the agency and therefore the greater advantage I have suggested, subject to the confirmation of the Directors that we should divide the commission. I believe this would get over the difficulty, and the Directors will see from the enclosed statistics, which I have obtained from Mr. Dean, what he is, and is likely to be in the future a large shipper of wool than the Co., so that this arrangement would be to our advantage. No fewer than 732 bales will be shipped this year by people who have been formerly

clients of the Company, and Messrs
Stanley Bros. are likely to leave us
we cannot bring their wool to Stanley
as cheaply as they wish. The shipments
since 1871 have enormously increased,
and from the statistics of the past
few years the Directors will see that
they will shortly attain the same rate
of increase as my considerable. Even
this year they expect 2000 tons, which
at 40/. would yield £6750, the
Pacific only expiring £5250 guaran-
teed, in 500 tons at 70/. Government
will give £2000, and it will be strong
if overland carry at a moderate rate
will not bring the total earned per
steamer the sum they require. The Captain
of the Flamer thought about 40/. or
45/. at the outside, would pay them,
and in any case 70/. would be absurd.
If Gellibrand will join the Co in
offering freight to the Pacific, the
latter have now only a short time to
make up their minds before they
may be finally taken by the Government.
I believe that in a few years the Colony
will be shipping 5000 tons of produce.
In the event of any arrangement being
made with the Flamer line you will
of course endeavour to secure the agency.

I should add that I suppose the steamers homeward bound would take all the wool or as much of it as they could, that may have arrived in Stanley since the last one sailed

13. Mr Thomson says he intends to keep pay from the time he embarked on board the Fleet until his arrival in Stanley. this cannot be done without consulting the Directors as I know of no agreement to that effect

14. Mr Humphreys has purchased about 200 tons wire for Shipping Bill in Monte Video and sent it for Port Stanley

15. Until there is some way of sending newspapers regularly it would be well to discontinue forwarding the Times which now arrives so many months after date as to be of no value. I have ordered the Mail on my own account.

16. It appears that letters can be sent about ship take of 1st under an Act of 1850 Letters they can thus be sent forward from the Falkland Islands; but can they in a foreign port be forced on a vessel bound to Valparaiso which not, if many days from the date sent to the Museum of Utopia. the Chance of delay 1st to Monte Video came down without

Remain from Monte Video

a mail the Captain having refused to bring one without payment the Lieutenant however did not proceed

I am &c.

(Your obedient servant)

Hon. Upton
Chancery

Sir I have just received your Note of yesterday from the King containing a verbal attack of Lt Falconer. It contains nothing unasked respecting the statement that I & the former object of his displeasure had claimed the ship before the Arrival.

Enclosures.

Ship Accts 1788
Complaint letter
Draft Statement
Examination of 2nd Lt
Copy report on Inspection
Muster Book
Statement &c
Abt of Guns Stores
Journal
Statement of Provisions Ships 1790 1791
Include Shipwreck of March 1810
Shipping report
1790 Plan on Deal Service
Copy of Journals under Mr Nairne

a mail, the Captain having refused to bring one without payment. The Government, however, did not proceed.

I am &c.
Your obedient servant
Alex. Spears
Manager

P.S. I have just received four sheets of foolscap from John King, containing a violent attack on G Patterson. It contains nothing remarkable excepting the statement that Fell the former object of his displeasure, had cleared the sheep before his dismissal.

Enclosures.

Chief Accts 488
Casual Wages return
Dept Student
Statement on Acct 5th Mch
Copy report on sheep stations
Stanley St. Mail
Statement on Acct.
Acct of Land Loan
Student
Statement of produce shipped 1870-1871
Probable shipments of Wool 1871
Shipping report
1871. Dean on Dean £186.1.2
Copy of public notice Mr Stanley

Falkland Islands Co

ex Leg Liverss British Butler London

F	2078/97	20 Whds Ale	= 1080 gals	13.10.0
	2095/2109	12 Rls "	= 216 "	2.14.0
	1074	1 Hhds Port	54 "	5.8.0
	1075	1 Puncheon Rum	100 "	5.0.0
	1076/85	10 Cs Whisky	20 "	10.0.0
	1086/1901	16 " "	32 "	16.0.0
	1902/3	2 " Gin	4 "	2.0.0
	2320/2344	14 Cks Stout	672 gls	1.12.0
	2345/57	13 " "	156 " 3	1.6.0

122. 02. 0

Eighth May 00

H.E. Cobb Stanley Agent
for importers

E. Stell May 00

Falkland Islands &c.
Stanley, 19th May, 1880.

Sir,

I have the honour to acknowledge receipt of your letter of the 17th inst., in which you state, with regard to my application of 20th March 1879 for a renewal of the leases of sections 24 and 25, that His Excellency the Governor has decided to reserve those sections for public purposes, as it is in contemplation shortly to proclaim a township in the neighbourhood of Darwin Harbour.

His Excellency will recollect that shortly after my return from England, I had the honour of having an interview with him on the subject of the purchase of land with orders held by the Company. There had been a lengthened correspondence on this matter, and the Company had

J. McCollins, Esq.
Acting Colonial Secretary,
&c. &c. &c.

intimated to me that they wished to select certain blocks, which His Excellency on the part of the Government was unwilling to part with. During the interview in question His Excellency stated that, as soon as the purchase was completed, an ordinance would be passed empowering him to grant renewals of leases held under the old proclamations, that it was in his power to proclaim a township near Darwin Harbour, and to raise a difficulty about the renewal of the expiring leases; but that he wished to do nothing of the sort if I would settle the matter by taking the land the Government wished me to buy. His Excellency must be aware that it was solely under the pressure thus brought to bear upon me that I agreed to accept his views, — in fact, my very words, which His Excellency cannot fail to remember, were that he held a sword over my head, and that I could do nothing but submit. Having thus, as I thought, in full reliance on

what His Excellency said, averted any possible difficulty about the leases of the sections in question, I trust that His Excellency will pardon my expressing my surprise at hearing that, after the lapse of a few weeks only, it has been found necessary in the interest of the public to do that which I was expressly led to understand would not be done, if the land purchase question could be amicably settled.

I trust that His Excellency will reconsider the matter before finally taking a step, which, while it would prove of very doubtful benefit to the public, would only tend to injure the Company, who have been for many years good tenants of the Government, and would place me, personally, in a very false position with regard to the land purchase question.

Requesting that you will communicate the contents of this letter to His Excellency the Governor,

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

Alex. Espie.
Manager.

Falkland Islands &c.
Stanley, 21st May 1900.

Sir,

I have the honour to acknowledge receipt of your letter of the 20th inst, and take the opportunity afforded me of making a few remarks on the subject of our correspondence.

Regarding the pressure which I stated was brought to bear upon me. His Excellency's communication to me was, in effect, as follows:— "Complete the proposed arrangement, and I can pass an ordinance enabling me to grant renewals of leases, an ordinance of great importance to the Company, which cannot be brought forward until the question is settled. It cannot be settled now, excepting on the terms laid down by the Government. The cases of sections 24 and 25 fall in

J. W. Collins, Esq
Acting Colonial Secretary,
&c. &c. &c.

"

on the 9th of March. I have no intention to immediately proclaim a township at Darwin, but cannot say what I may have to do if my hand is forced." It was this that I looked upon as pressure, or something akin to it; but, as His Excellency utterly denies that it was so, I feel bound to say at once that it must have been, as suggested, a misconception on my part.

As to endeavouring to force the Government to sell land on deferred payments, and to refuse orders for land orders, His Excellency will admit that as soon as I was made aware that I had no right to tender orders excepting for land that I had at that time a right to buy, I said no more about it.

I am aware that the arrangement alluded to was communicated to me, and met with my approval before I left for England; but it was hoped that the matter would be settled in London, and just as His Excellency

proposition was made subject to the approval of the Secretary of State, as my approval was subject to the confirmation of my superiors.

I trust that any further correspondence on this subject may be unnecessary; indeed I could not have ventured to make any remarks on the misconceptions to which His Excellency alludes, had it not been for the courteous intimation contained in the last paragraph of your letter.

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

Alex. E. Forbes
Manager.

P.S. Since writing the foregoing I have received your letter of this days date, the tenour of which goes still further to confirm in my mind the correctness of what I have already said. I perfectly remember the allusion to the proximity of the two sections to Darwin Harbour, as

to the undesirability
as pointing still more strongly in the Govt
interest, of the creation of a township at
Darwin, as such a proceeding would, under
the latest ordinance, prevent Leases of land
within the area being granted. Under
a perusing of the Northern Times
from Meeting of the Company attended
which I saw that of opinion is more than
the ordinance by Lease from at least one of
the Shareholders but that is not the point
With regarding that any modification of
the ordinance differs from that of
His Excellency and with all deference
I repeat to Him I must finally adhere to
my opinion that accepted to obtain that
is considered opposite the interpretation
Leases and I am strengthened in my
conviction by His Excellency that I should
not, for any less consideration leave
while the freeholders off-hand without
a reference to any Direction to staying
their Share more whether even if that
that His Excellency might take any step
without reference to His Executive Council,
but I strongly assured that I should obtain
his interest, and with that I am
dismissed

Fitz.

490

Ramsay.

6th June 60.

Sir,

This steamer is expected in a few days. and I therefore write in anticipation to acknowledge receipt of your despatches, 553 per Lioness 7th May and 554 per Letitia on the 21st idem.

2. 553 – 4. I am informed that the Britannia has arrived at Port Howard.

3. Par. 4. I have discharged all the coal ex Lioness into the Egeria where it will remain for a year or so until the large stock ashore is exhausted. I have reduced the price to 50/ per ton, hoping thereby to remove it off more quickly. It is to be hoped that Mr Langridge will not again make a convenience of the Company as in the case of the Mary, in which the freight paid on goods that could have come exceeded the total amount of the [illegible].

F. Coleman, Esq.

Secretary, London.

The 16ft. boat recommended by Capt. Burt is totally unnecessary: if you persist in taking the opinion of everybody as to our wants you will establish a museum of sundries that will be more curious than profitable: the boat landed from Woolfe answers all purposes, and when I want another I will let you know. I am of opinion that chartering produces vessels as the round is a mistake: you pay the Owners £2450, of which not more than £500 should be charged on the homeward cargo, and even then you pay more than would be necessary if only the goods actually wanted had been sent, instead of laying to fill with coals, hay, &c. compare this with the sum of £900 paid by Mr. Deane in Montevideo for the barges Salem, including the freight down here of a large quantity of flour and sundries, and the possession of a ship ready ballasted for a good cargo, the latter being always a great consideration here. I hope that steam will shortly relieve us of the necessity

of selling up sailing vessels, which is an unprofitable business at best. As regards Newcastle, it would have been more to the purpose if King & Denman had announced the reductions before supplying the quantity for which a premium of 9% by the cost of coals which they now offer to supply free.

Rich.

4. [illegible] for some account paid at Exchange, but only by chance as the case containing the letter went to Sandy Point and back and happened to reach the letter before the ship sailed.

5. [illegible] Sandwharf Charles Lunt arranged has at last been settled, Humphreys receipt is enclosed.

6. Sam. Donaldson Esqr. complains has sent you full particulars of all bills he is owing in the Stock Market, to Samuel speak to him about them in question. Enclosed is a list of his effects left in the Government Store, which please claim for him.

7. I have much to say later on about the mail, and will only remark in reference to par. 5

* [illegible] Sandwharf, [illegible]

that upon the Black Hawk's return from Montevideo I thought it desirable to terminate his engagement at once, which I did on paying him £45 down in compensation for loss of time, passage home, &c, which I believe this was a favourable arrangement for the Company, as I have been able since to keep him profitably employed without a moment's delay, first under Capt. Rowlands, and then Campbell, on the arrival of the L'Elite from Montevideo You had better transfer the insurance to the name of the latter.

8. Par. 7. A man was employed for a month, — 4 weeks at 30/ a week — in repolishing and repairing furniture. The dimensions of the carpets were exact, and, as I said, all required altering, more or less: there is however not much loss on this head, except in the dressing room carpet, which I pointed out at the time must from the quantity charged, be far too large; this was

enquired into, and the cutter out admitted that he had made a mistake, but upon his representation that the case would have become out of his own pocket, you said you need not press the matter. probably Mr. Page will remember the circumstance.

9. Jan. 8. I have been sending sparing indents since my return, as there is a large and expensive stock to be worked down: some of the indents, particularly for Calendaching, sent during my absence appear to have been in excess of our wants. You are wrong, however, about draft ale per Leonora, for which the demand has of late been in excess of my estimate, and a further supply will be shortly required.

10. Jan. 9. Slickney & Brothers receive their account current made up with interest to 31st Dec., and a second do., taking the balance of this one to debit from, has been sent to Mr. Slickney with the Bill of lading, also made up with interest to date. I propose in future

to send Mr Slickney a copy of the December account, with the items that have since appeared to their debit, the amount thus obtained to be paid to you. This will save two interest accounts made up at different dates.

11. Par. 11. Attention shall be paid to the instructions about homeward cargoes.

12. Par. 12. I have spoken to Mr Clay about going to England; but find that he agrees with me that the present is a very critical time, and that his absence from the Camp would be impolitic.

13. Par. 14. The passage money due the Falcon was to be paid in London.

14. Par. 16. Donald McDonald left here in May '73 in the 3m schooner under Jas. Capt. Pillock, formerly the Spanish flag as the Mandarin, and I believe that he jumped overboard between here and Mauritius.

15. Par. 17. I have written once or twice to Touch Him for Telegraphic, and shall send it per steamer

16. My arrangement with Shirtcliff Bros. for three years was to carry their produce into Stanley for £40, £45 and £50, this expired last year, and I have now made a fresh contract, by which I take out their stores to Spring Point and carry their wool to London for 1/2 per lb. There is just a chance that the Black Hawk which has gone for the wool may not carry it all, in which case I may have to send the Penrose for the remainder; but as the weight is estimated at 60,000 lbs. there will be a good margin. According to the result, the Island share of the freight must be 3/8 or 1/2.

17. Having looked a good deal into the matter of bales of slate, I am clear with the exact difference of results from the various kinds of pieces. We ought to carry wool by measurement, not weight. Bales pressed in a Burgess & Key press should, if the system of payment per ton is continued, be charged at least 1/- more than the others. Mr. Dean's system of late has been to carry wool at 1/- from the outports to London. taking 1/- for the short

and ¾ for the ocean freight: it is a pity however, that some arrangement is not made to charge measurement at a rate so moderate that the Australians are not driven to charter for themselves, which will be the inevitable result of prohibitory rates.

18. The Governor appears to be confident that the Nasmos line will take the mails up: at present ~~Europeans~~ confusion reigns supreme, and all who are going home this year appear to be seizing the present opportunity, lest it should be the last. The Governor is incensed at the course taken by the Company, blames them for the present state of things, and in his present frame of mind, is apparently ready to inflict on them, in revenge, all the injury that lies in his power.

The questions of the mails and the land are so mixed up, that I cannot refer to them separately. Some time ago I settled the long-vexed purchase questions, on terms, which although fully detailed in the enclosed correspondence

I will recapitulate. Before I left for England I had endeavoured to purchase outright sections 7 & 8, and, upon that being refused, had applied for a portion of a number of different sections; this was also considered objectionable, and the Government then offered to sell sections 7 to 8 after all, deducting a reserve at Darwin, and another at Pat Lucas.
The Directors instructed me to carry out the second proposition if possible, and I tried to do so, but I found that although I had a right to choose land where I wished, yet practically I was not a free agent, for I was told that, unless I accepted the land the Government wished to sell, it would be necessary to proclaim a township near Darwin, and that difficulties would arise about the renewal of the leases of sections 24 and 25, falling in on the 9th March, these two sections being the last the Company have to renew. Now proclaiming a township raises the price of land in the neighbourhood, and prevents the leasing

of grazing land within six miles of
land of the township, besides drawing
building lots in the neighbourhood open to
public competition, and other disadvan-
tages too numerous to mention. Lapping,
as stated in the correspondence, that the
Governor distinctly promised to remove
all difficulties if would agree to the
Government modification of my original
proposal, and I accepted. This, by the
way, is really an advantageous purchase:
but that is not the present question. On the
21st April the Ramee arrived with the
mail, bringing an account of the Company's
agents refusal to receive a mail on board
the Black Hawk without payment. On the
25th the Black Hawk arrived. On the 8th
May — please note the dates, for they
are important. — I met the Governor,
who I heard had been raving against
the Company ever since the mail arrived,
and walked with him for over an hour
and a half. The substance of our
conversation was so important that I
almost immediately made full notes of
it before I had time to forget anything,
and I send a copy of the entry in my
diary. It was principally to the effect

that the conduct of the Company had been so atrocious that they were unfit to be trusted by the Government, and that the leases applied for could not be renewed for the present on that account. Nothing about the township, nothing about the public interests. Then on the 17th came a letter refusing the leases on the ground of the probable proclamation of a township: further correspondence followed, and although I tried to extract the Governor's real reasons you will observe that he does not hint at it, and even denies the accuracy of my statements to some extent. Now Sir Eng. is an enormous father, and forgets much of what he says, or of what it is inconvenient to remember, and I am absolutely confident that my statement contains nothing but the truth, supported, as I am, by a good memory for facts, by notes, and, influentially, by the knowledge that I should not have submitted without having made sure of getting the leases renewed, a matter of great importance even than that of the purchase. Taking the conversation of the 8th with the subsequent correspondence no one can help seeing the plain fact

that the Governor refuses to renew
these leases through a paltry spirit
of revenge, a course so mean, so
despicable, so unworthy of the dignity
of the Government, that he is ashamed
or afraid to put it on paper. And
yet this is the reason, if he was
speaking the truth on the 8th of May;
you may make whatever use you like
of my memo. of that date, for I can
swear to the truth of every word of it
The Director spoke of having a
friend at Court; now is the time to get
his assistance to counteract the influence
that the Governor will bring to bear on
this question. I think the following is
the Company's case. From 1873 to 1879
they ran the mail at a rate, not only
remunerative, but one that did not
from beginning to end pay interest at
5% on the cost, they spent £3200 on the mail
in 1872, and £1800 more on improvements
in 1877, they always expressed themselves
desirous to carry on if they could meet
expenses, feeling the benefit to themselves
as well as to the Colony in general of a
regular mail service, and the way the

vessel has been fitted up and sailed has been sufficient proof that more attention has been paid to the interests of the public than to the wishes of pounds shillings and pence & notwithstanding the unremunerative terms of the Contract still determined to run the risk of a contract that cannot be less than many pounds a year could be removed this however being refused by them on alternative but to terminate the contract. & how the Governor who pays no the friend and protector of the public, accuses and censures us notwithstanding my contradiction, that the aim of the Company is monopoly. I flatly deny it and for my proof I point to the fact that we have always carried cargo for the public when we have had room, in excess of the quantity that we were bound to carry, and further that we have expressed ourselves as willing to carry goods for the public whenever we have room for the future. However that part of the controversy is over, and we come to the second. The Governor says we insult and defy the Government by refusing to carry mails free. Now the truth is when the

Company are forced into sending for the letters they must have, their conduct is not insulting and defiant if they decide to test the question whether the Government mails should or should not bear their proportion of the ~~Expe~~ cost of the vessel by which, in company with the Company's letters, they are conveyed.

They are doing no more, however, than as much as the Orient line did, according to the accompanying correspondence for the letters are presumed to make a profit on their freight; yet would not the Postmaster General look like a bombast. an idiot if he raved about the insulting and defiant attitude of the Orient Co. and held them up to public reprobation, endeavouring publicly and privately to injure them by every means in his power, simply because they chose to test whether they considered their rights?

I say that the endeavour to injure the Coi interests as ship farmers and land holders on account of this mail squabble is a despicable proceeding that can never be countenanced by a respectable Government. The Governor is led away by his feelings and has lost his balance; I trust the Secretary of State will set him right again.

might possibly be brought forward as an argument in favour of the monopoly theory that the Black Hawk has not received goods for the public since the contract terminated. My reason is that Sinclair to allow the injury the Govmt has done the public, for wherever the B. would have received goods under the contract they proposed to sign, nothing whatever can be got down under present circumstances, there is a growing accumulation of goods in Monte Video, and the Govmt is actually assisting the supposed monopoly he proposes to fight against. I do hope the Director will look into this matter with more than passing interest.

9. In connection with the foregoing paragraph I have to report that the Governor has suddenly announced that he goes home by the Ramsees on leave of absence, leaving Capt. Parke as acting Governor. The latter has been a personal friend of mine for many years, and I believe it is as good an appointment for us as could be made, notwithstanding that he is a sheep farmer and the opposition butcher, which, under circumstances that might arise, would render his position a difficult one. The Governor, of course, will have hard to fight his own battle, and will, on the spot, have a very distinct advantage.

20. I send a specification of the tallows, containing the gross weights and the tare, there are three lots, viz the Co's marked T.T.T., Sharp the's, scribed S.D.S numbers running in with Co's, and H.Q Cobb's branded C and numbered from 1 upwards. In many cases it was necessary to scribe instead of branding the casks, as the Coopers were waiting, and branding takes a lot of time; in every case the tare is branded. The weights of South Town wool are also sent, unfortunately I sent away the numbers of the 95 bales by the Niger, so you will have to find them out.

21. Enclosed is an account of the sheep at the winter dipping. showing the actual number living at present.

22. I now send a copy of a letter received from John King to which I have already alluded. It contains a strong attack on Patterson, directed, not against his capabilities as a sheep manager, but against his personal character. I do not know that Patterson needs any defence, as the outside sheep numbering nearly 40000, all clean, are strong witnesses in his favour. As he cannot be attended on each, his enemies gratuitously minimize the shame he had in cleaning them, and Reading them clean.

23. I regret much to say that the average of fullness per sheep this year does not quite reach 20 lbs., a serious falling off, attributable partly to overstocking, and partly to the bad condition of the sheep caused by frequent dippings for scab. The present is, as I have before said, a very critical time. The Company's stock in Lapovica have not been clean this year, and I have talked seriously about their condition to Mr. Clay, pointing out that, while due allowance should be made for the accident to the Trent, still that is not sufficient reason in my mind for the bad condition of the flocks that have since had more than one supposedly good dip, and that I must look further in the direction of the dip administered, which I shall be inclined to doubt the efficiency. I have just returned from Kanovin, and can say that at present all flocks are reported clean, as indeed they should be a month after dipping; now is not the time for scab to show, but I shall have to go round in the Spring, when it will show if it is coming out at all. In the Spring the outside sheep remain clean and those inside are badly infected with scab the inevitable conclusion will be that the treatment

in Laporte is not as effectual as in the Northern stations, and some change must be made. You will see an allusion to the same need last year; it appears that they were put to sea in Laporte without being dipped, the reason being that the materials had not arrived; Mr. Clay appears not to have known that they were sealed, but as they proved to be, and he set to expand the inspection. Indeed, it appears that Gallinon had saved sufficient stuff to dip his sheep, and sent them both over clean. This occurred, you will understand, while I was on the way home last year, so I am only speaking from hearsay, but I believe that I have been correctly informed. Mr. Clay has now made the suggestion that Gallinon should change places with Glendinning the South Shetlands, and take the Laporte sheep in hand. I do not much doubt that the latter would benefit by the change, but recent events have caused me somewhat to doubt Glendinning's capabilities, and I shall await the result of his second dipping before taking any decisive step.

24. The Laporia wool weighs 331253 lbs. from 62765 sheep, the outside flocks have yielded 181093 lbs. from 31199 sheep, the Laporia average per head being 5.27 lb. against 5.80 from Darwin, or a loss of more than ½ lb. against Laporia, that is to say nearly 70 bales of 490 lbs. each. Looking back I find that in 1877/8 the two divisions were curiously equal, to ⅒th of a pound, the average being 4.86 lb. wools and ant. Clean sheep would vary a few hundredths of a pound from year to year according to the proportion of ewes and wethers, and I have always taken 5½ lb. as the standard weight of clean sheep. Laporia and the outside camps having two years ago been equally clean, I find it difficult now to accept Mr. Clay's theory that want of penning is at the bottom of the mischief; if so, why has not the yield from Laporia been always below that of the northern stations, and the condition of the sheep been the same as now? There is no doubt that there was little to choose between them when Fell handed them over.

25. I am inclined to think that it would be profitable to abolish the cattle stations in Lapania altogether, and fill the ground up with sheep. There is a large tract of country in the north west corner, which would make most excellent sheep ground, but is now devoted to feeding several thousand head of cattle, that are not a paying property. Room is wanted for the increase of sheep. and I should like to see the system of boiling down by keeping animals four years instead of killing them at three, they would certainly yield more tallow; but at present they have to be killed off young in order to make room for the increase. If necessary to keep cattle, it has been suggested that they might be sent to the district about Fitzroy, which is not suited to sheep.

26. I have little else highly spoken of: Mr. Waldron sees it, and it is said to improve the wool. I should like to buy stock a few thousand sheep not exceed.

27. Capt. Parke has proposed to fence the boundary between his land and the Company at first

expenses as the Directors, if the wool market keeps up, disposed to do anything in that way? The best Zealand farmers are growing Sumdarin to a great extent, and it is an undeniable economy if it can be afforded.

23. Shaw not sent the Leonidas to Damin, her discharging and loading have so far been carried on with good despatch. All the cotton is on board, and I anticipate getting her away without demurrage in about three weeks time.

24. Capt. Rowland goes home to buy a vessel. He wants assistance to the extent of about £300, and I recommend him to the Directors as a man of unexceptionable ability. He proposes buying vessels for sealing trade about Cape Horn, where immense profits have lately been made - All his business would fall into the Company's hands, and his schooner would be a useful auxiliary in times of pressure. If approved he would take shares with the Company. I hope you will be able to assist him; I have promised him, should other means fail, to lend him the money myself on the security of his vessel. He has a letter of introduction to you.

30. The lion & bear [illegible]
were boiled down last, and, there being
time, I tried the experiment with them
of letting the carcases cool for a day
before putting them in, a plan that can
only with our present shed room be
worked on a small scale. I wish
particular attention to be given to this
tallow (C 1/31), as I believe the differ-
ence will be sufficient to pay for the
erection of a hanging shed and I
particularly draw your attention to nos.
27 and 29, being a mixture of the
carcase and kidney tallow that has
not hitherto been tried.

31. Regarding the mail,
I am completely at a loss to know what
to do until I receive further instructions,
as I cannot tell whether the Directors
still wish to keep in hot water with
the Government by running to Montevideo.
I make this proposal, however - I despatch
the Black Hawk to Montevideo on or
about the 28th June, as arranged,
there she will meet the Pacific boat
of 16 knots. Allowing that this despatch
will reach you about 17th July I
will instruct Campbell to wait until
the 18th or 19th for a telegram from you.

