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FIC ARCHIVES

**STANLEY
TO LONDON**

No 252 to No 333

29 March 1878

to 27 February 1882

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Wm. & A. R. Dixon London



199	10 cases Brandy	20	sh.	5	.	.
200	12 cases J.	29	sh.	7	5	.
201	20 cases Old Tom	40	sh.	10	.	.
202	1 case Cherry	26	sh.	1	6	.
203	1 case Cognac	3	sh.		3	.
204	1 case Maraschino	3	sh.		3	.
			£	23	17	.

Twenty seventh
 January 75.
 Wm. & A. R. Dixon
 London

Twenty seventh
 January 78
 Wm. & A. R. Dixon

Agent

2

Falkland Islands Co.
Stanley 25th March,
1878.

Sir,

I have much pleasure in
complying with Your Excellency's desire
that I should give my opinion on the
proposed seal act.

In 1864 an ordinance was
passed under which it is in the power
of any sheepfarmer to prosecute his
neighbour for allowing scabby sheep to
stray, and yet, during nearly 11 years,
no one has availed himself of this
act. It is sufficiently stringent
to render a conviction very undesirable
to a defendant; the reason why no one
has yet prosecuted under it is, I presume
on account of the time that would
be lost in coming into Stanley, where
the Court is. But in a matter

Your Excellency,

James Cunningham, Esq.

Stanley.

of seal

of such importance a person should submit ^{to} the sacrifice of a little time before declaring the present law to be a King Log, or calling out for an Inspector who is as likely as not to prove a King Stork to the majority of the sheepfarmers in the Colony.

Before asking for an Inspector before whose presence some people seem to think that scab will vanish, we ought to make sure that the desired end cannot be attained without the employment of such a costly individual. It is no secret that the struggles of the sheepfarmers are not yet over, and the majority can ill afford to add to the yearly expenditures that they already feel so heavy.

The Company have suffered from scab more than any farmer in the Islands, and have spent thousands of

4
pounds in endeavours to cure it
Every one knows how clean our flocks
are at present, as compared with two
years ago, and the reason is simple
During the last two seasons we
have kept up two staffs of men, one
for shearing, the other for dipping.
We make no alterations in the dip.
Excepting that it is, if anything, less
strong than before; but we shear
sheep one day, and dip them the next,
in the case of a ewe flock putting
the lambs through also. Now our
old system was to get through all
the shearing first, and then dip;
but as the sheep and lambs break
out with scab invariably in March
or April unless prevented by a
dipping off the shears, there was a
vast quantity of disease in the
sheep before they were handled.
It is now our practice to get the
sheep up again before winter, and
give them a second dip, which in
the majority of instances has been

Suffices

sufficient to keep the flock clean, although cases of scab occur in sheep that have been unscathed at the gathering.

The double staff necessitates, of course, extra labour, and here the shoe will pinch. If you excellency will compare the immigration returns with those of the increase of sheep, you will surmise that the farmers must, for the most part, be short hand; this I believe to be the case. To get through shearing, which ought to be finished early in February, and must be in March, every available hand is employed, and no one can be spared to work at the dipping. The farmer is between the horns of a dilemma; either he must hurry his shearing and submit to the scab, or care the scab, and not finish shearing until near winter. The remedy, of course, lies in the employment of additional hands, with regard to which the Inspector.

6

Inspectors would be likely to bring
prejudice, but could the farmers afford
to pay for them?

The pecuniary circumstances
of the Falkland Islands farmers are,
perhaps, the most important element
to be considered, with regard to the Scab
Inspectors. Can he be afforded? Will
not his appointment entail ruin to the
majority? Your Excellency is doubtless
aware that most of the settlers have
received very great support from, some
indeed have been started entirely with
the assistance of one or other of the
Stanley firms. It is no secret that
a majority are still largely indebted to
the Company or Messrs. Dean & Sons.
There must be a limit to all advances,
and my opinion is, that with the
expense, firstly, of paying for an
Inspector, and, secondly, with the outlays
ordered by him to say nothing of any
fines he may impose or cause to be
imposed, this limit will in some
instances be overstepped. The gentleman
who is understood to be the strongest
advocate of an Inspectorship is
independent of this consideration.

Inspector Scab is

7

Scab is less ripe now than it was
ten years ago; this is a young sheep-
farming Colony, and, as we gain
Experiences, and learn how to adapt
our farming to the peculiarities of
the climate. I am of opinion that
scab will disappear, even without the
assistance of an Inspector, who,
whatever might be his Australian
Experiences, would have much to learn
here. The Company passed through
many years of adversity before they
were able to pay a dividend, and
persons who have settled within the
last few years must not forget that
they also have to buy their experience.
Already I know of three farmers
who have this year followed up the
plan of shearing and dipping
simultaneously, and others, if they
can possibly manage it, are sure to
do the same as soon as it is recognized
to be the right way to keep down scab.

With reference to the draft
ordinance itself, I will only remark
that great exceptions may justly be
taken to the annual rate proposed to
be levied on all sheep in the Colony.

On Lively

On Lively, Speedwell, Pabbly,
Keppel, Saunders, Sparrow, Woodwell,
Peaves, and New Islands there are
isolated sheep farms on which the
existence of any amount of scab can be
in no way detrimental to the interests
of any but the occupiers themselves;
why, then, should they be taxed? I had
I must also point out on behalf of the
Company that the peninsula of Lagoonia
is so completely shut off from the rest
of the East Island by a wall, through
which sheep are not allowed to pass,
that it would be unjust to give the
Inspector any jurisdiction over the
flocks there, or to levy the rate on
them, as though they were sheep that
could by any possibility molest, or
be molested by a neighbour.

I beg leave to say, as the
representations of the owners of more
than 100,000 sheep in this island,
that I should disapprove, under
present circumstances, of the
appointment of a scab inspector;
but I should add that I should not
object to a proper dipping being
rendered compulsory at the right sea son,
say, for

say, for instance, that all sheep
in any flock affected with scab
should be dipped a first time by
the end of February or the middle
of March, and a second time by
May or June.

In conclusion, I may
mention that His Excellency the late
Governor went into this question just
before his departure, and, ^{that} in reply
to a letter of mine opposing the
measure, he wrote me on the 11th
January, 1876: - "Thank you
"for your advice, - it is as I
"thought - an unnecessary
"measure. I conclude the 'Waters'
"do not fancy prosecuting each
"other under the 1867 act."

I have the honour to be,
Sir,

Your Excellency's most obedient servant

Wm. G. G. G.

Colonial Secretary

Notes on Black Hawk.

Much of the work on board has been stopped, and has had to be done over again here in a substantial manner. It was not wonderful that the side scuttles leaked, they were put in in the most disgraceful way. In some the glasses actually rattled for want of packing, and the brass frames themselves were only partly bedded with white lead. I had two perit rights for a trial, and in a strong breeze during which they were constantly under water they were as tight as a bottle, so I opened the other two in the after cabins, and will let her go a voyage before touching the others. The scuttles themselves are not of the best kind, they should have been fitted with dead doors like those in Ridsdale's catalogue - plate 8 figure 15. It is most stupidly arranged so that every drop (both of sea water or condensed moisture) can run nowhere but into the bed, this I have altered

by providing scuppers inside the
 swales. The consequence of cramming
 me with salt right up to the deck
 was seen that a quantity above the
 level of the berths has been running
 out all the passage in the form of
 salt water, and has ruined a lot of
 bedding. The pillows are almost
 as hard as the lumps of cocoanut
 which she was first fitted out,
 as any one ever known to be really
 comfortable with his head on a hair
 pillow! The fore-cabin companion
 is very well in harbour, but utterly
 out of place at sea, where it is con-
 stantly under water in bad weather;
 sailors can ever have suggested its
 being put where it is. The berth
 is just a pillow for want of head
 and the berth is too low
 and the upper part of the
 most of human beings to gaze
 at. The water is too in all

for luggage, and the companion is so contracted that a medium size post-team has to be let down through the skylight. The skylights are badly fitted and leak all out, and the same remark applies to the deck lights some of which are put in without any white lead whatever. The extremes of extravagance and meanness meet in the supply of an utterly unnecessary awning at £15.10s. with 3 lanterns extra, and of painted tin basins and chamber utensils! The foregoing are the chief criticisms that have occurred to me, in other respects the vessel is vastly improved as indeed she ought to be with an expenditure of £14,000 registration, more, I understand than the price that ordinary commercial people pay for a new vessel of the highest class.

Stanley 29th March 1878.

Deaf & Co.
Colonial Manager,

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Trossachs.

29th March 18.

Sir,

This vessel has just returned from Victoria Harbour and will, I hope, be despatched this evening.

2. Up to the present time (3 p.m.) the Sparrow Hawk has not arrived with the mail; I fear that something must have happened to her.

3. I should have mentioned last mail that Mr. Clay begged to be excused from writing, as he was very busy and had nothing particular to say.

4. There is room for the following married men: - Archibald McLean, Ballendean, Cupar Fife, and J. McPeggs, Carphlin, Cupar Fife, recommended by Peter McLean.

5. A man named Albert Sharp who came down from Monte

J. Coleman, Esq.
Secretary.
London.

Vides last year, and has worked at Darwin and North Star may possibly try to engage with you; but as Mr. Clay and all the foremen assure me that a more useless man never worked under them, you should have nothing to do with him.

6. The new clause against idleness or disobedience in the agreements does not meet the evil under which we suffer as well as "drunkenness or neglect of duty," drunkenness being the chief one we have to contend with. You have an unfortunate knack of picking up drunkards to fill important posts, for instance: - Ernest, Gibbist, Allday, and Hardy the Cooper.

7. The last named, after doing all in his power to get discharged, has now given me six months' notice, and, of course, forfeits £25. A more unprincipled scoundrel does not exist; I am even now greatly alarmed about the supply of work at Green Green, as

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as he has so loafed and frittered
away his time there since last
season that he has not set up on
an average a cask a day. If you
could only manage to supply me
with people of good character, instead
of the drunken ruffians you send me,
you would benefit the Company and
relieve me greatly. I must now ask
for another Cooper for Goose Green, to
be here in time to set up the shoots
that came by the Tracachis so that
they may be ready by next February.
He would not for some years have to set
up more than 500 or 600 casks, which
ought not to take a good workman
many months, and the question is
whether you could get a cooper and
carpenter combined, or a man who will
honestly join the carpenters as soon as
all the casks are set up, and not loaf
over his casks so as to make them spin
out over the year. I should like
to know on good authority how many
tallow shoots a man should set up

in a day. House accommodations or unfurnished lodgings should be specified in the agreement, as Hardy considers his present agreement entitles him to furnished apartments, and will argue the point with you on his arrival in London.

g. The Trascavel has been 4 days on demurrage.

I am, Sir,

Your obedient servant

Geo. Yove.

Colonial Secretary

Enclosure:-

2 Bills of Lading
 Manifest of Cargo
 Remarks on D^s
 Trascavel's certified account

Remarks on cargo per Massachusetts.

The outside and Saxonia wool are numbered independently this year, there will still be about 90 bales more for the next ship. A quantity of the sheepskins, in fact nearly all the loose ones, are damaged by exposure to the weather. I have returned nearly all the fire gates for the house, as per enclosed receipt. Pacey opened them all, and found that, with the exception of the bedroom ones which were properly packed in straw, they were all so scandalously put up that breakage followed as a matter of course. Pacey wishes me to say that they will be found exactly as he opened them, excepting one case which held three pieces of fire-back or fireclay, tied up with string, which of course got adrift, and smashed up the bars of the gate. Some pieces of marble, which cannot be repaired, are also returned to be replaced.

Dear Sir,

Colvin & Co.

Stanley.

24th March. 1872.

Manifest of Cargo
 shipped on board the barque *Trossachs*,
 Batchelor Master, Falkland Islands for
 London, consigned to the Falkland Islands Co.

Marks & Nos	Goods	Shippers
FALKLAND ISLANDS COMPANY 1/307	307 Bale Wool	Falkland Islands Co
LAFONIA 1/254 256/310	517 " "	"
JB January	59 " "	J. Bonner
HGC 1/36	56 " "	H. G. Cobb
H+B	70 " "	Holmsted & Blakie
FIC	91 " Sheepskins	Falkland Islands Co
"	3977 " "	"
"	346 pieces "	"
"	1350 Slides	"
JB	201 " "	J. Bonner
H+B	103 " "	Holmsted & Blakie
AP	523 " "	A. Potbury
JB	1 Pale Hair	J. Bonner
AP	1 " "	A. Potbury
H+B	2 Washes Tallow	Holmsted & Blakie
F 19/00	45 Seal skins	Falkland Islands Co
"	10 Bldr. Tails	"
"	Quantity of Tails	"
"	" Bones	"
"	" Sheepskins (from Trossachs)	"

Address packages:

H. L. Hughes Hughes 3 cases Birds' Eggs
 A. M. Nicholson 1. Rug

F. G. Cobble
 "

Falkland Islands Co
 Stanley, 29th March, 1878.

Stanley.
 Colonial Secretary

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Black Hawk

9th April 8.

Sir,

My last went per Crossachs which sailed on the 30th ult. Your despatch N^o 521 (duplicate) and 522 only reached me after a desperate passage of 10 days from Montevideo with the loss of her long boat and damage to sails. As my family leave by this mail I must I may be excused if I do not find time to answer you very fully.

2. 521-2 I know nothing of North American coats.

3. Part 4. An increase of subsidy I know to be out of the question. I hear from Capt. Campbell that Howard & Co^o have abandoned the idea of running the mail - I think they are nearly at the end of their tether - I have taken joint action with Dean and reduced the price of most of their

F. Coleman Esq

Secretary

London.

principal supplies; we think we shall soon run them out. I have read this paragraph over several times and cannot clearly see what the Directors consider "can only be done" there is some omission which makes your meaning obscure.

4. Par 4. I was under the impression (wrong perhaps) that the Company would find the Doctor a house, I may have only inferred that they would not allow a stranger to build on their own ~~feet~~ hold, and he must be housed somewhere.

5 I received the reports on 11th of some time since, but I think I may fairly ask to be supplied with earlier accounts of produce generally. I have not yet received account sales of wool and other Company's produce, per "Erl. Roenig" although she left here more than 9 months ago, and the Speedwell wool account sale has not reached me, although I see it

is on the way. I have not been able to make my annual Blue Book returns to the Government. The Roaster coal is dirty and wasteful, burning away very quickly, it cannot be compared with the excellent coal that came per "Vicar of Bray" last time, of which I fortunately reserved enough for my own use. It does not break in shipment to the extent you imagine being for the most part lumpy, and even the small lumps and cakes readily. I will see about the Margaret & Mand when I have time.

6. Par 6. Martin reported lately that the sheep at present had realized 31, 2 lbs tallow per head. I have no doubt he has gained by his visit, but, like an idiot tried to pass himself off as a person of greater importance than he is, and ran into a number of expenses which he will have to pay himself, ill as he can afford it, being over head and ears in debt.

11. Par 7. The leases of most of the Choiseul Sound sections have been renewed during the past few years for 21 years, so there is plenty of time to secure the freeholds. My idea is to go to work systematically by starting from the Westward and buy up freeholds as we have land orders to pay for them.

12. Par 8. The house is progressing well and about 50,000 bricks have been laid. Robson died rather suddenly last month, but I have kept John Steel here to do the rough work, and have two other bricklayers now besides Oliver. I regret to say that both Oliver and Watts are drinking men; both have been warned not to misconduct themselves again, and I hope will be steady for the future. Pacey is the mainstay of the work, and I have every reason to express my continued satisfaction with him.

255.

9. Par 9 and 552-2. For the very reason that gold is so scarce it is to more prized when it is paid out - considered that the gratuity paid in gold would be thought more of than the same amount in scribbles.

10. Par 13. I hope Mr. Burgess has by this time called upon you. The Com. Mr. Burgess was at his own risk and so I presume would be any future venture. He said nothing about clothing, provisions &c and as to flour could only be guided by the market price, which I do not know. The mail I see flour has been put aboard at about 12/6 per 100 lb bag.

11. Par 14. When I estimated a clip of wool at 1000 bales I did not think the Water Creek press would be as well worked as it has been. The quantity of wool is equal to our expectations, but as the bales are

average nearly $\frac{1}{2}$ of the number
 will not much exceed 900. As to the
 want of harmony between the two
 Managers I see no prospect of an
 alteration. I will give you a recent
 instance. When at Dassin I ordered
 the long boat belonging there to be
 sent down to Walker Creek with the
 Crossachs for shipping the wool. I
 was obeyed - to the letter - the boat
 went, but without oars, rowlocks, rudder,
 mast or sails, and was of course very
 awkward to handle. In my next
 letter I intend to let Tell know how
 injuriously such proceedings will
 act as regards himself.

12. Par 17. I sent a statement
 as to the Black Hawk's deadlights,
 which will enable you and Mess^{rs}
 Fletcher to form an opinion of one
 of their best men.

13. Par 20 I will find out what
 I can about insurance.

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14. Par 21. I should like to have heard more about the 'Star of India', which is a complicated business, and I am uncertain whether I have advised the Captain right or not.

15. Par 24. I think Mr. Waldron should have told me about the 'Lily', and not allowed me to suppose that his wool would go per "Vicar of Bray".

16. Par 25. I cannot give a decided opinion at a day's notice about the Vicar of Bray's matter as I must to a great extent be guided by statistics which would take time to prepare. My impression is that running ones own vessel should pay better than chartering.

17. 522-2. You are surely aware that the charge for specie by mail schooner is 7%, why then, should you reduce it to $\frac{7}{16}$!

18. Par 3. I do not share in your sorrow on Mr. Waldron's account, I hope, on the contrary that he will be well-bitten. He wrote me on 3rd February

"As regards cargo for the 'Crossachs' I have not in all 150 hides, and being dipping and shearing have no wool ready for her" Should he not have said openly that he had a vessel coming, and not led me to believe that his cargo would go per Vicar?

19. Par 4. Again cargo is left behind at Montevideo, and some important enclosures to the despatch are in the office case. For such small economies is it worth while so constantly to run the risk of delaying documents that I ought to have promptly? The Times seldom arrives complete now; if the expense of posting is so great I shall be happy to pay for what you would otherwise send in a box.

20 Par 7. I think I can understand all the arrangements with regard to Mr. Williams's affairs several things I can see clearly viz that he has

about £1,300 for current expenses about £700 of which he already owes and must pay down on the nail as no one trusts him, that the remaining £600 will be frittered away in a few months, that he will then give a further mortgage on his wool of 10%. Then a month or two afterwards he will arrive at the stage when he declares that £200 will see him over all his troubles and in some water for the rest of his life and finally in less than 10 months Mess^{rs} Dean & Sons will be masters of Port Edgar.

21. Par D. You say the 'Black Hawk's' repairs will be added to the value in Your books - what about ours? Are not our vessels accounts getting into an extraordinary mess 'Black Hawk' charged to Islands -

improvements to London Office,
 Sparrow Hawk never charged to
 Islands but kept on the London
 books, and permanent additions
 which add to her value charged
 here to working account, because
 you do not allow me to open an
 account for her. I cannot see any
 system in this at all.

22. Par 9 I have directed the
 Storekeeper to see what is wanted
 and will if I have time enclose an
 order.

23. The following men are
 leaving or have left lately A. McCall,
 G. S. Martens, W. Rougan, S. Middleton,
 G. Mathieson, J. Dobie, W. Scott,
 J. McLeod and H. McLeod all but
 Rougan, Middleton and Mathieson are
~~from Lapland~~ from Lapland; reckon-
 ing that some more whose time
 expires shortly may be leaving this
 year, I considered that these nine
 should be replaced and at least

23
10 or 12 more sent before nesting hearing season, say 20 men in all, of whom six or eight may be married, but don't send all the married people at once - I have no objection to the re-engagement of Middleton and W. Scott, at not more than £65 or £66.

24. Five out of six mules arrived per Sparrow Hawk alive.

25. I enclose a draft of a proposed Seal ordinance, about which the Governor has been collecting opinions in the Colony, I have opposed it in the enclosed letter.

26. The 'Black Hawk' arrived on the 24th February, all well, and has since made a trip to Northam Walker Creek and Darwin. I have written separate notes on her repairs. The Mate has left, not suiting Captain Dixon, as far as I could judge he is not a man of much energy.

27 I have only a few notes about the house. Pacey wants to know if Mr. Pike has not omitted size for the

woodwork, and how much hair is required for plastering, and where it is to be got. No 1056 a 24 in stove has been used in Mr. Langdon's house and must be replaced next ship - And Oliver wants but red ochre for the brickwork.

28. As there is no actual reason why I should be present while my new house is building I shall be much obliged if the Directors will consent to my coming to England as soon as I consider that I can do so without injury to the Company's interests. Every one here recognizes the necessity of a change from this sort of life at least once in five years; it is difficult for people at home to realize the fact that this is not like other Colonies, but that outside business, there is a great want of all that goes to make life enjoyable, and that people who take root as

253.

It were are liable to vegetate, or to go back rather than forward. It is not necessary to say more, having expressed my wish for a change as soon as circumstances will permit of it. Perhaps I should add, that all I want is the refreshment of a season in England, and that I wish to stick to the Company if the Directors still consider me worthy of confidence.

I am, Sir,

Your obedient servant,

Wm. Pitt.
 Colonial Secretary

Duplicates N^o 251 & 252.

2nd Exchange N^o 497 for £519.19.5

Landing certificate Black Hawk

Stanley Journal Jan & Feb?

" Cash Book Feb & March

" " Voucher D^o D^o

Aspenia Shearing acct 1877/8

Outside " " "

Camp Wages return 31 Dec 77.