If I am to address to the programme and send upon the 16 August, please wire "Yes", if not, "No". Upon in the latter event to send to Sandy Point for a cargo of penang posts, meeting there the Pacific steamer of 11 August from Liverpool, by which you would have to write, care of the Suez Canal, Mr. Reynard. If no telegram arrives I shall therefore meanwhile instructed differently, send the Black Hawk to Mauritius as arranged. Having cargo on board ready to sail 20th Sept from Lemay Point she should be here by 18th. One or two cargoes of posts are saleable, and Steph Stanley will take a load of wood at Lyons Point. I propose to order this cargo to be ready by 5th Dec., the Black Hawk to arrive on that day the Liverpool mail of 3rd Nov, call at Lyons Point, deliver wood and bring a load of wood into Stanley for shipment. If between these two ships the Director would like me to send over by another mail I could do so, two loads of posts and one of wood will not be too much, and there will be the advantage of getting

letters without raising any unpleasantness with the Government. Perhaps you might arrange with the Pacific Co to send a little cargo via Sandy Point. Besides the original of despatches sent care of Mr Humphreys or Mr Reynard I recommend you to send me through the post duplicates of everything, and ~~when~~ until arrangements for a permanent service are made with Buenos Ayres frequently via Montevideo, as it is impossible to tell when the Government may have a mail brought down. I assume that by return mail I shall receive full instructions: I could, if desired, send to Sandy Point once a month from Sept., i.e. four times before Christmas.

32. I omitted to mention last time that the Governor lately sent round a subscription list for the relief of Irish distress, to which I thought it right to contribute £10 for the Company, Deanston's subscription being £15.

33. June 17th 7 a.m. The Ramses arrived at 10 p.m. last night, and is to sail at 10 a.m. this morning. There is no mail, and she is full of passengers so that only the Governor & Mr G Dawes are able to get first class passages, the remainder must either go second, or wait for the Black Hawk at the end of the month, which several will do. The fares are Callao, £15 and £9 to Montevideo, and £25 first class to Havre, and the accommodation is said to be small and dirty. So much for the boon the Governor has bestowed on the Colony. I hope we may not have to depend on this line permanently, but that the Pacific Co will step in, and give us a good mail service.

34. The A.S. Co with Mr Marion have been here some time for some time for the purpose of recruiting the health of the men after an attack of yellow fever.

35. The Revd J. Foran would be obliged if you will allow a box of books to come out in the Ajax.

36. Schanck has said, in reference to Capt. Rowlands, that he would like to pass the Board of Trade, and would be obliged by any assistance that could be rendered him with that object.

37. I shall now attend the
lines mentioned in par. 31 to 20th July.

I am. Sir,

Your obedient servant.

Alex. Elder.
Manager.

Enclosures.

Rept No. 429
Trip. 488
Stanley pk. April
" C. Bark transhire Apl to may
Desp. wool weights per lines
Copy Kingi Sellis 22 Apl.
Specification of Tallow per lines
Shearing acc. 1879/80
List of Enclosures missing enclosed
Winter Dipping acc.
Dipping Materials received on hand 1st June
Desp. acc. of 12 bales Shipsheims
2nd Ex. for £36 1.2—
1st. " 6.0.0
League balances 31 March
Stanley Wages return "
Camp " " 31 Dec.
List of Campbells effects lost
Correspondence with Govt re Acceptance acc. Sept 25
Desp. Shippers of produce
Shipping list
2 Statements on acc
Correspondence re Steam abt Orient lines
Clay to Dunlop & Sons
Cargo per lines
Bk 568 casks Tallow
282 Hides "
Sellis Cobbs Colonial
Copy " " Kingt Browne
Desp. Shipments of produce to London
Indent

Ramree.

17th June. 50

Sir,

Since closing my other despatch I have seen the Captain of this steamer, and at his suggestion send the enclosed application for the agency, to be forwarded if the Pacific have given up all idea of calling.

2. I send copy of letter to Mr. Murphy ordering flour, which is now very cheap.

I am, Sir,
Your obedient servant

Robt. Logan
Manager.

Encl
Dup despt
Cost & Clement
Inst Ex Book
Letter for Ramree
Copy letter to Murphy
Statement as per

No 2.

Clark Kerr 1st July 60

Sir,

My last sent per Ramsay on the 17th ult. since when I have received per Lea Wilds on the 19th inst. your despatch No 25 of 17th April.

2. Having been delayed in the Camp, my despatch No 1 was very hurriedly written as I had to touch upon an unusually large number of subjects, and I see that I have to correct some clerical errors. In par. 5 for "Cent per Cent average" read "Cents average" and in par. 7 for "An Engagement read "Capt. Dixon's Engagement. These are unimportant, and will have been understood; but I am vexed to say that in par. 21 the mistake of a figure will have rendered my meaning obscure and too probably, have delayed all the force of what I was intending to convey. In 1861 the yield of wool per head previously and untended Saxonia as ascertained by actual weighing was

The Duke Newcastle &c &c

Secretary of State London.

showing that whereas the Northern
stations have nearly both maintained
the average of the former year Lafonia
has fallen away 1.0 lb. Enclosing
Chamgone with the statistics of the
intermediate years which I will be
remembered that the severe winter
and spring of 1878 stunted the growth
of wool all over the colony. The result
is that Darwin averaged 5.82 lb. against
Lafonia's 5.17. To enable the Director
to understand these figures I must
remind them that in 1877 Fell clipped,
dipped, and handed over the flocks
that have since belonged to the South
Arm station which was formed in the
latter half of that year. These sheep
yielded a result equal to that obtained
from the Northern stations, when shorn
at least from 1881 to 1879
the two establishments having each carried
on its own dipping, the average per
head was, in Darwin, Lafonia Coppermine
0.82 5.17 0.33 lb
in 1879/80 5.80 5.17 0.63 -
Steps on this point I have asked
Mr Clay to explain his views for
which see Enclosed correspondence

3. Dispatch 555 — 3. I learn from Mr McClymont that he has crossed his original merino stock from the Plate with Rambouillet from Castle Donbern and used Cheviots one year to harden them as he was breeding too soft and going back instead of forward. He has not been thought fortunate as although his wool is fine his increase has not been equal to that of others who started after him. On referring to Purkis's catalogues for some years back I find his shipments have been as follows:

1877	92 bales
1876	85 "
1875	48 "
1874	63 "
1873	70 "

and this year he ships about 80. Seeing that he began in 1867 his progress has not been remarkable. The wool just sold was dipped with tobacco: this year he has used lime and sulphur.

4. Par. 4. You will already have learnt that Allsop was only paid up to 31st May 1878; this might have been ascertained at once by a reference to the Stanley Wages list sent in desp. 238 of 15th August, 1878.

5. It would be well if Mr Edenborough would send more detailed reports upon our constituents' wool,

Lewis have remarked to me that while there are of a meagre description they always get from Messrs Thodeen a full description and valuation of their consignments with advice and suggestions for future improvement. The latter are shrewd hard for a Parkland connection and they persuade some of our friends that they can give more personal attention than a firm in a much larger way of business can do.

6. Referring to what I lately said about the cost of a sailing vessel I have to point out that the freight and Expenses on the Lewis's cargo amount to 33%, and if the cash and bills are separately charged 20% per box the percentage on the remaining general cargo is still 24%.

7. The Lewis's delivered 40 packs and the invoice, of which however 20 were broken.

8. I believe I was the first to remark in a letter to you of the 15th August 1878 that the peering crops raised the price of wool, and I wish now to draw the Directors'

attention to a very old despatch of mine, no. 31 of 11th Sept., 1868, par. 6. It is not often that any one has to wait twelve years before he can justify himself and then do it as completely as I can now in a matter about which I got into horrid hot water with the Directors at the time. But I can assert, without fear of contradiction, that if I had then been allowed to carry out my contract with Borland for rams from New Zeland the Company would to-day be worth a higher price. Those very sheep despised as they were then, were the foundation of Australia's wool trade & Platts flock and it is only necessary to refer to the sale catalogues to see that those two marks (L and H.B) now rank higher than ever. I wish to suggest that as the Co. have now been shipping rams for many years at an enormous expence without raising the value of their wool a farthing a pound, I should be allowed to try my hand with Colonial bred rams. A cross with either Lincoln or Waldron would be an improvement, which would be seen and felt before the year 1892.

9. The Governor being away, and the Government having the power under the new ordinance of putting mails on board the Atlantic Steamer at Portelloe it was impossible to arrange for any subsidy as suggested.

10. The question of education is one that calls for more attention than has hitherto been bestowed upon it in this place. There are large numbers of children in Stanley, many of whom will probably as they grow up have to leave the Colony in search of work, and who will be seriously at a disadvantage in competition with those of better education they will meet in the world. The salary given by the Government is £100 a year, and I understand that it is not sufficient to tempt a good certificated schoolmaster to come out. There has never since I came at all events and how long before I cannot tell, — been a capable teacher in the Government school, unless the man who came last year was so, he however, got under a cloud, and was mysteriously

put on board the last ship and got rid of at short notice. Since then the Revd Mr Brandon with a great worthy of all praise has undertaken the post; but he is not a teacher by profession, and admits himself that the school is not what it should be. The Governor cares nothing about it, but would object to interference on the part of those who do, and so things may drift on from year to year from bad to worse to the discredit of the Colony unless some representation is made at home. In my instructions dated 8th June 1867 I am "authorized to contribute on behalf of the Co. towards any school that may be established by the Government the usual yearly subscription". There used to be a yearly subscription, but if the present Directors are of the same mind they could not do better than offer to contribute a sum in augmentation of the Government allowance to the schoolmaster, such a sum as would bring out a properly trained, certificated man, not a candidate for Government employ like Mr Collins who took it as a step to higher office without any of the necessary qualifications.

11 The Ramon after all took all the passengers through several who wanted first class accommodation going second as far as Monte Video, where they would change into other vessels

Inclose a list showing name and destination of the passengers who would at the rates charged have paid the steamer £ 212. 15/ for their passages had she had the second accommodation.

The Leander steam will shortly take passengers & specie and this list or copies of the attention of the Pacific Co. I went on board the Ramon after writing my last despatch and was surprised to find the accommodation though very limited clean and good

12 Upon having left Montevideo I requested the Manager of the Oriental Bank to send me my passbook under the Company's cover but not having received it I shall be obliged if you will instruct him to forward it by first opportunity.

13 I send Bills of lading for all the wool shipped on board the Lismore to date and have to report that she

is likely to be loaded within her time, 45 days which expire on the 6th inst. I am now only waiting for 614 bales wool from South Arm and 33 more from Bonnet, for which the Fairy and Prosperine have gone. The ship will thus be despatched in a little over 60 days, while the Falcon 3/5th of her cargo, was here 90, and this is entirely attributable to my having loaded her in Stanley, for which the Company gets under the charter party the very inadequate concession of £50, which on another occasion should be £200. I conclude that you will have insured as usual, but I may mention that the ships Stirling, as before, will do their own, and the ships Bullion which there to be insured for £22000, also point out that the Mr Bonnet's shipment will be, in all, 720 bales which should be covered from San Carlos to London for £22 per bale.

14. Many of the Campsmen are almost barefooted for want of boots, it is a pity that orders for such necessities cannot be executed in full and at once.

15. The following shepherds have left — are leaving before next shearing, Simpson Forrester, Tolson, J. King, Telford Gibbons, Fraser, Hall, John Campbell and Clement, and Clarkson has become foreman of labourers. They should be replaced if you can get any. Simpson will return if you can also re-engage Dorlan at his old wages, as he is useful as a horsebreaker.

16. Send a moderate indent for actual requirements which shall be sent. Should the Vicar not have left you wright and 10,000 pickets for fencing. i.e. 4 ft. 6 × 3 in × 1 in.

17. I have told McCoy which him to visit the West Island to see the fencing and sheep there, you will see by his letter that he does not believe in the wiring fence for paddocks; he is quite wrong, for the wirings which are only 4 ft apart, actually make the fence a closer one than the old style with fixed posts 9 ft. apart and working between to bind the wires. I shall probably take a run over there myself in the spring, for there is nothing like taking a hand from

our neighbours.

Steam Coals about 1150 tons.

I am Sir,
Your obedient servant,
Ellen & Sons.
Managers.

Enclosures.

Rep[t] No. 491
Ship. 499
Stanley 1st May
Port Quarantine Regulation
Passengers per Ramses
Cobh to Clay 21.26 Lions
Clay to Cobh 25.20.
Philipi's receipt for £10
Specification of Railroad Wood
Disp[ch]: Livly & Speedwell.
" Shearing &c
" Winter dippings
" Materials used on board
" Disp[ch] materials ex Stock (Stanley)
" Lioness cargo
3 Bills of Lading Nos 3. 4. 6
Indent
Statement as &c.

193

Black Hawk

1st July 50.

Sir

I have delayed the schooner until this afternoon in hopes of receiving from Port Howard Schuneke & Blake's bills of lading and Mr. Waldron's half yearly remittance. am £1000: but cannot keep her any longer. I hear there are about 300 hides on board the Britannia for the first named instead of 700.

2: Enclosed is copy of letter to Mr. Humphreys, which will show you the arrangements for the Black Hawk this voyage.

3. I learn this morning that the London Assurance Corporation have taken all the Government fire risks at less than half the Town British rates.

4 To provide for all payments, which are yearly increasing with the produce exported, I have taken up to this time more than £1000 from C. Williams's manager, for which on his return from England, I shall have to draw. I should also suggest that, to keep on the safe side the Directors should send me £500 before the end of the year. in specie

I am Sir,
Your obedient servant
Alexr. E. Bolck.
Manager.

Enclosure.
Copy letter to Humphreys
" " Slickney
Advices " Nos. 1. 2. 3. of 1850
Letter for Burnett & Cook

F. Coleman, Esq.
Secretary,
London.

Manifest of Cargo shipped on board the large Vessels Lying at Port Stanley Falkland Islands for London

Marks & Numbers	Goods	Shipped	Consigned
FIC	497 Casks Tallow	Falkland Islands Co	Falkland Islands Co
F do			
C 1951	31	H. G. Cobb	"
C	1	Bailey Bros	"
SI	1	Goodwill Estate	"
SDS 1951	3	Sharp Dunkeith	"
do	23	Salted Hides	Falkland Islands Co
FALKLAND ISLAND COMPANY		Salted Hides	
	6		
	56		
B	413	Salted Hides	J. Rennie
do	11		Stichney Bros & Stichney
FALKLAND ISLANDS COMPANY	78	Salted Hides	Falkland Islands Co
AB 1951	20		Goodwill Estate
JCD	1		Falkland Islands Co
JB 66 1951	9		J. Rennie
HCC	3		H. G. Cobb
C	103		Bailey Bros
W. FELL	3		W. Fell
	11		Stichney Bros W. Stichney
JB	3		J. Rennie Falkland Islands Co
F	3	Sheepskins	Falkland Islands Co
FIC DW	2	"	"
WC	1	"	"
WA	1	"	"
do	611		
"	1 quantity of skins & pieces		"
"	" Bones		"
	3 Bales Sheepskins	Stichney Bros	W. Stichney

	H.G.C	2 Bales Slop Skins	H. G. Cobb	Falkland Islands Co
	A.B	1 " "	Cudworth Estate	"
	W. FELL	1 " "	W. Fell	"
	J B	158 "	R. Bonner	"
	"	1 Bale Sheepskins	"	"
	"	1 " Cowhair	"	"
	P	2 Casks Tallow	Stichney Bro.	W. Stichney

Falkland Islands &
Stanley 9th July 1870

Wm. Eyres
Manager

49th.

Sir

I have

Ch. Ship &c.

This vessel is now ready for sea you will observe that she has very much increased her draught of water since she last left the harbour, and that she has been detained by the wind having been in the wrong quarter. She being driven off the Leeward in a large from the South and so detained here.

One of the short seamen will be found on board & dropped down among the castle and could not be recommended here without some loss of time.

Capt Shortland of the ship was mate of the Dromedary which sailed this morning, and on a conversation I told him that I could not recommend him as a master and could not conscientiously recommend him as such tho in fact, singularly incapable but that if he applied in London you might be able to give him a sort of general certi-

Ph. Coleman Esq

Secretary

Admiralty.

by the first opportunity.

I am able to speak in very high terms of Capt. Barbers who has throughout been singularly accommodating. the work has gone on from first to last without a hitch excepting the delay of the Navy at the last which as already explained has not really put off any time. Capt. Barbers receives the usual gratuity of £10 viz. £5 for the outward and £5 for the homeward voyage.

I am Sir
Your obedient servant
Peter Esson.
Manager.

Enclosures.

Disp. No. 49 p 3
Stanley Cash book vouchers June
Remarks on cargo
Nelson Store Enclosures
" packages
Lioness Manifest
" Bills of lading
Specification twights of Fullers
" of Walkerburn shepskins
" Lively wool
" Boulmer Burn "
" Spedmill "
Receipt for packages
Lioness time
" certified acc.
Sundry letters

next year or two by the removal of some of the Labourers houses elsewhere. There is one point I have passed over which deserves consideration. Sections 21 and 22, the leases of which are withheld, were granted under the proclamation of 31st July 1849 which says (para 6) "every such license will in the first instance be issued for the term of 20 years at the end of which time it may be renewed by the Government if he thinks fit, and the lease itself says on the expiry of the lease the said Corporation shall have the right of purchasing without public auction at the then upset price of unoccupied any of the lands hereby leased provided that the same be selected in one block of a square figure as nearly as possible, and contain not less than five hundred nor more than one thousand acres, such right to be exercised within one month after the termination of the lease or else to be void." Now it appears to me that as I gave the Governor notice on the 24th March 1879 that I wished to renew the leases falling in on the 9th March 1880 he might, (in common and ought to

666 I have omitted hitherto to state the particulars of the land purchased as reported in a former despatch. They are as follows:—

On station No 1 1776 acres
" " 2 1000
" " 3 600
Section No 10
on Waitaha boundary
Section 613
2,000 at 15/ per acre

The amount of land under cultivation being 477 acres.

I [illegible] in further [illegible] of the land question I gather from conversing with Mr Collins that any that the Government have in view suggestive idea of the very great importance of Banks Peninsula should be with respect should there be any likelihood of the township being proclaimed to mention that he inhabitants consist of the Chiefs and cattle owners, the married labourers the shepherds and two or three single labourers besides Dr Purchas and the Government that the importance of the place has latterly diminished, and that it may not improbably be reduced within the

purchase have let me know on or
before the last mentioned date
whether the Lands were to be reserved
or not. Of course my contributions
should virtually end from the
December following for the moment
that he did not. I say that a decision
should have been communicated to me
before the 9th March, as it was necessary
to make up on the Company's behalf
a decided whether to avail myself of
the facility which would expire a month
later. Two thousand acres at 5/ pounds
have cash £500 in hand cash (land
orders not being available) and the
rest I did not consider it necessary
to spend in view of the Lands that I
was given to understand would be re-
served forthcoming. Shaw having
been spoken on the 9th May the time
for purchase had passed. Shaw
explained that at some length because
of the road comes to the point the City
should buy from the Government if
possible the reserve between Seal
Creek and Horton Creek shown on
the accompanying tracing from the
plan of Choiseul Sound, the shaded

portion is the part that should be secured.

5. The Fairy passed the Skiddaw Light just before making the land on the afternoon of the 8th inst., the latter had then absolutely no water on board, and made a signal for assistance which was not understood, though the Fairy not having the Code on board. Capt. Williamson was passing on to make the port before dark, but would of course have stopped had he known anything was the matter. I shall be obliged if you will send out two Commercial codes with books to be added to the inventories of the Fairy and Forerunner.

6. After clearing the Liverpool papers two more boxes for Mr. Baillon, Welford's from North Shields, and a quantity of empty jars sent on board.

Enclosures.

Dup. of No. 494.
Bills of lading Nos. 8. 9. 10.
Dup. Liverpool Manifest
" receipt for panels
" note of package
" indent 30th June
" remarks on cargo
Sup. 493
Tracing of land on sec. 24 & 25.

I am, Sir,
Your obedient servant,
Thos. Elwood.
Manager.

296.
U.S. Nathaniel.
via Sandy Point.

17th July 90.

Sir,

This steamer having the first mails under the contract has brought your despatches 556/561, to which I cannot attempt to reply as the mail is to be made up immediately.

2. I am informed that Mr. Callaghan made most violent attacks on the Company and Mr. Dean on the way up in the Ramsey, and was obliged to apologise to the latter, who was on board. You can find out what occurred from Mr. Bailon or Mr. Dean; Mr. Callaghan's condition appears to have been peculiar.

I am, Sir,
Your obedient servant
Thos. Lowe.
Manager.

Enclosures.

9 Bills of lading
Stanley balances June 30
" journal Accts
Dupl. despatch 295
2nd Exchange £250.

297
Misc.

6th August 80.

Sir,

I write this despatch in reply to para 2 of your no. 261, in which you state that the Directors have come to the conclusion that the Island Administration is much too expensively managed, and that they insist upon a material reduction in the expenditure. I must be able to lay before them facts sufficient to prove, beyond question, that they are utterly mistaken, but to do this I must go into an amount of detail that I fear will be wearisome. I do so however, as it were, upon my defence, & rely upon their giving my statements a fair and impartial hearing.

2. The result of the working of the year 1872/3 was the dividend of 15% declared in June 1873. I will therefore take the first mentioned year as the starting point, and go through the Company's expenditure in detail from that time, beginning with Stanley.

H. Coleman Esq.
Secretary.
London.

The years 1879 comprising 18 months, I have where possible for the purpose of instituting comparisons taken in the first six months of 1880.

3. Stanley Wager.

In the last eight years there have been as follows as may be seen by the accounts regularly sent each quarter: —

1872/3	£ 120... 0
1873/4	207. 19. 0
1874/5	295. 4. 2
1875/6	249. 3. 6
1876/7	300. 16. 6
1877/8	337. 12. 0
1878/9	263. 16. 11
1879/80	322. 10. 11

In 1876/7 I find that the new office and the slaughter house were built, and that the Fairy newly bought, received some extensive repairs, thus accounting for the extra expenditure. In 1877/8 the wages bill was swelled by the quite exceptional labour on the Managers house: but in the four quarters ending June 1880, that Expenditure having ceased, the total for both regular and Extra labour has

been brought down to £1522. 10. 11. This is a reduction of £109 8 on the wages of 1879/3, and I hope the Directors will note that it amounts to 200/.

The wages just referred to are divided under two heads "Regular" and "Extra".

Regular Wages.

This list comprises the men on the permanent staff, whose pay amounts to £ 97. 6. 8 per month.

There are the Storekeeper and his assistant at the General store and Mr. Hawker in charge of the Haberdashery. No one can say that these engagements are unnecessary. Next come the Carpenters, of whom there were three, but Hallett was discharged last year, and Shaw given Allan's six months' notice, with the intention of keeping on Biggs permanently and engaging an Extra hand when I find assistance necessary. Allan it may be remembered, was sent out at the time of the Carpenters' strike some years ago, and by keeping one only we shall be entirely at the mercy of the Carpenters in the event of work turning up that must be done at any cost. Then there are

Hawkes the overseer who superintends all out-door work and has charge of vessels, bullocks, and boats, Ayles the blacksmith, Browning the gardener, and Williams the carter, all indispensable. In the garden I have for some time saved the labour of one man, whose wages used to appear in the Extra list, as the gardener manages without any assistance except from Williams, when he is not carting. The last two on the list are Yates and Aldridge, the butcher and his assistant. I need hardly say that these two are necessary, as one man cannot handle a bullock by himself.

On this list, then, I find it possible to make a saving of £9 per month, part of which, however, will finds its way into Extra wages.

Extra Wages.

Under this head are comprised, as the name implies, wages to men not on the regular staff, who are paid by the day. Carpenters working on repair of the Company's vessels, and labourers engaged in discharging and loading ships are on this list, which in ordinary times

is now a very short one. I am obliged to give constant work to the Blacksmith's striker, whether in the smithy or not, and to one other man who understands driving the Engine, and makes himself generally useful ashore or afloat, and it is right that this should be clearly explained and understood, as it is the key to the necessity of sometimes employing more labour than is actually needed at the time. There is not here, as in England, a body of labourers in want of work, from whom can be drawn just so many men as are required, and who can be discharged when done with. Take the Blacksmith's assistant, for instance, who is wanted, on an average, perhaps 3 days a week. There is not a man in Stanley who would be satisfied to work just when wanted, and lie idle the remaining time; the objection has so often been raised that constant work can be had elsewhere if I do not choose to give it, that I have had to bow to the necessity. However, these two are the only ones I keep, and there is plenty of work for them in pumping and attending to the hulks and boats, and keeping the place in order. The extra wages paid

for discharging the Steamer amounted to £47.6/. and for loading £34.17.2, total £82.3.2. Less Shelter, than such work was ever done for before.

In 1872/3 the Cabs wages amounted to £1044.14/., in 1879/80 to £569.9.8, a saving of £485.4.4, which the Directors will, no doubt, duly note amounts to 460/.

I do not look forward to making much reduction under this head.

(See appendix 1)

4. Schooners.

The Black Hawk has given up the mail service, and is now available for coasting. As management, I say candidly, has not been a success. Built originally for the improvement of the mail service, which was undoubtedly effected, it was not found convenient, for reasons which it is not within my province to enquire into, to carry out my idea of constantly shipping stores by her. Had that been done from the beginning possibly her working might have shown a different result. Going home in 1877. £1800 Enough

to build a new vessel of her size and class was poured over her, making the interest on her cost, together with her annual premium of insurance a large sum to wipe off before any profit can be shown. Then again, Capt Dixon, though an able man and one who kept the schooner in splendid order from first to last was very difficult to control in the matter of expenditure, particularly when out of my reach in Monte Video. Captain Campbell has taken the schooner again, and, although I am dealing in this despatch with facts, not prophecies, I pray you I hope her management will henceforth show a better result.

The Black Hawk always remains in commission, the crew being engaged at £4 per month, the Mate and Steersman on board which the wages are £6, are laid up when not wanted, and the crew paid off. It being at times impossible to get sailors enough to man a schooner I consider it necessary to keep one in commission, and I have no doubt that there will always be work enough

& keep her employed. The whole of the Company's carrying has been done this year by our own schooners without the expenditure of one shilling in chartering, and they have also brought in the produce from Messrs Stickney at Spring Point, Baillon, Fox Bay, Bonner San Carlos, and from Speedwell, Bleaker, and Lively Islands on all of which they have earned money. The Freemason delivered her last load on the 6th July and the Fairy on the 10th, both were paid off on the day of discharge but the Captains were allowed a labourer each for two or three days to help them to clear up, the surplus provisions having been carefully packed up and brought ashore for future use. Can economy go further than that? There is only one thing that puzzles me about the schooners, that is I cannot discharge the Captains, and I can hardly set them to work as scavengers; I therefore try to fill up their time with sail making and mending under Hawkes, in that way saving an outlay on new sails that might otherwise become necessary.