Mar of Andria's accts & letter of advice

D^o 1st exchange N^o 498 for £702.12.6

Copy Scab ordinance (proposed)

" Cobb to Governor on D^o 23 March

3 B/L Trossachs'

Clay to Directors 29 March

Notes on Black Hawk

Acct of Sheepskins 90 bales

Hallett on Scuttles Black Hawk'

Shipping report

Two receipts for passage

Cobb to Coleman 30 March 78.

Pack's cheque £257.13/.

2nd April P

In your Ledger Entries dated
22nd December last you appear
to have paid through your petty
Cash on account of Debtors at
Stanley £ 4.13. 8, but no journal
entry or particulars for whom
this payment was made, having
been sent it is impossible to
charge the same this side.

Wm. G. Holt.
Colonial Treasury

2nd April 18

I have to request you to pay the following amounts:-

J. Middleton	138 . . .
J. Mathieson	123 10 . .
J. Dobie	65 . . .
W. Scott	50 . . .
D. M. Ingham from Mr. Finlayson opposite spring cottage Culterbock Village Inverness.	6 . . .
Mr. Ann Castmell from her son 26 Union St. Preston, Lancashire	10 . . .

I have also drawn the following drafts in favour of

J. L. Humphreys for passages	223 6 0
The London & River Plate Bank	150 . . .
H. S. King & Co	200 . . .
Against the above I remit as follows	
Draft on W & R. Wright Liverpool	702 12 6
Cheque from Paquet Bro. on Scott.	157 13 .

Yours faithfully
James Finlayson

Lambing Account 1877/8.

Flocks	Ewes	Wethers	Riggs	Lams	Total
Burnfoot	260	791	4		1,655
Mariguita	722	695	11		1,428
Log Harbour	1,688	1,590	23		3,301
Cygnet I.	699	689	11		1,399
Wharston I.	271	779	6		1,656
The Trap	601	618	4		1,223
Snow Harb.	1,024	946	16		1,986
Miles Creek	600	594	10		1,204
Low Bay	266	200	17		1,603
I. Little Rincon	311	263	6		580
Walker Creek	733	690	13		1,436
Island I.	675	642	26		1,343
Seal Cove	623	667	17		1,307
Cartera	1,447	1,299	29		2,775
High Hill	559	518	19		1,096
Lagoon Isla	703	658	13		1,374
Swan Inlet	1,713	1,507	33		3,253
Bluff Creek	955	909	17		1,881
Seal I.	721	672	12		1,405
Sea Lion Island	75	10		50	145
Seal Island	69			70	139
Hare I.	7			4	11
Bodie Creek	446			410	856
	17,028	15,345	207	542	33,202

Stanley 12 April 1878.

J. S. P.

8th April 8

By an omission draft N^o 499 for 100 " "
 in favour of the Colonial Government
 was not advised last mail.
 I have since drawn in favour of
 G. Atkins @ 30^d/_s for 106 " "
 London & River Plate Bank 60^d/_s 200 " "
 Please pay Mr Langdon 15 " "

Advised
 Colonial Manager

25th 74.
Fairy.

9th April. 1774.

Sir.

As seventeen of the crew of the Star of India have refused to go to sea, and are imprisoned for three months, Capt. Oliver has chartered the Fairy to get a crew from Montevideo

2. I have undertaken the charter for £100 with 14 days in Montevideo, which with ordinary good fortune will pay very well. The master of the Fairy not being a navigator I have substituted for him Capt. Stentford, wishing him to have an opportunity of showing what he is made of. He is instructed to write to you advising his arrival in Montevideo.

3. The Black Hawk sailed on the 2nd with my family, Miss Blake and Mr N. Blake on board, and if she has had the winds that have since prevailed here will have made

J. Botman Esq.

Secretary

London

an extraordinary passage

4. I have to announce another secession from the Company, that of Andrew Petaluga, a large customer for skins. The cause being an attempt on my part to carry out the Board's instructions as to credit. Owing over £200, (the exact amount to be determined by the sale of hides now in transit) he drew upon me on the 5th inst. for £50, which I deferred paying until I could learn something as to Messrs Dean's intentions, they being creditors for £1200 to £1500.

Finding that Mr. Dean was intending to carry out a long expressed threat to sue Petaluga unless he paid him £400, I proposed that the latter should give me an undertaking to Kill and security on 1000 hides to be ready within six months, when I would be responsible for the payment of the above named sum to Mr. Dean and honour the draft for £50. The next thing I have

was that the account was transferred
 to Deansons, who are responsible for
 the small sum due to the Company.
 Pettinga thus joins Smith Cameron,
 Greenhills, Williams, Putland,
 McElymont & Lamore, all of whom
 have at different times seceded, and
 gone to Deans. It is difficult to see
 where this is going to end; at the time
 when so much solicitude was expressed
 as to the farmer's accounts I was told
 that the steps to be taken were unlikely
 to alienate our constituents, but I was
 of a different opinion. I consider that
 we are witnessing the gradual decadence
 of the Company ^{as far as regards} its wholesale and
 agency branch, and the reason is not
 far to seek. Deansons possess more
 confidence in the farmer's future than
 the Company ~~possess~~ ^{do}, or they see that
 they can gain much business by incurring
 a moderate risk, and the advances and
 assistance that they extend to people of
 all classes are altogether on a larger
 scale than ours. If a farmer owes the
 Company £500 to £1000 and wishes to

Remove his business. Dearbourn's
 draft for the balance due is to be
 had by the first mail; if a working
 man wants to build a house in
 Stanley Dearbourn give him
 unlimited credit for the material.
 Who but Dearbourn have stood off
 ruin from Mr. Williams for the last
 few years? It is not to be wondered
 at that I tied hand and foot,
 bound to do no business but what
 affords perfect security and is
 practically for ready cash, cannot
 stand against such a liberal
 adversary. I seemed, at the outset
 nearly the whole of the West
 Sackland business, as well as that
 of the East Island Farmers, and
 it is not without regret that I see
 it melting away. Our wholesale
 business is ~~melting away~~ ^{gradually going}, and
 in the course of a few years we
 shall have nothing to do but to
 sell tea, sugar, and ready made
 clothing to our own servants. In this
 state of things I must not be held
 responsible.

5. Martin informs me

that if an improvement in the way of injectors for the digesters which he saw at London is introduced, there will be no necessity for the iron hamper. About the injectors he will explain as soon as he has got through the work.

6. It has been well suggested that the tiles from MacCotta might with advantage be laid throughout the passage from front to back of the house, instead of being confined to the porch; that oilcloth soon wears out, and matting collects dirt; perhaps on consultation Mr. Pitts you may think it worth sending some out.

7. Rumours about the ... are conflicting, some say Board ... have given it up for want of means, or that they will get the contract. Still that any great falling away from Mr. Black Hawk's standard will raise an outcry, and the question narrows is to this, whether the Governor is or is not prepared to back his position with ... that is, whether any vessel opposing Black Hawk will have the assistance

8. Having to provide more than £100 for goat fees for the Star of India I have had to get it by drawing on the Director; next mail I shall send a further bill on the owners probably over £300, more likely £400.

I am going to look up the money question before next mail, and endeavour to make an estimate of the payments I have to make annually, to provide which I have only the receipts in the retail store and butchery, and £900 a year for the mail. As admitted in a late despatch, I must get the deficit from England, either in cash or by drafts.

9. I have not sufficient information, I find, to enable me to pronounce a judgment about the desirability of owning a vessel. I know next to nothing of her London expenses, and of the cost of docking and periodical repairs. If she could run constantly full both ways there is no doubt that she would pay, but after carrying as now the second cargo home, to be

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of Colonial funds, in the shape
of an increased subsidy, to carry
on the competition. If not,
the contest must be short, but if
it should be so the Company cannot
expect to drive the opponent out.
But I think that in the present
economical times the Colonial Office
would never allow an extra expenditure
of some hundreds a year merely
to support the Governor in what is,
after all, nothing but a matter of
sentiment, not calculated to advance
the interests of the Colony in any
material manner. If the Company
undertake to carry other people's
goods when they have room, merely
asking priority for their own cargoes,
practically the Colony will be as well
served as under the old regulations.
Can you not sound the Colonial
Office on the subject, and put the
common sense view before them, a
view which they have probably seen
little of in their communications
from this side?

followed by the first of the
 next year, there arrives a time
 when she must make an inter-
 mediate ballast voyage. Does
 this pay? The last one with
 moderate passages and good despatches
 here lasted from June 2 to Dec. 1,
 six months. I have an estimate
 of her annual cost in repairs,
 wages, provisioning, insurance,
 interest and sundries, sent out in
 1876, making the Year of Day
 cost £1450 a year. £725 then
 would be the cost of last voyage, to
 which add £87.10/ for 250 tons
 ballast here at 7/ per ton, and £75/ for
 loading in London. Would you
 get a vessel to land her cargo here
 for £887.10/? I think it may be
 assumed that the cost of the
 ballast voyage is refunded by the
 outward freight. Allowing the
 Viceroy to make three voyages in two
 years. to earn two ^{round} freights of £2000
 and one outward £900, she would

gross £4900 in the line, and in
 expenses according to your estimate
 would be £2900, that is, putting
 his cost as you do at £8000, ^{the} should,
 getting £2000 in two years, pay for
 himself in three. I am aware that
 I am writing only on estimates and
 not on facts. Apply the calculation
 to a newer and better vessel, and if
 she can pay for herself in double the
 time, still it will pay the Company 6
 over her. Passing to the working of
 the vessel subject, everything is in favor
 of our own ship. She works more
 smoothly, more quickly in every way.
 When, for instance, Capt. Pyle sees a
 black on the jelly, no sooner is it seen
 than uttered: a word to the crew, and
 they are all at work helping our hands,
 whereas, in a similar case the crew of
 a chartered ship ~~the~~ would be
 looking on, the mate growling at the
 delay, and the captain mumbling
 something about demurrage. Since you
 ask my advice I should say don't

build, but buy; there is no blinking
 the fact that ship building is not
 the Company's forte, witness Black
 Hawk, ^{over} £6000, Sparrow Hawk £2700,
 Hawk, 12 tons, £500. I should like
 a vessel of 450 to 500 tons, any-
 thing larger would delay the first
 annual cargo. I understood Capt.
 Batcher that the Crossack, 552 tons
 16 yrs. A.G., cost £7000 to £8000, or
 £13 to £15 per register ton; - could
 not a vessel some years old be got
 at even a less rate, or why, with
 the assistance of a competent, straight-
 forward adviser well up in the tricks
 of the shipping trade can you not
 build as cheap as other shipowners?
 Only on this last condition should I
 advocate building.

10. I send a further
 small order, and may remark that
 boots and shoes are at a very low
 ebb yet, many people being almost
 barefooted; of shoes for women and
 children for Black Hawk we could
 have sold twice or three times as
 many.

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11. I enclose the exact dimensions of the Fairij mainsail when made, not to be confounded with the dimensions of the boom, gaff, &c., and have to ask for a new one, as, on surveying the old one which did duty until the new suit arrived, we find it incapable of repair, and she should always carry a second mainsail in case of need. I presume these measurements are sufficient; you also have, I believe, the rate of the mast, sent when the suit was ordered.

I am, Sir,

Your obedient servant

J. A. G. G.

Colonial Manager.

Enclosures.

Dep. despt. 253

2nd Exchange £702.12.6

Letter London to Colman

2 Bills of lading

Order for sundries

Corrected lading account

Statement on accounts

Notes on Wood & Iron ships.

A wooden ship requires retanking and caulking periodically, is more liable to strain in bad weather, and having cargo, is liable to rot and as far as I am able to judge, requires more outlay to enable her to retain her class than an iron ship. An iron ship must be docked each voyage to have her bottom cleaned and coated with anti fouling compositions, there is also additional difficulty in her navigation through the deviation of the compass. How far this is practically a disadvantage I am unable to say, but I believe it is easily got over. An iron ship has several advantages. She does not leak or damage her cargo as a rule. Can she safely be placed on the mud? For instance, could she discharge outside the William Sound grounding in soft mud at half tide?

A wooden ship getting aground

been such a hole in her bottom, has a chance of getting into port, and being repaired: an iron one, under the same conditions, is a total loss. Well, — so much the worse for the Underwriters. When a ship gets ashore, what do nineteen Captains out of twenty say? "I hope to goodness she won't come off!" And why? Because ^{after} all the straining and hammering she has undergone the chances are much against any repairs her making her equal to what she was before.

I have talked about ships a good deal at different times with Master and others well up in the subject.

For a certain price per ton, you can get a ship turned out ready for sea complete throughout, down to the last egg spoon. Enclose extract from a shipping circular lately sent us. The price for

20
Large vessel appears to me to be from
£12.10/6 to £12.12.6 per register ton, (not
builder's measurement^(?)). Conclude that
for a vessel of 250 tons there would be
but a slight rise, if any, per ton.
What did the Lady Stinnaird cost?
I see she is classed 100 AT. I have
just jotted down these notes as the
Directors are considering the question
of owning or chartering, and I should
like to get some more information.
When I am in England I should like
to go thoroughly into the matter, and if
they decide on buying, I should be glad
of the opportunity of looking after
and fitting out a vessel.

Yours truly,
Colonial Secretary.

Stanley.

16th April. 1878.

Tasmanian Islands.

Stanley King of Bay British G. Paper London



749/778	20 Hhd. Ale - 1620 gals.	3	20 5 0
749/798	20 Hhd. " 350	-	4 10 0
1029	1 Hhd. Port 57	1/	2 17 0
1030	1 Cask Sherry 27	1/	1 7 0
1021/1180	150 cases Whisky 300	10/	150 0 0
1107/6	6 Hogs " 91	10/	125 10 0
1107/206	20 c. Brandy 40	10/	20 0 0
1207	1 D. Cask D. 28	10/	14 0 0
1208	1 Hhd. Cyper 56	10/	28 0 0
1209/10	10 cases Old Brandy 20	10/	10 0 0
1219/68	50 " " 100	10/	50 0 0
1220/12	4 puns Brandy 480	10/	209 0 0
		£	555 9 0

555. 9. 0

30th

April 7th

New York.

F. C. O. & Co.
Importers

Stanley

Agent for

30th

April 7th

8

New York.

Edward Leland & Co.

10 Cases Havenside Lobster



1853/1862 10 Cases Havenside Lobster
weighing net 1715 lbs.

Soils - April 7th 171. 10. 0

F. Cross Stanley

Superior
m
m

Agent for

Soils April 7th

Stanley

Manifest of Cargo per Viceroy of May
 Dye Master from London arrived 29th
 April, 1878, consigned to the Falkland
 Island Company. Stanley

95 Tons Coal more or less
 57000 Bricks
 20 tons 7 cwt. Salt
 60 Bridge Rails
 2 Sheeps head
 200 Bundles Hoop iron
 24 " Sheet "
 66 bars Iron
 14 bundles Studdles
 50 Jar Spirits of Tar
 1 Mooring buoy
 626 Fencing posts
 4 miles Wire fencing
 4 bundles paddles
 1 doz. Chairs
 Wine, Ale & Spirits as per Bill of Entry
 Tobacco " " "
 1247 packages General Merchandise

Received.
 Geo. W. J. G. G.

Stanley.
 30 April, 1878.

Manifest of Vices of Gray's
cargo, arrived 29th April, 1878.

Packages	Goods.
574	Provisions and Groceries
453	Oliver's Stores
19	Crosskey's Stores
291	Liquors for the Bill of Entry
10	Tobacco
71	Hardware
100	Lime
9	Boots & Leather
10	Stationery, Woollens, &c.
10	Ship's Stores
5	Drugs, &c.
4	Gunpowder
4	Clothing
1	Stationery
26	Private effects
93	Light house stores
<hr/>	
1685	

Stanley, Jackland Islands.
1st May, 1878.

Wm. G. G. G.
Wm. G. G. G.

Tasmanian Records 55

Hobart 1st May 1870

Sir,

I have delayed sending in a tender for running the mails until the last moment, in the hope of being able to get later instructions from the Board of Directors; but as the mail has not yet arrived, I am only able, under the advice I have at present received, to make two alternative propositions for carrying on the service.

1. The Directors are willing to continue the service with the Blue Hawk, if the subsidy can be raised to £1000 per annum with higher passenger rates; other conditions same as before.

Yours
G. H. Davis Esq.
Acting Colonial Secretary.

To run tight voyages
 upon at 1/2% per voyage with
 higher passages and cargo rates.
 The tariff to be sanctioned by
 the Consular. Under this
 arrangement the Company
 would bind themselves to receive
 all cargo offered by other shippers
 until the vessel is full, stipulating
 that their own goods should
 have priority, in the event of more
 cargo being offered than the
 vessel can carry.

The Black Hawk is A1
 at Lloyd's, has just passed her
 half time survey, and has had
 a thorough refit, the passenger
 accommodation having been greatly
 improved. With the exception
 of the Company's schooner
 Sparrow Hawk, she is the only

22
used in the Eastland Steam Co
classed in Slops or any recognized
Underwriters' Association

I have the honor to be

Sir,

Your obedient servant

Wm. E. Fox.

Colonial Insurance Co.

Account also of produce for Year of 1793
 but Tanning and Black Sawt not yet received /
 from the London Office.

Year of 1793
 but Tanning,

Quantity Tails	19 10 11
220 bars Wool	586 11 9
67 Hides	745 12 7
190 ⁰ Casks Tallow	2070 7 11
4 bbls. Tails	1 1 0
197 Seal Skins	43 10 0
Quantity Bones	9 0 0
60 Hides	510 10 1
171 casks Tallow	1379 6 1
290 Sheepskins	54 13 3
Quantity Tails	10 6 0
20 php. Greaves	4 16 0

Black Sawt

Sackland, Newcastle
 January 1st May 1793.

Wm. E. Fox.
 Colonial Manager.

Camp Wages 1877.

Names	Wages earned	Paid in Stores	Payable in Cash
Mae G.	66 " "	53 17 9	32 2 3
Doonan W.	141 16 2	17 16 6	123 19 2
Campbell G.	66 5 -	23 12 1	42 12 2
Do	10 6 2	" " "	10 6 2
Halliday W.	76 7 5	8 12 9	68 2 2
Campbell J. A.	55 4 4	1 15 "	53 9 4
Smith J. A.	75 1 10	17 2 3	57 19 7
Do	56 14 7	" " "	56 14 7
Jonsson J.	42 " "	4 11 "	37 9 -
Thomson G.	60 6 2	" " "	63 6 2
Goodwin J.	61 4 8	" " "	61 4 8
Coults W.	64 5 -	10 15 1	23 9 11
Campbell R.	19 13 1	4 7 4	15 5 9
Hutton W.	39 " "	" " "	39 " "
Genning G.	57 2 4	50 12 7	6 15 9
North G.	53 10 10	12 15 2	40 15 8
Musrol J.	19 10 11	2 " "	17 10 11
Simpson J.	60 11 -	24 " 7	36 10 5
Walt J.	69 17 1	15 " 4	54 16 9
Chambers W.	66 5 -	41 5 1	24 19 17
Smith G.	112 13 -	41 13 2	70 19 2
Johnston G.	59 10 6	" " "	59 10 6
Phillips J.	70 " "	74 " 11	3 19 1
Mae G.	57 15 -	21 19 9	34 15 3
Thompson J.	60 " "	17 12 11	42 7 1
Harrison J.	53 10 7	18 7 5	15 11 2
Biggs G.	56 10 6	41 17 2	14 13 4
McCall A.	72 3 6	" " "	71 16 6
Murgess G.	66 " "	16 5 "	49 15 "
Chambers G.	53 19 7	" " "	53 19 7
Debie J.	55 " "	27 1 4	27 12 2
McKenzie	16 13 4	" " "	16 13 4
Wetherme W.	55 18 4	" " "	55 18 4
Walter G.	56 2 -	39 7 10	17 0 2
Scott W.	54 7 6	12 11 3	41 16 3
Johnson G.	55 " "	53 3 3	19 16 9
Douglas J.	75 15 -	" " "	75 15 -
Hyle A.	70 " "	67 1 1	22 10 11
Merer G.	60 " "	21 12 3	38 7 9
Phillips G.	63 10 6	10 13 3	45 3 3
Nathieson G.	55 " "	" " "	55 " "
Amstrong J.	60 17 6	16 9 2	44 7 10
Harrison J.	60 " "	" " "	60 " "
Middleton	64 17 4	36 " 11	28 16 3
Kell J. A.	66 " "	20 1 2	46 18 4
McCall W.	70 9 7	2 2 5	62 1 2
Total	2723 19 11	232 12 6	1891 7 3