The Fairy carries six hands, the Perseverance four. Captains included. The former was in commission from the 1st September 1879 to the 10th July 1880, less seven days in December, when the crew were paid off. During that time the deliveries to her amounted to £92.7.3 for provisions, £23.19.5 for materials, and £22.1.6 for fires and lights. The provisions, less £5.8.9 returned into Store, amount to a fraction over 11 per day for each of the crew, but really cost less, as no account has been taken of the quantity consumed by passengers. As she carried a number of shepherds for a month between Swan and Great Islands and the main land while shifting sheep, and shepherds are not small eaters, their presence must be taken into consideration. I could give details of these deliveries, but do not suppose the Directors want them. As regards the Perseverance, it is sufficient to say that she is worked in the same economical manner.

I have always Endeavoured to Economize freight by making our schooners call at as many places as possible on each trip, and, as there will now be

fewer materials and stores going round the coast, I believe that by insisting upon having all the Camp orders in together I can keep the two smaller vessels laid up almost constantly until the wool season, and work the Black Hawk only; this will reduce the Farm Expenses to a small extent.

5. Company's Shipping.

You are aware that this comprises the hulks and all vessels, of which the accounts are not kept separate. Such property must be kept up, and more or less spent annually on paint, tar, rope, canvas, &c. Still, the total deliveries, including provisions and necessaries for working the Steamer, only reached £121. 12. 8 in the year 1879/80, and as this is the lowest year of the eight, the average deliveries of the previous seven years from 1872/3 (after deducting the cost of the Flora in 1874/5) having been £234. 0. 7, the Directors will note I hope with pleasure, that even this small account bears traces of the rigid economy that is being

Executive in all departments.

6. Commissariat.

This is a small account to which stationery, hay and corn for the cart mules, coals for mess, &c. &c. are charged. I only mention it for the purpose of pointing out that, while the deliveries for seven years from 1872/3 averaged £121. 4. 8, they only amounted to £94. 3. 4 in 1879/80. See appendix 2.

7. Building account.

Although this account does not form part of the current expenses, it will not be out of place to allude to it, for the purpose of explaining the list of additions sent with the yearly accounts. All materials issued, whether for repairs or new buildings, are charged to this account, as also any wages paid in cash. But, as Camp buildings are usually erected by men who are on the permanent staff out there, and whose wages are charged to Farm, it has been customary to place a value on the buildings something in excess of the materials sent from here, approaching as nearly as possible,

in fact, the cost of materials and labour. It would be impossible to give the exact cost of each building, because the number of days occupied by the labourers in delivering it would have to be considered, and in the case of a long passage the cost would necessarily exceed the fair value. I have always gone on the principle of valuing the buildings rather under than over their actual cost, and of putting a uniform valuation on those of the same size; thus a regulation house, 24 × 12 stands at £100, although I need scarcely say that no two cost exactly the same money. Doubtless it is right to under- rather than over-state the value of property; but if the Directors wish any alteration made in the management of this account, I hope they will mention it. The deliveries of materials from July 1879 to June 1880 amounted to £294.12.7, in the seven previous years the average was £ 618. 8. 5. There is no necessity for any heavy expenditure under this head for some years to come. (See appendix 3)

9. Plant & Utensils Continued.

These form part of the Company's property, and no expenditure on either account, except for repairs will be necessary for years. In fact, much of the Plant was ordered without my having been consulted, and is, in my opinion, unnecessary.

I In the foregoing remarks I have exhausted all that I have to say about wages and expenses in Stanley, and the deliveries from the Store of goods for use. If there is any detail over which I have inadvertently passed, or if fuller information on any point should be considered desirable, I shall be obliged if the Directors will let me know of it, in order that the omission may be made good.

10. Farm account.

I have gone into this account with peculiar care for several reasons. Sheep farming is, in reality, the raison d'être of the Company, and every detail should as far as possible be made known

to the Directors, in order that they may be better able to see where to draw the line between judicious economy, and a mis-judged parsimony; if any measure expression, which may wreck the fortunes of the Company; further, if any material reduction is possible in the annual expenditure, it is by a curtailment of the Farm labour and materials that it must be carried out.

I will first deal with the labour. The list of permanent hands in the winter season, (app. 4) on comparison with the return to last December, shows that I carried out my plan of engaging extra labour for the shearing and dipping season, a portion of the men thus engaged finishing up at Goat Green, and all being paid off by the middle of June. The number of labourers by which the summer working establishment has been reduced is no less than 18. (app. 5.) These men were employed in shearing, pressing wool, dipping sheep, erecting fencing, &c. &c. and without them the work of the season could not have been carried

out. I will now go through the work at each station, showing as clearly as I can, the minimum number of men required to get through the shearing in the proper season, and the Directors can then judge for themselves.

In the first place I must lay down certain axioms that cannot be disputed. I The shearing should commence 1st. Dec. for wethers and haggets. and not before 1st. Jany. for Ewes with lambs (II) It should be finished not later than 15th to 20th February. III Each flock must be dipped as soon as possible after shearing. The Directors will first be good enough to accompany me to Darwin Harbour.

Probable number of sheep to be shorn 36000.

Shepherds on present list 2ct		
Labourers	7	
Foreman of do	1	
		32
Deduct:-		
Shepherds leaving	3	
J. King		
A. Fraser		
G. Ross		
Shepherds who must keep boundaries	8	
Over	11	32

Roustabouts	11	32
Shearers labourer	1	
J. Harrington, an old man who looks after sheep pitching & keeps dogs, skins, &c. &c.	1	
Foreman and labourer at wool press	5	
Shepherd with owner in the pens, drawing sheep	1	
Shepherd herding and part of flock (sometimes)	1	
Deductions		20
Available for shearing		12

From 1st Dec. to 16th Feb = 11 weeks, i.e. 66 days

Deduct:-

Christmas & New years days and one day to get sober	3	
Wet days, say 1½ per week, or during season	16	19
Working days		47

3000 sheep to be shorn in 47 days would be at the rate of 766 sheep a day, and as each man, dashing them all round, is estimated to shear 65 sheep a day, about 12 men would get through the

work in the prescribed time. We have shown just the number of men required to get through the shearing, supposing the weather to be as good as estimated, and that each man remains in perfect health from first to last. Not another man can be brought in. — That must be looked upon as certain — Even as it is, the flocks are left too much to themselves. Where then may such are the men to come from to gather the sheep and drive them to & damin, and again, where are the five or six who it is laid down beyond dispute must put the shorn sheep through the dip within a day or two of their leaving the shed! The Directors must see that the engagement of extra labour is so incontestably necessary as to leave no room for argument upon the subject. We will now proceed to Walker Creek.

Here we hope to clip 25,000 sheep, we have twelve shepherds and one labourer upon the list, of whom two are required for their boundaries, the remainder leaving their flocks to take care of themselves. One man will be engaged in the pens, so that the number available for work at this shed will be

10.

Being all ewes but those at the Bore, the general shearing cannot begin until January, and after allowing that those first mentioned can be finished in December, there will still remain 22500.

3rd Camp. to 21st Feby: Inclusive = 42 days

Deduct wet days 10

Working days 32

22500 sheep to be clipped in 32 days would be at the rate of 703 a day, i.e. would require about 88 men, whereas we have only 10 available. Consider the time required to work the press, and still further, that no provision has been made for dipping the sheep, and it must become apparent that the Walker-Creek winter shearing cannot cope with the work of the two seasons. I should mention that the withdrawal of all the shepherds on this station but three from their flocks is not an advantageous proceeding, but Spear cannot be helped. South Arm is the next and last place on our round.

Here they seem to be better off than at the other two places, but are still short handed. Their staff consists

of 28 shepherds and four labourers, and they will shear, I hope, 42000 sheep, for which I allow the same time as at Darnick, i.e., with deductions, 44 working days. 42000 sheep shorn in that time will be at the rate of 894 sheep a day, and, allowing 65 sheep a man, 14 shearers will be constantly employed.

There are, as I have shown		32 men
Deduct -		
Supply leaving	1	
Mr. Bride on Great Sel.	1	
Keeping boundaries	3	
In the pens	1	
Herding out	1	
At the pens & Bounds	6	13
Available hands		19

Even over the number, it is needless to remark, will be insufficient to do the dipping and gathering, especially in Lapsonia, which is difficult to gather, and where missed sheep left behind have, I suspect, been at the bottom of much of the scab that has made its appearance there from time to time.

In the foregoing statement the Directors will observe that I have left no margin for the illness or unavoidable absence of any of the men, and have

entirely omitted any provision for putting up fencing, labour in loading the first produce vessel, and a number of other small jobs, all of which take time. If they look carefully into this statement I am sure they cannot help seeing that a good deal of labour will have to be provided for the evening season in the Camp if the shearing time is not to be extended beyond the limit of safety.

Cattle

There are 11 men altogether in this department, whose wages amount to £ 60 per month. A reduced number of hides is still got from Lafonia each year, and the produce supply beef to Stanley butchery, and for consumption at Darwin. In comparison with sheep-farming, and looking at the ground they occupy, and the cost and freight round the coast of the salt for their hides, the cattle give a very poor return. The present stock of about 2000 is less than the number the Directors have at times mentioned as what they would like to keep: but the fact is really, that their total extinction in favour of sheep, or a large curtailment of their

members and pasturage, would be more profitable to the Company than keeping them as they are.

Mechanics.

I may find it possible, after consultation with Mr. Clay, to take steps to strike the Carpenters and perhaps the Mason off the permanent list, employing men from Manley in the summer. Up to the present time the increase of building has rendered such a step impossible.

The Tallow Works at Goose Creek.

I speak with more diffidence on this subject than on any other. The works are in charge of the Company's Engineer, F. Martin, who, although a capable mechanic, is not a man I would trust to study his employer's interests on such points than they coincide with his own. At Darwin he is, by his agreement, independent of Mr. Clay, and responsible only to me, and it is a source of great uneasiness to me to have a man of so little principle in charge of any valuable property at such a distance from me.

During the tallow season which

Lasted from 9th March to 9th June,
the works being carried on day and
night. 19 men were employed at
Green Grass (app. 6), and the cost of
boiling down 17509 sheep was nearly
1/2d per head exclusive of casks and
coals, and the labour to be employed
for pressing skins &c notwithstanding
that I have constantly urged Martin to
do with less labour, he has complained
this season of being short handed, and
I see no prospect of working the place
more economically. Unfortunately there
has not been, as yet, any similar
establishment in the Islands, with
which to compare, and I cannot procure
such statistics of the cost of tallow
boiling in the River Plate, but I cannot
help thinking that a man well up in
all the details of the business, and who
has had practical experience elsewhere,
would be able to put the sheep through
for a less sum per head than it costs us
at present. I very much regret that
such a man was not looked for and
employed in the first instance.

I have nothing to add to
this statement on the subject of Camp

wages. Briefly the substance is as follows:-

1. The labour at present on the books is insufficient to carry out the shearing and general Camp work within the proper time.

2. The cattle may be abolished or reduced with advantage.

3. All important buildings being completed, the services of the mechanics on the regular staff may be dispensed with.

4 I believe that a man practically acquainted with tallow boiling might reduce the expences at Goanalpeen. This, however, is mere opinion, based on no fact.

The pieces of materials for constructing on the Farm must now be considered. They amounted, from July 1879 to June, 1880, at cost price to £ 3259. 11. 4. as follows:-

1	Wood iron fencing & materials for constructing dips	£ 336. 5. 1
2	Dipping chemicals	279. 3. 3
3	Sands, oils, &c	82. 15. 9
4	Casks	172. 6. 9
5	Coals	314. 7. 6
6	Sandbags and rugs	63. 11. 3
7	Salt	104. 3. 2
8	Hooping & rivets	106. 13. 7
9	Shears	27. 15. 0
10	Lime	23. 10. 0
11	Wool bagging	161. 7. 9
12	Repairs to rather Stores	21. 16. 10
13	Gratuities paid in kind	20. 11. 0
14	Sundries	93. 16. 0
		£ 3259. 11. 4

It will of course be understood that there would be on hand at the end of

Since 1880 a good proportion of the above, notably in the case of Nos. 1, 2, 3, 4, 5, and 6. It is unfortunate that the eighteen months' accounts do not allow an accurate comparison to be made; however, the statement of Farm deliveries (app. 2) for the last eight years will give an approximate idea. The average deliveries for the years 1873/3 to 1878/9 appear to have been £4066, £1223 less than those for 1879/80; considering, however, the increase of produce, this is not remarkable, and, on the other hand, there is only a difference of £794 between the deliveries of 1873/3 (the good year) and 1879/80, while the produce, as I shall show immediately has increased to an extent quite out of proportion to that of the Expenses.

I should not be surprised if I were told that the Company's produce does not increase any faster than the expenses; such a statement, however, could only be made by one totally unacquainted with the facts of the case. I invite the Directors attention to the statement of Farm Expenses for the seven years from 1873/3 (appendix J.) They will see that they

have risen from £11605 to £15961, that is to say 37%. If you take the increase of produce (app. 8) Wool from 2189 cwt. has risen to 4035 cwt. or 84%, Tallow from nil to nearly £4000 in value at very low prices. Sheepskins from 1770 to 15056 or 920%. Hides on the other hand have decreased about 50%. Put this into another form:—

Increase of wool 2070.0.16. @ 9d	7765. 16. 0
Tallow, say	4000. 0. 0
Sheepskins 162.16 @ 5/. each	1628. 12. 0
	13394. 8. 0
Less 145 hides	145. 0. 0
	£ 13249. 8. 0

against an increase of £4346 on expenses, and £951 on schoonerage, total £5297.

In making this statement I have worked from the completed accounts for the 18 months, could I have taken this year's produce in the figures would have been still more favourable, for the wool shipped this season weighs 4157¼ cwt., an increase over the 15% dividend year of 1090%.

11 A careful examination of the figures and facts contained in the foregoing will I confidently hope remove some of the misconceptions that have arisen with regard to the management of

the Company; it is the fullest, and I believe, the clearest statement I have ever made to the Directors, and as such will be productive of good. I will now, as briefly as I can, notice a few of their remarks, and offer my own views of the present condition of the Company's affairs.

12. "The Directors have carefully examined the accounts, and ... feel quite unable to place their fingers on the exact spot where retrenchment can be carried out, but ... they are paying about £19000 a year, and they must insist upon .... a reduction of one-third." In other words, the result of a careful examination is that they cannot point out where a single penny has been improperly or unnecessarily spent, but, generally, they think that too much has been spent. I will faithfully carry out any reduction that they may think proper to order; but I feel confident that by unceasing retrenchment I have reduced the Company's expenditure to the lowest point consistent with efficiency, and I believe that after reading this despatch the Directors will come round to my opinion.

"They have made up their minds to have these expenses materially reduced ... to about £18000 a year .... Undue expenditure cannot but be going on".

561-2

"Doubtless you are alive to the danger of an insufficient staff, which would be anything but good economy. 500-4. 5/5/76

"They wish also to express their settled conviction that the present evils which have come to the surface have mainly arisen from the unlimited system of advances to the settlers, which by absorbing all available cash have compelled a too rigid economy upon our own property, that system is from now and henceforth to be abolished. 508-6. 23/12/76

The despatch last quoted was written after seeing the accounts for 1875/6; there is nothing vague about it - on the contrary, it condemned from that time and for ever a too rigid economy upon our property. Now let us look into facts. Firstly, on the realization of the Farmers' produce lately shipped the balance will be against the Directors; the system of unlimited advances has thus been abolished. Secondly, what were the two principal items of expenditure in 1875/6?

Farm £ 1236. 15. 11
Stanley Wages 2049. 3. 6
14555. 19. 5

Sheep shorn 1875/6 69804
" 1879/80 93964

increase 24160, or more than 34½%

Then in 1875/6, the Directors had a settled conviction that in spending about £16000 I was exercising the rigid economy, while in 1880, with their sheep increased by more than one third, they say that undue expenditure cannot but be going on, and that it must be reduced to £13000, or £3000 less than the sum they condemned as parsimonious four years ago. In the name of consistency and of common sense, how are these deputies to be reconciled?

14. I now with regard to the fixed sum of £13000 a year. I have always supposed that the Company's Expenditure should naturally bear some relation to the extent of our operations; if so, I am to regard our resources as developed to the utmost extent. But on the contrary, I hope to see the number of sheep shorn

increase for some years yet, and Samuel ask, is it not reasonable, nay, is it not necessary that with the increase of stock the expenses should also grow, although, as I have shown, they have not done so to the same extent.

15. When a commission on the divided sum first proposed I approved of it; but I soon saw reason to change my opinion. The amount paid to each man is so small that the Company's servants really care very little for it, but at the same time I fear that if it were withdrawn it will be looked upon with dissatisfaction. It has been paid to all who have not distinguished themselves by bad conduct, because, to stop it, except in a notorious case, would be to create a standing grievance in the middle of the working season, and reduce the labour performed by each victim by at least one half. We cannot arbitrarily divide our Camp men into "good" and "bad boys" — working men must not be treated like a lot of schoolchildren. Some means will have to be devised for consigning this percentage distribution to oblivion, in company with the travelling gardener, the water cress beds, the annual practical joke,

and other well-intentioned, but mistaken persons.

16. If I have proved, as I hope I have, that the Directors, upon imperfect information, have come to a wrong conclusion about the Island Expenditure; that economy is the rule in all departments; that, as compared with the most satisfactory year of the Company's history the subsequent increase of expenses has been totally out of proportion to that of the produce; that the sum laid down as sufficient to carry the Company on is less by £2000 than an amount that was stigmatized as showing evidence of a too rigid economy; if, I say, I have proved all this, what is the result? It is this; that to the continued and disastrous fall in the value of produce must be attributed the whole of the falling off in the Company's profits, and that a rise in the price of the former cannot fail to show an exactly corresponding improvement in the latter. In the case of many Companies, Railways and others, a depression in trade, while reducing the profits, allows, also, of a reduction in the working expenses, such

as a fall in the price of coal, or a lowering of the standard of wages: this rule is not applicable to our Company. Take, as an instance, the wool that was shipped last year 656 bales per Vicar & Bray realized according to your statement, £11.10s. per bale, 59 per Falcon £22.15.3 each. The Vicar's wool averaged in price just under 6½d per lb., the Falcon's something over 11¾d per lb. Have the Directors sufficiently realized the very pregnant fact that these two shipments each produce just exactly the same sum per pound, or have they calculated what the difference would have been if the Vicar as well as the Falcon had realized 11¾d? £7120. 10s., or just 7½% on the paid up capital.

17. Before concluding this despatch I must say a few words in the hope of elucidating a point that I have heard raised more than once. It has been said, that the accounts show a certain profit, but that the whole of the money corresponding with that profit is not forthcoming. I think this is to me more obvious. The Company has been growing rapidly, and has within the last decade spent on permanent additions to its property, — vessels, buildings,

plant — a vast sum, £200,000 to £300,000, without calling up from the Shareholders more than a small fraction of the amount: how, then, has that property been paid for, excepting out of money that would have otherwise been available for distribution? Shaw said before — but I suspect that you may make a profit of £100, but if you spend £100 of it in improving your property you cannot finger your £100 in hard cash. I cannot put it plainer than that. If some of the expenditure on the purchase of plant ceases, and the system of writing off £10% annually continues, the profits and the cash to pay them will be equalized; the accounts will right themselves.

15 If there were more than one opinion as to the actual property of the Company has been so much added to the last few years, it would be quite legitimate to devote a portion of the undivided profit to increasing the paid up value of the Shares a course for which I believe there is abundant precedent in the history of

Joint Stock Companies.

19. I now conclude a despatch that I fear will tax the Directors patience, but, at the same time, I believe that a strict and critical Examination of its contents will be of advantage to them. I have studiously endeavoured to present facts Exactly as they are without glossing anything over or attempting to make a single feature better than it really is. The Directors will hardly credit it when I tell them that the collection of the facts and figures with which I present them has occupied a large portion of my time for nearly three weeks; such however, is the case, and I am convinced that, if I have succeeded in giving them a clearer insight into the working of the Company in all its branches than they possessed before, my time will not have been spent in vain.

I am, Sir,
Your obedient servant.

Thos. Escott.
Manager.

Enclosures.

8 Appendices.

298.
Abis.

9th August 60.

Sir,

I hereby acknowledged per Sakkarah your despatches No. 556/61. and have since received per Black Hawk on the 3rd inst. No. 562/3.

2. 556–2. It appears that the Company's action in opening mails at Montevideo had the desired effect, for there on the best authority that it at once decided the Government to conclude the contract with the Thomas line. The Company therefore deserve the thanks of the Government rather than anything else.

3. Par. 3. The money due to ~~the Company~~ Littledale is in the Company's hands, as he was a Dane, and Mr. Dean did not wish to infer a Danish Consul.

4. Par. 4. I could not send legal evidence against Allday except some expenses: I understand that the house was very dirty, the plaster knocked about and some windows broken, the repairs cost £ 3. 5/. as per receipt enclosed, but Sapper, as you say, you had better pay and have done with him.

C. Coleman Esq.
Secretary,
London.

5. Par. 11. Scoulder that it would be unsafe to buy fur scalskins at high as 30/.

6 Par. 5. Campbell's second protest was made specially to include the loss of his effects and the dinghy and he sent a list a mail or two ago. If these particulars are not sufficient please state what must be done, and what form of certificate is required.

7. Par. 13. Enclose memo. of distribution of stores last December to assist you in dividing your indents. The goods in the clothing store, a wooden building, ought to be insured.

8. Par. 14. The Fairy Lands belong Company was registered at Government Office in April 1876: I have pointed out both Collins that it should be reported, and he has promised to attend to it. This reminds me that a Mercantile Navy list has not been sent to this office since 1872.

9. 530-2. I have explained that I shall be able to keep the Black Hawk going. I am now sending her to Sandy Point for a load of posts, and she will remain there

until the arrival of the Pacific Steamer of the 11th August, as mentioned in a previous despatch, in case you should write. The mail being settled I assume that the expensive though necessary arrangment to send her to Montevideo for letters is at once cancelled. I have been looking into her expences, and find she cost last year for materials to keep her in repair £73. 19. 2, exclusive of the repairs in Montevideo after the accident. Compare this with the Fairy, and remember that she carries one or two hands more than a fore and aft schooner would, and you may perhaps arrive at the conclusion that for going round the islands she would be more economical if her rig were changed. For the trade she has been in hitherto her topsail rig was undoubtedly adapted, but in beating to windward up a narrow harbour she works uncommonly heavily. As a fore and aft she would want longer masts, and new rigging and sails; her old fore and aft sails and rigging would come in for the Fairy with some alteration. Perhaps as Nicholson has no doubt got her draft the Directors might get an opinion from him or Hawthorne as to the change.

10. Par. 3. I find that 60 casks of oil were sold in the first

half of this year, the consumption is slightly increasing, and your supply has fallen behind the demand. Should you not ship by Norman or Pacific Steamer I conclude you will send a Produce vessel, the Lioness would be a capital ship. You have already an Estimate of the wool to be shipped next year.

11. Par. 4. I am sorry for the decision about Dr. Kenton's house. I can our sitting room, one medium sized and two very small bedrooms be enough for him wife, children and two servants, when it is considered that he finds room for me when at Darwin and keeps open house on all occasions, receiving as guests nearly all the visitors passing through Darwin?

12. Par. 4. It appears that Cheely Chow Pete will sell wool in Atlantic Ports, about long woolled skins I am doubtful: would it be worth while trying Antwerp?

13. Par. 9. I shall be obliged if you will name a fit and competent Auditor of the Company's accounts, I know of no one here. Mr. Bailton was not in Stanley when the accounts were sent home. I under-

stood that all the accounts were to be transmitted to London. and that no Balance Sheet or Profit & Loss statement was to be made up on this side.

14. Par 10. The Black Hawk having been illegally detained, why cannot you make a claim on the Government.' As soon as you have the Nautical tables you will see when to write to Sandy Point to catch the homeward bound steamer.

15. Par. 11. The stamps shall be remembered.

16. 339 - 2. You do not appear to be aware that the Governor himself is practically the Legislative Council.

17. Par 4 I will remember the Cuscade seed.

18. Par 5. The enclosed statistics will show that the Store account yielded the same profit as before. when you consider the valuation was taken at 20% instead of 25%. the amount £ 16 9. 2. quoted by you is incorrect. Your shipments were less in 15 months than they had been the previous 12, and, after all, a net profit of 38% without bad debts is uncommonly good.

19. Par 6 Sgt Mc Bryan has not paid the account Mc Dean may be able to give you some information about him.

20. Par. 7 The Salem had 414 weather permitting working days. loading in Stanley only.

21. Sec – 5. Failing the receipt of the correspondence you now forward I was under the impression the Company provided drugs for Camp use: in my correspondence with the Governor I had left it as open question, and you appeared to have ignored it.

22. Par 8. There is nothing more to be said about letters, and I am much obliged to you for forwarding those received per Blackhawk – I certainly wished to put the public to inconvenience in order to hurry the Government into action, but you cannot have been innocent enough to suppose that I was anxious to share that inconvenience myself.?

23. Par. 7. Upon remarks on Scab in Laforia and the absence of it in the South Camp appear to hit the nail very precisely on the head.

24. 561 – 5. I have mentioned to R. Cartmell that his mother is in want of assistance, and he sends her £5.

25. Par. 7. The shipment of guns I have already pointed out has not been advantageous to the Company; this sort of Expenditure I cannot control, and does not I trust will be taken of it in criticizing the ~~Superintendents~~ working expenses this year.

26. 563 – 2. The bale slings are approved of, subject to the objection that I mentioned before, that they are too thick for the hooping.

27. Par. 3. If no special terms have been made I shall pay off Captain Smith and send him by first mail; the master of a sea going vessel is of no use whatever in harbour, he receives pay for doing no work.

28. Some years ago I revised the sheets for a new edition of the South Atlantic Guide, is it out yet?

29. Owing to dissatisfaction with Gilbert and the difficulty of collecting the small accounts, it is desirable to stop the newspaper account entirely; I have therefore given notice to all that they must provide their own papers after 30th Sept. next.

30. The German corvette Bismarck called here last week for provisions and coals, and I am sorry to say that although they were anxious to give me as General the preference, they found the Egeria, where the steam coals are too unwieldy to moor, and bought 60 tons from Dean. Three times this year the want of a hulk has stopped the sale of coals, the Garnet would have taken 40 more than she got out of the Margaret (which could only hold 120 tons safely) the U.S. ship Marion wanted a quantity, and now I have been disappointed with the Bismarck

31 It is rumoured that the Norman Co. are going to send an agent out who will establish a store. This for them will be bad policy, as it will place them in antagonism with the two most influential shippers here, the Company and Mr Dean. Governor Callaghan would dislike to see either of us get the Agency, for he has lost no opportunity of denouncing what he called on board the Ramen the "fuel monopoly", which he is of opinion we possess between us. His difficulty

to understand why we should be 504

No page 500, 501,
502 or 503

Patterson. There was nothing in what

to understand why we should be subjected to such scathing denunciations as he think fit to launch against us; it is not, he informed me the last time I saw him against merely personally that he has animosity, but against the Company for their action in the matter of the mail service. But he is such an extraordinary individual, that he is as difficult to understand as he is impossible to get on with.

32. Mr. George Dean having gone to England to settle up with his father, who is retiring from business the present time would be a favourable one for attempting to reconstitute our Company by buying up or absorbing the business of J. M. Dean & Son. I mention this, because there does not seem at present any likelihood of their business being handed down to a younger generation, and the probability is that sooner or later it will be turned into a Company. Union is strength; and one Company would have a power here that two separate ones could not possess.

33. John King gave home this mail, and I am told, threatens to turn the Company inside out. I had a long conversation with him yesterday, in the course of which he renewed the attacks he has made before on Messrs Clay and Patterson. There was nothing in what

he said of importance that has not been communicated in my late despatches, for which see 253-3,290-23+24, 292-2. He has nothing against Patterson on the score of the condition of the sheep in the North Camp which he admits are absolutely clean but he inveighs against what he considers Patterson's ingratitude in not recommending him for re-engagement, claiming as he does to have taught him all he knows. Seeing that Patterson has, with an interval of some years in charge of cattle, been one of the Company's trusted shepherds for 18 years, the Directors will receive this assertion cum grano salis. Mr King says he owes reparation to; he denounced him bitterly, believing that he was incompetent, and he (King) had been injured by his rough tongue; but he now sees that when Mr had the tools put into his hands he was a man who knew how to use them, that he handed over the sheep free from scab, and that Laponia is now the reverse of clean. About the scare of 1876 and what resulted from it I feel much hesitation in writing; it would not be

becoming on my part to open a discussion but rather to let the Directors initiate it when they think proper; I may, however, say this much, that I see no reason to depart one hair's breadth from the opinion I expressed on 15th Nov. 1876, at the beginning of par. 11 despatch 226. I may also say that the promise I made further on, whilst the Directors were good enough to say evinced a loyal spirit, has been faithfully and conscientiously carried out from then to the present time. As regards King himself seeing what Hutchinson, Patterson, and last year, Sam: Campbell have written about him, the Directors will hardly credit that all these men have united in a conspiracy to take away his character; but that while he is a shepherd of average ability, and possesses some literary talent, he is always at variance with his superiors whoever they may be, and is not very scrupulous in the way he attacks them. He has undoubtedly been drunk and incapable of duty on several occasions when it was more than usually necessary that he should have his wits about him, and he admits himself, that when drink is within his reach he cannot be relied on. I conclude that the Directors will not come to any definite conclusions

before giving Messrs. Clay & Patterson an opportunity of answering any attacks that may be made upon them. King at Bodie Creek performed his duty in saving sheepskins and loose wool from destruction, for which he undoubtedly deserves credit.

3rd. Mr. Clay reports that Lion Creek, South West Arm, Tammy Cove, Wharton Harbour and Burnfoot flocks have had to be taken in and redipped; but he thinks he has caught the scab in time, so that there will not be loss of wool. But it is melancholy to see that although there was a stock of 1840 lb. Tobacco on 1st June at South Arm, and Shaw since shipped 4375 lb. there, Mr. Clay reported on 26th July that the redippings would consume the whole.

5. Receives the mail from Darwin yesterday, and a letter from Mr. Clay in which he advises sending a letter and chart: the latter Shaw, but I fear the letter has been mislaid. Shaw sent a messenger for it, in haste.

6. Mr. Maclaren has some wool from Beaver Island that out of the Britannia, and I understand he is likely to ship it by the next steamer.

37. 16th August Th. Thr has arrived this morning and brought dup. of your despatch 86 & and original of 365.

38. 361 – 3. Please define the precise meaning of "tempy", which I do not find in a dictionary.

39. Par. 4. This gives me the first intimation of the dividend which it has been usual to communicate to me before the general meeting. The proprietors are, no doubt, highly gratified at the handsome dividend of 7½% despite the ruinously low prices at which the wool and tallow were sold. The economy exercised on this side has doubtless contributed to this result. I should have been glad had the report been sent me by mail instead of being put on board a sailing vessel not likely to be here for another month.

40. Par. 5. The information already sent about wool will make it easy for you to arrange shipments with the Steamer line. and I see no reason why you should not commence at once. As I should like to have the provisioning of these vessels I am sorry that the Agency has not been placed in the Company's hands; perhaps when this Sea Captain has looked about him, he will find

that it would answer the Company's
purpose to appoint a resident agent, or
rather an agent already connected with
the place. I shall send a Specimen
you forwarded my application last for
Ceylon.

41 Par. 6. By this it appears
that a consignment of merchants has been
ordered. Mr. Chas heard of, but
Dowlais must have been a direct commu-
nication, and spent many years some embar-
rassment as he married a wife in Mauritius.
Video last month. Is the passage money
paid, or, if not, to whom am I to look
for it?

42 Inclose copy of a
letter addressed Mr Clay after the
first part of this despatch was written,
which the Directors may think worth
reading. An allusion to Mr Baillon and
Capt. Dyson in it is with reference to a
silly piece of gossip which is not worth
further notice.

43. Hope that the despatches
now going will convince the Directors that
I am just as careful of their interests
and devoted to their service as I have
been any time these thirteen years; it
is perhaps hardly necessary to mention
this but I do so because I may be

attacked whilst on my back by persons who have written the Company not impugn any good will and all I ask is that any such attacks, if they be made, may be reported to me, in order that I may have an opportunity of answering them.

I am Sir,
Your obedient servant,

Edwd. Eyre.
Manager.

Enclosures

Disp. No. 295 Disp. No. 296.
Disp. Stanley Jul, 2 Balances June.
Stanley Jul, Cash Book & Voucher July.
Wages 2nd June
Extract from Valentine's letter re Hilles disp
Ltr No 562 Lab 2 1871. 11. 4 (Std Ltr No 563)
Martin to Coleman
Memo of L.O. Cash Book balance 31 Dec 70
Disp. Nelson Stores & Licences lay days
Cobb to Clay 21, 28, 29 July 2 disp
Extract Clay to Cobb 19, 26, 31 July 3 disp
Receipts for Repairs to Burdon's house
Patterson & Armstrong's letters re Banking
Distribution of Stores
2 Bills of Lading Britannia
Clay to Directors re Supt. Chart & his Boy Wm
Disp materials on hand Comp & Stanley
Shipping report
3 Statements re accounts
Analysis of Mon Receipts Profits &c.
Langton to Coleman
dup Cobb - Coleman 12 Aug 1870

P.S. Since closing this despatch I have been on board the Ibis and, bearing in mind the Directors desire to cooperate with the Moemoea line, have arranged for passages for King and Castin, 2nd class, for £25 to Hawaii. This is a reduction on £30 first asked, and should Capt. Carleen find us pretty likely to be large shippers they would have to grant us still more favourable rates, and perhaps make a return on the present charge. Castin was promised a passage five years ago, as he and Steel were discontented at being the only Campbell men who were not granted passages in their agreements.

299.

Rendcrah.
via Lady Point.

26th August 60.

Sir.

In anticipation of the arrival of this steamer I commence this despatch, although having written so lately per Shin I have not much to communicate.

2. A Mr Graaffe of the firm of Graaffe & Bergetenberg of Valparaiso, commission agents, came round in the Shin and returns in the Rendcrah. the object of his journey being to endeavour to do some business here in Chilian produce. The Valparaiso market being opened up by these steamers, it will be greatly to our advantage to avail ourselves of it for sending flour, beans, potatoes, &c, the prices of which compare very favourably with those in Monte Video and England. Mr Graaffe having seen the place and therefore understanding that the demand must be very limited would be more likely to give our orders attention than our selves might be dissatisfied at their not being larger, and having had the advantage

F. Coleman, Esq.
Secretary.
Londonderry.

of explaining all matters to Mr. Graefe personally. I hope that the Directors will agree to my making the Company's purchases through him. We have as yet had no transactions with Mr Cunliffe, and are in no way committed to him; although, as you are aware, I sent him in June an order for flour, which up to the present time he has not acknowledged. Mr Graefe is a German, and is acquainted with the Captains of the Hamburg steamers, which is another advantage; the commission he at first proposed to charge was 5%, but on hearing that I had a lower offer from another house (A. Schröder & Co) he will undertake our shipments for 3% on invoices. As I wish to make immediate trial of the beans and drill ploughs &c. of Chili, I have given Mr Graefe an order for some small quantities as per Enclosed list, instructing him to draw upon the Directors against invoices at the same time explaining that I in no way commit the Company to future dealings leaving the matter entirely in the hands of the Directors. The total

cost of this last shipment freight included will probably not exceed £90. As regards flour I find that from July 1778 to Dec 1779 the total sales in the store amounted to 2460 bags of 100 lb., or at the rate of 1640 bags a year, notwithstanding that for a month the Colony was without bread, owing to a miscalculation of the demand. The Director will no doubt see the necessity of giving us the power to get supplies wherever necessary as I have hitherto done through Mr Humphreys. Chilian flour is now 10/3 per bag of 100 lb. against 16/6 for Rhode Island, and is of a better quality.

3. I beg to say that the Company's rum is absolutely unsaleable, Mr Williams, our last customer, found that Drams was 20% over proof, while ours was 10% under, and refused to buy from us at any price whatever. The spirits pay the same duty throughout you should ship stuff that our customers can produce; it is an old complaint that the Company's rum always was inferior. Complaints are also frequently made that we can never compare with Drams, and our sugar and other provisions are invariably dearer while no better in quality; bacon for instance

of excellent quality they have been selling at 1/ per lb., while ours cost 80/ per cwt, and over 1/4 per lb. for cans and packing in addition. Beans provisions come from Graves of Cannon St., it is a pity the Company cannot buy in as cheap a market as he can, as it would benefit the store; but as long as you get wholesale supplies from people whose chief business is filling out ships with provisions, you will never compete with him.

4. Some time ago I put up a telephone line between my house and the office, and got it into working order with little difficulty; I brought this out at my own expence, not wishing to ask the Directors to spend money on an apparatus, which for want of an electrician, might never be successfully brought into use. Having it however successfully established, and having experienced the immense advantage it is to me in busy times, as it places me constantly in communication with the office and store at all times, day or night if necessary. I ask the Directors to take it off my hands. I enclose the invoice amounting to £19.9/, and have to add that I have gained

in laying this, expt. would enable us to undertake with confidence the engineering of a line to Dawson, when our funds allow it, and telephone communication (which, by the by, I believe they do now) some years ago. 1874 I think, you made some enquiries about telegraphs, and the lowest estimate for the materials for a line was £2900; I believe I could place them in the Islands for £1000, and the saving of time, labour and horsefeed alone in carrying letters would be enormous, let alone the advantage of being able to communicate at any moment instead of waiting as I have sometimes to do for 10 days or a fortnight. Enclose details of my estimate, perhaps Paterson would charge less on a quantity, the materials he supplied us with are very good, and you could not consult with a better man. I am inquiring I am not advocating a telephone line to Dawson at present, but there is no harm in making enquiries.

5. If Shaw begins to cut up the Klondyke, the wood will be used as fuel at the dips, saving peat and coal and I am doing it without any extra labour, at the same time keeping employed the Captains and others I mentioned in a late despatch.

6. McClay has written to say that he has nothing new to communicate to the Directors, and therefore does not send a letter. He gives me, however, the gratifying intelligence that he finds the Waiker Creek district in a very satisfactory condition as regards scab up to the present time, although, being overstocked the sheep are in poor condition. As a matter of precaution Green Harbours and Miles Creek flocks have been redipped, some cases of scab having appeared.

7. It seems from the sales of tallow that the weight was less by about 78 cwt. short of the quantity on which Martin was paid his commission, as shown from the scales at Goodwyn. This makes a difference to him of £4. 18. 5, (the Journal, August) and I wish to know whether when you agreed to pay him 1/3 per cwt. on all tallow over 20lb. per sheep you meant the weight here or in London, and who in the event of the casks leaking on the voyage has legally to bear the loss?

8. Since writing par. 3. I have ascertained that Deans strong pens comes from Rush Kennick & Rush.

9. Myles the blacksmith will be obliged if you will return him his certificates which he left with you.

10. Encloses copy of a letter I have received from Barnett the cooper, which places me in a dilemma. "Capital Expenditure must cease, say the Directors. Give me a house or I won't work, says the Cooper. What am I to do? He has a bedroom off his shop which satisfied Mitchelston; but this man is more particular. I know perfectly well that neither the situation nor the room are quite as good as could be wished for: but I should think the place quite good enough for a single man.

11. In your despatch of 2nd June 1877 you mentioned that the Fishcurers of Dundee had given the C. the consignment of their ships; but you sent no evidence of this, and Capt. Black who was here lately in the Lord Kinnaird states that he was distinctly ordered to go to Dean, which he did.

12. In appendix 2 of desp. 297 I omitted to enter the deliveries for the year of the Fairy in 1879/80, amounting to £147.10.0

13. The Uzziah arrived on the 11th Sept., and I am at last in possession

of the annual report, in which they have to point out one or two inaccuracies. The Year of Pray is said to have brought the produce (with a very trifling exception) of the Company's Farm. 314 Bales of wool, 78 bales of sheepskins, 497 casks of tallow, and sundries per Lioness represent a sum of £ 10000 to £ 12000, a trifle that Shope will be very acceptable. The number of sheep shorn, (91400) was the first return, increased by slaughter to 93962, as per subsequent account, it is not mentioned that this increase was likely to be reported; but, on the other hand, it is stated that the number of lambs (37,476) would probably be added to from outlying stations, whereas this is the number according to the second and final return, comprising the ewed lambs that came in with their mothers at shearing time. Finally the previous severe winter was, I am informed, a mild genial season, the severe winter having been that of 1878, and I am not aware that the number of lambs born or of sheep clipped can be affected by the weather some months before the former are born.

14. Mr Clay has asked if he can make the visit to England next May, which was proposed some time since. I replies that, if things are going on satisfactorily I believe there will be no objection to it.

15. In apportioning Steuart's freight per Vienna £ must be allowed the Black Hawk to give her what she ought to have earned.

16. Gill has lately been in, and I have granted him the lease of Planter Island, (copy enclosed) which I believe is strictly in accordance with the instructions contained in your despatch 337 - 5. He has asked also for Long Island above Adventure Harbour for putting old casks on in the course of time and wanted a clause inserted about (buildings &c) a valuation of the property at the end of the lease and compensation for improvements if the Company resume possession of the island. On these points I declined to compromise myself without referring to the Directors, and with regard to Long Island, without alienating any more of the Company's land I think it will be sufficient to grant him the use of the island for any one year, should he not require it for themselves, a contingency that is just possible, but hardly likely to occur

17. The following are the movements of shipping since last mail. The boat Kinnaird and Annabell put in for water, and the St. Mary for repairs. H.M.S. Raleigh was here for a week, but lay outside, and as the weather was extremely bad during her stay much communication with her was impracticable. The David Law of Glasgow was abandoned on fire near Speedwell and the crew landed on that island. I chartered the Perseverance both Government for £35 to fetch them in, which Perring did in seven days, although he had strong SW gales against him, making also £3. 2. 9 salvage on a boat he did very well.

18. 22nd Sept. 12.30 p.m.

I have just read your despatches 166/71. (first two in duplicate), but cannot go through the enclosures or reply, as the mail is to be posted at 3 p.m. I can however allude to two items. Capt. Dixon. His account is astonishing, enclosed are copies of letters stating the arrangement made, with his consent see his copy of the agreement which I discharged the Co copy drawn forward. I hope I did

not make a mistake about this I thought the letters would secure the Company sufficiently. Norman Agency. I think it would have been better to forward my application for the Agency, as Capt. Seemans is only out for a year, and a local agent is likely to be appointed. However in writing he should forward a copy of the application and the Company will get the agents in other ports to support it. No doubt the Directors will consider it desirable to have the agency in the Company's hands. I am much obliged to you for attending to the matter of my lamps.

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

P.S. Just before closing I have seen a note of the sailing of the Commerce, London for F. I. in 31.15 S. Long 49. 20 W. 168 days out, i.e. about 29th Aug. I at once looked at the Commerce's signal letters and found them to be PTNT, and as the Friars are PTNV there can be no doubt that she was the vessel, and should be here any hour. Yes.

Enclosures

Ship No. 297 &
Dupl. July Jet & Statements
Cattle put in stocks 1880
Rough Estimate of Wool 1881
1st Lease No. 316 for £2,500
Cost of Telephone
Estimate Cost of Do to Darwin
List of Valparaiso prices
Camp wages 30 June 80
Copy of Cobb to Scales
" Barrett Cooper to Cobb 3 & 15 Sep
" Cobb to Cooper 15 Sep
Sale of Cattle 1880
Stanley & North Jet Aug. 1880
Cash Vouchers Do
Copy Wells Lease
Shipping Report
Statement on Jet
Copy Cobb to Dean
" Dean - Cobb

Stanley.

22nd Sept. 1880.

Dear Sir,

In reply to your letter of 18th. August I have to inform you, with reference to Herbert W. Chittenden, that after working about six months in the Camp he shipped on board one of the sealing schooners belonging to this place, I believe the "Louisa", and is supposed at present to be cruising in the neighbourhood of Cape Town. When the sealers return at the end of the season I am sure to hear of him if he is still on board, and shall be happy in the meantime to take charge of any letters his friends may wish to send him.

I am, Dear Sir,
Your obedient servant.
Theodor Lobe.
Impl. German Consul.

R. Schöll, Esq.
Imperial German Consul.
Montevideo.

Falkland Islands Co.

Stanley Wines & British Spirits London
13 Bray

1F1	31 05/32 10	34 Hhds Ale	1936 gals	3 -	22. 19. 0
	33 49/61	50 chs Ale	150 doz	6 -	3. 15. 0
	29 21/300	97/8 Whiskey	194 gals	10/-	97. 0
	30 00/15	6 hegs	90 10/2 gals	6/3 -	10. 31. 10.
	30 14	1 Hhds Port	54.	7/	5. 0. 0
	29 57/3	2 Hds Beer	16 - 3	— -	4. 0
					150. 16. 0

150. 16. 0

29th Sept 1st 0

Received

H. Cobb Stanley Sum
Importer

29th Sept. 0.

Received

Falkland Islands Co

Sundry Persons Bill Smith London

1911 4119/1155 37 Hhds Leaf Tobacco
ag 55, 016 lbs

3456/1.9 Mds Cutting Tobacco
2360 lbs @ £236 0.0

value £1060

236. 0 0

Sundries as per Sept. 0

Thos. E Sons.

E. & O.E. Stanley

as per Ledger

29th Sept. 0

Thos. E Sons

1851.

Admiralty

Sir

I have to acquaint the arrival of the Vessel of Prize on the 20th Sept. and enquiries of dispatches 8th Sept. and am to reply to those acknowledged in my last for Ellesmere.

2. Ans. The whale boat will be of little use to any vessel having any small carrying capacity.

3. Ans. I will do what I can for the Crystal Palace exhibition but it occurs to me that samples could be taken from the holds of ships arriving in London. The exhibitions are very expensive, and King penguins are rare. I will however do what can be done.

4. Ans. Capt. Inman says that the Nimrod line will get but little support except from the Company as far as he can see at present.

5. Ans. Capt. Smith may draw for £25. for Harrison's chronometer in addition to the £2. 10s. chronometer.

F. Coleman Esq.
Secretary
Admiralty.

part by you, and has received it.

6. Par. 3. The "amount of wages earned" refers to regular wages, "extra payments" are usually for contract work such as peat cutting. If a man worked on his wages day at 4/- per month for a month and a half, the wages earned would be entered at 6/- and the money due him for cutting peat the remainder of the time at 2s per yard would show in the Extra payment column. The "total amount paid" represents the actual sum drawn by each man in the quarter in store and cash any pay of the men to be their wages in each column due hence the large balance always standing to their credit in the yearly accounts.

7. 8th 3. Chrysalis are a difficulty; I have had some pressed for this theme which I believe are two both and shall be glad of a report on them.

8. 8th 4. I enclose a letter for Mr Baillon who should keep something in if he is not going to part with Speedwell.

9 Jan 6. The refuse at Goose Green cannot be burned, as it is impossible to dry it. Martin thinks it might be treated with sulphuric acid and turned into manure. As to the skin shed, 100 ft. by 50 ft which is 100 yards from the killing house, it only holds about 12000 or 13000 skins fully spread and though Shaw made shift with it by hanging some skins double and taking a thousand or more to Darwin weekly, it is obvious that it cannot be used for cooling carcasses. An Examination of the Livelihood tallow will decide whether it will pay to provide hanging room or not.

10 Jan 6. Mr Stenton states that he could get no decided answer in London about paying for the drugs used on the Company's people but as the Directors have followed the Government precedent with regard to the half pay, and the latter supply drugs for their own patients, would it not be better to make this concession to retain him? He says his present supply will last a long time and I would urge the Directors to remove any grievance that they reasonably can. For I consider it of the utmost import

to remain on the most cordial terms with him, and I very much regret to say that this affair and the refusal to improve his house have caused him to grumble excessively against the Company not only to me but to the men in the Camp, and to have an opponent of his standing and influence in the very midst of our people would be disastrous. I could add a surgery and bedrooms above to the house without great expences.

11. Par. 6. I am of opinion that in chartering in October the Directors would be beginning at the wrong end. As the tallow must go by sailing vessel and there is no urgent need of any heavy goods at present, why not send the earlier wool by steam so as to get it to London at the beginning of the year?

12. Par. 10. Mitchell be better able to tell you the Vicars value as a hulk, when I have given her credit for all the fittings and provisions taken out of her.

13. 570 - 2. At the time of

clearing the statement for Ramsbottom was not possible to give the exact amounts of the numbers orders as they had not settled their accounts before last time.

11. 371 2. Await further decisive instructions about shipping produce requesting that I think the earlier lots should go by steam if any do. Send a moderate indent for goods particularly wanted, and if the Dean sends both the Dennis Brandrit and the Sea Witch he might want some dead weight, in which case some Blackmiths iron might be shipped, and I will add our requirements to the list. Draught ale you may estimate at 10 lbs. per month. Enclose copy of a statement Shaw gives Capt. Seaman as to the relative freights on wool by steam and sailing vessels, and I believe he intends to inform his Directors that they cannot expect to get freight unless they reduce their terms to £4 0s. As to passages, the second class fare to Havre is £32, say £33 to London, but as the Royal Mail & Pacific will carry our passengers at £7 10s.

and the pass hence to Monte Video is 6 p. there is a difference pr favour of the English Company of 6 p. cent per head which will not be expended in the cost of transhipment and board in Monte Video.

15 Jan 2. I think you will find that Campbell stated in his protest that he landed his effects safely at first but that in taking them in the dinghy from Freshwater Bay to Sandy Point he was capsized and lost them. He offered Capt. Willis a good sum to take the Allen Gardiner round but all the moveables and effects; but the latter was unable to spare the time although Campbell says he lay at Sandy Point a considerable period afterwards.

16. Jan 3. I shall endeavour to work the matter of the bases with Mr Klein. surely Gov Callaghan can never be looked upon as a disinterested person for from first to last he did all in his power to injure the Company and Mr Dean whom he took no opportunity of denouncing as fast more publicly who ever stood in the way of the Colonies advancement. The answer to

Mr. Hadri's letter of 16th August was obvious and I hope was made out to this effect that the words quoted were undoubtedly written by you, but were subsequently rescinded and the mail to which they referred was actually carried down; but that they did not refer to the mail offered by Mr. Hanson in April which Mr. Humphreys actually did offer to convey for £150, as you stated, in his letter to the Minister of 2nd April. It appears that Dixon showed his instructions to Mr. Hanson, and the latter sent the extract quoted to the Governor.

17. Con. J. The Directors views about cattle have varied so much from time to time that I must be excused if I do not act without consulting their wishes: it is not long since they wished the same herds to be increased to 2000 a head. If I had my way I would look upon the whole lot as vermin, and exterminate them. They number 1000, and occupy the ground that would feed 20000 sheep, and now that we are pinched for room and have to put a check on breeding, it must really be considered whether it is more profitable to keep that number of sheep from which we

[illegible] I have an unwillingness
with the cattle which have only
one horn and would not take not
would yield more than half more of
hides right off. Keeping oxen is an
expensive amusement. the beef is only
saleable two months in the year and
the amount sold is so small as not
to pay the wages and expenses of
keeping them there is a great Ramin
about the quality of the beef in the
spring and not boldly upon a
representation from D' Livingstone that
the beef would be prized in England
the spring meat usual for home use
I have shipped it altogether and
I am in open treaty arrangement
to supply the Navy butchery
from and I stand on balance as
a loss of upon that supply
cattle would hardly pay expenses
Lately proposed at as a make shift in
case. the Director did not like the idea
of giving up cattle entirely and
my advice is to let the sheep take
their place altogether the Lapponia
the wild cattle are a pest for galloping
after them disturbs the sheep and prejudices
the trade as I have a dread a general slaughter

15th Jan 6. I have got a sufficient quantity of Mr Dougall's dip to try it on a large scale this year and full details shall be sent you as right about small trials being unsatisfactory they are also wasteful as the dip has to be cleaned out each time a new one is tried and the stuff thus run away is wasted.

9th Jan 9. The fencing proposed by Capt Parke would start from the Lagoon and passing the eastern apex of Mount Pleasant point strike the head of Leland Harbour thence running along the boundary to the head of Swan Valley. The distance would be, I believe, 11 miles a serviceable and the description of fence getting into general use in the swing, with posts 20 ft apart and wooden droppers 10 ft tied on with binding wire, staying posts according to nature of the ground 200 & 300 yds apart wire galvanized throughout. Wire should be bought by the ton from Clydesdale, Warrington, who supply Sutton & Co, buying a fence complete at per yard is a mistake. The posts can be got from Sandy Point, and the droppers also which are better than

left some pickets. Captain Parke says he is too hard up to pay for his share yet, but hopes it will soon be so shortly. At present we have the two Mount Pleasant men keeping the boundary from daylight to dark, and Captain Parke has two doing the same duties, the object of both sides being to keep the sheep from going within a quarter of a mile of the boundary, by which a quantity of good feed is lost. We are also in danger of scab from which his sheep are by no means free. When the Company are able to support it I shall be glad also to fence the northern side of the two freeholds on the Cawton land, say from the head of Patterson to Mount Osborne, which now takes three shepherds to keep properly. Mr Bonnar would share the expense as far as it runs with him; the total distance appears by the chart to be about five miles.