Names	Wages earned			Paid in Stores			Payable in Cash			
Fraser D	25	16	11	22	12	6	10	21	7	8
Miller W	54	6	0	6	11	0	17	16		
McKinnon N	66			26	4		39	16		
Sonier J	40	7	6	15			33	7	6	
Simpson W.	54	6	0	22	4	0	31	2		
Smith D.	101	10		53	14	5	48	8	7	
McPherson L.	129	7	6	38	16	4	90	11	2	
McBain R.	53	10	10	19	17		33	16	30	
Finlayson M.	50	2		43	16	7	14	5		
Goss G.	53	10	10				53	10	10	
Narrupbell W.	53	10	10	9	5		44	5	10	
Seameron G.	58	10	10	10	11	6	47	10	4	
Fraser W.	53	2	6	25	16	2	28	6	2	
Fraser A.	53	10	10	1	10	5	52		5	
Les J.	53	10	10	6	3	5	47	4	5	
McLeod J.	53	10	10	22	12	10	31	10		
Reid J.	79	5	2	24	9	6	54	16	0	
McLennan J.	41	13	3	10	3	9	31	9	1	
McConnell J.	49	11	4	35	3	0	14			
Livingston G.	50			22	2		27	10		
Fell W.	200			66	13	0	133	7	0	
Scott A.	52	14	2	21	6	4	31	7	10	
do	40			8	13	3	39	6	9	
Douglas W.	40	16		24	5		51	11		
Scott R.	42			11	1	1	30	10	0	
Mobson G.	57	2	4	24	14	6	29	12	0	
Pearson J.	70	5	3	70	5	3				
McGowan W.	53	14	10	2			51	14	10	
Reid J.	90						90			
Morrison G.	56	6	0	12	19	0	43	7		
Selford G.	60	2	4	5	15	1	54	13	3	
Gardiner G.	50						50			
McDonald A.	44	10		11	17		32	13		
Morrison G.	49	15		13	19	9	35	15	3	
White J.	26	4	6	53	6	3	32	17	3	
Hing J.	53	10	10	14	1	5	39	9	5	
Cosher W.	63	17	0	16	4	2	47	13	6	
Sturrock W.	56	10			2	5	56	1	7	
Glendinning A.	42	12	4	20	16	7	51	16	9	
McLeod H.	63	4	0	38	13		24	11	0	
Patterson R.	11	9	11				11	9	11	
Man Handl P.	12	4	11				12	4	11	
Patterson G.	90			10			80			
McCarroll	44	3	4	10	11	4	33	12		
Jamieson W.	51		10	30		10	21			
McLear M.	46		10	10	6	3	35	14	7	
	5549	1	5	1724	2	2	3824	13	5	

Names	Wages earned			Paid in Stores			Payable in Cash		
	5,519	1	5	1,724	2	2	3,224	13	3
Dodd J.	69	11	9	51	10	.	27	13	9
Hemill L.	45	12	6	24	4	5	11	2	7
Hunter W.	60	.	.	18	2	11	41	17	1
McKinnon J.	66	.	.	2	10	1	63	1	11
McLean P.	55	.	.	20	.	.	35	.	.
Murphy J.	104	.	.	72	16	9	31	3	3
McKay G.	50	.	.	5	12	7	44	7	5
McKinnon G.	50	.	.	12	2	9	37	17	3
Do. A.	50	.	.	4	10	9	45	6	3
Smart G.	50	.	.	9	2	4	40	11	2
Wahaly W.	49	3	2	33	2	10	15	14	10
Wheeler J.	53	2	4	29	3	.	24	5	4
Worrell R.	75	10	11	22	14	11	51	4	.
Worrell C.	66	14	3	18	14	9	47	19	6
Wright J.	47	15	10	18	13	1	29	2	9
McKinnon J.	64	17	.	34	6	5	50	10	14
Maxwell J.	32	17	10	10	13	3	22	4	14
McCall J.	38	13	6	.	.	.	38	12	6
Sharp A.	33	15	6	19	13	1	14	2	5
Wright J.	29	12	5	11	10	4	18	2	1
Hidal G.	28	4	11	11	2	10	16	16	1
Wells J.	24	1	2	11	19	4	15	2	4
Silby W.	23	2	1	21	4	7	2	3	6

6,719 2 7 2,199 13 2 4,519 9 5

Stores	2,199	13	2
Cash	4,519	9	5
£	6,719	2	7

Acc. Estor.
Colonial Savings.

Fackland Islands Co
 Stanley, 9th May.
 1870.

Sir,

Referring to the conversation
 that I had with His Excellency the
 Governor on Saturday last I have the
 honour to inform you that I am
 willing, on behalf of the Company,
 to continue the mail service on the
 same terms as before for the present
 leaving the terms of the new
 contract to be arranged between the
 Secretary of State and my Directors.
 I shall feel obliged if you will
 confirm this arrangement on behalf
 of His Excellency. I have the honour to be

Sir,

Your obedient servant

Edw. G. Fox.

Hon. G. Travis Esq.

Acting Colonial Secretary,

&

&

&

Stanley.

Colonial Secretary.

Takland Island
 Stanley, 9th May
 1878.

Sir,
 I have the honour to apply
 for permission to purchase the first
 of sections 7 and 8, the lease of which
 will expire on the 9th of Dec. next.
 These stations are held under the
 proclamation of 31st July, 1849,
 and are supposed to contain about
 20000 acres, the price of which
 will at 4/ per acre amount to
 £40000 more or less.

I have the honour to be,

Sir,

Your obedient servant,

Edw. Love.

Colonial Secretary.

Hon.

G. Lewis Esq.

Anti Colonial Secretary

to the Stanley.

Takland Islands
 Stanley, 9th May,
 1878.

Sir,

I have the honour to inform
 you that I am in possession of
 an authority from the father of
 the late John M. Minnell to
 claim the property left by the latter
 which, I believe, is in your hands.
 I shall be obliged if you will let me
 know whether I shall have to bring
 the matter before the Supreme Court.

I have the honour to be,
 Sir,

Your obedient servant

W. G. G. G.

Colonial Secretary.

Hon.

J. G. G. G.

Clerk of the Supreme Court.

4 4 4

Stanley Cash 1877.

	Regular Wages	Extra Wages	Total Cash paid
1 st Quarter	259 4 2	360 17 0	620 1 10
2 nd " 19	259 5 "	356 12 2	595 13 2
3 rd " 20	333 2 9	219 16 10	554 19 4
4 th " 20	330 2 9	372 16 0	702 19 5
	1182 14 0	1209 19 4	2473 14 "

Farmers & Ships.

Cash % Farmers	Cash % of Ships	Total
2011 7 5	262 13 9	2274 1 2

Cash received 1877

From Store	From Buttery	Total
554 6 "	619 5 "	493 11 0

Cash %	Cash %	Total
Stanley	4519 9 5	
Farmers	2473 14 "	
Ships	2274 1 2	
	262 13 9	10169 4 7

Cash received Store & Buttery 6193 11.

Balance to be provided by drafts or deposits. £ 4473 13 7

The £1000 received for Mail about balance rents to be paid the Government.

£6.

Black Hawks

To Cash payments sundries	24 10 10
" Wages	661 13 9
" Stores	261 10 5

Ropes	96.17.10
Canvas	121 16.5
Paints	6.0.9
Lights	17 19.6.
Nets	3 14.2
Sundries	95.0.9

" Provisioning account	519 5 6
" Insurance	25 3 6
" Expenses in Montevideo	544 5 9

Boat Hire	36.12.5
Wages	107.11.10
Washing	4.6.6
Permits & Sanitary $\frac{1}{2}$	12.13.0
Coage	11 16.0
Commission	17.0.6
Shipping Fees	9 2.2
Wages	31 4 4
Sundries	295.17.10

£ 2,260 9 5

Working 10th 5/6

By Passages & Freight	1265.7.0
less amount brought forward.	
1 July 1875, amt twice credited June 1876	100.12.3
.. Subsidy	200 . .
.. Loss	303 14 8

£ 2,268 9 5

Stanley May 1878.

Black Hawk's

To Cash payments sundries	2510.00
Portage bill	655.06
Stores	

Ropes	70.00	
Canvas	20.00	
Points	7.15.0	
Oil	14.42	
Lights	17.00	
Sails	59.1.0	
Bedding	20.1.0	
Sundries	63.11.6	310 9 9

" Expenses in all our rides

Food	24.0.0	
Wages	16.11.0	
Warming	5.11.4	
Permits	7.12.0	
Sawage	14.17.11	
Commission	17.0.0	
Debit	2.0.0	
Notes	24.0.0	
Licenses	6.7.0	
Paint	1.10.0	
Pilotage	9.2.9	
Sundries	333.4.2	510 6 0

" Emburand

227 10 7

" Telegrams

4 16 .

" Provisioning

613 9 .

£ 2,356 9 7

Working 10th 6/4.

By Passages & freight	1290.50
less brought forward	31 0 0
" Subsidy	800 . .
" Wages twice charged	3510
" Lost	29317 9

£2,356 17 9

Starley May 10th 62.

Summary of Sheep Stock return 1866-77

Year	Number to be accounted for	Deaths	Percentage of Deaths
1866	26,657	3,591	13.5
1867	31,214	3,830	12.0
1868	37,099	6,022	16.2
1869	40,319	7,232	17.9
1870	45,697	3,530	7.7
1871	55,563		8.2
1872	65,759	5,428	8.2
1873	70,754	4,619	6.5
1874	81,577	5,685	6.9
1875	95,884	7,139	7.4
1876	118,749	9,585	8.0
1877	123,494	9,107	7.3

Stanley
11th May 1878.

Stanley
Colonial Manager.

15th May 8

In reply to your statement No 66 dated 20th March I considered that the Directors account had in former years been improperly credited with the whole amount of Land Orders, whereas they receive ninety pound back of every £100 in London, but the whole of the expenses of passages & of Shepherds being charged to them; I think them should be credited with the amount returned on hand Orders, I should this not be so? The amount of £45. 19j. was owing by the Messrs of G. M. S. Volage who absconded at Rio Janeiro owing money to all the Ship Chandlers on the Station.

The Ten Pounds you received of Capt. Van man will when the eight guineas owing for Court Fees has been debited balance off the amount you enquire about.

There are still four invoices of Stores per Vicar of Brazil missing viz

Arnold	for Blisks
	" Copper
	" Steel
	" Soap &c

By your Ledger Entries I perceive Tylor has paid for Wool boxes only 50 12 6 solely when the fault was their own they ought to have refunded the full cost, and freight &c. On the 13th February the Cash Balance was carried forward as £100. 12. 0^d instead of £100. 12. 6 please correct the error.

255.

Black Hawk

15th May, 1841.

I have to acknowledge receipt of your despatches 521 per *Vesta* of 7 May 29th inst. and of n^o. 523 per *Black Hawk* on the 20th inst. All the same per ~~Black Hawk~~ ^{Vesta} arrived safely, and in good order.

2. 521-215. Could you & Ansonia may perhaps answer, but this "Coaste" stuff is an unhappy failure, very dirty in a house and most wasteful for steam; I leave it to Capt. Dyer to corroborate my opinion. I think that it can be arranged to join the *Margaret* to the *W. Chand* with some of the long baulks of timber, as suggested.

3. Par. 6. Undoubtedly the legs of mutton yield little fat and could better be turned to account by preserving them.

4. Par. 7. I have applied to the Governor for permission to purchase sec. 7 & 8 outright; but he has just told me that he does not think it can be granted.

J. Coleman Esq.

Secretary,
London.

I have not time just on the eve of the mail to go into the objection which is grounded on a clause in the lease (which expires 9th Dec. next) prohibiting a sale of more than 1000 acres, but I am under the impression that the law as to sales of land has since been altered. How does the Company benefit by land orders if I cannot get leave to purchase land?

5. In 11 Ryamshake
 rapidly made by Clentford and
 Hawkes who measured the Fairy
 mainmast last month the wrong
 dimensions were sent you. I hope
 that Mr. Laphams will have
 noticed that they were evidently wrong
 and that the sail has not been
 made. The proper measurements
 are as follows: length of main
 boom to pin of sheave 411 ft 6,
 length of gaff 25 ft, fore leach 37,
 after leach 40, cross gore 52. The
 sail will almost stretch one foot
 less, not 3 ft 6, of which note should
 be taken the weather never being warm
 enough to allow much stretching. It

seems to me that they must have measured
another sail, supposing it to be the same.

6. 123-2. I have no decided
expression of opinion from Mr. Day as to
lime and sulphur, but I continue in the
belief that it is the dip of the pasture. The
weathers at Koffat & the most scabby
flocks in Lapland have, I hear improved
much since dipping in it, and on the
west it is being extensively tried. I have
desired Mr. Day to try it on two or three
more flocks, he reports that the shepherds
are dead against it.

7. Jan. 3 and 30. I am much
concerned to find that the profits have
fallen off, but I cannot say it is quite a
surprise to me, and I believe it to be
only temporary. I have carefully looked
through the returns forwarded and judge
that the deficiency was caused to a great
extent by the want of increase of wool
at the shearing of 1876/7 aggravated of
course by the increased expenses con-
sequent on the change in the management
and the larger number of sheep to be dealt
with, necessitating a larger staff. Expenses
have been very high of late but I believe

The war accounts be expected to be
 kept down in future, as much of the
 necessary expenditure on the establish-
 ment alluded to in my despatch of
 13th February will not be incurred again.
 I have been most carefully myself through
 the sheep returns and have made up
 those of 1874. I think that an exam-
 ination of these returns will show
 beyond doubt that the sheep are not
 increasing or have not been increasing
 as fast of late solely through the
 sale and killing for tallow, and not
 through any other presentible cause.
 I think I have been over the ground
 before, and I have tried to explain that
 a too rapid increase of flocks will
 have a tendency to throw us into
 confusion, because we cannot without
 enormous expenses which would swallow
 up all profits, keep pace, with the
 limited appliances we have. The
 Goose Green works and the sales of
 two some years since have provided
 us with a most fortunate safety
 valve. To keep down permanent

wages I have tried the plan this year getting men from Monte Video for the shearing and dipping; I think it will answer very well. The Directors wish for fewer hands and my subordinates beg me for more, between the two I feel myself in a very responsible position, for both can blame me if things go wrong. Enclosed are extracts from Messrs. Clay & Co's letters on the subject. Captain Dyer's name has crept, no doubt accidentally, into the Monte Video wages list, the Vicar's account belongs to London. When the buildings are all in order, and the necessary fencing is up, there will be nothing beyond ordinary current expenses to be incurred. This year's produce will show a marked advance on that of any previous year. Regarding the proportion of shepherds to sheep the question is a most difficult one to answer properly, depending on whether a shepherd is only to look after the sheep or to take part in the shearing and dipping, and whether shearing is to be finished early or late and whether dipping is to go on simultaneously with clipping, and how many labourers are employed extra, &c. &c. The old

Calculation of one shepherd to 1000 ewes
 or 2000 wethers is about as near as can
 be stated. While writing on want of
 increase, I should mention that Mr.
 Waddell, whose flocks were last year
 the envy of the islands, has had perhaps
 the most destructive attack of scab
 we know here, so bad, that although
 last year he clipped 12000 sheep and
 had 6000 lambs, he has this year, he
 says himself, clipped only 11000 all
 told showing a dead loss of 7000
 sheep in 1800.

2. Jan. 7. You must bear
 in mind the length of time it takes
 to get an accurate judgment formed on
 rams and their progeny. Take for
 instance the Lincoln rams received
 Nov. 1876. In May 1877 they were
 put to the ewes, and the lambs were
 born in October. They will be shown
 in Dec. 1878, and you may have
 a report on their wool in May or
 June 1879, nearly three years after
 the acquisition of the original rams.
 But the ram lambs born Oct/77

will not go to the census until May 1879,
 their progeny will be shown Dec. 1880,
 and the brokers will report on the wool
 in June 1881; it will therefore take
 five years to ascertain the general effect
 of the Leicester cross. You can apply
 this to the Romney March ~~cross~~ same
 since sent out.

9. ^{Jan. 2} The settlement at Darwin
 is supplied with beef from the rodeos, and
 I shall try to boil some down this year.
 It is considered that an animal requires
 20 acres per annum.

10. I am sorry to have to trouble
 you again about scales, but must point
 out that I still am in want of accounts of
^{nearly} all the Company's produce per half ton of
 as per accompanying list, which has been
 verified by an examination of the enclosures
 to all late despatches.

11. Jan. 12. I note remarks on
 sulphur. Lime and sulphur form a chemical
 compound which is soluble in water, but I
 learn that mixing them in the proportions
 gives viz. 1 to 2 causes a precipitate to be
 left. Can you get some chemist to find out
 if the proportions are not wrong, and whether
 a greater or less proportion of sulphur would
 not form a compound which is quite soluble

in water?

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12. Jan. 14. My recollection of the arrangement with J. Patterson is that the boys were to follow the rest of the family in five years time with a free passage.

13. Jan. 15. I think that house room or house accommodation would supersede the kind of lodging provided for our shepherds.

14. Jan. 17. North Star is a safe place for schooners, though there is a sand bank on which they frequently touch. The formation of the land is well adapted for the station, so much better than any other place near, that the inconvenience to shipping had to be overlooked. Dipping after shearing is undoubtedly a grand improvement, but I have been unable to discover that it was first proposed by the Directors.

15. Jan. 18. I have compromised the mail matter with the Governor by arranging to run as before until a new contract is made with the Colonial Office, thus leaving the arrang.
to be made between the principals.

in England, as was done many years
 ago between the Company and the
 Immigration Commissioners, in which, by
 the bye, there was no mention of any
 concession to the public. The Govern-
 ment for me and told me that although
 he could get another vessel, still she
 would not be equal to the Black Hawk
 and the public might complain, and
 that he had a leaning towards the Company
 in the matter as he believed the service
 had been always well performed. He then
 showed me despatches from the Colonial
 Office which stated that the Secretary of
 State could not allow the subsidy to be
 given in support of a monopoly of carriage.
 He could not accept my proposals in the
 enclosed letter of 1st May, but would agree
 to postpone the question if I would go
 on until a contract could be signed in
 London, to which I assented, leaving
 the Directors entirely free to act. He said
 that of course the Secretary of State
 had the power, which he did not possess
 of increasing the subsidy, if necessary.

Again on the 13th inst. he sent for
 us, and said he would support a
 new contract on the following basis -
 Freight 40%. 1st class passengers 8.
 2nd class 6.4. Board of Trade 3.10%.
 an abatement to old rates in favour
 of families, ten tons for the public
 each voyage. I gave no opinion
 beyond saying that I had thought
 of proposing 40% freight, and
 passage 6.9 and 6.5. To enable
 the Director to judge I forward
 an analysis of the Black Hawk's account
 in the two years she lost money,
 which with the documents and
 remarks already sent down should
 be sufficient. I doubt if the
 proposed raising of rates will cover
 the deficit without an addition to
 the subsidy, and a strong effort should
 be made to carry the point first raised
 by the Director about restrictions
 being removed. The Governor said
 that my argument as to having the
 use of our own vessel was commended
 in a private letter from the office.

in which it was admitted that it would
 be very fair if she were our own vessel,
 but that the payment of £100 per voyage
 made her, as it were, a Government vessel;
 her is the point - she is not chartered
 for £100, but subsidized, and the Company
 of course hold that the faithful convey-
 ance and delivery of the mail bags
 are a sufficient return for the £100, a
 sum which does not cover wages and
 provisions, and that the Government are
 entitled to no more for the money. I
 find that Board & Co. are out of the
 running, and that Mr. Dean has full
 employment for both his schooners; I am
 therefore rather curious to know how the
 Government would have carried on had they
 met him. Knowing well that he wants
 to keep up the Black Hawk, and feeling
 that he cannot replace her with any private
 person's vessel and that the Government
 looks much on the Board that they are
 unlikely to do it again themselves, I think
 the Directors may be able to stand out for
 their own terms. For further information the
 original contract is enclosed, and John C. Stewart
 now exhausted all I have to say on the subject.

16. Jan. 19. Although I see
 week by week that the double manage-
 ment is not answering, I shall not,
 unless things get to a very bad pass,
 take the responsibility of reversing
 the Director's arrangement. Last year
 about 1000 old axes drawn from
 Lapua were put by my order on
 Swan Island to fatten for you & your
 when back in the Camp, I arranged
 that G. Patterson, the outside sub-
 oversee was to superintend the
 re-chipping from Swan Island, but
 I did not name the actual men who
 were to go with him, — so far the
 blame is mine if any — I then
 despatched the Sparrow Hawk to Egg
 Harbour; but upon her arrival here
 each of the chiefs thought the duty
 devolved upon the other's men, and, though
 they were both in Darwin, knew it
 was for the Company's interest that the
 work should be pushed forward, and
 could have arranged between themselves
 in five minutes the Sparrow Hawk had
 to lie in Egg Harbour for nearly a week
 while I was being appealed to. My

decision was that the sheep were number 84
belonging to pose Green, and that we
were to contribute per to go with Patterson
Again, through a want of understanding
between them as to sending sheep to pose
Green, although I had made arrangements
which if properly carried out would have
provided a continuous supply, the works
were almost at a standstill for nearly a
week, and then came a sudden rush of
sheep from both sides. Enclosed is cor-
respondence on the subject. One head
in the Camp would have prevented the
controversy in both cases. I should say
that by giving Clay \$100 out of Felt's
salary and Patterson \$20, \$50 might
be saved in salary, and there would be an
end of the bitterness that exists, to the
detriment of the Company. The two
chiefs are not on speaking terms, and
their followers style themselves "Colorado"
and "Blancos"!

17. Par. 22. Mr. Burgess
will, I am sure, appreciate the Company's
kindness in making room for him in
their own market. Hope the Boomer
press may answer as well as the Hydrant

18. Jan. 25. A landing certificate for Mr. Sargent to say was delayed, but you will have received it by this time. Jan. 26. The postage stamps are not yet issued.

19. Jan. 26. Francis George Gummer, holding a British master certificate, 0731 taken at Bristol in 1860 was in the Camp as a labourer or boatman. I should say in 1869 or 1870 his name will be found in the Camp wages list. I remember that he was a desperate drunkard and I can say that he is not here now, but have been unable to ~~was~~ find out when he went away.

20. Jan. 30. To complete the tobacco mystery, although that at 5th per Vicar of Bray from Camp and Davis was in some instances found to be quite worthless, and has led to an outbreak of scab in Mr. Bonner's sheep, the best supply from Swing at 5th is considered excellent. It seems therefore impossible to judge by the price.