Jan 13. Considering that the only time I have to have the responsibility of getting paper from the Bank I received a private letter from one of the Directors since dead, strongly censuring me and hinting at dismissal if I

did such a thing again you cannot wonder at my preferring to take the Director's opinion before acting. Perhaps on account of the Expense it will be well to wait a season, and by our own crave bred rams, of which we have now a quantity. All the ewes in the Stock Camp except Cantera were served by our last bred Romney Marsh and Cheviot ram this year, and the improvement will be noticed at the shearing of the 1881/2. I enclose some samples of Cheviot and Merino crave from the Stock Station rams, which seem to incline more to the Merino side, these young rams we shall put out next May, you will observe that the Ewes fleece are longer than the rams.

21. 369 9. Biggs informs us that the square wire nails are much asked for, as they hold faster than the round ones, and that he does not find that they split the wood. He also says that the four square points" start out sometimes since, contrary to order, are very objectionable, and will never sell.

22. 371-17. Upon reading my statement showing how short handed we are for the shearing season Mr. the Director will have sent Simpson out. As regards Doolan who appears

to have ordered a wife just as a piece of furniture, considerable surprise has been expressed here that the Company aid should have been lent to such a proceeding, knowing that the two had never met or seen one another. Fortunately Poolan has agreed to pay her passage and expenses, and will probably hand her over to his young brother who is on the West Falklands; but is understood to be not averse to matrimony. Michael Poolan is better looking than his brother, and as Mary Ellen Turner's affections cannot have been very deeply engaged, this temporary hitch will not in the long run be prejudicial to her.

23. P.S. The article on the Falklands is apparently written by some one who knows the islands some years ago when Stillyplum had New Island and the Lafonia was running and has added sundry bits of information picked up out of Blue book reports; it is curiously inaccurate and misleading. There is not an acre of land purchased, and the hundreds of labourers who are advised to come out would find starvation before them on arrival.

2d. I have given particulars of the seals and penguins required by Capt. Campbell. In your letter to James Lamont of 18 Augt. you have repeated this offer, which if accepted will bring in £45. If you were of course not aware at the time that Campbell is no longer at Auckland having taken charge of the stud flock after A. King left. Not only does his flock require all his attention but he is in a place many miles distant from the nearest sea lion or King penguin, it is evident therefore that in offering him £45. if he stays the islands on behalf of parties you either temptd him to neglect a very important duty, or resisting the temptation as I believe he would you make him painfully aware of the fact that attention to duty has caused him to lose a sum that is by no means a trifle to a working man. Believing that had you known the circumstances you would not have made the offer I have taken upon myself in the interests of the Company's stud flock and of Campbell himself to delay forwarding it until I hear from you in return. Leave him at

Bodie Creek a few days ago, when he told me he could not now collect gulls for Mr. Saunders as he could at Battle Creek. So I ordered Cantwell of the Nora to get all the specimens required when passing throughout Channel Island from time to time, and to take them to Campbell for preparation.

25. I find that the freight and expenses on cargo shipped per Bizziah, apparently to please Mr. Langridge, amounted to £30. 16s. The Vivian of Bray having sailed here about a fortnight afterwards with her between decks empty, it appears to me that had the above sum been thrown in a lump into the Thames the Company would have been distinctly gainers of the time spent over the first vessel. Perhaps it is not my duty to criticize; but after the severe economy lately ordered, I am curious to know if Lords Commissioners look upon this proceeding as an example to be imitated.

26. Captain Smith has no inventory or account of the cost of the Vivian of Bray's fitting, and, still stranger, not even the provision bills for this voyage, by which I ought to credit

her with the purples taken into the store. Captain Smith is taking an inventory of the stores over the side, and shall send you a complete account next mail. I find the ship had a new topsail for this voyage, which was hardly economical, seeing that she ought to have been worn out as much as possible. Capt. Smith claims a table looking glass, and aneroid barometer as the property of Capt. Dyer.

27. Wishing to get rid of the accumulation of dirt skins at Cape Town to a certain extent I am shipping 60 bales by this vessel for London. Bales 1 to 9 are made in the wool press at Dannevirke, the remainder at Cape Town. No 6 is fastened with an improved steel obtained from Mr Waldron (3 of them) and one taken off one of the bagging bales. I have given a sample of each to Capt Smith for you. The clumsy one we have mostly two of the others. It is impossible to make a good bale without a box, and takes much longer, so that for this purpose I look on the Cape Town skin press as a failure. However, as the Dannevirke wool press, with a 5 in ram, appears to be scarcely strong enough to make one heavy bales, but presses skins well, I propose

to transfer it to Goose Green, and have the skin press converted into a wool press. The pumps, pans, and perhaps weights will do, but a new head and bottom would have to be supplied as well as the plate on which the bottom of the box rests. The boxes are not required, the present ones are 4 ft 6 × 2 ft 3 inside measurement and 1 foot 4 ft. high, it would be advantageous in fitting new ironwork to allow for boxes 4 ft 6 or even 5 ft. high being provided take on that is to say allow height enough between the platform and the mullet (I believe that is the term) for the castings belonging to the Goose Green press which are as good as new Tyler should give us a fair value. The press I am writing about came by the Eudora and Trascatha.

28. I have said several times that the Store should be as cheaply supplied as possible and have the benefit of all discounts, in order to meet competition, but have always been told that the London office is entitled to the cash discounts. Accepting this I must make a stand for trade discounts

By the Liners received two miles of fencing from T. Morton & Co at 7½ per yard, according to their catalogue, but not a half penny discount. Now any private person, a member of the Army & Navy Co operative Soc[y] could get 22½% off Mortons published prices, and of course a public Company which always buys on the best terms can do the same or better. I mean that off Clay's furniture there is a trade discount of 60%, not any of which appears on their invoices, and I could mention other instances if the London office is to swallow discounts in this appalling way it would be better for the Island Administration if stores were bought for us by some shipping agent like W.L. Ring & Co, who allow all discounts and only charge a commission on purchases. What I mean to say is that the London office should not buy dearer for the Islands than outsiders would, and that if cash discounts are stopped trade ones should be allowed.

29. The Romney Marsh rams for Vyse all arrived in good order, and are considered very good sheep. Having however,

got a large number of young trees from those imported lately, and not having asked for these, there was no necessity to send them, and it is an expence for which I cannot not be held responsible, in cumming up the Same outlay this year.

30. The casting sent out by Ladd for the Broom press last year is returned from York & Sun as useless, being a misfit. It is consequently of no value to us, and I have had a new one made in sections, which I have no doubt will work well. What am I to do with the others?

31. Please abstain from sending useless books for the Darwin library such as old Lloyds Register and the City of London Directory for 1872, which are of no possible interest or value, and are charges not forwarded.

32. I send a letter from Mr Magowan who refuses to take the Letter sewing machine, about the disposal of which please instruct me.

33. The enclosed copy of a memorandum I have given Captain Seeman about the freight I have to have forwarded to the Riverina Company, and the agent which we shall be Colony

cannot be expected to purchase the boon of steam communication at too dear a rate, although people would hardly grumble at some advance on sailing freights.

34. Capt. Seemann is strong on the subject of a steamer to do the island work and take the place of the schooner. and there can be no doubt that one would answer if properly managed, for the loss of time caused by strong head winds and calms to the sailing vessels is excessive. Enclosed is a copy of his estimate with some notes of my own, to which I have only to add that she should have room for 200 bales.

35. I have taken the 90f. rate for sheepskins, for a bale I examined weighing 3. 2. 12 measured 31 ft. 9. and the freight @ 90f. weight comes to 16/3 against, at 50f. measurement, 39/8. These skins go at something under 2 to the lb.

36. As the leases of No. 17 & 18 (Mount Pleasant) fall in next year, when I shall be entitled to buy 1000 acres on each at 10/. I think that I ought to do it, lest there should be any trouble about the renewal of the leases.

37. I have lately been in

the Camp and am glad to report that the chief promises to be a very good one I saw a large number of sheep on my way to Dawin, and afterwards in riding about, and can pronounce the entire sheep and a small exception to be mentioned presently, to all appearance perfectly clean. I also went to Waldon Creek and rode up through that district to Rodie Creek and found the sheep well woolled with little or no trace of having been scabbed. Fallon has lately been scouring Mount Usborne and the adjacent highlands, and has got hold of some half dozen scabby sheep that have never been dipped. Every sheep that passed through the Dawin dip was marked on the back with ruddle, and there were without the mark. Such cases must happen as long as there is no fencing to prevent the sheep wandering on to the mountains and they cannot be looked upon as discharging the character for cleanliness that the South camp sheep so thoroughly deserve. No doubt fencing would protect us from a great many dangers of the sort.

38. I did not go the South Run, as I shall see a good many of the ewes at lambcutting in about a fortnight's time, when whole flocks are collected together. On these I hope to report on 24th Nov. on Sandy Point. I am glad to say however, that the accounts I heard were highly encouraging, as the sales disposings appear to have totally arrested the progress of the scab. On the whole I think I am justified in anticipating a clip of 1180 to 1200 bales of last years weights, though as I am going to have them pressed handed for the steamer the actual number may be less.

39 One of the shepherds mentioned me that if you provided suet fine instead of coarse oatmeal, a great deal more would be consumed in the Camps.

40. I was a good deal concerned at the condition of many of the shepherds houses, which for want of paint are neither wind nor water tight. To economize some they have never been painted; but I find the repairs are becoming so heavy that I am sure it would answer in the long run to make a practice of painting each building as soon as erected. The damp in winter and the

drying winds in spring cause the
bare wood to swell and shrink to a
surprising extent, splitting in every
direction, and in the course of time
rotting the nail heads rusting, and
allowing the boards to come away from
the framing. As the whole of the
houses from Cantire Eastward have
been or are under repair I should pro-
pose your sending out a good quantity
of the ready prepared stone colour
paint as supplied for Dannin last
year, and I would, spreading the
expence over the next few years, paint
all the wooden buildings on the Establish-
ment. This would, I am convinced, be
true economy. If the Directors approve
you should send 2 tons of stone and
3 cwt. Chocolate for doors and windows
as per Machelgan last year.

11 Mr. Mason, Steel has
a bad knack of building smoky chim-
neys, which cause our people great dis-
comfort. The most of the houses are the
same, 24 to 30 ft. long by 12 to 15 ft.
wide with the chimney in the middle,
sometimes single, sometimes double with
a fireplace in the inside room, could
you not get an architect to draw a
plan for one of each sort that would

be likely a draw, and according to which
shall conduct work. I think he hardly
contracts them sufficiently above the
fireplace, and he builds the flues perfectly
straight - I have always understood that
they should have a sharp twist or bend,
those in my house have, anyhow, and
I am thankful to say we are never troubled
with smoke.

42. Gordon Rose and family
go this time, and as I hear his wife is
near her confinement I send them second
class; they will go by an English steamer
from Montevideo. The third class in
the German steamers is I hear very poor,
and passengers have to provide their own
bedding
blankets, eating and washing utensils;
I should like to know how the Directors
wish their people to be sent - I remember
in the matter of passages being asked if
for small Economies it was worth while
incurring their displeasure. Men who
have lived well out here certainly complain
of being herded with some of the dirty
people who travel from South America,
for instance, you will remember the case
of Weir, who arrived with Isaac in England
last year. Gordon Rose is having through
a difference of opinion with Sallaman as
to necessary work on Sunday. Last April

Mr Bluff Creek sheep. his flock.
were at Damin for dipping, and on a
Sunday morning he was taking them
out to graze and get water, when one
dropped dead. The birds were just
beginning to hear it happen when Sullivan
Son happened to pass, and told Moore to
take the skin off, which he refused to
do with many oaths, on the ground that
he would be desecrating the Sabbath. I
am very careful to avoid wounding the
susceptibilities of the Scotch on the Sabbath
question, but in this case I considered
it necessary to support the Overseer, himself a Gentleman, believing that no
reasonable man should refuse to do a
necessary piece of work of this kind.
Had the carcase been left until Monday
morning the Johnny Crows would have
destroyed the skin, and the wool would
have been blowing all over the Camp.
Moore received six months' notice to
quit and I was glad of the
opportunity of parting with him, as he
is of very little use.

13. Some of the planks
bearing date December 1879 now
being used for bulwarks of a German
ship under repair is affected with dry
rot. Capt Smith has seen it, and will let
you about it. Another timber has lately
been complained of by the Carpenters.

44. I enclose a note from L. Stickney asking me to pay A. Nichols £3.14.3 for some goods received ordered from him. Just before the entry was made in the statement I noticed an invoice from this man, amounting to £14.2.6, per Vesta discount 10% having been taken off which reduced it to the above amount, but the discount was scratched out in red ink! Stickney having evidently received the invoice direct, how did it come as part of the cargo, and do you intend to stick to the discount?

45. The Vesta has been dismantled, the mainmast alone being left in her for convenience in discharging the bricks and part of the coals and ballast are left in her to be removed as wanted. Captain Smith, the mate and cook go by mail, the crew I have engaged for the working season in the camp, to finish up all upon Green as per enclosed agreement, thus helping to fill up the required number, and saving their passages to England. I have made Capt. Smith a present of the binoculars glasses, which are not of much value.

26. In addition to remarks on Flour must state to report that 3 timber butts round in Common proportion 3/6 Each are simply turned blocks of wood without a trap of iron on them: this shall pointed out to Capt. Smith.

27 With reference to J. Morton & Co. I was incorrect in saying that anyone could get 22½% discount off freeing this refers to mixed netting only, but there is nevertheless one with a trade discount that the Island administration should have the benefit of.

28. Do you not expecting this lot of skins Lamprietting Mr Thompkins to insure it for £50 i.e. at about 3/6 per skin, forwarding the policy to you. There are also 2 bales wool from Baillon Bros and 17 bales Do from Mr. Waldron for his brother. You had better open a policy for produce including schooner Rich, the ship was aground on the way in, and, although she came off without a scratch, bad weather would have made a mess of her.

29. Messrs Baillon offer same lambs @ 23/. Mr Chipman 30/. Whitney 35/. for pins 40/. for long wool. Waldron, if any to spare, not under £3. Perhaps this season we had better buy our own

30. I have to report several shipping casualties in a very severe gale at the beginning of the month. The Leader came in to shore & small bark and the U.S. ship Andrew Johnson for a pilot boat consigned to Rcan. The German bqe. Achilles, much damaged, has discharged into the Egeria, her bill will be £1000 or more, and it is arranged that the advances are to be on bottomry at 35%, unless credit can be arranged and payment made in London at the usual 7/8%. Telegram and reply which I hope will catch the Sheba in Montevideo 19 Nov. to be at ships' expense. The Odelia with loss of bowsprit, foretopmast and yards, although under the Spanish flag is owned by J.H. Thelen & Co, Liverpool, on whom the Captain will draw. My telegram is as follows:— "Send Achilles Bötjer Bremen or bottomry reply Sheba Odelia Thelen Liverpool." Messrs. H. Bötjer & Co of Bremen are Capt. Seemann tells me, a house of high standing and I should be glad to dispense with bottomry in case when he can tell me from his personal knowledge that the credit of the owners is undoubted as difficulties about obtaining advances tell against the port.

31. Mr. Stirling has written to ask if you will get him a shepherd, a single man or a five years agreement.

52. As Shaw posting for the Black Hawk trade Shaw allowed Campbell to cruize for seals until the 1st Dec., there being a large number reported about the islands again. Shugan on the usual terms, taking one third of proceeds, and the oil is to be rendered down at Oyster Pond.

53. Having ordered a case of books, chiefly for the Camp, from Munro, I shall be obliged if you will allow it to come under the Company's mark per cargo per Lucot 23rd Dec. from Antwerp, instructing him as to the shipment.

54. Please make enquiries as to Peat draining in Holland. I am inclined to think some of our bogs and may be made serviceable, particularly in the centre of Lafonia. Tell Blake my brothers entirely and Holmested & Blake at Shallow Bay have reclaimed some very useless camp in this way.

55. There is a difference of opinion about Wauhami canvas, the Captain of the Perlie, the sailmaker and Hawker saying that some of the warps are mixed hers and there, and that it would not sell in England, Capt. Lunch on the other hand declaring that mixed threads will be found in all canvas. About this irregularity there can be no doubt; Shaw seen it myself

56. If the steamer continue to run, more facilities for shipping and discharging cargoes will have to be provided by some one. The two chief wants are a capacious lighter and a steam launch. The lighter should be 80 ft x 12 and 4 ft 6 deep with a large hatch. Seeing to me that one of the Carpenters would contract to build one for many uses of the Magnetic line. Also the steam launch which should be 40 to 45 feet long, one would soon pay for herself, towing lighters and boats making ships and attending vessels under repairs and in Port William running carpenters and labourers on board. Besides boarding vessels a boat could pass existing 30 ft to 36 ft. Having eight or nine years ago given up my sailing cutter I should be glad to get the Directors permission to obtain a steam launch of my own if I saw a favourable opportunity to be used for pleasure and profit provided the Company do not buy one for themselves. It might be of advantage to them in several ways, and I hope they will not consider it necessary to refuse a privilege already granted to one of my subordinates, their Engineer. I do not say that I should at once avail myself of it, but would be on the look out for a good bargain.

57. 30th Oct. The Vondrah arrived last evening; but with no mail or English letters whatever: she has brought 300 bags flour from Cuxhaven and an assortment of produce from Gravesend and Hongkong, and no other cargo for anyone.

58. Mrs Williams showed me a letter yesterday she had written you about her sons John and Richard Aldridge, and I said I would ask you to arrange their passages as economically as possible. Mrs Williams being a regular customer.

59. At the last moment I find that having to provide weekly a large sum of money for wages on the disabled ships all of which will be remitted to London, and some rents and duties falling due next month, the cash being now almost empty, I am obliged to be on the safe side, to send to Montevideo for £300 in addition to what I requested mail, and accordingly draw for that amount in favour of the London & River Plate Bank.

60. There being no news from you as to shipments, I have now to suggest that if you cannot arrange for heavy stuff with Mr Dean, and can get a reduction on freights by steam, you should send a vessel say 200 to 300 tons at the end of February to be

here middle of May, large enough to carry
500 or 600 casks of tallow, and fill up with
any wool there may be over. As the
indent I send I have likes what may
come by sailing vessel, and I have to bring
to your notice specially the size of the largest
oak bags ordered, a size that you were
persuaded not to send before, but which is
commonly required for the cuddens of large
ships. The quality of oak bags should also
be looked to: one has just been cut up for
the Achilles that has had to be condemned.
this is of course a great loss. I hope that
the rest of the very moderate indent will
be executed as quickly as possible.

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

Enclosures.

Dup.t N.o 99 & part N.o 298.
" Acct of Cattle
" Stanley Jnl & Cash Book Aug
" Rough estimate of Wool
" Lambs just into Fleets 1880.
" Statement & Estimate of Sheep stores consumption acct 8 months 80.
W. Houston re drugs to Cobb 20 Sep
Cobb to Houston 28 Sep
W. M.c Vereen re Sewing Machine
Stanley Jnl, & Book & Vouchers Sep 30
Ledger Balances 30 Sep
" Wages 30 Sep
Statement 24 Sep 80
Memo re freight to Capt.n Seeman
Capt.n Seeman's estimate cost of Steamer
Copy Agreement with Mr Vicars crew
2.d ex N.o 66 for £2.500
Indent
2 samples Wool
Statement on accts
Shipping Report
Particulars of Sheep stations
Copy letter to Capt.n Fellgueth 12 Oct 80
Cobb to Coleman 27 Oct
Nicholey's letter 10 Oct
Notes on Vicars cargo
Clay to Directors N.o 26
Upton letter to L. Baillon
Copy letter to Humphreys
1.st ex N.o 369 for £100

301.

Sheba
Sandy Point. 28th Nov. 80.

Sir,

I have little to write up to the present having none of your despatches to answer.

2. The Carnarvon belonging to Nicholson & Co of Liverpool has put in with eight beams in the lower deck broken, and being an iron ship there are no means here of repairing her. It will be necessary to have new beams made and sent out by first steamer, which I presume will be the Memphis, unless the telegram which the Captain sends can be acted upon in time for the Memphis. You will of course communicate with the owners. The ship being in the Company's hands and Surveyors will allow them to use the Company's registered word for telegraphing Mellanti Sidero. Capt. Scott thinks a foreman and blacksmith should be sent out, but if you could satisfy them by reference to Clyde's former employ in the Clyde that he is capable of doing the work the owners would be saved that

Expense &c

F. Coleman, Esq.
Secretary,
London.

Espeed. Myers has asked me to get you to send out his certificates, which he left with you. The deck planking for the lower deck cannot be supplied here, but I just thought desirable to send it from England when Nicholson could telegraph to catch the Lucor, and Leonard wrote for this to Humphreys to ship it from Monte Video for Memphis.

3. The German barque Sp. L. Hansel, of Bremen, from Bremen for Honolulu came into Port William on the 15th inst. on fire, and notwithstanding all efforts to put it out she burnt to the water's edge. She had a very valuable cargo on board, a great part of which has been destroyed, but there is some left, and the Letitia is working it on salvage at 33⅓%. It is impossible to give any more information at the present time, as the first mate has not been thoroughly got. The crew I shall have to be responsible for, in the event of there not being sufficient funds to meet their claims.

4. I went to Darwin on the 15th for the purpose of seeing at least one flock back outside and inside Lapwing at the nets during lambetting: but had a most unsatisfactory journey. On three days from the 15th a gale of wind with snow and sleet entirely stopped the work, and on the 18th I was compelled to return to look after the wreck. I am glad to say, however, that I passed through large numbers of sheep without seeing even one broken fleece, and from the encouraging reports from Lapwing I am still more confident of the success of the coming clip. I send a memo. of the plans I have directed Mr. Clay to prepare for the Exhibition - Mr. Dawes also wishes to forward some samples, and I hope to receive some more in reply to the enclosed circular I have sent to the West - I shall forward the samples per Flamero.

5. I wish to draw the Directors attention to the desirability of putting lightning conductors on the two highest chimneys in my house, the storms, though rare, being at times very severe.

6. 21st Nov. The Thebes arrived early this morning, and steamed direct alongside the Egeria, where she is now discharging. Your despatches 572 & 573 received before 9 a.m.

7. 572 – 2. I did not understand clearly from your lately received despatches that it was actually decided to charter in Monte Video; but I now learn from Mr. Humphreys that he will send a vessel to arrive middle or end of next month; under these circumstances I do not see my way to shipping wool by the Flamenco without the risk of delaying the sailing vessel. I may, however, forward 150 bales sheepskins and will do my best according to the weather and consequent progress of the shearing, which begins 1st prox.

8. Par. 3. The present stock of ale is 10 casks, and consumption about 10 per month; this however is uncertain, as it depends upon Deans' supply.

9. Par. 11. I will give the question of the second vessel the best attention I can on this busy day & if you send two vessels home

together 600 to 650 tons register I do not see what chance you have me of shipping any quantity of wool by these steamers. Had it been left to me I would have shipped per Florence and Ibis and chartered heavy for tallow and the remainder but this I cannot do on my own responsibility. As to rough cargo out I want no kinds or brown coals for some years, and it is really too early to make an estimate of any probable of tobacco required for the shipping of 1852. If necessary however, you might send the same quantity of shipping materials as shipped lately for 1851. 500 tallow casks as per last indent, and the logs and wood. Pickets 4.0 x 3" x 1" used for swingers on fencing at about 1300 per mile you might ship 2 or 3000 of, according to the Directors decision to erect fencing. Mortoni straining pillars for every 220 yds. and wire from Rylands for power to a fence of the same gauge as used in Mortoni's ~~No.~~ 1 in catalogue No. the two last ~~are~~ 2/7 shorter than the others, the weight of the

Estimated from the table of yards per mile in the same catalogue. If you send 15 or even 20 miles of this fence it will be most serviceable for Parker and Bonner's boundaries, and for Laporte. At present we plant the posts 45 ft. apart but I intend to extend it to 20 yds., it is a most excellent fence. There is not much difference between English and Scotch posts as to price, but you might ship them if you can get oak ones 6 to 6 7 ft. long under 1/. The rest of the things noted on your list can be sent, if coals, send nothing but the best Welsh steaming 150 tons. Blacksmiths iron for a spar is ordered. I can really enable to order any more rough or heavy goods, and can only add that as the quantity is so small, and you want to by the steamer a vessel of 250 tons would be amply large enough. otherwise you will have dead freight: 50 tons hide tail will be enough, and if you can send ballast to save the expense on this side so much the better.

10. Par. 5. The North British almanacs are of no value to me personally, and freight should be paid inward.

11. 573. 3. Under the National Insurance Co. offer to insure the house for less than 10/6 %. Being an agent of 11 years standing for the North British, who allow me 10%. I cannot take business from them unless the National offer me better terms.

12. Par. 7. I should have been glad to see expressed in words the Directors' evident change of opinion as to Extravagance here, caused by my explanations; but it is satisfactory to find that the latter are approved of. Are they still, can they be, under the impression that it is possible to reduce the annual expenses to £13,000? As regards Mr. Clay, the Directors will remember that they placed him in authority here notwithstanding my strongly expressed opinion to the contrary, and, having done so, I don't think it fair to leave the termination of his agreement in my hands: what they have done they can undo when circumstances render it desirable.

13. Par. 9. If you have not the plans I will remind you that the house at Darwin as put out contained two rooms

direction likely to be used for sheep and be for bullocks. In case could be sent; or hay sent out, the best reason for shipment Feby. to April. Expence and time would be small.

17. Par. 21. I am pleased Blackwood at the disposal of the Squadron, a most economical arrangement in the middle of the working season.

18. Par. 25. I doubt about Penguin skins, but can send the Crystal Palace sealskins, oil, and wool as arranged.

19. Par. 26. I am glad you have plenty of dogs now to be had.

20. Par. 27. I am glad to hear that Mr. Harvey is coming out, and trust that much good may arise from his inspection. Par. 28. I have seen or heard nothing about my brother, who has no doubt missed catching the Flinders.

21. I am concerned as to the safety of Martin who left Darwin with 2 men in his steam launch on the 1st. for Banay called at Swan Inlet 16th. and has not since been heard of. I fear the worst. and with Humphreys and possible Engagement of an Engineer for Station season.

22. I omitted last mail to
refer to Capt Gartnai receipt for
stores, which he took from the Nia
for the Ulysses.

I am &c.

Your obedient servant

Thos. Eyre.

Callaway

Enclosures

Sig[d]. No 299 & 300
with to Farmers re Exhibition
Dup[t] Jet Bk Book Sep[r]
Jet Cash Book & Vouchers Oct
ret Returns for Exhibition
2 Sig[d] Bonderah
Dup[t] Statement re pirit[d]
" Estimate of Steamer
" Indent
" Prescriptions per Bonderah
" Stores to Capt[n] Gardner
Comp[r] Wages 30 Sep[r]
Shipping Report
Statement on roads
3 Letters returned for Viceroy Bay

Consulate of the
German Empire,
Stanley 24th November, 1880.

Gentlemen,

I have the honour to state that the G.S. Hannah of Bremen 938 tons register, belonging to Messrs. H. Hachfeld & Co arrived in this port on the 15th inst. on fire, and that notwithstanding all efforts to save her she was burnt to the water's edge.

Salvage operations at 30/% have been undertaken, and are in progress.

I shall shortly take steps to hold an official enquiry the result of which will be forwarded according to law to the proper quarter by an early opportunity.

I have the honour to be
Gentlemen
Your most obedient
humble servant,

Theo. Foote.
Imp. German Consul.

The Hon.
The Senate of
The Free Hanseatic Town of
Bremen.

302.

Ramsey. 31st December 80.

Sir,

My last despatch went per Shubenacadie on the 24th Nov. since when I have received no London advices.

2. I am happy to say that the accident happened to Bellerophon as I feared, but that he was kept for a number of days in a corner of Man Harbour by bad weather and finally returned to Ramsey. I hope that the great discomfort he endured will prevent his wishing for the future to embark on such a foolhardy venture.

3. In the Brokers catalogue and at sales of wool the Coi mark F I C is erroneously placed over marks belonging to other people.

4. Now that the steamers are running you are beginning to oblige all sorts of people by taking their goods under the Coi wing leaving it to me to collect freight and expences. I should like the Directors to see the enclosed bill and insanely absurd letter from C. H. Williams, which is a good

F. Coleman Esq.
Secretary, London.

circumstances of what I may expect to hear
by post say with in return for your
kindness. I beg to suggest that you
should receive absolutely nothing for any
body not in the Company's service, unless
all expenses and freight, including at
least 5/- per box for receiving and landing
them are paid beforehand in London.
Williams's theory is that his credit was
stopped through my misrepresentations
to the Directors whom he credits with all
good will towards him: seeing that he
is said to owe now £5000, or more,
they will hardly regret having parted with
his business.

5. I notice that the Irish
Island tallow although steamed after
the meat had cooled brought no more
than the other. The special report
asked for on nos 27 and 29 of this ship-
ment was not sent, and as no interest
appears to be taken in endeavouring to
improve the quality of our tallows, and
all seems to pitch the same price
however prepared, the trouble taken in
refining and experimenting seems to
be thrown away.

6. The order for pepper which you criticize was about a years' supply; it is unfortunate that the vigilance with which this small order was scanned was not extended to the wooden pipes, which, in reply to the modest request for 12 doz. were sent to the number of 936 by the Tilbury, with a promise of 6 gross more, or 864, by an early opportunity. These pipes are a very poor sample, and will probably hang on hand for years.

7. The highest quotation I can get for turpentine in Monte Video is 21/6, just the price it cost in London without the tins. How Messrs. Fraser exchange us?

8. To complete the orders on hand a quantity of boots are still wanted, and Camp people complain that they are very badly supplied.

9. In the statement will be found a request to pay D. K. Watkins & Co. 19/8, which please explain, in forwarding it, is an overcharge inadvertently made for despatching the ship, the fee for vessels in distress being reduced one half.

10. I have ordered a few cases of German and Norwegian beer, and Swedish matches, according to samples lately received from Messrs. Vorwerk Gebr. & Co. of Hamburg.

to which I may as well add some barrels of white refined sugar, which Messrs Vorwerk can put on board in Hamburg (or could on the 16th Oct.) at Mk. 57. 50 per barrel of 100 Kilos, commission included, that is about 2½ per cent., not only cheaper than what is supplied from London, but, if according to samples, of a better quality. As Mess.rs are out of sugar there is a run on our stock just now, and a supply should come by first mail. Any orders for goods from Hamburg will of course be sent through the London office.

11. I am sending by the Ramses another consignment of sheepskins. I have no wool in Stanley yet, and if I had I should not think it prudent to ship any until I know I have enough to load the vessel from Montevideo without detaining her. The weather has been atrociously bad this month, there have only been three days without rain, and shearing has consequently been much delayed.

Imperial German Consulate,
Port Stanley, 29th December,
1880.

Sir,

I beg leave to give you notice, as agent for the Deutsches Dampfschiffparts Gesellschaft "Kosmos", that your steamer "Ramses" due here on the 31st instant will be required to convey home under sec. 1 of the Law of 27th December 1872 certain destitute German sailors lately worked here in the "G. F. Haendel" of Bremen. The number of such sailors is by sec. 3 of the same Law limited to one-fourth of the ship's crew at the rate of compensation provided in sec. 5; but I shall be obliged you to provide, in addition, passages for the remainder of the crew to Monte Video at the lowest rate the Company grants. I have the honour to be,
your obedient servant,

Capt. J. H. W. Seemann.
Agent for "Kosmos" steamers.
Stanley.

Alex. E. Sprot.
Imp. German Consul.

12 I hear that the Governor will shortly pass a new ordinance for next year, and intends to amend the Spirit licence ordinance by providing again for a bonded store, which our late despotic Governor took away. Some change in the way of rent will be made to cover insurance and attendance but I do not think any reasonable objection could be raised to this. A more important change in the Colony is in contemplation in the matter of local self-government in Stanley, and the probable addition of another representative of the Colonists on the legislative Council consequent on the Town having become self supporting. The farmers and Camp Falklanders naturally object to Stanley exclusively enjoying the benefit of their rents and the urgent need of certain improvements in this place will soon cause the question to be raised as to how they can be best carried out. I have received early information about this, in order that I may have the opportunity of asking for and expressing the Duke's views on the subject.

13 The Cyt Hannah after
on board of cargo had been brought
up to the Ready was sold by auction
by the Captains orders and bought by
Mr Dean for £185. In your inform-
ation I send you copy of evidence
&c in an Inquiry held at German
Consul which however you must not
make any use of as it is a copy of
an official document.

I am sorry to say that
I have been obliged to put the Fairy
into Commission with Regret hands
having discharged Serving for
Invalidness and Retirement for
same complaint with carelessness and
incapacity in getting the Fairy aground
on Reef Channel last month. I am
hoping Cartwell in the Serviceman
and shall probably have the Fairy
over by Tuesday who commanded
her before Mr Lloyd

I the Ready mentions not
having received the Lancet Gazette
& optimised up with some of my
papers and has been detained but
I am now forwarding it.

Consulate of the
German Empire, Port Stanley.
31st December, 1878.

Sir,

I have the honour to inform Your Highness that on the 26th November last I reported to the Senate of Bremen the total loss by fire of the barque G. F. Handel belonging to that port. I have now further the honour to forward to Your Highness a copy of an Enquiry held under my direction into the casualty, under the provisions of the law of 27th July, 1877, and the circular instructions dated 23rd November in the same year.

2. In the absence of any definite instructions as to fees I have followed the custom of the Colonial Government, who on behalf of the

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

of the Board of Trade pay in similar cases a daily fee of Two Guineas to each Assessor. Taking the Enquiry as occupying two whole days I have therefore paid the Assessors £4. 4s. each, a receipt for which I beg leave to enclose. As regards my own services as President I have preferred to make no charge at present, not knowing what remuneration, if any, is due to a Consul acting in that capacity.

3. I further take the liberty of remarking that I have used my best endeavours to conduct this Enquiry with strict impartiality, and that if I have in any way deviated from the proper course I trust my inexperience in such matters will meet with your Highness's indulgence. I have the honour to be,

Sir,

Your Highness's most obedient humble servant.

Chas. Lee Scott

Consul for German States.

16. Captain Smith will probably have told you that the second class accommodation on board the German steamers is fairly good; but that the diet is unfit for human beings; there is no decency, not even a division between the men and women. Simpson and his wife who are decent people were a good deal put out at the treatment they received. Send A. Fraser this time to Table Bay to be forwarded by an English steamer.

17. Gov. Callaghan's scheme for establishing a township at Damara as a punishment for the Company's misdeeds has, I am afraid, been rather favourably considered by the new Governor. I have had but little conversation with him as yet, and he has promised to consider my views thoroughly when it is proposed to proclaim the township; but if the Directors have any influence with Mr. Sargeant I should strongly recommend the matter being brought quietly before him, with a view to showing that the township could be of no possible benefit to anybody, being situated in the midst of the Co's grazing land; but that it might be an infinite annoyance to the Company, whose occupation of 22 years

should be very unfair and unjust
to disturb. I am afraid the question
hardly touches the Question as much
as it does me: but if they will only
look at the chart and imagine a
town on the corner of no 8, and no 24
and 25 cutting into suburban
allotments, which may be sold to people
whose only object can be to prey upon
the Company, a shipping or manufac-
turing trade being out of the question,
they cannot help seeing what a knock down
blow it would be to us. Most of the
land being now held on leases that run
15 or 20 years to run, a sum of money
should be put aside yearly to buy
freeholds; in fact I should advocate
buying right out the Northern [illegible] as
as soon as possible, before it becomes
more valuable and our tenancy is
disturbed. Roughly speaking there are
seven acres for which we pay £150
per annum. The upset price of land
is 4£ per acre; but if the Co. offered to
buy out at 2£ by paying two yearly in-
stalments of £4500 each, or otherwise, would
the Government not be tempted to make a
bargain that would give them ready money,
and, seeing that they only get £150 per annum
for it, be a good one for them. A sampling of the
kind here done should not be a sine qua non that
the townships must be knocked on the head.

18. I must here refer to former matter in explanation of some heavy drafts this month. The payments on account of ships have been so heavy, that not only the £500 from London but the £300 from Monte Video have been expended, and the exchequer is again empty. The greater part of this expence goes home in the two ships' bills, which amounting to more than £2000 now I have to provide for the payment of £1000 to the Government in February, for rents and some publicks on the Coast, for Molucco's and others, carried by word to be shipped this year, and cannot do with less than £1500 for general disbursements. The Government have agreed to take £500 on London this month, leaving loss of exchange in Monte Video, and I must send for the remainder; having to make also sundry payments in Monte Video amounting to more than £200, I drew for £1000 in two bills for £500 and £350 at 60 and 90 d/s. respectively. I regret to have to draw so heavily, but hitherto my remittances have much more than covered my drafts, and the withdrawal of the £600 for which make some difference.

19. Sent by the Ramsay a case containing 12 samples of wool from the Company's sheep for exhibition. No other samples have come in but Messrs. Waldron and Bowne both of whom came by the February mail. Shunned the Black Hawk of which I have heard nothing arrive in time I shall send you some dead skins and oil.

20 Shunned A. Fraser visited Messrs he should be engaged

21 1st Sunday The Ramsay arrived this morning it is uncertain when she leaves as this is a German holiday, and the crew decline to work on any terms. They will discharge flour for Oahu and load the skins tomorrow (Sunday) and leave I suppose in the evening.

22. Shave received your despatch of 2nd Nov. no 5714 and I wonder that this route is not more used. had you written by the Carillon Nov. 16th I should have received your despatch, as she passed Sandy Point some days before the Ramsay left.

Spina that, although the Thetis made a good passage over, and the Gratitude reached Monte Video homeward bound 11th Sept., my letter by them containing most important dispatches had not reached him on the 16th Dec. However the packet may be, this should be sifted, as, unless we can rely on the Lacy Point route, our half yearly mail service is valueless.

23. Sir J. Lowe spoke to Frank Stevenson about his wife's packet, when I saw him; he has never worked for the Company.

24. Referring to par. 6, where by your letter per Patagonia that you had seen the Error about pipes, which you deem to lay on Bayne's shoulders — I do not deny I have been mistaken for grocer; and Spring Rice's letter originated in your office, as the pipes are undoubtedly ordered by you as coming by the Dennis Brundrit.

25. Spina that it will be necessary to order 500 bags more flour from Valparaiso by the Thetis if I can catch her pier Monte Video by the Pacific boat. — N. Allen Gracey & Hemphrey's commission is only 3% I shall in the absence of any instructions send to them this time.

26. 1794. 6. Mr. Lemaigre does not seem to be a proper channel for any proposals we have to make, and is an unnecessary expence.

27. I have upon your letter introducing Mr. Harvey to whom I had intended to shew all possible attention, and if he proved agreeable invite to stay at my house — Upon your honour billetting him upon me whether I wish'd or not is very unpleasant to me, as it robs any attentions I may shew him of any spontaneous character, and makes put to my house on the footing of a common lodging house. I think it right to say that the pleasure intentions I would have been better conveyed to me privately, rather than in a letter of introduction given to Mr Harvey, and this I am inclined to believe was the Duke's real intention. — As regards the supply of linen, camp bedding, &c. it really seems to me that I have been here long enough to be able to arrange such petty matters of detail without any special instructions from your side. — Notwithstanding the unpleasant feelings raised by the letter in question my part shall be wanting to make Mr. Harvey's visit pleasant and successful.

28. The vessel Ch. Heaslop was ~~to~~ Charter has not arrived yet.

Sam. Sir.
your obedient servants
Chas. Elliott.
Managers.

Enclosures.
Disp. N° 301
" C. Book and Journal Oct
Stanley Cash book Coucher Nov.
" Journal "
Mr Er. N° 671 £740. 11. 7
" 672 1336. 6. 1
Schiller's & Parker's accounts
C.K. Williams Letter & returned ex.
Landing certificate ex Thetis
Grant
Shipping Report
Clay to Downes N° 25
Particulars of pieces for Exhibition
Copy of evidence ex H.C. Hannah

Marine Office
Imperial German Consulate
Cardiff 2nd Jan. 1890

Sir

I have the honor to report that I received to the Straits of Dover the case of the barque Ida Stannard by pilot and that I have opportunity of forwarding to the Imperial Chancellor a copy of evidence taken at an official inquiry and of the decision of the Court

I have the honor to state you will find the Ship's Certificate and Register of the said vessel also those of the crew who have not been employed being forwarded to Hamburg by the Steamer

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

Consul.

To Rear Admiral R. Hamilton
Marine Office
Admiralty.

Imperial German Consulate.
Port Stanley. 7th January. 1881

Sir

I have arrested bound to Cork or Falmouth has put in here for coals and the Captain has brought before me a charge of mutiny against some of his crew. I have accordingly taken evidence which I shall forward by next mail to Hamburg; but in case this should reach you first, I think it best to acquaint you with the principal facts of the case.

On the 4th November last a quarrel took place on board, in the course of which the Master was severely wounded about the head, the Mate stabbed, and one of the seamen shot in

The Imperial German Consul.
Cork or Falmouth.

shot in two places. The evidence is not conflicting as to the original cause of the disturbance, for it is admitted on all hands that the first to use violence was the Italian, who assaulted one of the seamen, and that the serious part of the row took place after both the Captain and Mate had fired upon the crew with loaded muskets, which, however, did not go off.

The case being beyond my jurisdiction I simply ordered the men on board again, and reported the matter home. The object of the present is to prevent either officer or men being discharged, until the proper authorities have the opportunity of investigating the affair.

I should add that since the 7th November, there has been no violence or threat of violence used on board the ship.

I have the honour to be
Sir
Your obedient servant.

Alex. Ross.

Imp. German Consul.

303.

Luxor.

27th Jan. 81.

Sir,

I am this morning in receipt of your despatch 577, to which I cannot of course reply offhand. I have also the following telegram:- "Send Cobb Magellan cancel paragraph two december thirtieth hilarion failure end February," which I interpret:- Send Cobb word by Magellan to cancel par. 2 of despatch of 30th Dec., ..., vessel chartered and will sail end of February." Hilarion is not understood, and the despatch in question has not reached me.

2. I am sorry that I did not send you copy of the missing telegram of 21st Nov. which was as follows: "Federal Cairnmore Nicholson Liverpool." No telegram has been received about this vessel. and Capt. Scott is nearly crazy at the uncertainty about the mail having reached England: I hope this matter will be clearly sifted. 3. This moment a "happy thought" suggests that the Hilarion of Shoreham. 391 tons is the vessel chartered.

F. Coleman Esq.
Secretary, Londard.

4. The Flying Squadron came in on the 24th but on the 25th H.M.S. Swallow arrived from Monte Video with a telegram for the Admiral, ordering him to proceed at once to the Cape of Good Hope, and in five hours all five ships went to sea. This is a disappointment and loss to the Colony. The Garnet came with them and remains; the Swallow returns to Monte Video on the 30th which will be the last opportunity for writing, considering the uncertainty of this route.

5. Mr Harvey has arrived, and goes with me to Darwin in a few days: I have asked him to make himself at home at my house: but as my brothers are in to meet the Squadron, all my bedrooms are occupied, and I cannot just now put him up. Writing in the heat and hurry of a mail day expressions are apt to get into my despatches that would have the contrary effect to those if there was time to prepare and correct a draft. I mention this in reference to my remarks on

his letter of introduction, which at the time represented a rather natural outburst of annoyance at the possibility of his considering himself slighted, knowing as I did that my brothers would leave us at this time, and that further on an interesting domestic event impending in my brother's will probably close the house for a time. On reading the despatch after the departure of the Ramses it occurred to me that some of my remarks might be considered offensive, which I should much regret, as nothing of the sort was intended.

6. The Ramses should be ready in about a fortnight with about 700 bales Wool.

7. Mr Lewis has arrived by the Lenor.

I am Sir,
Your obedient servant.

Alex. Elder.
Manager.

Enclosures

Dupl. No 302
Jet & Cash Book No 2
2nd Ser No 671, 2
Lambing acct 1880
Letter from Jas Nicol re Wash

Imperial German Consulate.
Port Stanley. 27th Sept. 1881.

Sir,

I have the honour to forward herewith copy of evidence taken by me in an alleged case of mutiny on board the barque "Agnes" of Hamburg, brought before me by the master of that vessel. Appended to the evidence is a copy of my provisional decision in the matter, which I request you will at once place in the hands of the proper authorities.

2. I have further to report that, after the enquiry had closed, the men still refused to return to their duty, until certain grievances had been remedied.

Captain Telens,
Barenschoot;
Hamburg.

remedied. Thereupon went on board the ships, and finding that the forecastle deck was very leaky, and that some bread they showed me was alive with flies and maggots, I strongly urged the Captain to remedy the state of things, and have the satisfaction of reporting that I succeeded in bringing about an amicable arrangement.

3. I have to add that I wrote by the Agnes to the Consul at the first port of call, giving him notice that I should send the evidence to Hamburg by the present mail: a copy of this letter I enclose.

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

Alex. Ebor.
Supt German Consuls.

Port
Mr. S. Swallow.

29th Camp 61

Sir,

I now reply to your no. 575/7. the first two in duplicate received per last mail.

2. 575 – 2. When King took the Slave after Epiphist, the plan, initiated at home, of giving a commission on sales was followed out; but at better terms for us, viz: 10% on all sales over £1000 per annum.

3. 576 – 3. It is not known that Capt Campbell's draft had been so long on the road, until lately.

4. Par. 8. If the census is made public a copy shall be sent you. If Mr. Harvey wanted a list of employés he could have given him one corrected to date. I do not quite see why a list of Stanley salaries should have been given to a Camp inspector. I am afraid that if such sorts of the settlers how many sheep they possess I shall be told that they do not answer impertinent enquiries.

5. 577 – 2. I think you misunderstood my remark about obtaining supplies from Chili, it was because I knew the Mr. Crapley was waiting for authority to ship

F. Coleman, Esq.
Secretary Lands &c.

the flower against.

6. Regarding Mr. Smith's
prices I send you copy of a memo. C.
Williams has shown me about Whisky.
As to the immediate cause of my
writing was Captain Forbes, who told me
he would have brought a chest of the
Company last September, but that Dewar
is always better. Then with regard to
Yarns, I have never complained of
the quality of their goods, but they
their prices are high. My observation
leads me to believe that from whomsoever
he procures, from a needle to an anchor,
the Company always buys in the dearest
market, and in the interests of the
Company I express my opinions; but I
can assure you I only grumble from a
sense of duty, taking no pleasure in it.

7. Par 4. I am obliged to
the Directors for taking the Shipbuilders,
which I hope in hopes of seeing established
at Dannin Harbour.

8. Par 5. Martin's agree-
ment says the commission is on tallow
made at the Company's works and he
declines to accept the Lumsden mixture. I
bought it Cash. I do not see that I have
a leg to stand on.

9. Par 7. Barrett is a thorough blackguard; he has distinguished himself in the pugilistic line, and at low spirit time violently assaulted a poor widow with whom he has formed a disreputable connexion; unfortunately the woman would not prosecute, or he would have had 6 months hard labour: I cannot keep him after the season, as Martin seems thoroughly afraid of him.

10. Par 8. Capt Blake's statement is absolutely false; the Lord Hennaid was boarded by Hawker according to his invariable custom; the real truth is that Captains cannot manipulate their accounts here as they can elsewhere, and in that you have an explanation of the preference shown for other persons among the lower and more dishonest class of merchant shippers.

11. Par 9. It was because the facts stated in the annual report were imcorrectly stated that I required to know, but as the subject is dismissed I will not enter into further particulars.

12. Par 12. I will write to the Liebig Co., though from the difference of climate the answer will not probably be of much value. I can only say that the tallow from the sheep steamed after cooling looked and smelt very much better here.

13. Par. 14 As a fact, the wages paid for keeping up the hay supply exceed the value of the hay sold: but I shall leave this subject at present, as I can explain matters much better to Mr. Harvey.

14. Par. 15 On reading over what I wrote about fencing boundaries it seems to me that I have given you all the information in my possession: but have not gone into the calculation of the number of yards one per ton which you can get from any catalogue. If you want special information on any point I am ready to answer questions.

15 Par. 18 I do not wish to go on bickering about clover, but I must repeat that I know of at least one trade discount — Clamps on furniture that was not allowed; but these are of small importance in comparison with the question of prices themselves.

16 Par. 19. You must recollect that I objected to the Rooms you took as too narrow, and tried to persuade you I said to make one in sections according to any plan, to which they objected as impracticable, though I have since seen fully carried out; this matter I will explain to Mr. Harvey.

17. Par. 21. I hardly like to refer again to the matter of the Steam launch: but I should like to lay before the Directors my reason for wishing to have one. In 1868 they kindly allowed me to have out a small cutter as a pleasure boat: I used her for some years. but eventually sold her because it was my luck constantly to drop in for a calm or a gale of wind, and I said then I would never have another boat that was not independent of wind. Now I don't want to go into a business on my own account. I don't waste time when I have anything to do, and I have no idea of stealing the Company's coal: but I do want a boat in which I can take a little relaxation sometimes in this not over lively spot: and if I can save some of my expenses by running mail bags on board the steamers, and perhaps using her for carrying carpenters and labourers expeditiously backwards and forwards when there is a ship under repair, it is all that I want: without expecting to make any profit. I mention this again because Capt. Seemann read me a letter yesterday from Mr. Rennie, in which he said that he believed a steam launch

towards keeping the place, and that if Smithers bought one out he would carry it in one of the steamers on extremely moderate terms, perhaps even gratis. The piano by which you speak is at present engaged in towing the Darwin wool off to the Main, as Mr. Clay has reported that he could spare no men from the steering, which is unusually hard owing to bad weather.

18. Par 23 It has perhaps not occurred to the Directors that paint by the 1st cost would have been of service: but arriving in the autumn, the season for using it will have gone by.

19. Par. 24. Will the chimneys strictly according to plan. Par 25. Has not Captain Smith told you that the 3rd class accommodation on board these steamers is miserable, for women not even decent?

20. Par. 27. I am sorry if I misunderstood your 370-21, but on reading it again I still interpret it as meaning that you had arranged a code word, and would inform Humphreys about

chambering. As regards my memo on second vessel being wages, do you seriously mean that I should order heavy stuff such as coals and bricks when they are not wanted? The stock of both is already large as you will see when the returns come. The heavy goods received are coals and wood, ironmongery, tallow casks, blacksmiths iron, and salt. By the Thetis I received 150 tons steam coals, enough she would only lie here as dead stock. If your own returns received this mail shows that the most economical plan is to send steam really needed by steam, for the expenses on consignments by that means of conveyance vary from 6½% by the Comet to 12½% by the Thetis, while the steady Lightfoot cost 10½%, Vivian 9¾% and Sirocco 8½%. These round channels are a good old, time honoured institution, but the day for them has gone by, and with the one exception of the annual vessel for heavy goods to return with tallow, it will be to the P.O. advantage to use steam only and charter in ballast ships for the home and cargoes. I would even say that if the heavy stuff can be carried on freight in one of Peninsular vessels, the tallow ships

also might be chartered in a Clyde ship
& to sail this vessel, if one, should
sail from a Welsh port when steam
coals are shipped.

21 Jan.y The accounts are
being prepared for the 9th February.
but they would have been more complete
had your usual journal entries for the
Sumner and other produce sold in
and belonging to 1880

22. Jan.y 29. The Broken should
be told that they are wrong in putting
F/C and our friends' marks in the
sale catalogues.

23. Jan.y 30. The rate of
exp for steamers in Wellington where
there is no fire or fire plugs even pleasure
excursions. Sail and plans asked
for as there are Steamers that are
now being prematurely driven
the most ancient and have still a lot
to do. Several purposes during them.

24. Jan.y 31. There is no
hotel or lodging houses in Sandyford
and my friends have to depend on the
hospitality of Mr Fenton. I have
closely calculated the saving on the

Jan. 23. Ifs can best judge about bearing &c., did you give them things to the Shepherds? Jan. 31st. The duty bedding was not claimed for the Baldwin till on the very day the vessels were on board before them.

16 Jan. 10. The Spectacle Island affair has given me great annoyance, and I telegraph to you to come at my own expence / The Cable suspend payment Baillie's grand principle unprincipled which means, let my father be surprised the payment of £200 to Baillie in February on the ground of unexpected misinterpretation unintentional Slop, but still nothing but that, and a concealment of my expressed opinion that a much smaller sum than the price fixed was an outside value. I shall be much obliged if you will forward this at once.

27. Mr G.F. Russell was charged £12 for a 12 word telegram for Chelsea, which like the rest, was sent on. So it will be right to return the amount as per statement to the owners Hardfield & Co.

28. In anticipation of the next mail Lucy mentions that the Glen profit is again over £400 worth. Standing the reduced supplies, the great falling off in the Farmers' purchases and a general reduction of prices through increased competition, a result that Sanford & Handy hoped for.

29. A steam working of importance to report on to the Camp, tempting that the ship appears to be fully up to expectations. After my trip with Mr. Harvey Mahon have much to write. Home coals £23 Loss Glen " 13 " /

Yours &c.
Upon obedient accounts

Fidd & Sons.
Managers.

408

Enclosure.

Brief N° 301. 2.
Dupl. " 303.
" Landing acct
" Particulars of Shipments
" Indent 31 Dec
Letter to Co from Mr Harvey
Copy of M. Boston price list
" " G. & Haendels "
1st ex N° 5,17 for £63. 5. 0
Statement on accts
Shipping Report
Indent

Falkland Islands Co

Stanley Sea Wich British Wintes London

£1 41-1/35 10 Hhds Ale =
540 gallons @ 3 d. 1/2

6. 15. 0

Eighth Febr. 1

P. Langdon
P. Langdon Stanley Damaged
Importer

Eighth Febry 1

P. Langdon

Imperial German Consulate,
Port Stanley, 10th Feb. 1881.