21. Jan. 32. Only the framed

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wood was wanted 11. I am glad to say that Oliver has been more steady of late. Facey is today working with a pickaxe knocking down brickwork in the old house, nothing comes amiss to him; I wish I could keep him in the Colony.

22. Pa. 33. As mentioned in par. 20. the tobaces you mention at 6/2 cannot be relied on.

23. 35 + 39. The day your despatch arrived I had a wearisome argument with a man called Boyne 1873, time expired, who wanted to reengage; but in reply to everything I said quoted John Campbell's wages; eventually I got the better of him and he signed at £5.10/., the remaining three finding that he had given in, came in like lambs and signed for the same money.

24. Just as I am writing Mr. Day's letter has arrived, and I find that, without communicating with me, he is quite of my opinion as to the Dooms press and the West coast station, so I will say no more about them.

25. In par. 4 of his letter

you will observe that he says that
 without men enough to finish the
 shipping by 1st May the same cannot
 be kept close enough to the coast
 notwithstanding that we have had
 35000 lambs this season and
 Mr. Blay knows as well as I do that
 if we had had 40000 instead
 the state of mind would have
 been terrible. With our limited
 appliances and few hands if the
 seal got the upper hand the consequences
 would be disastrous.

25. Inclosed is a copy of
 a letter from Mr. Wright of the
 War of, India, from which I am
 gratified to find that they approve
 of the advice I gave Capt. Oliver: I
 am the more gratified because I
 understand that the Governor is
 incensed against me for the part I
 took in the matter, and thinks that
 I misled the Captain, whereas had
 I given him any other advice the
 crown would evidently not have
 approved.

26. The Governor goes home on leave this mail. He is not a good man for the place, as he talks a great deal without doing much, and when he takes action it is of a "meddle and muddle" description. I am sorry always to have differences with the Government and try to avoid them, but I am never disposed to give way when the interests of the Company or the post are at stake, and I know that in the matters of the East of India and the mail service I have given great offence. Mr. Dillwyn Administrator.

27. Referring to the mail service I forgot to mention that the fares from Lisbon to Constanople are £12 1/2 first, and £5 second class, and that the time occupied between Stanley and Monte Video is double or triple that between the above named ports.

28. The vessel of Paraguay arrived 29th April, she started once or two leaks and was making a good deal of water, but the leaks can easily be stopped. I have written you to send

his intended out by mail, - I should suggest the next sailing vessel.

29. James Nichol of Lochside, Castle town, Inverness, would come out if engaged. Thomas Douglas who was one of the disaffected ones is engaged on the 29th March. He has a brother William whose address is Inverwick, Dunbar, Haddingtonshire, who would not only come but probably bring shepherds. I told Douglas that he should have the same commission on engagements that you allow the Company's agents. W. D. Simpson and Alfred South go home this mail, with the allowance of £10 and a passage to North Isles. I should like to know if the Directors approve of this as the allowance in lieu of a passage per sailing vessel. A woman W. Finnon and her son will be passengers per Isles, also the Governor's butler and cook at £40.

30. It is melancholy to observe that the lathe which was originally bought for £40 has cost £57.10/6 to repair.

31. My agreement with the Company expired on the 9th inst.

32. It will be necessary to send about 9 or 12 lamb nets to be here by the end of October, they must be as usual 3 inch mesh, and it is considered that if made of untanned twine they will not be so liable to snap. They must be stronger than those things from Cullingford which are useless for our sheep.

33. Allday had a little attack of delirium tremens lately and received six month's notice to quit; I afterwards thought it well to give him another chance upon his signing across his agreement his willingness to accept instant dismissal ^{in case of drunkenness} in consideration of the withdrawal of the notice, so I have him under my thumb. He is useless on horseback; Mr. Langdon says that he professed to be a rider, which he denies and says he was brought here under false pretences; but I am utterly unable to believe a word he says on any subject whatever.

34. According to regulations just put in force by the Governor it

will be necessary to forward a manifest of all outward cargoes from London.

35. I find that Capt. Bachelors smuggled a good deal of whisky into the Camp some 30 or 40 gallons; I taxed him with supplying liquor to the Dutchers at Spaulgreen and creating a disturbance, but he denied having done more than giving a bottle to one of them. I now find that I was correct in my suspicion.

36. It appears to be poor economy to send out old hoop iron, the bands are cut right through and therefore each is too short to rivet again without having a small piece riveted on - the difference between old and new is so small in price that I doubt if the ^{extra} labour would be paid for - you paid 8% per cent for a quantity of old iron and Mr. Bird & Co writing to you 7 March gave for new iron £0.5% per ton. There is enough here now for 2 or 3 years.

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37. Send a statement showing
the proportion of Camp & ages taken in
Store in a year, the balance being payable
in cash. There is also an account of cash
paid in wages and on account of Farmers
and Ships, showing that the receipts in
the Store and Butchery are quite inadequate
to meet payments, and explaining why such
large drafts on London are necessary.

38. The boiling down is
going on well this season, burning one
or two hitches, and I expect to count over
400 casks in the year of Beef. The
remaining cargo will consist of about
500 hides and perhaps 100 bales wool
from the Company, 80 bales Wool from
Dairton No. to be insured for £1500 from
The Bay for Sparrow Hawks, 500 heavy
hides from Holmsted & Blake also to be
insured, 120 bales wool from Sticks No.
and Greenhills' clip of wool, of which
I have received no particulars, besides
Sundries. Next mail I shall hope
forward Messrs. Waldron's and Sticks's
annual remittances.

I am Sir,
Your obedient servant,

Wm. Povey.
Colonial Secretary.

Enclosures

Duplicate N^o 254

Indent 2 April
 Lumbering acct
 Stanley Journal March
 Ledger Balances 31st & Wages
 Statement showing payments in
 back and stores.

Notes on Wood & Iron Strips

Stock returns 1873, 4, 5, 6, 7.

Epitome of Sheep 1866/1877.

Copy Wright to Cobbe Star of India

Star of India accounts

Vol. N^o 505 for £ 340. 8. 2 & letter of advice

1 " " 506 " £ 200. 0. 0

Epitome Black Hawks of 1875/6 1876/7

List of account sales not yet received

Extracts from Clay & Wells Letters

D^o " " " re Tailor Works

D^o " " " re Whiskey

Cobbe to Travis re Mail 1st & 9th May 70

" " " " purchase of Land of Clay

& Statements of accounts

Order for Trusses

" " Seeds & Stores.

Clay to Directors 1 May

Two Receipts in lieu of passage

Black Hawks Mail Contract

Indent V.

Manifest of Cargo

shipped on board the Barque Vicar of Bray
by her Master Falkland Islands for London.

Mark	Goods	Shippers	Consignees.
FALKLAND ISLANDS COMPANY 307/246	39 Bales Wool	Falkland Islands Co	Falkland Islands Co
	85 "	"	"
GAPOXIA 230/204/100	15 "	A. Baillon	"
AB 1/15	76 "	Baillon Bros	"
July 1878	5 "	Holmsted & Blakie	"
H & B 1/5	135 "	Stickney Bros	W. Stickney
Heart	479 Casks Lard	Falkland Islands Co	Falkland Islands Co
Nov mark 4079	12 Bags	A. Baillon	"
B.S.	697 Casks Lard	Falkland Islands Co	"
F	7 Dry	"	"
H & B	434 Casks	Holmsted & Blakie	"
S.B.	26 "	Stickney Bros	W. Stickney
F & C. GAPOXIA 2/3	2 Bales Sheepskin	Falkland Islands Co	Falkland Islands Co
F.I.C.	1 "	"	"
	Quantity of	"	"
AB 1/1	1 Bales	A. Baillon	"
Heart	2 "	Baillon Bros	"
H & B 7/10	3 "	Holmsted & Blakie	"
Heart	3 "	Stickney Bros	W. Stickney
OIL	1 Cask Pottery Oil	Falkland Islands Co	Falkland Islands Co
F	113 Cans Lard	"	"
	7 Casks Oil	"	"
	Quantity of Lard	"	"
H & B	4 bags	Holmsted & Blakie	"

Falkland Islands Co.
Staney, 29th June, 1878.

Wm. & J. G. G.
Colonial Company

Memorandum of address packages
on board *Pizar* of *Deary*

	addressed	from
1 Box	Mrs. Gaitton	Gaitton, <i>Pizar</i>
1 "	P. Hobbs	Ed. Holme etc
8 pk. Books	A. Renko	"
1 Box	Mrs. Ashen	A. Ashen
1 Cash	F. Coleman	Officer
1 Prises } 1 Books }	G. Lewis	W. Brown
14 pk. Digests } } fittings }	Jackson etc	Jackson etc

Charley
17th June 1798

John G. G.
Colonial Secretary

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Via of May.

29th June.

Sir,

As the mail leaves in three days from this time I only send by this vessel the Bills of lading, Manifest, &c. belonging to the cargo. I also take the opportunity of acknowledging despatches 524/5 per Black Hawk 16th inst. and Sea Wite 22nd inst.

The Frigate sailed yesterday
Yours, Sir,

Your obedient servant

John Gooch.

Colonial Manager

Enclosures.

2 Bills of lading
Remarks on Cargo

Manifest

Letter for Steiner

Items of packages

Account of Bonnier Tallow per mail

Remarks on Hides of Brays camp

The wool weights will be sent per mail. In the 15 bales from Speedwell there are still two, marked S1, of which two thirds belong to the Company, they are marked 12 + 15. The tallow is marked near the bung in consecutive numbers, and among it is a quantity belonging to St. Ronger, of which particulars are enclosed. There is one cask of hotter oil, whether numbered or not appears uncertain. There is a sample bale of sheepskins pressed "fairly dry" in the press at Goose Green. I have desired Capt. Dyer to watch it lest it should heat, and request a particular report on it. The quantity of sheepskins consist of 448 in splendid condition from the Butchery, and 128 loose pieces from Laponia. Two bales of Bailton Bros' wool are left behind having been dropped overboard at Fox Bay, will there be a claim on these? The cask from Travis contains a seal skeleton; the Digestor manholes will be repaired by Martin.

Yours &c
Colonial Manager

257

Black Hawk.

2nd July. A.

Sir,

The Black Hawk now begins the provisional service, pending a settlement of the contract in London.

2. The Secy of War sent on the 30th ult. enclosed is copy of despatch by her, in which Lachow. lodged receipt of spec 524 + 520.

3. 524 - 3. Allday was dismissed on the 10th ^{ult.} ~~month.~~ for drunkenness during my absence in the Camp, and the Director will be more vexed than surprised to hear that he is out on bail, committed for trial for impeachment, it having been my unpleasent duty to prosecute him. Thinking that his receipts were low, and that his ways could not keep him in liquor, I set a trap for him by ordering the assistant butcher to take note of all money received by him, and on comparing the sums noted in Yplis's book with

J. Coleman Esq.

Secretary,
London.

During our visit I found in 12
 days a refinery of ^{about} 1200 made
 up by small sums ranging from
 1/2 to 1/4. These were all receipts
 from people who pay ready cash.
 Just that the man has been cunning
 enough to be correct in his receipts
 from customers who have monthly
 accounts. At the police court
 investigation took the evidence of
 a number of persons who had paid
 the sums referred by Gale, in con-
 firmation of his statement. The case
 is decided, clear against him, and
 his conviction will probably follow.

4. Par 6. I do not see
 that the Black Hawk can be compelled
 to go to Stone Island; it is, in fact,
 a deviation from the route prescribed
 by the mail contract. Mr. Dungey must
 have misunderstood me about horses.
 I should never give an order without
 at once acquainting you with it.

5. Par 7. Martin goes
 home this mail, a memo. of his
 refusal is returned. He considers

that I have been unduly strict with him in knocking off some expenses that he thinks the Company ought to pay, and leaving, as he does, slightly in debt through his own extravagance, instead of having saved a lot of money, is rather dissatisfied.

6. Par. 9. Although several attempts have been made, it has been found impossible, as before reported, to trace the S. A. M. S. account.

7. 525-2. A certified copy of the judgment in Epitimiaki's case would be invaluable to me here, if it clearly lays down the law that drunkenness during hours of service cancels service.

8. Par. 3. I am so sensible of the indulgence shown me by the Directors in providing me with a house so superior in every respect to anything I could have hoped for, that I feel it would be ungracious in me to run counter to their wishes. At the same time I am sure that they will, as family men, understand how wretched a separation from wife and children must be, - a separation caused by the absolute want of a place to live in, - and will not prolong it

unnecessarily. May, perhaps,
 assume from the paragraph that
 Mr. Spence is not authorized to
 interfere with the Camp, with an
 air of implying that he has reason
 to believe that Mr. Cross will leave
 shortly and will not return, as the
 Company want a Scotch manager."

He is said to be Mr. Selay, and although
 the latter asked me not to mix his
 name up in it so as to get him into
 hot water with the minister, I think
 it right to give you my authority.

He gets the credit of writing to the
 London office a good deal of nonsense
 as to the Company's business, of which
 he is exceedingly ignorant; whether he
 does or not I do not know and
 care but little, excepting that his
 utterance, ^{such as the word} understood by the ignorant
 to have a semi-official character, do
 not tend to maintain discipline. I
 have before complained of his gossip
 on the West Highlands about the
 Company's affairs, and I really think
 that if he could be persuaded to
 attend more to his spiritual duties.

busy himself lies with Camp gossip
and leave all allusions to business out
of his correspondence, it would be better
for all parties.

9. Par. 4. I have certainly been
lenient, in case of drunkenness, but always
for the same reason, viz: to save the Camp
the expense of the passage of a successor
and perhaps his family. I never get rid
of a man until I see that he is hopeless.
I shall not ask you for another butler
for I am carrying on at present with John
McLangdon keeping the books, and if I
find this does not answer I shall get James
Campbell, who has already applied for the
place.

10. Same par. I believe that I
have a sufficient stock of casks for next
year, but cannot say positively until I see
the stock return. My fears, you will see
on reference, were about this year's stock,
and they proved true, for I had hired
out another man to help Sturdy, for more
than a month before the end of the season,
to set up the casks that the latter should
have had ready before the works opened.

11. Par. 5. There could have been no claim for the Sparrow Hawk's damages: the boat was broken by being left in the water while under way, and other damages were split sails, &c. coming under the head of wear and tear.

12. Par. 6. The arrival of the annual sales clear up a mystery which has been at first supposed that there was no increase in the weight of wool this year. If you have a copy of your statement of cargoes per Vicar of Bray let Stony Black Hawk, you will see the weight ^{of wool} per let Stony entered at Amt. 1552. 1. 24, which added to 257. 0. 0 per Vicar gives the weight of last year's wool as 4139. 1. 24. This year the wool per Lussac and Vicar weighs 4073. 2. 13, no apparent increase. And yet our shipping weight last year were 3542. 3. 12, or nearly 30 tons less than yours. This is now cleared up by the draft which gives 947. 3. 25 as the gross and 900. 3. 25 as the nett weight of wool per let Stony. And the increase on last year's wool is 630. 3. 0, a very satisfactory one.

13. Par. 7. Enclosed you will find a statement about the purchase of leased land.

14. Par. 9. The late Cairns' cargo consisted of a quantity of flour, some sundries from Montevideo, and an assortment of preserved goods from Wace and Blackwell. The 30 kegs sheepwash contained the Oppevine dip; no one will look at it. The action taken by Messrs Deans & myself has resulted in the break up of Stourd's business here, the manager having instructions to sell off and leave; he offered the whole stock first to Mr Deans and then to us, promising the former that neither he nor Stourd should ever try any business here again; we both however thought it would be better to let him realize the best way he could, as a warning to others. Rumours come from Montevideo that Mr Stourd says he has lost \$7000 over the Stanley business. The Village Spirit has not yet arrived. No Hungarian flour to my knowledge has ever been received here.

15. Par. 10. I do not understand how you could reckon on the sales averaging $4\frac{1}{2}$ cwt., seeing that last year they were only $4.1.3$. I should have said in

par. 12. that my account of the
 loss in your weight reports your
 statement of Company's produce
 in 1833. where you enter the wool of
 1877 as 48000 cwt. whereas as I have
 shown it should have been 50000 cwt.

16. (by your statement) 20000 cwt. per
 ton and 1 by report 1900 per ton
 being. There is a difference of
 at 9th parts of over £2400, and we
 doubt a portion of the want of
 profit was due to the exceptionally
 bad yield of wool, which showed an
 increase over the previous year. This

is said in 255-7. and it appears
 somewhat to corroborate your statement
 in 123-36 that there was no appre-
 ciable falling off in the receipts.

16. Par. 14. You see that
 through the oppressive tax laws regu-
 lations demanded by Government
 there is again a chance of cargo being
 shut out.

17. Par. 16. After Mr.
 Williams had been here five weeks
 I wrote to him civilly asking him to
 settle his current account at the Bank.
 This ^{he} delayed under pretence of some

set off connected with the accounts settled
last August and before I went into the
Camp at the end of May I again pressed
him, but to no purpose, and being unable
to delay my journey any longer, I felt
obliged to threaten him with an action
particularly as I heard he was going to the
West before I could return. I wrote him most
politely, I think you will say, but he replied
most insolently, and Mr. Anderson had to
get a writ out against him: after abusing
me in the most scandalous manner he
settled the account out of Court, with reserves.
The counter action I am threatened with has
not been brought forward, and I do not know
what it is for. Correspondence is enclosed

18. Par. 16. You have apparently
forgotten the pig iron ballast sent out for
the Sparrow Hawk, which as a permanent
addition to his value should not have gone
to his working account. I thought that
Schooners for Island service should be
charged to the Islands, all expenses debited
and freights credited in our books; this
has not been carried out in the voyages to
and from England, consequently on the
Black Hawk's voyage his account has
debited with the expense of provisioning

and getting out without being
 crushed with freight on produce home
 ward, while the wages account paid
 on his arrival in London was not
 charged here at all, and the account
 appears unadulterated throughout.

19. Par. 17. In addition
 to the 9 men mentioned in 253-25
 W.D. Simpson, Alfred & Fort. N.
 and A. M. Timmon have since left,
 and John McLeod is leaving, the
 number asked for is barely sufficient,
 considering the increase of 33000
 lambs, reduced by Goatskins killings
 and deaths to something under 20000.
 Mr. Gray as you will see by an extract
 from another letter lately received is
 getting into a great fright about the
 scarcity of men for next season. I
 am doing all I can to impress him
 with the great necessity for economy,
 in which I hope to succeed. Knowing,
 let me point out, which has been a
 large item this year, being neither
 plant nor building, goes among the
 working expenses, improving the property
 but reducing the year's profit.

20 Jan. 21 Sparrow Hawk's
returns are sent.

21 Jan. 23. Reckoning that
400 gallons will dip 500 sheep soon after
shearing, the cost of dipping 100 sheep
is barely 4/6. Exclusive of fuel. Lime and
sulphur is I am sure a splendid remedy
for scab. I went to the South Star to see a flock
that was brought up for a second dipping
10 days after the first, and could not see
a scabby sheep among them, and I do not
think that the dip had had a fair chance
either, for the sheep had been rushed through
without being trapped, i.e. kept in it for
at least a minute, they got through, in
fact, in about 15 seconds. It has been
the custom in dipping the Company's
sheep simply to swim them through,
whereas everybody else traps for ^{one} ~~at least~~, two
or even three minutes, and I feel so
convinced that it must take time to soak
through the wool to the skin, that I put
my views in writing to Mr. O'Leary from
Darwin, and he now seems to agree with
me, although in conversation at the South
Star he said that he thought the short
dip sufficient. I am not sure about the
growth of wool, but that will be seen in time.

22. I have heard nothing of the sale of common land, but understand that the leases of the common granted by Govt. O'Heary are to be put up to auction when they expire. As regards the medical man, what could I report respecting that he has not come, which you know already? I have said often that he is urgently needed and that the men are willing to subscribe handsomely, put up the subscription list, scale of fees arranged with the Governor, informed you about the same. &c. &c. Rumours are rife as to the removal of the claimer, but nothing is known for certain. It was so late to communicate the Director's ideas to the Governor, as the matter had been already written about.

23. Jan. 26. John McQueen is not a desirable man; I always tell you if a man is worth engaging when he leaves. Thomas McShannon who has just left for Texas is worth re-engaging if his health permits, being an excellent shepherd; his son on the other hand who accompanies him is utterly worthless, being very deceitful.

24. The *Lynx jamaicensis* per
 Crocades some hydraulic leather was
 charged but it was ^{not} noted in which party
 it would be found and Martin who
 unpacked and erected the press, assured me
 that there was no leather in any of the cases.

25. Besides the Mr. Stinson,
 the Governor's two servants, Henry Barrin
 wife were passengers by the *Vicar* at £20
 each.

26. The usual freight of £150
 is to be charged on settlers' wool per *Vicar*,
 and 50¢ 100¢ on hides and tallow.

27. The number of sheep killed
 at Goose Green this year was 12641 for
 the Company, 1055 for Donner and 1195
 from Greenhills for Mr. Dean in payment
 for the sheep from Spedwell Island that
 14591, besides those killed for the con-
 sumption of the establishment. The total
 number of sheep shown amounts to 49600.
 I should have sent a detailed account, but
 have to send one of Mr. Clay's statements
 back for explanation and possibly
 correction. This is a fair increase on
 the number shown last year.