Sir,

I have the honour to forward herewith:-

1. A list of German ships that visited the port during 1880.

2. A summary account of fees received in the Consulate.

3. An account of disbursements made on account of the Government.

2. During the past year the business of the Consulate has, as usual, been confined to shipping. The only case of note was the wreck of the Sp. S. Maendel

of Bremen

His Highness
Von Bismarck
Imperial Chancellor of the German Empire,
&c. &c.
Berlin.

of Bremen in November last,
on which I hold an enquiry,
particulars of which have already
been forwarded to your Highness.
On this subject I also reported
direct to the Senate of Bremen.

3. As regards prospects
of future development of German
trade and shipping, I have to
report that the Roman Steam Co.
of Hamburg are running the mails
under contract with the Colonial
Government, and that, provided
their rather restrictive rates are
reduced, there appears to be a
probability of their getting a fair
share of the carrying trade of the
Colony; while the direct communication
with Hamburg will necessarily
induce a small importation of
German goods which have hitherto
been unknown in this market.

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

Alex. Esdaile.

Imperial German Consul.

305

Ibis.

11th Feby 81.

Sir,

As this vessel is expected this afternoon I begin this despatch by reporting that the Hero sailed from Darwin Harbour on the 6th inst., with a good cargo as per enclosed manifest.

2. The bottom plate of the Walker Creek hydraulic press (ex Sparrow Hawk April 1875) cracked to pieces a few weeks ago, and the wool has to be taken to Darwin to be pressed. It is the plate on the top of the ram which supports the box: the pieces will be found in the main hatch of the Hero, and I request that you will send a new one before next season. Martin, who took it off, reports a flaw in the casting, so it is wonderful that it stood so long: he says he knocked it about a good deal in getting it off, as it was rusted on to the head of the ram.

H. Coleman Esq.
Secretary,
London.

3 The mixed wool as to Tallow Experiments. I understand that what is melted from the inside and kidney fat, and marked M K, is firm and hard, which that steamed out of the carcasses in the digester, M C, is more like dripping than tallow. The two casks of lively tallow, upon which Sachse but did not get a special report, were a mixture of the two in equal proportions, and it was of great importance to ascertain whether this mixture gave more body or not, as, if so, more space for mixing would have to be provided at Spondyson. I notice that 25 out of the 31 casks of lively tallow were reported "firm;" was this owing to the sheep being put in cool, and if firm, why did it not fetch a better price? All the information you can get me on this subject will be valuable.

4. Upon asking one of the shepherds per Lincoln how he was treated on board, he replied very slowly that the food was not fit for

5. I have bought of Laidlaw Best 700 lbs 80 Kent & Merino fine woolled Rams as an experiment at 30/ each - When received I will report upon them.

6. Such a season of rain has never been known here, and shearing is much delayed in consequence.

7. I am sorry to say that there are a few numbers of Darwin wool for which I have not received particulars: these shall be supplied by the earliest opportunity.

8. Since that Mr Baillon is shipping wool by the Britannia, and is I suppose getting advances from the Company to enable him to do so. This is diametrically opposed to the principles laid down by the Board some years since, and I deem any unreasonable support the Company to keep people to supply themselves as long as the latter are in debt to them, which Messrs Baillon are to a greater Extent than any of our customers. The balance against them is £1937. 10. 7, which they permit daily of about 150 bales and probably more, all the rest I believe pull down their balances.

9. Stock (Mr Harvey & Dawson) in the Black Hawk on the 20th Jan and while there took him to two rodeos (at Segovia and Hope Plains), as well as to Goodgrum, the wool shed, and dip. At the latter place, under Mr Little's direction, we dipped the Black sheep and lambs, some 6000, with his composition, he agreeing to provide half the liquid; the result on the wool will appear next year; but as regards scab it could not be conclusive, as no scabby sheep could be found upon which to experiment. Mr Harvey is unfortunately much shaken up by the riding, and now wishes to coast round in the Black Hawk, which I shall place at his disposal. Told him that he will get over the journey and dipping by taking short rides, which he will be doing when with Mr Clay round the Walden Creek district. Enjoined him to have an opportunity of examining everything in the most searching manner, and I hope he will return well satisfied with his reception. It was a great overweight-not providing him with a comfortable Australian saddle.

6. In forwarding the annual accounts I have to remark that the Store profit is as good as ever, considering that 20% and not 25% is now put on as cost into Store. As regards the Farm, you have sent me accounts of the produce for sold in 1880, consequently the profit shown is based on the expenses of 1880 and the produce of 1879, which makes a very unfair difference against the Islands of some thousands of pounds. Imagine a Railway Company issuing a profit and loss statement comprising the traffic return of a bad year and the working expenses of a rich one.

11. The Black Rock has returned from dealing with natives having got 326 furs and a few hair seal skins; the left five men on Staten Island, and have just gone to fetch them away they may have some hundreds more, as they are on a fatty good rookery. Captain Campbell is strongly of opinion that the schooner would be undermanned if rigged according to Lapérouse draft: this would be a pity, and you might consult Nicholson again on the point; the masts

12. The Ship has arrived this morning (12th Inst.) but without any letters or despatches from England.

13. The Fairy has also just come in damaged having been blown out to sea in a gale the night before last: she has some wool and bales of sheepskins for this steamer, particulars of which Mr Clay has not dealt with the schooner, being, Shipping, away from Darwin port & Mr Stacey. I will send Bill when she has discharged.

14. The Ship has brought 200 bags flour Consignees from Valparaiso.

15. I should have said in par. 13 that particulars of sheepskins went for Hamburg.

16. The Sea Witch has arrived after a long passage.

(Continuation of par. 11 pencilled through on overnight)

can be made here, and it would be better to make many long rather than short, as they and the rigging

could be shortened if necessary, but not lengthened.

17. In conformity with the Directors' orders I have given Captain Lemmens notice that I shall ship not less than 200 bales Wool for Denmark in April. I request to ship, in addition to what has gone for Hamburg and the present shipment:—

Rom Company	350 to 400 bales
Holmsted Black	200
Baillie Bros.	150
Stirling Bros.	250
A. Brown	150
Wetherall & Co.	60
Spearwell & Co.	25
W. Fell	10
Say about	1195 bales, of

which the Marion will not carry more than 500 in addition to the cattle.

18. Mr Black goes to England this mail, the balance to his former credit in December was £2121. 19. 2; and as realization of this wool (this) to be shipped shortly the Company will probably owe them £6000.

Sam Lin...
your obedient servant

Enclosure one

Alex. Esplen
Manager.

Enclosure

Invoice No. 303
Cash " 304
Stanley Books, Vouchers Dec
" Jnl Dec
Profit & Loss Statement 31 Dec
Stanley Balance Sheet "
" Stock of Stores "
" Wages return "
Adams " "
" Stock Stores "
North Adams " "
Camp balances "
Consumption Stores "
Additions to Plant & Buildings
Plan No 5/99
2 P/C Plans
Clays letter No. 2 b.
Plan of Buildings
Statement accts
letter Seaman to Coleman
Shipping Report
Mat shipped per Hans & Otis
Manifest of Hans

duty of sitting with Captain Pasley on the bench as an assessor in a trial for murder, the Governor presiding as Chief Justice. The case was one of stabbing, in a quarrel in the forecastle of the Orissa, and the prisoner, Johnstone by name, was found guilty and condemned to death: he is, however, I understand, to be respited on the ground that the act was so near the line that divides murder from manslaughter, that it is felt he should have the benefit of the doubt.

5. The Court has been to Darwin, where India my last to find amusement for the officers, who were, Captain Jones included, much pleased with the trip.

6. You have not answered my despatch 300 par. 27, about the wool and skin purses.

7. Clyde informs me that on the agreement he signed in Scotland there was a return passage clause, and I have sent him

confirmed in a letter from Mr. Fanning. It will be necessary, therefore, to endorse it on the one signed in London.

8. After last mail left N. part to Darwin in the Garnet on the 18th February. Landing on Saturday the 19th I ordered a rodeo at Adelaide for the 21st, which I begged Mr. Harvey to attend, as that ground I had selected to the first that must be cleared for sheep. He declined, however, and I found that we had, unintentionally, almost ridden him to pieces the first two days, and for some time afterwards it was with the greatest difficulty that he could be persuaded to mount a horse. I was obliged to return for the trial, but left again less than two hours after sentence was pronounced, arrived at Darwin the next day, and immediately arranged to visit South Alligator with Mr. Harvey and Mr. Clay, which we did on the 3rd instant, spent a day there, and returned to Darwin on the 5th. Poor Mr. Harvey was none the worse for this, the longest

ride he had taken, per mistake
to leave for Stanley on the 4th and
made the journey in 11½ hours, in
despreably bad weather. He was
awaiting the mail, and says he
may have to go via Sandy Point
to see after his Patagonian claims.
If so I shall be greatly disap-
pointed; for he has seen but little
of the Camp, and I have had
comparatively little time to explain
many matters in the office which
I am anxious to lay before him.

6. In making his
inspection Mr Harvey complains
that the promise made to him in
London that the Black Hawk
should be at his disposal for the
purpose has not been carried out.
I say on the contrary, that while all
necessary facilities for going about on
horseback have been provided — and
this is the only way in which a
thorough examination can be made —

no instructions whatever were sent me about using her for coasting Patagonia, the only allusion to her or any vessel being in your letter of instructions, in which you say that one of our schooners can doubtless convey him to the West Falklands. You can no more judge of the inside of Patagonia by going round the coast than you can of the inside of a parcel by looking at the paper. Since arriving in Stanley Mr. Harvey has told me that horses were not to be had at all times while he was at Darwin; upon this point I cannot speak with absolute certainty, and I have no time to consult Mr. Clay; but I will do so. and in the meantime record my full conviction that there was not a single day during Mr. Harvey's stay at Darwin on which a good, capable horse was not at hand within an hour's call if he had chosen to ride. This was my order to Mr. Clay, and I believe that he strictly obeyed it. Enclosed you will find copy of a letter I wrote Mr. Harvey about the North Coast, which he only carried out to the extent of riding to Port Louis and back.

P. You will have heard from Capt. Campbell of the disastrous loss of the Black Hawk, a misfortune that I feel very much. It seemed through a total disregard of my orders, and shall presently explain. Last spring I received an order from Chickasaw Bed. for a load of wood from Sandy Pt., which I sent Mr. Reynard, asking him to have it ready by 1st Dec. I arranged to send the Black Hawk to Sandy Point on that date, to call on her return at Spring Point, deliver the wood and bring in a first load of their wood in time for the Season. As previously explained, I gave Capt. Campbell permission to work for coals between September and December, the deliveries being at no expense beyond wear and tear, and on receipt of a letter from Mr. Reynard asking me to delay her I extended the time for dealing in a letter of which I enclose copy. Campbell returned early in January, but by my

great annoyance I found he had left
Stanley on Staten Island rendering it
incumbent on me to send there again
to fetch them, in the middle of the heavy
snow storm. On the first place he went
to Staten Island entirely without means,
and in the second leaving there was
was quite unnecessary. Making the best
of a bad job I took Mr Stanley to Darwin
on the 30th of Sept., and from there sent
the schooner away with stringent orders
to return as soon as the men were relieved,
promising Mr Stanley, as he was to remain
to winter, that she should at the earliest
possible moment be at his disposal for
a trip to South Georgia. She met with strong
& desperate gale struck the schooner at
9 p.m. on the 8th of February, and smashed
her to pieces on the rocks. The same gale
overtaking the Ella between Sandy Point
and Stanley was felt at 11 p.m., and
bursting over Stanley at 2 p.m. the next
morning, and carrying away the Ella's
sails, as mentioned in my last despatch.
The course and force of this gale was
shown in a very interesting manner /

Campbell's subsequent proceedings
above justify the supposition that
his views left him altogether. The
idea of leaving them on a desert
island for the purpose of collecting spars,
casks, and bedding, on wages, and making
extraordinary terms of payment for being
landed at a town when he could have taken
them all to Callao for nothing,
was simply the act of a madman.
The value of the property saved cannot
be more than £20 when put up at
auction, and to pull them men a
day, which will be forced upon me,
will probably cost double that sum.
I have gone through the form of
advertising for tenders for raising,
and of putting the vessel up to
auction but with no success in either
case, and although I have as yet
received no offer, to go for the sum
under £100, I am in hopes of being
able to report an arrangement before
closing this despatch. I shall
be fully able to see what is to be done as the Indiana
& Peruvians are both fully employed

6. I need scarcely say that I shall, under no circumstances, place Campbell again in a position of confidence under me.

11. Colam is a pleasant subject from gratifying in being able to report a splendid clip of wool this year. There was struggles to come in, which will alter the present figures, probably for the better - but the returns already to hand show that the Dawson section alone have clipped all round over 600 lbs of wool, while the South & Run ones have actually exceeded 650 lbs all round, in both instances a material advance on any former clip. At first sight South Run would appear to have beaten Dawson, but an examination shows that in the former section there are 400 of merinos, while in the latter there are only 200, and as these are the heaviest woolled sheep an analysis of the figures will probably show, class for class, that Dawson still has the advantage. The Waitahuna wool is not all baled yet: but when all returns are completed I have no doubt that this will be found to be the most prosperous season the Tokomairiro have ever had.

12. The bulk this year has been well passed. the Darwin ones averaging 4. 3. 8 and e Tomb Arms 4. 3. 2/8 against 4. 1. 6 and 4. 1. 2 respectively last year. This is a great saving in measurement and materials.

13. Shearing finished late this year at all stations, e Tomb Arm and Walker Creek respectively. Mr Harvey will report, and quite correctly, that the accommodation at both stations is poor as regards shed room for shutting up sheep overnight, and that the yards at Walker Creek are not extensive enough for the work. This I have long known to be perfectly true, but in view of the order to stop capital Expenditure I have not ventured to incur the outlay, as it has been possible, though difficult, and it must be admitted — detrimental [illegible] to do without this. Mr Harvey visit, however, I shall no longer hesitate. I am only sorry that it is destined to wider over to e Tomb Arm until the shearing was

over, as I should have liked him to see the shed there with sheep actually in it and the men at work, as he did at Darwin and Walker Creek.

14. I beg leave to remind you of the heavy stock of turpentine, about which I hope to receive instructions.

15. Mr Harvey asked me the other day about the islands leased by my brothers and others, about which he has been asked to report, and said he did not wish to press his questions too closely. In reply I told him there was no necessity for any hesitation, and that I should be only too happy to answer any question he chose to put: in fact it gave me the opportunity of turning up your despatch 410 of 8th Sept. 1870, par. 13, which shows that all due delicacy and caution were observed at the time, and that the Company themselves were actually at that time anxious to get occupiers for their waste lands. I was somewhat annoyed at Mr H's mysterious manner, and told him that if he supposed or intended to hint that I had any interest in those places, beyond wishing to see my relations prosper, he was quite mistaken, as I have never had anything in them either directly or indirectly.

16. Martin has proposed to get rid of the refuse at Spondyan by burning it in a retort; this seems to me the most practical plan yet suggested and should be looked into at once. The capacity should be sufficient to consume the contents of three or four digesters in 24 hours; then the question arises whether gas for lighting could be obtained from this, as in artificial manure works? The residue would of course be useful as bone ash.

17. Fresh blood is undoubtedly required among the Company's horses and it is the general opinion that a strong useful Irish stallion would vastly improve the breed.

18. Mr Fairey is strongly in favour of tobacco and sulphur only as a sheep dip, and calls all the others quack specifics; he has expressed no reason for his preference excepting that it was used in his day in the Colonies, and, for my part looking at the Expense of tobacco as well as the

difficulty or impossibility of getting a minimum strength. I am in favour of giving Mr Dougall and little bob the fairest possible trial. In this I am supported by the Camp authorities, who believe in a yearly dip for wintering sheep on this climate.
577–14.

19. I have decided to kill off the Roe horned cattle, so as to provide more sheep ground; the young animals will be, as far as practicable, kept to grow heavier hides for another season and they will not interfere with the occupation of the land.

20. The watches sent by Lieuts Powlett & Wells are from himself, and he will be obliged by your returning them; he was intending to take them home for repair himself. The mentions that one numbered 27550 belongs to Bellamy.

21. Johnstone has been sentenced to penal servitude for life.

22. I have engaged the Felix at £1 per day to go to Staten Island, finding men (4) and provisions. On her return the period will be extended.

22. The question will now arise how to replace the Black Hawk, as, of course, the Fairy and Seamew are unequal to our work. As the Directors will have in hand between £5000 and £6000 from the insurance of the Sparrow Hawk and Black Hawk, is it not a favourable opportunity to get the coasting steamer that is so urgently needed? I may mention that the Sir Rosamond, which arrived a few days ago, cost £600, and £200 to fit up. Her £150 allowed for ballast and fittings, will cost £650 for 52 register tons. For the cost of the Black Hawk five Rosamonds could be bought and fitted out. Is it necessary to track wherein it is cheaper to buy or to build?

23. Mr Harvey is of opinion that the charge given to the insurance is too large. I can only say that it is the unanimous opinion of the Clerks and the Owners that some portion

of the Camp are already well stocked, and I sanctioned a reduction to a probable 20000 lambs for two reasons. 1st because I considered it most dangerous to run even the risk of overstocking, and 2nd because I had determined to let the wethers run to 2½ years old for Spring Peas, for the purpose of getting a higher average of tallow, and therefore the grounds occupied by those of 3 years old would not be vacated, as usual this year. I believe that there was sound discretion in this step, which was taken after due consideration, and in the interests of the Company, fully knowing and fearing the deadly evils of overstocking, as already seen on some of the small islands towards the west. Mr Harvey has seen the sheep at their fattest, when grass is most abundant, and is of opinion that the land will carry more stock. I venture to suggest that he looks at it from an Australian point of view, not allowing sufficiently for the difference in climate

and feel. and I think that it will prove in time on many points that the opinions of old residents have no entitled to equal weight with his. The true way to prove the qualities of the grass is to go on stocking quietly and I am quite sure that if I had allowed lambing to proceed at the same rate as formerly I should have been much to blame.

24. The unusual season in the Camp caused me to turn to my despatches 488-3 and 490-23. I believe I was right in not wishing to act hurriedly in the matter of Camp management, as Spaldrimming has more or less vindicated himself; and, with regard to Mr. Clay, he also fills his position as well as any one else would be likely to do. Change is hurtful and upsetting, and if we go on improving in our Farm matters as we have done the last season I hope the Directors will be satisfied.

25. I have discussed the question of the enlargement of the house at Darwin with Mr Harvey and Dr Herston, and have brought the original plans in with me, but have really had no time to attend to the matter. If I can do so in the course of the next few weeks, I will make out a plan, but I think my original notion was the best, i.e. to have an addition properly planned by the same architect, and portant framed.

26. 12th March I have written this during the last three days and for the Hemsphis; but she is still out, and I believe she & mail have honours for Montevideo. I therefore shall send my letter by her.

I am Sir,
your obedient servant.

Alfred Cox
Manager.

Enclosure over

Enclosures.

Crisp. re. Bond
Resp. 30 s
" Indent
" Statement as ap.
" Manifest of Hams
" Wool Weights per Hams & Skins
Wool weights received to bal. for Skins
Resp. Stanley Bill and Cash Bill &c.
" Profit & loss Statement
" Balance Sheet
Stanley Annual Cash book Copy
" Cash vouchers
Copy Reynard to Cobb
" Cobb to Campbell
" " Harvey (2)
" " Clay
Completed lambing ap. 1880
First shearing ap. 1881/2
Resp. account of Skins & Dressings
2 Bills of lading for Hams
Shipping report
Indent
Account of the Hams' comparisons
Copy of Statistics as to area breed, wild cattle shares &c. } given to Harvey for his
" wool statistics for three years } information

Holland Handelscompy

Stanley Ala da Gama Seidell London.

Pale 5210 20 Hds Ale.
Holland 5229 1000 gals 3 = £15.10.1

value £95.0.1

15.10.0

Lieutenant Nolloth R.N.
Stanley 16th March
1881.

To H.M.S. Dwarf
via Monte Video.

No 37.

Sir,

After hearing by the mail of the loss of the Hecate I was agreeably surprised at meeting by the Thames last night upon the 57°.

2. Par. 1. Previous to leaving the English Bay at Stanley Pt. was Mr Reynard's family but the boy for Monte Video was carried by the Patagonia to England, about which the Pacific Co. should receive explanation.

3. Par. 2. Equitable to the Board's prize as to the Pacific agency to keep or to respect the Pinnace. Except I should not have objected to a boat that might prove a few pounds in my pocket occasionally.

4. Par. 3. Perhaps Lieut

[illegible] Esq.
Secretary.
Admiralty.
London.

Miller say that you Gentlemen absolutely stop the supply of house coals for three years certain, unless in the meantime specially ordered.

5. Par 5. Ally and Defalcations are to avoid with be fully realized. The Watch Clock returns have just come in, and show a substantial decrease on last year.

6. Same par. Shareholders upon hours advertised the meat Exhibition widely; but no one will come forward except Mr Walker who intends to send some samples next week.

7. May The freight per Hansa came to between 25/. and 27/. per bale.

8. Par 8. Upon Board will point to any one spot where working expenses can be reduced the subject shall have my best attention. With regard to Mr Clay's Engagement, I am of opinion

Arrange matters for some years without a Camp manager. but and — presume you refer to that; but "tempora mutantur" and I do not suppose the Directors realize the full force of the difference — Then, Darwin was the centre, the focus of everything, all chips were clipped there, there was no station or rivals Elsewhere, and it was for me a comparatively easy matter to carry it on with the assistance of an overseer who stopped in bed every Thursday as soon as I left for Stanley. But with three overseers all driving against one another, and very naturally so I say with confidence that without the superintendent on the spot the plan cannot be carried on without chance of success. I may have occasion to enlarge on this subject when I have time.

9. Par. 11. It is unfortunate that the Board did not see their way to assisting Capt Rowlands with the Fair Rosamond, as Mr. Dean has done, for she would have been a useful stand-by at all times.

10. Par. 13. I am obliged to you for so promptly forwarding my telegram.

11. Par. 15. Most unfortunately the Plato has not arrived in Montevideo and the Cairnmore will be still longer detained.

12. As this is to be posted at 4 p.m. I must conclude. I believe however, that with last despatch and this you are now in possession of all the information that I have to give you.

13. I still hope to send 300 bales Wool per Devonvale.

I am Sir.
Your obedient servant
Alfd. E. Goode.
Manager.

I omitted to mention that I received from Mr Humphreys the original of the telegram about Speedwell.

Customs one

Enclosures.

Supt's No 306
" Wool Inspection
" Wool Weights
" Student
" Shearing accot
" Stanley Fat & C Book Jan
Stanley Fat C Book & Vouchers Feb
1st Ins No 501 for £1362.0.0
1 Ordinance No 12 of 1891
Instructions to Census Enumerators
Householders Schedule
Shipping Report
Statement on accts.
Camp Wages 15 Mar 91

Falkland Islands

Stanley 23rd March 1841.

Per H.M.S. Alarm.
C. No. 306.

Sir,

Since last week per H.M. Sloop Shark received none of your despatches. This vessel is intended to be going tomorrow, and I shall have an opportunity of forwarding duplicates per H.M.S. Tamar two days later.

2. In the inclosures to your despatch per Nanda I found neither an epitome of the Falconia cargo nor the pamphlet with a list of Lloyd's Agents.

3. In a note of expenses on cargo per Shetland which amount to 10%, you allude to cost of other shipments; but as Falkland Islands are reckoned only as part of Shetland 12/6 per box for Falkland Islands, and freight per Shark Hawk the Norway shipments, which have the advantage

J. Coleman, Esq.
Secretary,
London.

H. Spencer the Steamer Co will not stand much more haggling on the subject of passages and freights, but which their attention should be drawn to the 3rd class fares from Montevideo. Each year the Colony will have to send for more men for the labour during shearing and boiling down. day from November to May, and unless the charge of £6 which amounts to 2½d. per day for men passage and food, without bedding or eating utensils, is reduced, we shall no doubt arrange to send up a schooner on joint account. Then as to wool freight, I & Mr. Rands write Capt Seymour that a reduction of 10% would still fail to keep out the sailing vessels now can be granted. I believe that that reduction would turn the scale, and, to put it practically, that Captain Seymour whether, in the event of our guaranteeing 2000 bales in the season, the concession would be made. At the same time I have written Messrs Anderson, Stirling & Davidson on the

subject. A well pressed bale at 11cf. would cost much less than 3d per lb., therefore the Company could without risk undertake this, even if they still charged shippers the last named rate.

As a moderate estimate these shipments would be:—

Company	1000 bales
Balaton	500 "
Stickney	300 "
Billas	150 "

to which may be added

Lively	60 "
Speedwell	30 "
Bleaker	20 "
	2290 bales

which with Bonners post pressed bales would provide the proposed 2000, as well as a few hundred to fill up a small parcel chartered for the hides and tallow.

5. Schooles have mentioned in my last that A. Spazzi is entitled to receive his gratuity.

6. On receipt of notice that paraffin must not be kept in his store I moved the whole stock from the cellar to the William Shand. Just

I see by policy no. 12660/515 that the
hulks are guaranteed not to have
any on board. Please notify this:
there is no fire place on board the
Wm. Shand, and the oil must remain
there. the safest place, or stacked in
the open air, which would of course
be absurd.

7. I see that Mr. Harvey
draws £50 in Montevideo; is this to
complete the payment of £100 for his
services, or, if not, who pays the
commission and loss in exchange?

8. The Island Administration
is charged with the cost of advertising
the Steamer line in the European
mail. If this was necessary, should
it not be borne by the London
office?

9. There are some wheelbarrows
sent by the Sea Witch by measure-
ment, at 45f. and 50/, measuring
each 31 ft. 3. The freight £1.16.11
added to the cost, 35/, brings the total
cost here to £3. 11. 11 each. Mr. Dean
says that he recommends that they
should be sent in pieces the carpenters
The selling price of a wheelbarrow is 5£.
mention these facts without comment.

10. I was pressed to a positive report on Camp matters, more especially Mr Harvey's opinions, as far as I have been able to ascertain them.

Losses of sheep. By the returns at present to hand as well as the estimate of numbers yet to come in it seems that the per centage of loss during the year will be about 11, or nearly the same as it has been for some years. This is a heavy loss it must be admitted and the question is what is the cause of it? Mr Harvey can give no explanation, nor even any theory that will hold water, for it is admitted that in riding through the Camp no bodies can be seen with the exception of a few here and there, which are doubtless those of sheep that have got on their backs. The explanation I most firmly believe is to be found in the innumerable small runners or streams that intersect the Camp, narrow, and with soft banks almost meeting, into these the sheep get entrapped in numbers almost beyond belief. Such is the opinion of all who have roamed out any streams.