20. The Blacksmith gave me notice a few weeks ago that he wished to leave in six months, or when the year returns; he is a man of property, being a partner in the Berkeley Court farm, and therefore independent of the Camp. I found out afterwards that he really did not wish to leave, but expected to be discharged on account of some rather doubtful work done in his shop in connexion with the farm, which came to my ears. I therefore do not wish to keep him, and must ask for another Blacksmith. The place is rather difficult to fill, because there is not constant work all the year round and the Smith is required to make himself generally useful at odd times. Any one engaged should perfectly understand this, and it would be well if he were able, as Sharp is, to take an oar in a boat, though this is not a sine qua non. As to his capabilities, he must understand ship as well as general blacksmith's work, and be able to show a horse. Above all he must be sober, for his trade is one that often leads to drunkenness. Sharp says he has

been for some time 19. 10. per month
but a new man would probably begin
with less.

29. Mr. Gray you will see
advocates a dip about Coyne Harbour,
because time and surplus cannot be
prepared as quickly as tobacco. All the
farmers assume that they can prepare
it more quickly than tobacco and it is
merely a question of practice. I cannot
ascertain yet whether it is better to boil
in a separate pot and mix in the dip
with hot water from the tanks or to
boil all up in the tanks together. The
latter must be the shorter race and
safer process, for each tank would be
certain to have the proper ingredients,
whereas a careless person might easily
put too much or too little lime and
surplus to the water, when both are supplied
from a different boiler. I am wholly
opposed to the erection of a station on
the West Coast until it is proved that
it cannot be done without a tank which
is as Mr. Gray says, not too far from
any of the fleets, and the sole reason

for starting a new place would be
 the supposed difficulty about fuel
 and supplies, which can be got over.
 On the other hand it would entail
 an extra outlay of £90 a year,
 another foreman and gang of labourers,
 immense expenditures in buildings and
 plant, the exclusive use of a schooner
 nearly all the year round, and of all
 the Company's fleet to bring the wood
 in for you must remember that
 doubling Point Point is something
 like rounding Cape Horn, and a
 return would average at least two
 days to a week there and back, which
 you could make out to be quite a
 saving what so of the cost of
 labour, materials and schooner hire,
 and being responsible for the Com-
 pany's expenditures I protest most
 strongly against the proposed
 station. Mr. Day I am inclined
 to think is hardly as economical
 in his ideas as he might be but I
 shall spare no pains to show him
 that the liberal expenditures on both
 sides must not be carried too far.

30 I have seen the heavy paper
inclosed on ship paper, I have returned
those for this in case you should be obliged
out any more more.

31 I have taken an 1/2 pt boat
from the beam which has kept 1/2 pt
interest at 1/2 per cent being bound
hard and thus is four years old it should
be credited to her at much more than
half that value

32 Enclose a letter from
Paché complaining of French suspicion
which he compares unfavorably with
C. D. D. D. D. D.

33 The remittance this morning
is good enclosed is a letter for Mr. C. C. C.
in which he will pay 1/2 1/2 1/2 1/2 1/2
give a receipt for 1/2 1/2 1/2 1/2 1/2
there is a government bill for 1/2 1/2 1/2
which Mr. Waldron is to order a
determination of his account on 1/2 1/2 1/2
besides a receipt amount of the 1/2 1/2 1/2
of 1/2 1/2 1/2

34 Captain Sturtevant is
master of the ship is a different man
altogether and has given us unequalled
satisfaction to far being steady and
frankly he is well backed up by his crew

30. I saw the heavy paper 115
inclosed on ship paper, I have returned
those for Pica, in case you should be trading
out any more rams.

31. I have taken an 18 ft boat
from the Pica which Lieut Capt Dye has
ordered at Lt per fact: bring board
hand and three or four years old it should
not be credited to her at much more than
half that value

32. Inclose a letter from G.
Packs complaining of Francis's sulphur
which he compares unfavourably with
Brandram's.

33. The remittance this week
are good. Inclosed is a letter for Mr. Waldron
on which he will pay £752 17.9. and he
gives a draft for green shields for £500
there is a Government bill for £100, and
I believe Mr. Waldron is to order a
statement of his account on £2000,
beside a draft on account of the Chancellor
for £66.

34. Captain Skentford as
master of the Fairy is a different man
altogether and has given me unqualified
satisfaction so far. bring steady and
frank: he is well backed up by his mate

George Perring, and the old Fairy in their hands has been doing wonders.

I have my eye on Perring for promotion when an opportunity offers: he is an anomaly, never having tasted any intoxicating liquor in his life.

35. The correspondence about the materials for the house and letters from other suppliers of goods complained of during the ^{last} year show me that I am uniformly wrong and the manufacturers &c. uniformly right. No satisfaction has ever been got for any complaint and I propose in future to abstain from criticism as a waste of time and ink. I am reporting to hear that the gates were not really broken. For the last time I will reaffirm that Parker's cement was lumpy and weak, that Lussell's work was rubbed with coarse sand paper against the grain, that the sashes were primed inside, that huff is to be seen on some of the principal doors, that the plate glass was badly packed, that many of the plates are very curly, & that the white

bricks are not as new and smooth as
Dean's.

H. Martin goes home this
mail and proposes an engagement at
£40 per month. He should be out to
publ Coalspress in order so as to begin
work again next February. He proposes
to have made a grand discovery, by which
all the fat can be extracted from the
entrails. Whether this is right or not I
am unable to say, but he could put his
theory to the proof in London, and this
is necessary, because to carry it out he
requires enormous additions to the plant
which I shink from recommending; for
instance, a reservoir of iron to hold
50,000 gallons of water. At the obiers
and Grey Pentos he saw the system
of injecting hot water with steam
injectors, and floating up the tallow
through the meat, drawing off by a
spout through the top manhole; this, it
stands to reason, must be an improve-
ment, and any machinery necessary
to carry it out may be sent. Martin
says that the system he saw is an im-
provement on the drawings made by Ellis.

The digester man holes were sent for
 near for alteration and Martin
 carries with him five Bourdous
 gauges to be repaired. Martin you
 will find to be a man with no
 small opinion of himself. he is clever
 as an engineer but a fool and a
 spendthrift. a little "soft soap" goes
 a long way with him, and by a little
 judicious praise you can do anything
 with him while if driven, he is as
 stubborn as a mule. Should it
 happen that he does not engage again
 it would be advisable to send another
 engineer, accompanied by a man ac-
 customed to follow boating the latter
 only engaged for the season to teach
 the former the work. You will please
 not fail to have the manholes put
 in hand at once, and send them
 out by the first mail, so as to be
 ready for next season. Martin's
 agreement, as told you is to be at \$14
 per month, and he is to live at Green
 Green, where a small addition is to
 be made to his house. He now says
 he asked \$15. but I took his words

down at the time. Should he press for more don't give in to him; but be sure you get the information about the digester from him. Aquino Roumanis account he leaves tools in the shop, valued at £50 or £60. he wished me to buy them, but declined.

37. Martin informs me that the uprights of the table were not returned for Vicas of Bray; can they by any mischance have got among the ^{old} iron?

38. I can only send an order this time for Haberachery, &c.; but after stocktaking can make out an indent; meanwhile, should there be a chance, you could not do wrong in shipping 100 barrels (kds.) of lime, and 20 or 30 tons of sulphur, as the dip is becoming universal. I had 6000 yds. bagging last year, and have just one ball left, 8000 yds. should therefore be sent for the season of which 2000 should leave by mail of Sept. 23rd, and the remainder be here by December. I send a memo. of goods quite run out.

39. I have collected all materials for my annual report, but have found no time to put it together

I am Sir,

Your obedient servant,

Wm. G. Brown
 Colours & Co.

down at the time. Should he press for
more don't give in to him; but be sure you
get the information about the digester
from him. Spanish-Dominican account
to leave tools in the shop, valued at \$50
or \$60. He wished me to buy them, but
declined.

27. A letter informs me that
the upright poles to the well not returned
for fear of being run away by any
mischance have got among the ^{old} iron.

30. I can only send an order
this time for blackdressing the pit after
blackdressing can make out an indent,
meanwhile, should there be a chance you
could not do wrong in shipping 100 barrels
(1440) of lime, and 20 or 30 tons of sulphur
as the dig is becoming universal. Had
6000 yd. bagging last year and have just
one ball left. 20000 yd. should be put
to suit for the season of which 2000
should leave by mail of Sept. 20th, and
the remainder to hand by December.

Send a memo. of goods quite run out

39. I have collected all materials for
my annual report, but have found no time to put
it together.

Yours truly,

John H. ...

John H. ...
Colonial ...

Belgian Consulate
 Auckland Islands,
 2nd July 1873.

Sir,

I have the honour to inform your
 Excellency that the affair of the
 Mercator has been at last settled by
 the sale of the wrecked goods by order
 of the His Admiralty Court, in
 which salvage to the amount of fifty
 pounds was awarded to the salvors.

The sale took place on the 16th, 18th and
 21st June aggregating £902.16.0
 I am about to settle with the salvors,
 and by next mail shall have the
 honour of remitting to your Excellency
the balance of the proceeds.
 The auctioneer's account sales will be
 found enclosed.

I have the honour to be,

Your Excellency's most obedient
 humble servant

To
 Your Excellency

The Minister of Foreign Affairs

Wm. L. Fox,
 Consul for Belgium

Auckland, New Zealand
20th July, 1878.

Sir,
I have the honour to forward herewith a certified copy of my oath as Consul for Chile, taken before the Excellency the Governor of these Islands and I have to express my regret that so much delay has taken place in forwarding it.

I have the honour to be,
Sir,

Your Excellency's most obedient
humble servant

Wm. Brown.

Sir Excellency

The Ministers of Foreign Affairs.
do. do. do.

Santiago

The remittances including the
payments ordered by Waldron and
Stickney amounting to £14000 against
which I have drawn about £500. Telegraph
Fanciful 3000 Vicar 30 Luns.

Enclosures.

Exp. 255. 256. 13/ postage stamps
 " Dpt. Seal Ordinances
 " Notes on Ships
 1st Cu. on Drain £550
 1 " Government £150
 1. C. Hill Items £107 6. 6
 2nd £200. & £340. 0. 2
 Chancellors a/c.
 Stanley Journal 16. 18. 19. 20. May
 Cash Vouchers 1st.
 Correspondence with C. Williams
 Extract from letter to Clay 7 June
 from " 12 2 24 Luns
 Pache to Cobb 27 May
 Regulations for sale of land notes.
 Davis to Cobb (2) 15 May
 Clay to Board 25 Luns
 Chart from Clay
 Vicar of Berangy a/c.
 Penner's Tallow weights particulars
 Wool weights part of Berangy
 Copy Cobb to Albany 10 Luns
 Notes on Stores
 Dye Thompson to Coleman
 sheet for Stickney 10 pen
 Statement on a/c.
 Shipping list
 Indent
 Baildon's wool particulars
 Notes on horses
 2 Bills of Lading
 Minutes of Comms. of Repress
 Letter to P. 200.

Falkland Islands
 Stanley, 8th July, 1878

Sir,

As you are the Prosecutor in the case against Allday, I think it desirable to place before you some evidence in addition to what I brought out at the Police Court.

I. In Yates's book there is an item of 1/- paid by J. C. Dettleff. The Mr. Dettleff acknowledges, and I find that it was paid by him to the prisoner in the presence of Yates.

II. There is an item of 2/6 paid by B. Wilson. This was paid to Joseph Hedridge, and handed by him to Allday in Yates's presence.

I did not bring these facts out before D. Watts, because I thought I had sufficient evidence to justify the committal of the prisoner. I have the honour to be,

W. Collins Esq.
 Acting Colonial Secretary.

Sir,
 Your obedient servant
 Robert Fox.
 Secy.

Southland Islands Co
London

My Dear Directors of
The Southland Islands Co
London

I have the honor to forward
my report on the year 1877

The Tallow

In making my report on
the previous year I remarked that the
old tallow that had been boiled down
had barely yielded the very poor
average of 5 lbs of tallow per head, and
stated that I intended to try the
Experiment of placing cows on an
island to fatten. I carried this out
by shipping about 1000 to Swan Island
in Sutherland Sound, and I have the
pleasure to report that on taking
them off I found that they yielded

an average of 20 lbs., a gain of 18 lbs. The expenses, however, of shipment and re-shipment was considerable, and, in order to carry out this plan successfully, it will be necessary to find off a large point in Lapland for the reception of draft ewes.

The lambing in 1877 showed a marked advance on that of 1876, and we are beginning to find a difficulty in providing pasture ground for the new flocks that have to be made up. All wether flocks in Lapland are boiled down after being shorn three times, and these make room for a majority of the wether lambs; but the ewe flocks are very liable to get overstocked, and the increase must shortly be checked, both by sending all ewes over four or five years old to Spitzbergen and by keeping the rams away from some of them.

The large expenditure

consequent on the reestablishment of the new station at North Am together with the low price of produce have caused a temporary check in the profits made by the Farm. I have every reason to believe that it is temporary only, and that it must be followed by enhanced prosperity as soon as the causes which have led to it have ceased to exist.

The Store.

There is a falling off in the Store sales in 1877 amounting to more than £2000 as compared with 1876; but this is at once accounted for by the almost total absence of shipping and the fact that some of the West Highlanders are beginning to supply themselves. It is gratifying to remark that, notwithstanding the smaller sales, the profits are increasing, and that there is not a single debt in the Store books that can be called a bad one.

Butchery Sales.

I have again to report a falling

off in these sales, which have only reached £1057 2:6. Although competition accounts for a portion of the difference, there is no doubt that a blunder by his drunken and inelegant conduct alienated some of our customers who are now returning again - and I feel convinced that during his time in the Storehouse he cannot have stolen much less than £100.

Shipping business.

This is now becoming so trifling as to be hardly worth chronicling. Only nine vessels called (exclusive of those sent out for cargoes), of which six required repairs, mostly of an insignificant character, and of the remaining three only one came for provisions, one required medical aid, and the third put in to land a wrecked crew.

Company vessel.

The Black Hawk having been refitted, as soon as the Fairy has been repaired, (which has not

been done I believe for 20 years, there will be no more expenses to be incurred on the Island fleet, beyond those arising from ordinary wear and tear. All the schooners are commanded by able and experienced men, and are kept up in the highest state of efficiency, to which I attribute our immunity from accidents, none of more than a trifling nature having occurred since the loss of the *June Brooks* in 1844. It is worthy of note that the *Fairy* and *Perseverance* have outlived their contemporaries by many years, being much the oldest schooners in the Islands.

West Falklands.

The settlers in the West are for the most part progressing well, though still hampered by the low price of wool. Scab has not been very destructive during the year, excepting in one instance, viz. *Waldron's*, and it is now believed that the use of lime and sulphur, as a dip, will render the disease less formidable while it will very materially lessen the

farmer's expenditure. Great uneasiness,
 not to say alarm, was felt a few years
 ago about the solvency of the West
 Falkland and other settlers, and in the
 case of one of them little, if any, hope
 was entertained at hours of seeing the
 money back that had been advanced to
 him. Trust that events will have
 proved that there was no foundation for
 this fear. The account I refer to
 has been paid in full, together with
 several others, and it has become suffi-
 ciently obvious that any business which
 the Company do not wish to continue
 will be taken up at once by Mr. Dean,
 who in every case guarantees payment
 of the debt. At present we have
 no debts that are even doubtful, and
 I may say that I have never yet
 written a report with so great a feeling
 of confidence in the substantiality
 and permanent welfare of the Company.

Yours obedient servant
 J. Dean
 Colonial Secretary.

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Black Hawk.

15th August

Sir,

My last was dated 2nd ult. and I have now to acknowledge receipt of your despatch no. 526 for Black Hawk 5th inst.

2. Par. 2. Acquaint Capt Kentford of all blame as to not writing to you for in the hurry of despatching the ^{1st} ~~1st~~ I forgot to instruct him to do so. I am so satisfied with him that I should not hesitate to put him in charge of any vessel the Company possess. Mr. Humphreys on 2nd July advised you as to freight money, lay days &c. of the *Trity*; and I presume the Customs Bill of Entry will give a faithful account of the cargo.

3. Par. 4. A correspondence was found enclosed, and as two of the invoices for *Spadiana* viz from Burrows & Russell, the former a very

H. Colman Esq.

Secretary. *London*

important ones are missing, like
 the four from Arnold Luthowen,
 Pratt & Thomas for 1812. I
 think it is time that I remarked,
 not by way of finding fault, for
 that is not my province, but simply
 as a fact not advantageous to the
 Company — that some of the
 clerical work in the London office is
 not up to the standard of former
 years. Besides illegible fac-similes
 before complained of it is rarely that
 I get a hand copy of any correspon-
 dence in which there is not some
 palpable error either words left
 out that I have to supply at hazard,
 or others incorrectly copied, to take
 a recent instance shutter-points
 written for shutter-fronts, and
 again with reference to the British
 "throw the points out instead of
joints"; errors of this kind might
 cause misunderstanding, and I
 trust that I am not going too far
 in drawing attention to them.

4. Par. 3. Should the skins
 do well in the spring I will ship a
 few boxes to Liverpool. It would be
 the greatest of all boons to have steam
 communication direct with England and
 a fair amount of freight might be
 saved if the rates were not too high.

5. Par. 4. I do not want a vessel
 with stores if I can only get out a few
 necessaries, of which I have told the
 storekeeper to give me a note. As people
 are asking much for home coal it
 occurs to me that you might get some
 - say 100 tons - dropped by a vessel
 bound to the West Coast, together
 with some lime sulphur and sundries
 this would make her light for the
 passage round the Cape.

6. Par. 5. The skins under
 cover are drying well; I am sorry that
 it escaped me to salt some skins as
 trial but I must point out that a large
 number would hardly pay to store here
 with salt, as they would take up too much
 room in comparison with their value.

The longest wooled skins you have are those from the Rutchery in January just before shearing time, these never have rotten parts. The Green skins which have hitherto been so rotten have never more than four months' growth of wool.

J. Par. g. Your statement of the Groscaels' lay days commences with an error for Monday was the 14th not 15th January. I enclosed my account of the days which differed from the Captain's considerably; but as I had not allowed for the discharge of the rams or clearing away the sheep pens, and there was some doubt about one or two other days. I gave in to 51, and he came down from I think 54. Regarding the ballast I gathered from the correspondence that the charter party be treated the same as the hivi's, as the Company did not wish to take advantage of the owners' misapprehension. Had the ship found it the Captain might have raised

difficulties at Darwin for it did not appear that he had to find ballast for the voyage home. A statement of cost of ballast is enclosed, which, added to the freight, increases the latter by exactly the amount. I claimed the extra provisions but Capt. Patchell made some counter claim and it was understood that it would be settled in London. You must surely be aware that for years it has been customary to give a gratuity of £5 to Captains if outward only, £10 if on the round see Stanley Cash book, 15th June 72, 14th June 73, 16th June 74, 13th June 76, 20 Sept. 76, not to go farther back. Is it possible that this is now noticed for the first time?

5. Pa. 11. It is perfectly clear to me as already repeated that the loss of profit is mainly owing to the want of increase in produce in 1876/7 combined with extra expenditure in the Camp, which can now be much curtailed. There is also something to be attributed to the valuations I have given of new

buildings and plant, where, fearful of giving an over-estimate, I have perhaps gone much under the mark.

Depreciation on all kinds of property, particularly Plant, Shipping, and Buildings seems, as the Report says, high, considering that a substantial portion of the current expenditure goes towards repairing defects, and keeping the property up to the mark. However, I have been looking through the store delicately, and see several leaks that may be stopped, though not of the kind suggested. The Lanes heads have been heavy on me for coal, as preparing the dip more quickly and better, this shall be stopped, and peat used. They have drawn heavily on me for rum, without which, or some kind of spirit, they say the men cannot work. In Scotland they are filled up with whisky all day; but I shall make the additional duty the excuse for knocking off the supply. As to any dishonest leak, I am easy

on that subject, but there has been
 one in Alden's case, which hardly
 can be called more than a dribble, not
 appreciably affecting the profits. The
 Store profit is never believed in, unless
 it is a bad one. If it is good there is a
 question as to whether it is correctly stated,
 if it appears bad, it is said that an
 important source of revenue is dried up.
 Now with regard to the present Store
 profit, I wish the Directors to know that
 this year, and always since the alarm in
 1874, I have personally each month taken
 or assisted to take the Store Sales from
 the Journal, and after taking them have
 again checked them, that all the Debitos
 have been posted in the office of the
 Storekeeper's day book, that the sales as
 posted from the Store day book to the
 Journal have been called over by Mr. Langdon
 with the Storekeeper. That the stock
 in July was taken by me conjointly
 with Mr. Langdon, and that with the
 exception of the Millinery Store Stock
 which I put in his hands this year, I
 have personally written out, priced from
 the invoices, & carried out every line, and

added up every sheet, my figures, ^{having} been afterwards checked by Mr. Langdon. Now, granting that the ~~for~~ 25 per cent added according to the usage in force before my time, represents the cost into store, which I think it fairly does, can the Director doubt a result arrived at after so much painstaking work? I have written Mr. C. on the important subject of expenditure in the Camp, and you will see by enclosed correspondence that he promises co-operation.

9. Jan. 12. He stated again lately it is impossible to ascertain whether the balance of £15.15.0 against the S. S. L. S. for goods obtained in Emert's time was paid or not, and I am afraid the matter must rest. Under our present system such a doubt would not be possible.

10. Jan. 13. My estimate of produce sent for May mail, I cannot always learn in the uncertainty of communication with the West what produce there will be as early as 1st April.

11. Part. What evidence about the Black Hawk is required? All the sentries opened and re-bedded by Mallett are perfectly tight, there are eight open now.

12. Jan. 17. I understood that Middleton had family business to transact, and if a man applies for the passage guaranteed by his agreement how can I prevent him from taking it? You could scarcely hear from Patterson's father, as he has been dead for some years, my late despatches must have proved to you that I think the Camp would work more harmoniously and profitably under one head, and that Mr. Clay should take it; I am awaiting the Director's orders on the subject. George Patterson is an invaluable servant, and he does not agree with Tell. Munro is worthless.

13. Yesterday's trial took place before a jury on the 9th Inst., before a full bench and a jury; he was convicted of embezzlement, and sentenced to 12 months' hard labour.

14. The Village Opil has arrived after a detention in Monte Video through the loss of her mainmast. She does not appear to have brought any large assortment of goods. I have taken 100 bags of flour at 17., which Capt McCully would otherwise have retained under Store price, and some tobacco (golden leaf) at 24. p lb., I am also in treaty for nine casks of lime.

15. 526-10 Mr. Leavins was paid ten Guineas.

16. The Black Hawk arrived in Port Pittman early on the 4th inst. but could not work up, as it was blowing a furious gale. She missed stay twice and just touched one of the up the rocks, but very lightly they all say, however she had to anchor there until next morning. Captain Dixon lost his temper, and struck his mate, for which he was summoned to Court and fined £2. I spoke to him very seriously, and warned him that a repetition of

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such conduct would lead to his
dismissal. I agree with the opinion
of the Magistrates that he had received
provocation, because it transpired that
when he wanted to let go his anchor there
was no range before the windlass, which
should have been attended to by the mate.

The man has left he is Smith the
boatwain who shipped at Dartmouth.

17 I am sorry that against
the strongly expressed opinion of Mr
Lapthorne you had the Fair's sail made:
the mistake was palpable, and had you
waited a few weeks for the next despatch
you would have found it rectified. The
Black Hawk's job was made by a
professed hand, the sailmaker of the
Star of India. There are three opera-
tions connected with sailmaking in
which an amateur may go wrong,
cutting out, sewing together, particularly
the first and last, and indeed we kept
a sailmaker on the establishment I do
not think that it would pay to make
our own sails here.

18. I have just been into the estimate for next year's dipping, and find that I have sufficient tobacco to do the whole of the first dipping after shearing and a good deal to spare. I therefore refrain from ordering any more until I have seen the day. But should you have a vessel on the berth you should certainly ship 50 tons of sulphur and 200 hhd. of lime as I can see already that the outside demand alone is going to be large.

19. I have to bring to your notice the careless way in which goods are handled on board the P.M. Co's vessels. One of the heavy cases (2334) of machinery was smashed to pieces, and I am not sure until the press is set up that something has not gone overboard. The use of a few yards of bagging in this case is not known. All the drafts also that has come by mail has with but few exceptions been tampered with; allowances on

There have to be made to the publicans;
 there are spill holes in nearly every
 cask. I mention this that you may
 see that the oil goes on board sound,
 and in a safe place, should you send
 the supply required by the Nov. mail.

20. The accounts forwarded
 have not been audited yet. I intend to
 get this done by Mr. Louis Baillet
 of Fox Bay, as I understand that the
 auditors attach special importance to
 its being done by some one. The Plant
 and Building account I cannot send
 until next mail, it requires greater at-
 tention than I am able to give to it, for
 I have been very unwell for a week con-
 fined to the house part of the time,
 and do not now feel up to much.

I am, Sir,

Your obedient servant

Richard Foster.

Colonial Secretary.

Enclosures

Days N° 257.

Ordinance re death Regulations on sale
Annual Report for 1877. of land

Get Entry for Dist Sales May

Stanley Cash Book & Vouchers June

Journal for June

Balance Sheet 30 June

Profit & Loss Statement 30 June

Stanley Wages 30 June

Stock of Stores

to do at Barrin

Camp Report on hand

Inventory's balances

to do in Stock of Stores

Exchange N° 500, 7, 10.

to do 510 July 1877

Boarding certificate

March 1877's Return down voyage

Abstract of letters 1877 from 20 July 26 July

The above in separate envelopes

Shipping acct

Abstract

N° 510 for £ 66.0.0

to do in accounts

Shipping Report

Letter to Directors 2 Aug

Copy to Directors

Copy to Coleman

to do

Wages 30 June

Belgian Consulate
 Auckland Islands.

15th August, 1878.

Sir,
 In continuation of my letter
 of 2nd July I have the honour to
 forward to your Excellency a copy of
 the decree made by the Judge of the
 Vice Admiralty Court in the matter
 of the *Mercator*, as well as a
 statement of the settlement of the
 sailing, and I have further to state
 that I have requested the *Sutherland*
Steamship Company of London to remit
 to your Excellency the sum of £197.9.11
 being the balance due on this account.

I have the honour to be,

Sir,

Your Excellency's most obedient
 humble servant

Dear Sir,

Belgian Consul.

Your Excellency

The Minister of Foreign Affairs,

the
 Council.

Statement of Salvage of property re Auctioneer.

Proceeds of goods sold by the Receiver of wrecks	76 3 6
Proceeds of goods sold by auction as per account sales	382 1 6
	<u>458 5 "</u>

Expenses as decreed in Court	61. 18. 2	<u>61 18 2</u>
		396 6 10

Salvage as decreed 50%	198. 3. 5
Copy of decree	<u>13. 6. 198 16 11</u>

£ 197 9 11

L.S.O.C.

Stanley,

15th August, 1878.

Adm. Secy.
Belgian Council.

Imperial German Consulate.
 Port Stanley, 15th August,
 1878

Sir,

I have the honour to inform
 Your Highness that the German Brig
 Thetis of Magdeh. Capt. v. Reuter
 has landed here the crew of the
 British ship Juliet of Liverpool
 wrecked on Staten Island.

The Brig was on a voyage
 from Cuba for Valparaiso, and by
 putting back to this port has been at
 considerable expense, the amount of
 which is to be arranged between the
 owners and the British Government.

Capt. v. Reuter was presented
 by the Colonists with a purse containing
 one £25 stg. in recognition of the

His Highness

The Chancellor of
 The German Empire.
 Berlin.

humane service rendered to
their fellow countrymen.

I have the honor to be,
Sir,

Your Highness's most obedient
humble servant,

James O'Connell
General.

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Geo. Nichol.

20th Aug

Sir

I have this moment to seal tomorrow. I avail myself of the opportunity of sending duplicates of my last despatch per Black Hawk on the 18th inst.

2. In part of that despatch by a clerical error I wrote 'acquaint' for 'acquaint' a mistake that you will doubtless have perceived.

3. Walter Polack, Esq. of Chesham. I think I believe a former employe of the Admiralty, foreman etc. with whom has been written to by the latter with the view to getting shepherds and I think you would do well to put yourself in communication with him.

4. I have had several conversations with the young Dean on the very important subject of the Pacific steamer and he permits me to say that he will do all in his power to further a project that would be of such incalculable value to all interested in these islands. We both think that, provided the rates of freight can be arranged low enough, the whole of the

J. Coleman

Secretary London.

carrying trade with one exception could
 be thrown into the hands of the Pacific
 Co. The exception would of course be
 the very goods in bulk, such as coals and
 bricks, and these could be sent out in a
 ship or sailing vessel jointly chartered by
 the Co and Stewart Dixon. Whether this
 should be a one-way charter only, or
 whether the vessel on the round could carry
 hides and tallow if they are not suitable
 for the steamer would be a matter for
 future consideration. Now at the rate
 of 2000 bags per annum could be obtained
 from Chile, of a better quality than that
 we have to our present, and there is a
 constant though small demand for wool.
 There must be 1500 tons weight tweans
 and cargo annually arriving here from
 England. Now there should be
 about 2000 bales wool, each measuring three
 quarters of a ton, and fully 100 tons
 of ~~wool~~ of cheepskins. For a
 monthly mail I should think such a
 vessel might be relied on for £100 a trip,
 or at least £1000 a year. Passengers
 fares including those from Mont Video
 which are now considerable, are difficult
 to estimate, but on looking through the
 Black Hawk's returns I should put them

at £2500 to £3000, you can check this by looking through the voyage returns sent each mail. It is not improbable that a fair traffic might arise between here and the Plate; many people would run down during the unhealthy season for the shooting and to recruit their health, who fear the voyage in so small a vessel as the Black Hawk. We have generally paid 50% freight on flour from Chile, taking a uniform charge of 50% which might on some goods be reduced, on others reduced. I am able to follow in following probable earnings:

Outward	June	1500	
Homeward			
Wool	2550		
Sheepskin	100	2350	
Flour tonnage		150	
		<u>4000</u>	25% 10,000.0.0
Mail subsidy			1000.0.0
Passengers			2600.0.0
per annum			<u>13,500.0.0</u>

Of course an understanding would have to be arrived at with all the shippers, so that some kind of guarantee might be given to the Company.

an undertaking for instance that the
 yearly tonnage shall not be less than a
 stated quantity. The steamers could not
 come into the inner harbour, and it would
 be necessary to station a depot hulk in
 Port Williams either in a line with the bar
 or between Sparrow Cove and Upeke Bay,
 as marked in the accompanying plan, here
 cargo would be stored for shipment by
 west steamers and goods from England
 received to be distributed to the consignees,
 a fixed tonnage rate being charged for the
 accommodation. If desired the steamers
 could coal from this hulk. It presumes that
 we should have the agency, and in that case
 a powerful steam launch or small steamer
 would be necessary to ensure quick commu-
 nication between the hulk and the steamers.
 The hulk might be permanently moored outside
 or might be towed in and out for the purpose
 of loading and discharging. The benefit to
 the State of steam communication would be
 very great as we should be able to keep smaller
 stocks, and replace more readily anything that
 might unexpectedly run short. In the case
 of produce it must be borne in mind that
 any substantial advance on present rates would
 prevent shippers from abandoning the present
 mode of carriage and the West farmers would

probably soon charter their own vessel. The interest saved would be trifling in comparison with the extra freight. Mr. Dean has written to his father with reference to this project, and I believe that he is as alive as I am to the importance of it.

5. The statement which I had written about the Crosscut Bay days was by an oversight, although put among the enclosures for last despatch, found to have been left behind; it is now enclosed.

6. Mr. Hoffman on paying for the roof to the Church at Dawson has been very angry with me for charging him the cost just as I do for the gutting work instead of cost in England. I could only say that when I proposed and the Board sanctioned it being charged at cost just as I meant the former, but that if the Directors wish to be more liberal I should be happy to carry out their orders. Mr. Hoffman asked me then to put up a partition in the building at the Company's expense to make one end a schoolroom, to build a chimney, put in a fireplace, &c. and I was obliged to stop him by saying bluntly that one for all I refused to spend a half penny more on either the Church or school without special orders from the Directors, that the Company already paid a schoolmaster and subsidized ^{the school} him, and that in my opinion the people most interested should do

something for themselves, that there was
 special need for economy and that I went
 to stick to it. He then accented and it
 has taken 8/9 years to make the discovery
 that you and I made a success of buying the
 Church in the first instance when I was at
 home in 1872 an enormous blunder a muddle
 for which the Company should be responsible.
 The Church being too large and therefore
 having cost more than it should have done.
 Therefore, the Revd gentleman says, the Company
 should run their pen through the small item
 of £79.4/- that has been standing to the
 debit of the Church for so long - he feels no
 doubt that the Directors will do that once if
 the matter is put fairly before them. I promised
 to represent his views and to let him know
 the Board's decision. He contends that
 the Company are morally bound to provide
 a Minister for their people and not only
 a schoolmaster but a proper school building
 at their own expense; if the Directors agree,
 to write the letter for him, but I am bound
 to say that I always advance the argument
 on behalf of the Company that as they so
 liberally contribute towards the support
 of religion and education, the people, all
 of whom are saving money, should be
 expected to do something too. I was told
 some time ago in the Camp that the money

required to complete the purchase of the Church
 could easily be raised if the matter were only gone
 into properly: but if Mr. Spoman not only refuses
 to try to get it, but ^{also} states his views as to the
 Company's duties to all their Camp men, when
 going from house to house, it is useless to
 repeat that the sum will never be wiped off.
 Mr. Spoman is not backward in asking for
 money for himself from the Camp men, but
 as for the Church, why this new roof has
 been provided for by outsiders entirely, he
 has not even evoked the subscription among
 the men themselves, but has gone round with
 the hat in Stanley, to the Governor, to Mr.
 Dean, to myself, on board the Volage, &c. &c.
 I am not aware that I have any further
 argument to offer on his behalf and I await
 the Directors' instructions.

7. I send a pattern of a few
 bars of which 20 are wanted for the dig at
 Summit. There is also a chair of mine sent
 home for repair, which I must ask you to
 kindly take charge of until Mr. Cobb sends
 you word what she wishes done with it.

8. I have not heard from Mr.
 Clay since the mail left. We have again
 had terrific weather with several heavy snow
 storms, and the cattle are dying by scores,
 the sheep remaining well. More than five

months have now elapsed since the first
snow of the winter. I never, here or in
England, have seen such a season.

9 I send a few notes
on the house, which is progressing well.
The slating is finished, some of the
upstairs floors are laid, windows in, and
the plasterers have begun. I shall be
obliged if you can inform me ^{at what stage} ~~when~~ the
house may be looked upon as virtually
completed as per your despatch 525-3?

I am, Sir,

Your obedient servant

Robert Forster.

Colonial Secretary

Enclosures

Copy despatch 258.

Indent 15 Aug.

Annual report

Balance Sheet & P & L Statement

Remarks &c.

2nd Ex. 514 to 14. 16. 9

515 to 66

Order for sundries

Statement of Crossachs days & ballast.

Plan of Fort William

Notes on house

Falkland Islands Co.
 Stanley, 19th Sept.
 1878.

Sir,

I have the honour to acknowledge receipt of your letter of the 18th Sept.

With regard to the message quoted by Mr. Lewis I have to say that not only was Mr. Humphreys not authorized to state that the Company are not at present bound under the same conditions as they were formerly, but that I entirely disbelieve that any such message was sent by him; in fact the latter part of it directly contradicts the statement made immediately before it as to the tonnage allowed for the public of Stanley. Under the present temporary arrangements it is a point of honour with the Company to carry out the arrangement more strictly, if possible, than when the contract was in force. I believe that it will be

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

found that if Mr. Humphreys sent a message at all, it was to the effect that the space for ten tons had been already engaged, and, further, that it was entirely at the option of the Auckland Deland's to receive more than the stipulated ten tons on board within periods. I will communicate now this matter with Mr. Humphreys, and let you know his opinion of it.

In reply to the second paragraph of your letter I beg that you will explain to His Excellency that cargo is shipped in Southampton or through Bills of Lading issued by the Royal Mail Company, and that it has been considered consistent with the spirit of the Contract to retain a portion of the space allotted to the public for goods that may arrive by the mail steamer, which, if shut out, have to be landed, warehoused, and re-shipped by the following mail at a serious expense to the consignees. The enclosed letter from Mr. Blake,

which please return after perusal, will show that the very firm you name. Messrs Holmsted & Blake have twice within a year been unfortunate enough to have their goods shut out, and His Excellency will, no doubt, see that it would have been unduly hard upon them had their cargo for a third time been subject to the same treatment.

Lastly if you will enquire of Messrs. Dentons and Mr. C. Williams you will learn that both had engaged freight from me on the 15th August, before the Black Hawk sailed, and the manifest of the schooner will show you that those engagements were fulfilled. The cargo carried for the public last voyage preceded 15 hours.

I have the honour to be,
Sir,

Your obedient servant

Dear Sir,
Colonial Manager.

Falkland Islands Co
Stanley, 20th Sept. 1878

Sir,
In acknowledging receipt of
your letter of 10th inst. I have the honour
to apply for a renewal of the leases
of sections 7 & 8, which expire 9th Decr
next. After deducting the fee of
of 1000 acres on each I conclude that
the land will be let as three sections
of 6000 acres each. I shall feel
obliged by your laying this application
before His Excellency the Acting Governor.

I have the honour to be

Sir,

Your obedient servant

Geo. Fox.

Colonial Manager.

W. G. Oxley Esq.

Stanley

Stanley

Takland Island Co.
Stanley, 20th Sept. 1878.

Sir,
I have the honour to acknowledge receipt of your letter of this day's date.

At the time the last mail left, the Directors of the Company were without any answer to a letter sent to the Colonial Office on the 12th July in reference to the mail service; I am therefore willing to continue to convey the mails, as proposed by His Excellency the Acting Governor, until the matter has been decided.

I have the honour to be,
Sir,

Your obedient servant,

W. G. G. G.
Colonial Secretary.

W. G. G. G.

Acting Colonial Secretary

260.

Wellage Esq.

24th Sept 18

On the 15th inst. I received per Black Hawk your despatch N: 527 of 9th August.

2. Par. 2. I have read over Lopez's letter again, and cannot see what information you want, knowing that 10,000 to 15,000 sheep are annually slaughtered at Cross Green. I shall be happy to answer any questions you like to put on the subject.

3. Par. 3. You will see by enclosed correspondence that the Government will not allow the land applied for to be purchased; but before finally giving it up, I think a statement of facts, such as I sent you some weeks ago, might be laid before the Colonial Office. If necessary I will now apply for leave to purchase as much land as I can under the new leases.

F. Colman Esq.

Secretary London.

4. Par. 4. Having sold
 the sheep's main and without loss as
 known has been done. I think Mr.
 Humphreys must have been mistaken
 about Sturteford, or by saying that he
 "indulged freely" did not imply that he
 was a hard drinker: a man who goes
 suddenly from this climate into hot
 weather is likely to suffer from thirst
 and naturally quenches it. Sturteford as
 far as I can judge is an unusually
 sober man. Par. 31. Loring is a
 Pennsylvanian man and came from the
 Kidea for the ship in August 1877.
 Capt. Dyer knows something of him.
 Allen is the only one of the English
 crew remaining on board the *Black Hawk*.
 He is a steady and careful man.

5. Par. 5. In 257-19 I reported
 14 men as leaving, to whom I have
 to add the names of W. Campbell,
 John Lee and W. Jamison, thus 17
 as going against 20 expected, which
 cannot be complained of, considering
 the increase of sheep.

C. Par. 9. On reading the letter to the Colonial Office about the mail service I was struck with the fact that you have taken the ground I have carefully avoided, in alluding to assisting other merchants with freight, and I saw at once that the proposition could not fail to be rejected. Yet that I felt safe in advancing was the Company's claim to priority, which might have passed as reasonable, and had that been granted I could have devised several ways of keeping any obnoxious persons out of the market; your letter, however, would tend to confirm the Governor's idea about "screwing up the monopoly tighter," and would meet with all the opposition which he, on the spot, could bring to bear ~~upon~~ ^{against} it. We cannot keep out opposition, but must meet it, and crush it as best we can. I have agreed to run this mail, and tenders for a new contract are to go in on the 20th. I can only repeat the Company's offer, and can only conjecture that Board St^o. (who are again to the front) and Capt. McQuerry are the two people most likely to tender. I have thought a good deal over the matter lately, and have come to the conclusion (as in 245-S) that it will pay the Company to retain the Black Hawk here and work her round the coast

between the traps by spending in the islands the ten days during which she usually lies in Monte Video. This trip she could have remained from the 13th Sept. to the 12th October, and earned more than 1000 the sum allowed for the mail. Looking at the colossal amount of schooner work for the future though the principal establishments and buildings being completed, and also the fact that the Government is sure to do some of the West work I can say that if the Director will give me those ten days I will dispense with one schooner. There yet remains the question of the packet privilege in Monte Video, and on this point I am hopeful, for we may secure the privilege of carrying the mail from the local post office there; and Mr. Thompson to whom I suggested it, says that not only may our schooner retain her privilege, but that he may prevent them from being granted to any other vessel. Carrying, then, a selection of goods each week from London, and all through freight and securing by her superior accommodation the monopoly of

passengers, the Black Hawk, must soon
 smother up any opposition, and the Govern-
 ment will be forced to concede a higher
 subsidy. As this may not reach you before
 the November mail leaves, by which goods
 may be coming I shall dispatch either
 the Black Hawk or S. Hawk to Monte Video
 about the 25th Nov. (unless an arrange-
 ment should be made for carrying the
 mail 4th time to leave again on the 7th
 Decr. I shall not, unless I find it quite
 convenient, run the mail up even if asked
 to send her on 15th Nov. for as the Govern-
 ment so resolutely oppose the Company
 in this affair I feel quite free to act as
 may appear to me most conducive to the
 Company's interests, and as there may be
 some hitch about the mail, please take
 the precaution to address my despatches to
 the care of Mr. Humphreys, should this
 arrive in time. If there is no large
 quantity of cargo from London I will
 instruct Mr. Humphreys to send a full
 supply of flour, so that I shall be at any
 rate safe in sending the schooner up.
 As to parting with a schooner, I do most

strongly advise the Director to have the
 Sparrow Hawk, home and sell her for what
 she will fetch; she is the most utterly
 unsuitable vessel, that ever was built,
 slow, unhandy, clumsy, and expensive
 to work, can do nothing except with
 a fair wind, and is the worst thing,
 for her size, to get under way that ever
 was ~~built~~ seen in these waters.