Mr Cochran are lively when the streams are low, they shall throw in some places to their out a chest per year, and I know of Mr Blake at Shallow Bay has done work of the same kind, although I do not know what he was to be paid; you might ask for his opinion. Having given this opinion to Mr Harvey before the arrival of the Harbor, I was gratified to read the letter you received from Mr Fleming, as it confirms what I have said, and comes by a curious coincidence, just when I wanted support. The portion to it is as follows: "Mr Campbell thinks that the attempt should at first be made to clear out the channels of the small streams which run through the bogs. He says that you have a good many chests in the drift and partially overgrown with bank grass roots so common in the courses of these small streams, and that if these were cleared out the natural drainage would be greatly improved." I am satisfied that if this were done the percentage of deaths would decrease greatly.

Overstocking. I alluded to this in my last, but may mention that Mr. Harvey's opinion is that the land will carry more sheep than it has had at present. I believe he is quite wrong, though I should be glad to agree with him. There is only one opinion here as to the condition of some of the Waiku Creek flocks for a couple of seasons before the old ewes were taken away to Goodgreen. This condition throughout the year was one of extreme poverty, and this, though not to the same extent, was the condition of some other flocks on heavily stocked lands, notably Swan Inlet and some of the pineons in Laponia. Loss from over-stocking comes like a clap of thunder: Hansen on Carcass Island cautiously allowed his sheep to get over numerous last year, and, before he could repair the mischief, had to take 500 to Saxon Island, two schooner loads to Sandy Point, and sell 1000 to save the remainder and this on a not very large island. The Directors will hardly blame me if I have erred on the side of caution in guarding against a calamity of this kind.

Shepherding. Lincolnshire Mr. Harvey to say that he would have each flock of sheep penned every night and led out by day by the shepherd in charge. However such a plan may answer in the Slate and Australian Colonies, where both the climate and pasturage are better than here, I believe that it would be little short of madness to carry it out here. There is no one who will not tell you that as long as sheep are kept within bounds they should be allowed the utmost latitude in roaming over their pasture lands in this country. It is an undisputed fact that sheep that require much turning to keep them within boundaries are never in the condition of those that know their ground and feed quietly upon it; how much less chance then must a flock have that is being followed from daylight to dark by a shepherd and his dog!

The Camp outside Lafonia.

You are aware that this land con-

thirds of the following sections: —
7, 8, (Government reserves) and 29, freeholds
32. 31. 27. 31. 30. 26. Swan Swell reserve
and Welshman heights, leased from
Government under the Land Ordinance,
three leases falling in between 1894 and
1896

10 part of 17 expiring } leases applied
44 expires } for

38. 35. falling in in 1898 & 1896 respectively

24 and 25 the bone of contention with
the Government.

Now, if you have followed me
on the chart you will have seen that
until 1894 we have, at least, the whole
sweep of country from Port Sussex to
Mount Pleasant with the exception of
24 and 25. When the Leases renewal
ordinance (a copy of which I am trying
to get) is passed, I hope to secure Mount
Pleasant and the adjoining sections
for another 21 years' lease. Mr. Mc.
Harvey tells me that in conversations
he has had with the Governor he has

found that H.E. or the Government
are enamoured of the township
project, and have an idea of encourag-
ing immigration by the disposal of
small lots to people of small means.
These views Mr. Harvey rather sup-
holds in argument with me, and we
have long discussions on the subject.
Artizans are to be encouraged to go
there, and some cultivation is to be
attempted - In vain I ask who is
to employ these people, - the only
answer I have yet had is that a
carpenter may mend a broken plough
and a blacksmith shoe a horse!
No one can practically show that
a man can even gain a livelihood
out there, and small farming, while
it never has paid or ever will pay
in this country would be an intolerable
nuisance in our midst. And if the
Government should carry this fancy
out, why are we to be deprived of
24 and 25? The Government reserve

of 3000 acres contains between 4 and 5 square miles. Is not that, in all conscience, large enough to try the experiment on? Mr. Harvey says the Government look on the Company as a growing monopoly. I say that we go on the principle of "live and let live," and simply wish to carry on quietly on the land we have occupied for so many years. The Governor, I am told, writes this mail for instructions as to the ordinance about renewing leases; if passed eventually, they must treat us on an equality with other people, and so I hope Mount Pleasant is safe. As to 24 and 25 I do hope some of the Directors will use their personal influence to obtain for us a renewal of these leases. Looking at the matter on the principle of finality of tenure, a thing not entirely unheard of in the United Kingdom just now, it appears the fairest thing to allow us to continue our occupation, even if, as a last resource, a higher rent should have to be paid

Now for Mr. Harvey's proposition.

He will recommend the Company,
he says, to sell the interest in their
lease while they still possess them
and retire into the swamps of Leopoldville.
This land outside grazes between
30,000 and 40,000 sheep for the
most part of excellent quality, and
to part with it, and the stock would,
in my opinion be little short of
madness. What I say is that the
Directors should get Zepand 25 by
hook or by crook, and hang on to
the rest as hard as they can, each
year buying up more and more
freeholds, until at the end of the
lease they would be worthless to
anybody else. If others could
make money by buying the lease
and not the Company with all their
established plant in a better position than they
to profit by this land? I hope
this project will not be carried out,
any more than the further one which
Mr Harvey says the Directors have
towards, viz:- giving up Stanley and
making Matadi the head quarters. I
shall content myself with stating

the objections seem to this when the project is seriously put forward from London.

11. I go to Darwin in a few days to see Goonlyeen at work, and then, if I can time it, to South Arm, where they will be dapping. I have begged Mr Harvey to make up his mind to accompany me, but he says he cannot see the object, he knows all about Goonlyeen without seeing the work going on, and I can report about South Arm. He leaves on the 10th prox. I may perhaps know nothing of his instructions, which are no affair of mine, but I may say that personally, I should have been glad if he had looked into things a little more himself instead of relying upon other people. I should add that I offered upon his return to Stanley to take him in, notwithstanding our servants' delicate state of health, but he decided to put up at the "Royal Navy", where he is no doubt more comfortable.

I am, Sir,
Your obedient servant
Alfred Cobb.
Manager.

Enclosures
Disp. no. 306
Disp. 307
Stanley Jet + Earthenware Co. Ltd. (dupl)
Deaths of sheep 1875/60
Copy Cobb to Secretary
Statement re 2nd Ex. 58l. 1862. S.S

Remains of
steamer Darwin

Falkland Islands Co.
Stanley, 25th March, 1881.

Per H.M.S. Forward.
No 309

Sir,

I enclose duplicate of my no. 308 which went per H.M.S. Marion yesterday morning. In the last page but one eighth and ninth lines, beginning with the word "would", please read, "would in my opinion, be a very serious mistake".

2. I have succeeded in getting a copy of the proposed Ordinance, which is supposed to be strictly private; a copy is enclosed for your information. As the Governor intends to act entirely on instructions from home, let me again urge upon the Board the vital importance of getting him instructed to grant those leases of 21 & 25, on the ground of simple justice, and also because, if they can do that this township, 3000 acres will be enough for them to experiment on for the next 21 years at least. At all events get us permitted to this extent, by an undulating wire to let the land for grazing over our heads.

I am Sir,
your obedient servant
Allan E. Goodall
Manager

Enclosures:
Duplicate No. 308
Triplicate 307
Duplicate Statement
Indent. Statement

F. Coleman Esq
Secretary London.

Falkland Islands &c.
Stanley, 8th April,
1881.

Sir,

In reply to your letter of this day's date I have to repeat what I told you this morning, viz- that I do not mean to let the mail remain until I have chartered a vessel to fetch the men who were left by Captain Campbell on Staten Island. His Excellency is, doubtless, aware that I engaged the Felix for that purpose more than a month ago, and that stress of weather alone has prevented her from long since accomplishing that service.

Until this morning there

J. W. Collins, Esq. has been

Acting Colonial Secretary,

Stanley.

has been no available vessel in the harbour: but I am in communication with the owners or agents of all the ships arrivals, and hope to make an arrangement with one of them without loss of time.

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

Anderson.
Manager.

Falkland Islands &c.
Stanley, 16th April 1881.

No 310.

per Dendrah

Sir,

My last despatch, duplicate of which is enclosed, went by H.M.S. Forward on the 26th ult:

2. As there have been so many vessels from Montevideo this year, I suggest that the Post Office should send mails for the Falklands by every Royal Mail and Pacific steamer as they used to do, instead of making up our letters for the German steamers alone; at the worst the bags would lie in Montevideo, while we should often get later news by steamers than we do under the present arrangement.

3. The Hellespont delivered the materials for the Cimmerian, which vessel will proceed in about a fortnight.

F. Colemore Esq.
Secretary,
London.

I left for Darwin on
the 26th March arriving on the 27th
having in vain endeavoured to
persuade Mr Harvey to go with me.
On my way out I passed the
Bluff Run with and the Laguna
Salt Lake on their road to the disp:
both flocks showed not a trace of
scab. The Hillside Swan Inlet.
Hillhead. Mount Hearan & Black
Rock flocks had been already
dipped. and had come in absolutely
free from scab. In the Swan flock
five had just begun to show signs
of scab caused no doubt by contact
with some of the fences inside the
wall against which some of the Lapons
Sheep had rubbed. These were
however taken in hand and dressed.
Before I left Darwin for Stanley
the Bluff Creek sheep had come in
perfectly clean, but in bad condition.
this part of the Camp being undoubtedly

overlooked. A number of fleece will be drawn for Goose Green. After seeing the Callow works started I went to the South Arm on the 31st March when I found matters in a very satisfactory state. The day of my arrival the Wharton Harbour washing flocks were in, about 1200 in number, some 300 less than there should have been; most of these will come in with the neighbouring flocks. Out of the number brought in there were 114 affected with scab, not badly, but just beginning to show. The next day the Fanday Harbour washing arrived for dipping, about 2000, of which up to the evening 1210 had passed through the pens. 73 of them scabby: the two flocks had only just begun to wash, and were both in line: if properly dressed now they should give no further trouble.
On the 2nd inst. I returned to Darwin, and on the 4th left for Stanley.

5. I now enclose plot & plan about framing Dr. Hamilton's house in London, and will proceed, upon the permission given, to purchase as cheaply as

addition as Jean.

6. I send copies of a number of papers given to Mr Harris relative to the Farm, and wish to draw the Directors' attention to the very satisfactory increase of wool this year, as compared with former ones. Although the whole is not taken yet, Jean forms a very good estimate of the total weight, which shows an increase over last year of 620 wt, notwithstanding that 1000 sheep were boiled down last winter.

7. As regards Newholme whether the condition of the sheep may be, — and it is said that the particular flocks shown are the worst — the actual quantity of wool produced, as compared with past seasons is in itself conclusive evidence that a great improvement has taken place, evidence that no amount of writing or talking can

"pect. Taking this into consideration, in addition to the undeniable fact that the middle of the dipping season is a bad time to make changes in management, I have thought it right to give Glendinning a chance of making further improvements. — I have written Mr Clay to let him know that if any of the flocks break out during the winter I shall then consider that the time has arrived when the South Arm section must be put into other hands.

6. I now return to the subject of Mr Clay's engagement, and will review it from the beginning. The outcry against Fell had reached such a height in 1876 that the Directors were moved by it, and Clay was sent out to take charge of Laporina. The outcry was to a small extent founded on fact, but a great deal more was the outcome of personal ill-feeling and misrepresentation on the part of persons who had a grudge against him. — However, that is not to the point now. It is not from high reputation

of a young man who had been at
one time clerk to a firm of ship
brokers, at another was jobmaster,
and whose sole claim to experience in
sheep farming was, as far as I have
been able to learn, the fact that he
had once stayed for several months
with a cousin who was a farmer in
Scotland; and I think that cousin
have shown that my view was pretty
correct: however, I was failed to give
him my best support. It was
not long before I found that two
heads in the camp could not live
peaceably together, and before two
years were over it became necessary
to sacrifice Mr. (If the Directors will
look at my desp. 255-16 among
others, they will respect this memorandum
if it is necessary to do so.) Before
this, however, Mr. had had the
opportunity of showing what he could
do, and he handed over pastoral
Lafonia sheep, cleaner than they have
ever been since, and lastly his outside
flocks, which have since, with the

exception of a straggler here and there, been perfectly clear. There can now be no question that at the time Tel was the most capable man of the two, and was it my province to argue that Clay's appointment though well-intentioned was a mistake, I should not have to go far for my proofs. But I do not wish to do that; I have now to deal with the proposal that he himself should be superseded. & Now while I have nothing to say as to his energy, for he is by nature very easy-going indeed, there are at least two points in favour of retaining him. 1st/ he has had nearly five years in which to gain experience of a peculiar nature that he did not possess before & 2nd/ the total increase of wool, as well as the individual increase per sheep both show that there is a marked improvement throughout the Camp: Then let the Director consider who is to replace him, for I have endeavoured to show in a former despatch that the head man must be stationed permanently in the Camp. Until this question can be satisfactorily answered, and considering the improvement already shown, I ask the Director to rely on my judgment; which on a previous occasion was not at fault, and pause before they order any hasty change.

9. Enclose particulars of wool shipped by this steamer, to which I have only to add that nos. 2523 are not fully described, but I believe each contains two separate bales one of Romney Marsh wool, and the other three different lots of the Romney Marsh and Cheviot cross but of this I will make sure before next mail.

10. You are, of course, aware that Mr. Dean is agent for the Pacific Co.; this will be unfortunate should their steamers ever call here.

11. Mr. Dean is also agent for the Commercial Union Insurance Co., and issues policies at rates much below the North British & National, the highest being, I hear, 2½ and lowest 7/6, in. for a home like mine, against 10/6 which we pay at present. I have asked for the tariff, which I presume the National will have to conform, or the foreign insurances had better be transferred

Re. the purchase of [illegible]
[illegible] Harbour
[illegible]
[illegible] Acres
purchase of which would make the
alienation of the rest a matter of
indifference. They are as follows
viz. 27 Sections each 640 Acres
17 ditto 160 ditto
52,000

From the questions which the Directors
to York in relation thereto would not
be understood to extend the purchase
of the land over the next 15 years
during which the lease is to run
by buying say 20 square miles they
would secure about 1/3 rd of
the timber which might be taken on
the land in the course of the first year
I would begin by buying the upper half
of section 28 and continue the same
backwards year by year; no objection
could be taken on the score of waste
for this would be more
than would pay for the mill by which
the [illegible] land is at present [illegible]

12. In further reference to the question of the Camp outside Laporte I find that putting aside the sections in dispute there are 52000 acres, the purchase of which would make the alienation of the rest a matter of indifference. They are as follows

32. 34. 27. 31. 30. 26 each 6000 . 36000

17 + 18 16000

52,000

Now the question which the Director to look into is, whether it would not be worth while to extend the purchase of this land over the next 15 years, during which the leases have to run by buying, say in round numbers half a section yearly. 3000 acres at 4/. would be £600, which might be looked on as a tax on the wool only. The proposal is I would begin by buying the upper half of section 32 and continue the same Eastward year by year; no objection could be taken on the score of water frontage, as there would be none, nor do we want any, for the outlet by water to all the land is at Darwin Harbour

But before doing so it would be necessary to obtain an undertaking from the Government that they will accept payment at the rate of 4/. throughout for by the Land Ordinance it is a little doubtful whether the "existing" upset price at which land can be bought means the rate existing at the date of the lease or not. Holders under the Amalgamation Ordinance can undoubtedly buy at a price "not exceeding 2/." and if the Government can be assured to sell at all the point must be cleared up. Leases under the Land Ordinance are granted on conditions that a compulsory purchase within 10 years be made of a certain block of land: now if the price per acre is uncertain and might be raised say for the sake of argument, from 4/. to £50 during the 10 years the lessee is undertaking to buy for say 6000 acres he and his heirs at £50 which would cost him £5000. This is absurd. A lessee knows that he will only be able to buy 4/ or he would not take up the

have. But section 13 of the Land Ordinance says that he may buy any further quantity "at the same rate". The same rate is 4/. and I hold that the intention of the clause is to allow purchases at that rate and no higher. I hope the Directors will give me their opinion on this point.

13. I enclose a sample of wool plucked from a lamb dipped in Little, and shall be glad if you can get an explanation of the peculiar colour.

14. Capt. Emmanuel brought me a ticket home to Havre for Mr Harris's passage, costing £38, which I did not see any way to paying for until I had seen that gentleman, with whom I afterwards arranged to pay on acct. of the Govt of Montevideo £25 being passage and expenses each way between Montevideo and Stanley according to agreement. Having no instructions to pay him anything, and knowing that he had drawn his £100 in advance I thought it best to address strictly to the terms agreed upon, Mess

and he says that he is satisfied with the arrangement. There is a small account for stores, which he wishes to pay in London.

15. I regret to say that Capt. Campbell has returned from his cruize in the Ella without being able to reach Staten Island, and I have been obliged to charter the Swan, as per correspondence enclosed, to fetch the men whom Capt. B. with incredible folly left there. Not a moment was lost in doing this: but you will see by enclosed letter from the Governor that he was probably misled into believing that I was not moving in the matter, and I therefore may mention that I saw H.E. afterwards and completely satisfied him, & had no retracting from him the admission that it was through the interference of another person that he wrote as he did. Of course until the men arrive the Black Hawk's papers are unavoidably kept open.

16. Since writing the foregoing I have received several letters from the Camp and the West Falklands about these matters, which will be found enclosed. In regards to annual loss of sheep I have been making enquiries the result of which seems to show that ours is below the average. Mr Watson places his you will observe, at 10%, but considers that mild cattle increase it, which tallies exactly with our experience in Patagonia. Capt Packe says he lost 20% last year out of 10000 to be accounted for only 900 have appeared at shearing. Mr Spedwell Island out of 2300 they have lost 400 or over 17%. Mr Whitney says that he is certain no one has a less loss than we have, if people will compass the lambs. All speak of the large number swallowed up by holes and ditches &c. &c. to sum up, arises from three causes 1st deaths of lambs after cutting. 2nd through falling into ditches 3rd through sheep getting on their backs while heavy in wool. The first is more or less remediable the remedy for the second is draining out ditches &c. &c. and the third keeping

the shepherds with their flocks instead of bringing them up to help at shearing. This last would of course entail a much larger employment of labour during the shearing season.

17. Mr Harvey having said repeatedly that the Black Rock was ordered to be placed at his disposal during his stay, I sent that Mr Duncan will satisfy himself that he has made a mistake. I send him my despatch of August last in order to post him up in the Company expenditure, and he informed me that in addition to the Surveyor inspection he was instructed to look into the other branches of the Company business. About this I take the liberty of thinking that he must be mistaken, as I have no reason to suppose that the Directors would wish to conceal the full object of his visit from me, and had they wished me to supply him with other information they would have instructed me.

18. H.M.S. Dasher arrived

yesterday from Auckland for coal and appears to have been recommended to Owen. As Commodore Wilson of the Wolverene was Captain of the Americus when on this station and his ship was always supplied by the Company, I think it would be well if you were to write him to ask him to influence the homeward bound ships from his station to call upon the Company for coals and supplies: most of the Australian ships seem to be coming in now, and I believe the Wolverene herself will be bound home before long in which case Captain Wilson would perhaps inform his successor as to our position.

19 I now send my usual indents each mail, which I hope will be shipped by return steamer. In the present and I have liked some heavy goods in order that you may know what might be sent if the Directors decide to replace the Black Hawk immediately. If a schooner is sent, looking at the large quantities of wool now carried I think she should be 20 tons larger than the Black Hawk, of fore and aft.

big fast and good at beating to
windward and his Captain should
be a man accustomed to coasting
in preference to a deep sea sailor.
One who has a character for driving
and who will look after his work
personally instead of leaving all to
his mate in harbour should be looked
for; mates are apt to think
that their duties end when the anchor
is down on arrival from sea.

20. If you could get a
little clear of stocking than what you
send it would be more saleable in
the Camp. Most of our men go to
Williams who get Shetland from
Scotland a rough warm tweed. I
doubt whether a few sheep suited is
the right men to go to.

21. Salmon I mention
with regard to little dip that the
sample sent does not represent the
colour of anything like the majority
of the sheep, and that the Waikawa
kills are pink it passes off. The Clan

given me a sample of some wool dipped at much greater strength, which has quite lost the colour; this I have enclosed. As regards the 2000 gals. for Tahiti I have already sold 1720, having taken the whole on the Co's a/c. You will therefore have to pay for this with freight as per enclosed letter. The Seal Creek sheep are dipped with this and Mr Little has allowed 20 gals. for the experiment; nothing can be said as to its effects until next shearing, and I hope the Directors will suspend their judgment. In the meanwhile, looking at the increasing use of this dip in the islands, I recommend a shipment of 3000 gals. by September or October next, the price at which it is to be sold here being fixed at 5/6 per gallon. Mr Waldron speaks very strongly in its favour, and there can be no doubt that if efficacious it is cheaper than tobacco, sulphur, and soap, which also is uncertain through the varying qualities of tobacco.

22. I have lately been informed by Mr. Harvey that the feeling at the Colonial Office is that the Coy. should be snubbed on the ground that in my letter to Gov. Ker I took too high a tone. You are in possession of all my letters, and the unopened two are doubtless those written on May 19th and 21st last year with reference to sections 24 & 25 and the township. I drafted them with great care, as I had to express my firm conviction that the Governor was in error, at the same time I endeavoured to put them as courteously as possible, so as not to lay myself open to a charge of incivility. If there was anything wrong about the letters the Directors would have pointed it out at the time. The real sore point was the mail service.

23. Enclose copy of the Treasy receipt for passage money from Rio Monte Video. Since then I hear he has drawn it again in a bill on the Directors favouring the Governor &c. for £36 for

passage from here to Naaro. I suppose it is all right, but if he were going to desert why did he get the passage money for a portion from me at all? I also enclose an account from the store for a pair of boots and half a case of brandy he divided with me: this he wishes charged to the Inspection expenses, which I conclude it is right to do.

23. 20th April The Denmark arrived yesterday about 2 p.m., she discharged 800 bags flour and received 254 bales wool before leaving off last night — rather good work — and this morning has only 42 bales to receive. Your despatches 580/2, 1581 in duplicate I will shortly answer.

24. 580 — 4. A copy of the agreement here shall be sent next mail. I have on board the Egeria waiting for the Hilarion 134 bales wool weighing 49971 lbs. belonging to Baillon Bro.

25. Jan. 5. The Harmon lines are doing very fairly, and I hope the Co. will be able to maintain regular shipments outwards. The present is a very full steamer.

26. 382-4. I have as yet had few conversations with the Governor about land, as I have thought it more judicious to let him look about and judge for himself rather than force him on any point; but I shall take the first good opportunity I have of opening the question.

27. Jan. 6. Novus could have expelled the Flying Squadron to coal here, but he did not, and they do all their work under sail. After all I have written about the enormous stock of house coals it is very much to be regretted that more has been shipped.

28. Jan. 11. I send copy of a lease, this one that has yet to be confirmed, owing to some slight irregularity in the Land Ordinance about renewals, the bill being. Shall that renewals of old leases under the proclamations of 1849 and 1861 are not provided for. I am Sir.

Your obedient servants

Abel & Co.

Managers.

Enclosures

Ship No 300
Copy 309

Memorandum of Answers & Orders
Gov. to Cobb & Reply
Hall " Hainsworth } re Blacksmith
Dean " Bell
Copy of Lease for Station 32
Abstract of Stock of Stores &c
Wool Weights 1876/81
Stanley 5th, 213 & Vouchers March
" Ledger & Balances 31st Mar
" Wages 31st Mar
Dr Newland order for Drugs
Particulars of Baillons Wool
Wool per Benderah
Mr Harveys lodging acct
do Receipt for passages
Diary to Director
2 Samples of Wool
Orders
Cobb to Patterson & reply re Sheep
Malcolm re death Dale &c
Finlayson on overstocking
Copy of Sheep to Bathurst 1880
" " Wool Weights
" " Measurement of bales
" " Ages of Sheep
" " Deaths 75/80
" " " 79/80
" " Goat Marks
" " Cr's Brothers
" " Wool Press particulars
Stocking report
Statement

} Enclosed to Mr Kaney

Falkland Islands &c.
Stanley 23rd April
1881

Sir.

I understand that your Excellency will see the Pilot this morning with reference to my request that the hulk Egeria may be moved in four fathoms of water, I beg leave to draw your Excellency's attention to the fact that the only vessels that can be affected by it are small ones drawing 15 feet and under, heating up against a westerly wind. Large vessels the Pilot informs me, do not heat up under any circumstances, and sailing vessels with a fair wind and steamers would be in no way inconvenienced

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

inconvenience. On the other hand, if wool is to be shipped in the Kosmos steamers, it is necessary to have the receiving hulk moored in water sufficient to allow them to go alongside without touching the ground.

I believe that the number of vessels, of the class first alluded to, anchored to the westward of the Company's hulks does not exceed six, on the average during the years of these, some into ports with a fair wind, and the rest can warp up with little difficulty. Without wool the steamers will probably not continue the mail service for long, and I respectfully request Your Excellency to consider

to which the most facilities should be afforded, a few words that may or may not come, of the mail steamers, in the success of which I believe both the Government and the Company take an interest.

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

Falkland Islands &c.
Stanley. 26th April. 1881.

Sir.

In reply to your letter of 25th April received this morning. I have the honour to state that the hulk Egeria, which is within the limits, shall be moved as soon as the Company's Overseer can muster sufficient hands for the purpose.

Seeing, however, that the position she at present occupies was assigned to her by the Governor himself nearly eight years ago, just after she was bought, and that she was then moved by a Government pilot, I think it is only reasonable to suggest that, if she is now to be moved, it is hardly fair to throw the Expenses of doing it upon the Company.

J. W. Collins, Esq.
Harbour Master.

Many years ago permission was granted both to Messrs. S.M. Dean Hanna and to the Company to have one buoy each moored within the proclaimed limits; this was for the convenience of shipping visiting the port, as serious loss of time would be caused through mechanics and labourers having any great distance to pull off to ships discharging for repairs, particularly in rough weather, and both the Charles Cooper and Cyprus are too large to be moved to vessels with safety. Mr Dean informs me that he has a distinct recollection of this concession having been granted.

I am desirous of carrying out in every way the wishes of His Excellency the Governor; but I feel I have to suggest to him, that in so doing, that mooring

in deep water the Packets alongside while at least half the mail steamers go, would be a great convenience to the Treasure Co., as well as to myself, and that the means she is to the settlement. The better it will be for the general public. I wish, further, to suggest in conclusion, that a regulation which may have been very suitable when made, twenty four years ago, may now, under present conditions, have become out of date.

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

Chief Clerk.
Treasury.

Falkland Islands &c.
Stanley 29th April
1881.

Sir,

I have the honour to enclose herewith the certificate of Registry of this Company's schooner Black Hawk, which was lost on Staten Island on the 10th of February last.

I have the honour to be,
Sir,
Your obedient servants,
Vidal E. Lobb.
Manager.

J. W. Collins Esq.
Acting Colonial Secretary.