Par. 10. I wrote to Bell
 stating that he would have to leave,
 and gave him the opportunity of resigning
 his situation, saying that strict secrecy
 had been preserved here and that the
 affair might be got over without any
 bother; he left Darwin at once and
 returned directly he arrived here if any
 thing had come out, being evidently
 anxious to avoid any public scandal;
 however, to my great annoyance, it turned
 out that his dismissal had been
 reported by the shepherd Middleton,
 who says he was told of it by you
 on his arrival home. I must really
 point out how very undesirable, not to
 say indiscreet, it is to impart to

Shepherd's information as to confidential
 communications that pass between the two
 offices. This information has not been
 given to Middleton alone, for I received
 yesterday morning a letter from Mr. Dalton
 who has just gone to the West, via Darwin,
 in which he wrote from Darwin: "I passed
 Fall, who was I suppose, going in to see you.
 Christy (Smith) was out when I arrived, not
 having yet returned from Lagonia; he turned
 up however this evening and upon my
 mentioning Fall's having started for
 Stanley he said 'Is there trouble?' I said
 'No, because this was the mail which was to
 bring him his death wound.' He said that
 two people in the Camp had been written
 to from home and told that he was
 going to be discharged, and that he would
 hear of it by this very mail." Now if this
 came from the office, and I can hardly see
 how it could have originated elsewhere it
 is a complete breach of the rule laid
 down by the Director that all correspondence
 relating directly or indirectly to the Company
 affairs is to pass through this office. If the
 rule is broken it is unfair to me, and injurious
 to the Company for the result of Middleton's
 disclosure is that I cannot make the terms.

I hoped to do with Feltin the way of a compromise, and have had to fall back upon his agreement which provides for six months' notice or six months' wages. Looking at the loss the Company would be likely to suffer in having a man in such an important place under notice to leave during the most important season in the year, I am sure that the Directors will approve of my having given him the money. Mr. Clay is in Stanley and I have arranged with him to go to Darwin and take the general superintendence having George Gatherson as his chief man on board Lapua. Finlayson at Walker Creek, and Gendinning at North Star. It is impossible to doubt after the experience of the last two years that the only way in which the Camp can be properly managed is to have one man in the centre at Darwin, holding the reins equally all round, supported by capable men in the several districts. My undertaking the North Camp would be a solemn farce; a man who personally superintends Camp operations has no time for anything else, and such an arrangement would only mean that the South business would practically be managed while Darwin which is really and must

along to the ... head ...
 the ... of the ...
 in a ...
 as far from Darwin to ...
 as ... from ...
 I hope to report that ...
 been ...
 subject of ...
 which ...
 it was to ...
 have ...
 quality ...
 which might have ...
 when ...
 will ...
 such ...
 doubt ...
 they ...
 as a ...
 time to ...
 passing ...
 people are ...
 but I think it possible ...
 of ...
 sent first ...
 more especially ...
 Hawk told me ...
 disgust that the ...
 swarms of ...

swarms of ...
 lie in all the ...

On 11 the few men whose
 time expired 2000000 were Stewart,
 D. Fraser, W. Miller, and W. Simpson you
 will see that they were the only few whose
 time could be up on that day, being the
 men for Boyne March, 1873. Out of the
 10 for Boyne June 1873 I have re-
 engaged G. Ross, Finlayson, W. Fraser,
 G. Fraser, and Mr. Pais, the man whose
 sister said he was diseased and John
 Cameron. Donald Ross went home.
 Campbell, ^{the head} and he were not thought worth
 re-engaging. Had I reduced the number
 asked for I should have had fewer men
 than last year.

On 12 The Directors may
 take it for granted that I will do as they
 wish; I merely drew their attention to
 my contract having expired as no
 mention had been made of the subject.
 Perhaps the Directors after all, were not
 guilty of any great omission, for at
 the time I left the Directors and I
 all looked forward to meeting again in
 five years without any idea on either
 part that the period would be much
 prolonged; indeed the benefit the Company
 would probably derive from personal

interchange of views and information at least once every five years was duly recognized at the time, and again expressed in the third paragraph of the twenty-first annual report.

10. Par. 16. Burrows's invoice of books was found among the enclosures to this despatch, although not noted on the list. De Hyam's was not on the general invoice, ~~but~~ ~~and~~ it was not noticed last mail, but the case containing clothing was opened, and the contents led me to suppose that they must have been sent according to an order sent home some months ago.

11. Par. 19. All produce but the Company's own wool at Darwin and Walker Creek, sheepskins and a few hides shipped at the first mentioned place, is subject to risk by water. People say they can do their own insurance for much less than you charge. I find on enquiring that there are three encigars that have not been charged; I am sorry that this was overlooked.

12. Par. 20. I have often wished that the stock could be taken and books balanced at the end of Dec., and therefore no objections can be raised on this side. It is slow and unsatisfactory work taking stock

during the very short days and very cold too. a quantity of stock lay this year under two feet of snow. The account can be completed and forwarded by the mail of 15th February 1855, your arrival in London on 1st April.

13. Pa. 21. Wpt. In present time there has been plenty of work for our carpenters; but as Hallett's time will expire next April I shall be inclined to let him go.

14. Pa. 27. I wish to call your attention to the fact that Mortimer a ploughman, Ellis a stoker, Hewitt a leademan, Steel a mason, and Wallace a non-descript, should not have been sent out in response to the request for practical shepherds in 1849-50 you say the number required is made up; but how can Steel useful as he is at his trade, make himself useful as a shepherd?

15. Sharp's notice expires in December. I am sorry that you have quite misunderstood me. He is to be wished to leave in 1850, when the Vicar returns, meaning that he was not particular to a month or two, if

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you send the new man next mail he will
arrive too soon. Sharp's house is a very
good one, and large enough for a family.

16. I have recovered from
the Court some money for Mr. Kinnell, and
have written to ascertain the amount
standing to his late son's credit at Danvers.
The documents being rather informal, I
assumed on behalf of the C^t: the responsibility
of seeing that the money is paid to the
next of kin; and, as some son of John
Mr. Kinnell's is mentioned, though he passed
here as a single man, you should satisfy
yourself as to the legitimacy of otherwise
of the boy in question, before handing the
money to the father. It was mentioned
in Court that John W. Smallbones of
Old Pasing could give information about
the mother of Kinnell, to whose credit there
is a good sum standing in the Court
books: I believe that you have enquired
without success.

17. The Village Guild is
chartered, I understand, to bring down a
carg of general goods for Board C^t: who
appear not to be daunted by the want of
success with which they are credited.

16. Mr. Dean writes to his father to ship sulphur by mail of 23^d Dec. to connect with Black Hawk. I have agreed meanwhile to supply him should he run short between the arrival of the Vear and the mail.

17. Fearing that the Vear may be away before this arrives, as I find she is to sail earlier than I expected I telegraph for salt, and at Mr. Dean's request add the date of the Sea witch's sailing, the rate words to be paid for by him. The telegram is "Salt salt fifty lbs with 31 August."

18. As I suspect Mr. Deane's cargo will be more than I can conveniently manage I have arranged that Mr. Dean is to buy half of it.

19. Hardly the cooper appeared the day the Sea witch sailed, and is supposed to have stowed him self away on board her. To meet any claim he might have the impudence to put in I forward his agreement, notes about leaving, and statement of account. I defer sending Mr. Bennett's

balance until I hear from Mr. Penson.

22. A further indent is sent, under the supposition that all previous ones will have been already shipped. Not knowing what is going to be done about the mail and the Vear makes it difficult to send orders - I shall continue each mail to send small indents. Some bulky goods, such as hay, are mentioned this time in case you should want something to fill up. When I order goods for the mail and they are sent by sailing vessel my calculations are thrown out; I hope the provisions rejected next mail will not be on board the Vear, or we shall be in a mess, there is now not tea enough to last a fortnight. In cutting down indents you should always send the full quantity of tea, coffee, sugar, milk, and all necessary articles of food, boots and clothing. If the Vear brings enough coals I see no necessity for a second ship ^{out} this year: she should be chartered in the Plate for the homeward voyage only.

23. I am pinched for money and although I emit a draft for £500 I am obliged to draw to provide payment to

Mr. Evans of the proceeds of a list
sent down by him for collection from
Capt McCully.

24. Mr. Langdon has
just handed me the enclosed letter to
the Director; I can confirm what
he says as to the expenses of living
here, and should add that he is
always attentive to his duties and
zealous in the Company's behalf.

My next despatch will be
per Black Hawk on the 2nd prox. and
in the meantime remain, Sir,

Your obedient servant

J. C. P. O.

Colonial Secretary.

Enclosures.

Dep. 259.
Cash book Sept. July & Aug.
" vouchers " "
Lands put in blocks 1874.
Commissioner certificate
Patrol Ordinances
Copy King to Cobb, 6 Sept.
Dep. order for 5000
" notes on hand
Auditor's certificate
Hardy's agreement, notes & app.
Collins to Cobb 16. 20/121 Sept.
Cobb to Collins 20/121 "
Clay in reply to King
1st Es. at 515 £. 2000
516 £. 500
indent
Langdon to Director
" Colman
Statement on acct.
" Notes on ship materials

P.S. I have overlooked
a letter from John King
who has now turned his
attention to Mr. Clay.
The only remark on the
correspondence necessary
from me is that I asked
Nunnish whether about
the sheep in question, &
he gave it as his opinion
that it was unnecessary
at the time to redip
the flock.

J. C. P. O.

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Black Hawk

2nd Oct.

Sir,

I confirm my late despatch for
Village Hill, to which I have very little to
add.

I have completed all Camp
arrangements of importance. Mr. Clay takes
half Telli's salary, making £400 per annum
of Patterson an extra £20 to £120 and is
second under Mr. Clay at Darwin, having
authority over the outside shepherds and
Darwin labourers, G. Smith an extra £20
and is to relieve Mr. Clay of charge of
houses, having control over all working
houses inside and outside. Weir also
is to be removed from the post of
sub-overseer, not possessing sufficient energy
and is to be replaced by Glendinning as
overseer at £120, in the same position with
regard to shepherds and labourers as G. Patterson
at Darwin. A foreman of labourers at
North Hill in place of Glendinning is
to be appointed, and one of the principal
shepherds, probably Wm. Armstrong, a very

H. Coleman Esq

Secretary

just rate man, will receive some
 extra pay to conduct the dipping
 during shearing at Darwin, while
 Patterson will be in the shed. How
 all seem lean, and I never fail to
 enquire, but leave the outside Camp
 quite free from scab, and I hope it
 may now remain so. Patterson on
 27th ult. reports everything very quiet
 in Darwin. I am going out in a
 few days to join Mr. Gray and go
 round the Camp with him.

3. Steady progress con-
 tinues to be made at the house, and
 I shall send Oliver home on the 2nd
 January.

4. It is rumoured that
 the Mariners are shortly to leave. I
 shall try to secure them as passengers
 for Black Hawk.

5. The Scurtys has gone
 into Port Albenarle making one foot of
 water per hour. I am, &c.

Your obedient servant

Wm. C. Fox.

Colonel to an appt.

Enclosures

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Dupl. N^o 260

- Auditors certificate
- Copy King to Cobb 6 Sep
- Notes on B^o
- . . . Stock of Stores
- Copy to Cobb re King's letter
- Statement on accounts
- Indent
- Notes on Dipping Materials
- 2nd Exchange N^o 515, 516.

Stock of Sheep

Additions to Plant

B . Buildings

Turner to Cobb 26 Sep 70

Statement on accounts

Shipping report

Notes on Amundsen's fencing

Copy of letter re Meat extract

Copy to Directors 1 Oct. 71.

Eastland Island

Stanley, 5th Nov^r

1878

Sir,

With reference to my letter of 19th Sept. I have the honour to inform you that Mr. Humphreys has written me as follows: - "As regards Mr. Lewis's statements I have simply to say that they are false. I told him that the space allotted for the Colony had been filled, but that if I could give him room after the arrival of the mail steamer I would do so. His statements are not worthy of much credence in Hook's sides, and I should think he has resided long enough in Stanley for the same value to be attached to them there."

I have the honour to be,

Sir,

Your obedient servant,
 J. Collins, Esq.
 Actg. Colonial Secretary, New York.

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Black Book

15th Nov 8

Sir
I confirm my last post Black Book, duplicate enclosed, and acknowledge receipt of your despatch 220 per Black Book 4th inst.

2. Par 3 The house is now so far advanced that I expect to be rid of all plasterers and carpenters except Pacey by the end of next month. Wallis goes this week and I have for some weeks dispensed with the labours of a carpenter and a bricklayer. Oliver could have gone in January but through the delay in sending out the stores must now be retained until February. I should like to know what arrangements the Directors wish me to make for carrying on my duties during my absence.

3. Par 14. If you send men in May a little work may be got out of them before shearing, and if a sufficient supply of horses can be found they can go to the sheep; but this is the difficulty. Until the John King agitation, shepherds

A. Coleman, Esq
Secretary
London.

arriving out of season were profitably employed; but now, if an overseer wants them to do anything not strictly in their own line, he has to say, "if you don't mind, and have no better engagement, would you kindly try to do so and so?" Some of the men who arrived at the beginning of August have been living at Waikeri Creek ever since in absolute idleness. I do not remember Mr. Clap's remarks upon our older employes, but he and I are of opinion that in many cases were we better away after five years' service, they get into cliques, and are more troublesome to deal with than new hands.

4. Jan. 6. From what I saw when lately in the Camp I am confident that for perfectly curing about the line and sulphur dip is unrequited. I went on purpose to Koppah Harbour to inspect the sheep I saw dipped last June at North Arm, and among 200 to 300 that were put into the corral for me there was no sign of scab, the wool, too, was fairly grown. I have anticipated the Directors' wishes by having a few flecks only

dipped with lime and sulphur, and the same number with Mr Dougall: the wool will set the question at rest. Stappat St^r and Fanny Dove flocks are the same age, the former was dipped with lime and sulphur, the latter with tobacco. — the wool will be kept separately, and if of the same weight and value we shall know how to dip in future.

5. Pa. 11. To Messrs. Waldron and Shihney are about the best customers remaining with the Company. I should certainly not recommend their being dealt with too sharply; it should be remembered that no loss has been made on any of the farmers' accounts since the West was first inhabited, and that the two in question were the first who got absolutely clear of debt, and have always honourably paid up on realizations of their produce and will no doubt do so this time. I have however, written to Mr Waldron to ask him to make arrangements for more punctual payments in future, and to Mr Shihney in the enclosed letter. Send a statement of the annual purchases made by farmers from the store since 1868, showing how disastrously the business is falling off.

6. Par. 12. As regards Martin's engagement I am sorry that you have renewed the commission on tallow, because it has for the last two years caused discontent on his part about the number of old ones sent to Goose Gores, which pull down his average. It will be time to consider the South Sea boiler when I am at home: I do not think it desirable just yet. I am telling Capt Dixon that if the Governor, the Darwin doctor, Mr. Blake, and perhaps other first class passengers come this time, Martin and family must go in the steerage. Mrs Martin would get drunk if she had an opportunity, and the children are usually in a filthy condition.

7. Par. 13. We are unfortunately quite at cross purposes about stores. From your remarks and Capt Dixon's assertions I quite concluded that the Kien would not come out again, and your statement of 10th Decr 1877 on shipments in 1878 says that aft. Co's stores should be sent via Monte Video to enable Black Hawk to be utilized, &c. I have therefore refrained from sending a general order but have forwarded each mail an order

for stores which are actually in demand, endeavouring to look five or six months ahead. However, I see on looking back that these indentations have been so completely ignored that the time and trouble expended on them has been quite thrown away. But little has been sent of the indent of January last, and that was the last one that has been even noticed. I relied upon the mail of 23rd Sept, bringing, according to your programme, some fine valuable goods very desirable, which I was careful to order 20th July; but as these are probably coming in the time I must now wait until the arrival. Meanwhile the Store has run out entirely of tea, oatmeal, draught ale, peat barley, baking powder, Worcester's Sauce, blankets, and other things daily asked for, without which it is absolutely impossible to get money in to pay wages. I hope to get store matters put on a more satisfactory footing when I am at home, and meanwhile I must ask that when goods are specially indented for by mail they may not be postponed until the next sailing ship, for I only ask for such as are really wanted.

5. Same for. I cannot understand how you can have ignored the experience of the last few years so entirely

as to agree with Capt. Dyer that the
 first week of December is early enough
 to despatch the *Vicar of Bray*. In 1876
 she sailed from Darwin for London on Nov.
 20, in 1876 Nov. 2, in 1877 from Stanley
 Feb. 26 Does not this prove that
 each year I am likely to be earlier rather
 than later in despatching her? & how
 to be your date of sailing from London.
 1st Nov. Her average passage out are
 over 80 days that will bring her
 here by 21st Jan. To discharge ballast
 and load hides will take 20 days, i.e.
 until 20 February. Giving six days
 for shifting ports she will arrive at
 Darwin on the 26th February, and
 loading in 20 days should sail on
 26th March just a month later than
 I could reasonably expect to despatch
 her were she to arrive at the proper
 time. I think that I have proved
 that her detention in London this time
 will have been a mistake. The 6 times
 of farming operations the shearing begins
 about the 1st of December for wethers, and
 1st of January for ewes with lambs, dip-
 ping taking place at the same time.
 The second dipping and weaning of lambs

begin in March, and are got through as quickly as possible. Your Green should open about 15th Feby. and finish by 15th May, and the second produce ship sail from 15th to end of June.

9. Fair. 5th 1844. The Sparrowhawk's returns were sent by following mail, the stores run out were included in the indent.

10. G. Patterson is anxious to get his sons out: he thinks that his brother finds them useful, and wishes to keep them.

11. Although I did not think Melgoun worth sending out, as he was on the spot and labour for shearing is scarce I have sent him to North Am., and now he asks me to arrange to get out his wife and family by the next sailing ship.

12. You sent last mail copy of a letter to the Colonial Office about the mail service, but not of the answer to it (if any), and I am perplexed at not receiving this time one syllable on the subject, or instructions for future proceedings. As the Admiralty telegraphed to the Governot that the Marines would shortly be removed, it is anticipated that they will go on the 20th January, and with such a number of passengers the voyage may be a profitable one; I have

therefore in the absence of instructions thought it desirable to let the Black Hawk run this time on condition that she also has the carriage of the Marines and Prisoners. I have been more especially led to do this, because there is no employment to be had for schooners round the Islands at this season, and the crew bring on board I could not lay her up. I have already saved a large sum in wages by laying up the Fairy and Perseverance except when actually required, although I find it difficult and awkward to get a crew for each run only.

13. I left Stanley on the 12th Oct. in the Fairy for Darwin, but getting into a heavy gale put into Fitzroy, and went on by land, arriving on the 14th. On the 15th the Fairy arrived at Darwin, and left on the 16th with Kel and family. On the 17th I accompanied Mr. Clay to North Arm, and spent the next day in looking round the place. On the 17th I went with Clay to Moffat Pt. as mentioned above, and returned

the same day. On Monday the 20th I
went to Walker Creek and thence to
Darwin on the 23rd. On the 24th & 25th.
I was riding about the Camp, and on the
26th looked at the runs on the islands,
finding that the 12 Romney March per
hear last April were all alive. On the
29th I ~~rode~~^{rode} through the Rodie Creek
flock with John King; they are very clean,
only feet being touched with scab, there is
a fair crop of lambs from the Romney
March rams, and King, who had a very
mean opinion of them, now says that they
are a much hardier sheep than he is reputed
to find. I got the skin press started at
Goosegreen, and was pleased to see how
much better the skins are this season. I
have no doubt that at least half the cost
of the shed has been already repaid. The
new drooper is a steady industrious man.
The sheep on the whole look very well,
perhaps cleaner than last year, though low
in condition in consequence of the heavy
snow storm, however they have not suffered
like the cattle, which died by hundreds,
and are still dying of sheer poverty. It
is an undoubted fact that there is less
scab outside Lapoina than inside; I have
drawn Mr. Clays' attention to this, telling him
that I believe the dipping at Darwin was
more efficacious than at the other stations.

I am glad to report that the late changes have not disturbed the Camp to any appreciable extent. At North Star, Wain the sub-overseer was removed, being too easy with the men, and I appointed Gwendolyn Overseer, and James Rice sub-overseer in that section. This led to six months' notice being given by Miller and D. Fraser, who with W. Campbell, who has lately left, formed a party known as "Scott's gang" under the leadership of Adam Scott, father in law of Wain. This gang was responsible for some intimidation last year, and I am glad that it is broken up. Outside Lapoina G. Patterson is overseer, and W. Armstrong sub-overseer, the latter is an excellent young man. Some months ago he gained much unpopularity among his brother shepherds and got into hot water with his neighbours, Capt. Parkinman, by writing to me to report some scabby sheep belonging to the last named that he passed among his flock at Mount Pleasant, and he did not drop his point until, by my express orders, a body of shepherds, all opposed to him, had been sent to assist him to gather up all the trespassers and expel them from his flock. He was not afraid to

accuse Capt. Packer men of negligence in attending to their boundary, and the result is that, with Mr. March's assistance a reformation has taken place. It would have been so easy to let matters take their course that I felt great pleasure in promoting him, telling him that I did so to mark my appreciation of his conduct, and assuring him that a strict attention to duty paid best in the long run.

14. I ordered the Sparrow Hawk round from Stanley wharf at North Am. as I particularly wished to inspect Great Island in Fackland Sound, but she was so much detained by head winds that I was obliged to leave for Stanley before she reached Tudy Bay; however Mr. Clay went there by my desire, and reports it to be a finely grassed island, up to 3000 sheep. I want to try an experiment there, which I have thought of for some time, and which met with the approval of Messrs. Clay and Patterson when I spoke of it to them. Nearly everybody on the West Coast is in the price of wool, that is to say all who have any Merino in their sheep, and I want to try on a small scale what I can do by crossing our Cheviots with Merino. If it does no good, it cannot possibly do any harm, for anything radically bad can always be exterminated at once.

I propose thus to put 1000 of our
 superabundant breeding ewes on Great
 Island, and get for them 25 Merino
 rams from Monte Video. The rams
 from these I would cautiously put
 to a couple of ewe flocks, and the
 result would be 70 Merino and 70
 Cheviot, the wool from which will, I
 believe, beat that from the pure Cheviot,
 both in weight and quality. The experi-
 ment is worth trying, and, as I have no
 time to consult the Directors before
 the sheep should be down and auli-
 mated I am going to write to Mr.
 Vincent Dickkett in Monte Video to
 send me 25 rams by the Black Hawk
 this voyage, limiting him to £3 per
 head. I shall either pay for them through
 the Queen's Plate Bank next voyage, or
 authorize him to draw upon the Directors,
 if necessary, for not exceeding £75.

15. I wished Mr. Clay to run
 over to Fox Bay in the Sparrow Hawk in
 order to learn about lime but this proved
 impossible. Bailton & Parks, running up also
 to Port Howard to see Mr. Waldron, according
 to the desire of the Directors, he left me
 with the intention of doing so but thought
 afterwards that he could not spare the

time which I regretted & I wished him to get as much information as he could. Reports are very conflicting, some say ^{the} lime and sulphur dip is condemned generally in the West. Chas. Lefp. Bailton's sheep are very scrubby, and that Mr. Parke is going to drop it; however, Mr. Mansel who would be most likely to know has heard nothing of this. Mr. Wadsworth now writes me he will do his first dipping with lime second with tobacco, because he is afraid the former may check the wool. In this state of uncertainty I shall probably run round to the West in the Sparrow Hawk shortly, and ascertain the facts by personal enquiry.

The difference between the probable cost of dipping this season in lime and sulphur and tobacco being so enormous, £2000, it is worth while taking some trouble.

Taking into consideration my notes for Village & just the Districts may perhaps think it prudent to increase the quantity of tobacco ordered.

16. Mr. Greenshield's died last month. I am happy to say that I obtained a final & settlement of his account about a month before.

17. Enclosed is invoice of the lumber reported for L. E. Woodworth. It does not throw much light on the shipment, and

is a large quantity, Mr. Penney
has remained behind and has con-
signed the venture to the Company.

18. Recd the Manifest
of board's cargo for Tilley's ship. I am
informed that it was nearly stopped
for debt in about's sides and that Mr.
Board is on his last legs.

19. Kobb's the labourer, is
drunken lazy scoundrel goes this morn-
up to the present he has refused to
settle his account, he has been more or
less drunk for several days past. Since
delivering his account to him on the
13th some payments have been made
and the correct account is enclosed
showing a balance in his favour of
£2.6.0, there is also a store account
against him of £1.1.6, which he
acknowledges, but will not pay. A
memorandum from Dacey of the time
he has lost is enclosed, and a few days
he was reported ill but his absence for
the most part occurred through drink.
He worked 35 hours extra at a chimney
up in Mr. Langdon's house, but this
distinctly refused to pay for, setting
it against the last time. The balance

remaining to his credit ought in reality to be forfeited for the same reason. I trust that you will not pay him any half pay for passage home, his ^{agreement} ~~promise~~ not entitling him to any, he has been so lazy, so ineolent to Saes & myself. so useless in fact that he would have been dear at half a crown a day.

20. A photograph of the house taken the first week in Oct. is enclosed, the yellow bricks take very dark. The scaffolding is now down and the pointing nearly finished, the whole of the upstairs rooms and the landing are plastered, the doors hung and everything done but the colouring and varnishing, grates excepted, the dado is round the billiard room and the plasterers have just come downstairs; the staircase is to be put up next week, the cellar is finished, pantry and larder also, external doors hung, &c. If I do not report next mail that all is finished but colouring staining and varnishing I shall be able to say that a week or so will finish.

I am, Sir,

Yours obedient servant

Henry Fox

Chancery Lane

Enclosures.

Sup No 61

" Index

Stanley Journal Sep

" Washi Book & Touchers Sep & Oct.

" Ledger Balances Sep

Store sales to Farmers

Landing Certificate

List of Village Girls Cargo

Copy Invoice of J. C. Woodman's Cargo

Description of Tomb Stone required

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Shipping Report

Statement on accounts

Camp Wages 30 Sep

CP Camp Letter No 14 " "

Walls account & agreement

Parry's account of time lost by Walls

Letter to W. Stickney

Photo of House

Futland Islands Co.
 Stanley, 31st Dec
 1878.

Sir,

Following my interview with
 His Excellency yesterday, I have the
 honour to enclose a memorandum
 of the alterations suggested in the
 mail table during the quarantine
 season in the River Plate. If these
 alterations are adopted, passengers by
 the direct steamers outward will in
 all cases be able to proceed without
 delay in short tides, while those
 from this port will be enabled to
 catch steamers either of the Royal or
 Pacific lines which sail direct for
 Europe without calling at Brazilian
 ports.

I have the honour to be,

Sr,

Your obedient servant,

A. W. Collins Esq.

Actg. Colonial Secretary.
 to the Hon. Secy.

James Fox.

Proposed service for first half of 1879.

Leave Stanley	Arrive in Month. Sides about	Reaching destination	Leave Month. Sides	Reck business mail of	Arr. Stanley about
January 2	Jan. 13	?	Jan. 21	December 27	February 3
February 10	Feb. 21	Feb. 22 (Pacific)	Feb. 25	January 27	March 8
March 18	March 20	April 2 (Royal Mail)	April 23	March 27	May 14
(1) May 10	May 21	May 22 (Pacific)	May 25	April 27	June 5
(2) May 15	May 27	June (Royal Mail)	June 8	May 9	June 20

In the May voyage there is a choice of two dates. I should suggest N:2 if it is understood that the usual service is resumed by the P. Mail Co. on the 9 May. N:1 if the direct steamer is still running.

Geo. F. Osb.

31/12/70.

263

Black Hawk

2nd Jan^y 9.

Sir,

I received your Black Hawk
on the 20th ult. Your despatch 529 of 1862

2. Part is. As I remarked in my
despatch 262 part of we are quite at cross
purposes about stores and I believe
that the fault is not on my side. In
the paragraph under reply you mis-
-construe my meaning by quoting
a portion only of what I wrote. I said
that I should not want a vessel if
I could get out a few necessaries,
and went on to suggest that the
heavy goods, coals, lime &c might
be dropped by a vessel bound round
the Horn. Then again you say I
"must be aware that the Vicar of
St. Coleman Esq
Secretary,
London.

"Bray" was to be employed & On
the contrary there appeared to be
every chance of her being sold
directly she got home. The indents
which since January last have
been ignored were compiled here
according to order, mail by mail,
to fill up the available space in
the 'Black Hawk' and the want of
the goods has caused the utmost
inconvenience and loss. I read
with dismay that you have reduced
the provisions and fine goods. I have
tried to impress on you the fact
that such things should on no
account be cut down; people must
eat and be clothed, and the Colonists
are now grumbling much at the
miserable supplies in the Stores.

Whilst you restrict the shipments
 of the goods I ask for you create
 dead stock by sending out others
 that are entirely unneeded, for instance
 10,000 gault bricks, the weight of
 which in coal would have been
 appreciated, 4000 red bricks although
 you must have known that as
 the roof was on the house last Aug^r
 there could be no possible use for
 these in January 1879, and still
 worse 2,000 fire bricks, notwithstand-
 -ing the repetition in the stock
 return for years of those ex "D.H. Lade".
 I cannot make out from the epitome
 of the Vicar of Bray's stores whether
 there are 100 or 200 Hhds Lime, I see
 100 in two places, there are also
 30 tons sulphur on one page and
 89 Hhds of the same on the next,
 weight not given. But the most
 disastrous mistake of all has been

The shipment of the balance of the
wool bagging by the Vicar of Bray
notwithstanding my express and
explicit request in despatch 25th that it
might be here by the end of December.
In that despatch I mentioned that
I had only one boll left and yet you
have only sent me by mail 3000 yards
sufficient for 600 bales. If the season
is good and the shearing progresses
quickly the bagging will have run
out before the Vicar arrives. For
the probable delay confusion and
loss I beg leave to disclaim the
slightest responsibility. Bailton
Bro^s order for bagging was sent
2nd July and will not reach them
until their shearing is over. Several
others have been depending upon a
shipment arriving this mail, and
how they will manage I cannot
conceive.

263 cont?

3. Part 4. The Store profits for 5 years have been as follows: -

1874	£ 1010. 06. 7
1875	2,599. 13. 8
1876	3,645. 15. 3
1877	3,785. 2. 7
1878	4,787. 1. 9

Are these the great fluctuations referred to in this paragraph.

4. Part 6. It is rather rough on Captain Dixon to bracket him with a convicted felon; the former's faults are those of temper, I feel sure that he means well. He gives great satisfaction to his passengers, and has undoubtedly done wonders with the 'Black Hawk', having in four trips out of five probably five out of six, enabled the Stanley despatches to be acknowledged by the next outward mail.

5 Parg. In my despatch 25th, 18⁹⁰ 206
I said I had enough tobacco to do
the first dipping after shearing, from
which you appear to infer that the
next dipping after that will be the
one of 1890. You cannot surely have
forgotten already that there are
now two dippings a year, at shearing
and in the autumn, more especially
as these two dippings are said to
have been instituted by the Directors
themselves? My notes on dipping
materials sent in September will
have shown you the requirements
for the autumn dipping. I have
said all along that we could not till
shearing time pronounce no opinion
on the effect lime and sulphur
have on wool; but I have lately
been on the West Falklands, and

and from the result of my enquiries there (which will be found in the enclosed copy of a letter to Mr Clay) and that gentleman's remarks on the Company's sheep, I think I may now say without hesitation that it does not produce heavy fleeces, the wool being light and free from yolk. With this before them the Directors may now think it worth while to increase the tobacco ordered, as suggested in 262-15, and I would further recommend some addition to the Mr. Dargall's composition.

to Par 10 I see no difficulty in explaining the falling off in profits as I have already done, in attributing it to the low price of produce and the bad wool clip of 1876/7. The profits in the best wool year (the Humbleton's) were

according to the annual report
 £ 17,902. 7. 10; in 1877 they netted
 £ 5,702. 19. 5 But wool was all pound
 5^d lower, which on 3505 cwt makes
 a difference of £ 2,178. In 1876 the
 wool weighed 3671 cwt in 1877 3505 cwt
 in 1878 4173 cwt. Had the clip of
 1877 been up to the usual standard
 it is reasonable to suppose that it
 would have weighed 300 cwt more
 than it did. Had it done so, and
 fetched $\frac{5}{2}$ per lb (the Humberston's
 price was $\frac{3}{3\frac{1}{2}}$) there would have
 been an additional profit of £ 1,960
 To sum up, the profits of
 1877 amounted to £ 5,702
 5 more on wool would have
 increased them to £ 7,662
 The short weight of wool
 as shown made a difference of 1,960
 Profits at Humberston's prices on
 a good clip would have been 15,840.

263

or a reduction on the profits of 1875 of
 £ 2,142, which the fall in hides and
 tallow and some extra expenditure
 in the Camp amply account for.
 Thus as I pointed out in 255-7 and
 257-16 the exceptionally bad yield
 of wool in 1876/7 together with the
 lower prices of produce are accounted
 for the falling off in the profits.
 Whether wool at $\frac{1}{2}$ per lb will enable
 a dividend to be paid is problema-
 -tical; I can only say that at
 present the Company's expenditure
 is cut down to the lowest point
 practicable, and that I have duly
 impressed all my subordinates with
 the serious necessity of exercising
 the strictest possible economy.

¶ Par 12. I have communicated
 to the Governor my suggestions as to
 the Pacific Company, which I believe

he will endeavour to bring forward.
 The other Steam project he tells
 me is with reference to a German
 line, upon which he does not look
 with much favour.

8 Par 15. I will bring the land
 purchase question to a close before
 I go home; I may mention that
 with the exception of sections 26,
 25, 18 & 44 the whole of the longest
 leases have been renewed as they
 have expired for 21 years.

9 Par 16. Andrew Carlyle is
 a quibble and too old for our
 employ; I would not engage him
 even if on the spot.

10 Par 18. I have publicly
 notified D. Houston's engagement.

11 Par 19. Mr. Page is right
 in saying that the account sales
 for H & B 103 Hides amounted to
 £100.9.4

12 Par 20. The Governor has
 returned in better health, spirits

and temper, all of which I hope may continue. As I assured him before he left I have always done my utmost to work amicably with the Government and have generally succeeded. In the controversies over the "Star of India" and the Mail service I certainly thought and still think that it was my duty to oppose him: however, those burning questions are now past, His Excellency in an interview I had with him on the 30th December was most conciliatory, among other things he said he had told our Chairman that I always fought him fairly, and hoped that differences would not occur again, and he has given out generally that he wishes to begin "de novo".

13 Par 21. It is not true that I omitted going over the works before Martin left; on the contrary I was through and through them

day after day, and know them by heart. I also studied his list of requirements, in regard to which I repeated what I had so often told him, that Goose Green had been added to year after year, and now required a rest to pay for what had been expended. It is entirely contrary to the fact to say that I omitted to state what you would be justified in providing, this is proved by my despatch 257-36, in which I said as plainly as I could write, that any machinery necessary to carry out the system of injection might be sent, and that I had returned the digester man-
-uals for alterations. I also said that I should have recommended the other additions to the plant proposed by Martin, but that he could put his theory about entrails to the proof in London. I am sorry

26th cont?

that he was not allowed to do so.

14th Par 22. I presume that you have given the Royal Mail Company our revised rates; notwithstanding my constant application I can get no statement of through freight to the credit of the "Black Hawk" and unless this can be done in a proper manner I think it will be well to discontinue the through rate for the future; enclosed is a statement of cargo supposed to have been shipped through the Royal Mail Co. on which no freight has been charged here.

15th Par 23. The "J. E. Woodworth" is now about 115 days out, and it will be well if she never arrives. On account of the depressed state of the wool market and consequent want of funds, Mr. Dean withdraws from his promise to take half the cargo. Although the

are some useful posts and a selection of scumming that I could do very well with, still the venture as a whole is an ill-judged one, as being far beyond the wants of the place. It is consigned to me for sale on account of J. P. Chipman M^r of Benville in connexion with M^r Burgess and the matter is complicated by three bills for £550, £200 and £170 drawn by the owner on the Captain @ 20% forwarded to me for collection. I am disposed not to accept the consignment at all; if I do it must be for a good commission, and Mess^{rs} Chipman must be content to wait a long time for their money.

16 Pas 24. I have engaged several men from Montevideo, who will be employed at shearing and afterwards at Goose Green, with their

assistance I hope the sheep will be shown in the proper season.

17. Par 27. In judging as to the expediency of sending out stores I may suggest that it is advisable to take into consideration not the value in pounds sterling of the total stock in hand, a portion of which is not readily saleable, but rather the particular quantities in stock of the goods actually asked for, a mode of proceeding which will usually convince the Directors that my indents are not drawn up without reason.

18. In reply to your enquiry in the memos on Stores, the Vicar can of course be supplied with rope and canvas here, the Stock return furnished you with the fullest details as to the quantity on hand.

19. Please tell Gilbert to stop my newspapers and magazines.

20. I observe that you have given Mess^{rs} Grace & Co. the commission & took on the Idas charterparty. By the copy enclosed you will see that the vessel was consigned to the Company here and to Mess^{rs} Grace at port of discharge, one commission of 2 1/2% only to be paid i.e. £20 on £800. By allowing the whole sum to be refunded, the Company has attended to the shipment, made out bills of lading, and despatched the vessel gratis. Is it usual to do business for nothing?

21. I observe that a good deal of wool per "Vicar of Bray" was damaged for which I presume you have recovered from the Underwriters.

22. I enclose a letter and mail table sent to the Governor at his request, after we had met to discuss the changes necessary to meet the altered service of the

263 cont?

Royal Mail Company. I telegraph the alteration, so as to enable you to write by steamer of 27th January.

23. On the 29th November a huge landslide caused by heavy rain occurred in the peat bank on the hill, from which hundreds of tons of peat and slush descended to the harbour, breaking into houses, destroying walls and fences, and completely blocking up the road near the Company's store. I send four photographs taken by Biggs, which however give but a faint idea of the accident. The inhabitants turned out at Mr. Bailey's request and cut drains at the back of the hill to prevent further damage taking place.

24. As I mentioned in my

despatch 25th - 26th that the tallow works should commence in February, I think that it was a sad mistake not to send a portion at least of the new machinery under Martins care by mail, for arriving in the 'Vicar' at the end of January it will be simply impossible to erect it all so as to start at the time when Mr. Clay will want to get the Goose Green sheep off his hands. Barring the want of machinery which is no fault of mine, I had looked well ahead and have already secured the butchers and the greater number of shed hands required, hoping to begin early and proceed without hindrance.

25 The "Alert" arrived 26th Dec^r and left next day. I had a little talk with Sir George Nares about coals, but he could say nothing as his supply was left to the Admiral or the Admiralty. I gathered however that

he would want coals at the west end
 of the Straits next spring, and it
 has occurred to me to suggest that
 the "Sparrow Hawk" should be chartered
 to convey say 120 to 150 tons from
 here about August or September
 next, and, after delivering them
 on board, ballast and go to Valparaiso
 for a cargo of flour, thus being employed
 at the time when work is slack here.
 As both horse and steam coals have
 nearly run out I recommend that
 a vessel should ballast in London
 early next June with 150 to 200 tons
 Wallend, and then load about 250
 or 300 tons steam coal at Cardiff,
 an arrangement having been made
 if possible with the Admiralty
 for a charter for the "Sparrow Hawk",
 which might be obtained at 30¢ or
 more per ton, and a further contract
 to supply the "Hest" here next Dec.
 It would be well to point out to the
 Admiralty that owing to the
 demand for coal having ceased

stocks are not kept here now as formerly, 220
except by previous arrangements. The
River Plate flour costs on board the
Black Hawk on the average about 10¢
per bag of 100 lbs. The price of Chilian
you can doubtless find out if the
Directors like to go into the matter.

26. I regret the clause in
Martin's agreement making him
independent at Goose Green, for
C should have placed him under
Mr. Play, who has the supply of sheep,
and will always have to be applied
to for men. Martin, although a
good engineer wants ballast, and
some of his transactions are barely
honest. For instance, although he
has been able to buy a steam
launch a piano and a drawing
room suite, he did not think it
necessary to pay Dewrance \$6. for
the taps which he obtained from

26 Dec 1851

them some years ago, although he has sold them and spent the money long since. After this year I think it will be necessary to insist upon his being subject to Mr. Clay like all other Campmen, as I expect that endless disturbances will arise between them, as long as they are on an equality. I am very sorry Martin was encouraged in his spendthrift ways by the permission granted him to bring out that useless toy, a steam launch 20 ft long. And I am not so simple as to believe that he will burn his own coal, although he has bought half a ton already on his own account. It will be so much cheaper to burn the Company's Goose Green coal, of which he will have entire charge, since Mr. Clay is to have nothing to do with him.

27. I enclose copy of another voluminous essay by John King. There is a good deal of practical sense in it, and an entire absence of the personalities in which he has hitherto indulged. I delayed raising his wages until he had ceased making a noise, fearing that it might be supposed that I was throwing a sop to him to keep him quiet, but when last in the Camp I was so satisfied that he was really doing all in his power to benefit the Bodie Creek flock, that I thought my approbation should be marked by advancing his pay to \$5.00 per month.

28. I have very satisfactory accounts from the Camp as to scab. Mr. Clay says he tried to get some badly scabbed sheep to experiment upon with nicotine but could find

any. I fear however that the clip will be light owing to the very severe winter and cold backward spring, both of which have kept the sheep in poor condition and retarded the growth of wool. There are between 300 & 400 bales ready for shipment already, which shows that my complaints about the delay of the "Vicar" and the wool bagging are not without foundation. Since last mail I have paid an interesting visit to the West Highlands particulars of which will be found in the enclosed copy of letter to Mr. Clay.

29 I beg to refer the Directors to the enclosed list of provisions at present in the Store. It can hardly be profitable to run down to such bare stocks, which would have been avoided had my orders been executed by mail.

30. The house may now be considered virtually completed. The plastering is finished (throughout, cornices included), the plasterer having run them from a mould made by Pacey a long time ago. The following work in the way of finishing now remains to be done; - the plasterer to go round and remedy defects and blisters, the stoves to be set when the "Vicar" arrives, mountings to be put on the doors and windows, the W.C.'s to be fitted up, the walls coloured and the woodwork stained and varnished, the ~~parlour~~ to be paved and doors of same hung, besides several other odd jobs. Outside there is a good deal to be done yet, but it will be hurried on as fast as possible.

31. The mail leaving this year on the 18th March instead of the 2nd April I hope that I shall be in England by the 1st May. Letters will reach me in Monte Video

263 cont.

up to the 2nd April, as I shall probably avail myself of the Royal Mail direct Steamer of that date.

I am, Sir,

Your obedient servant,

Admiral.

Colonial Agency.

Enclosures

- Dupl. N^o 262.
- Stanley Journal Oct. & Nov
- to Book & vouchers New
- Landring account 1878.
- to Cobb to Clay 18 Dec
- to " Neoman 21st Dec
- to " Collins re Mail
- John King to Cobb 23 Dec
- Clay to Directors N^o 15
- Stock in Store & Consumption of principal goods
- Ida's Charterparty
- Extracts of letters re land purchases
- 15th Dec N^o 521 for £140
- Statement on accounts
- Photographs
- Shipping Reports
- Black Hawk's through freight
- Patterson & Langdon to Coleman

Handing Certificate
Present.

Falkland Islands Co

St. Mary, 15th January
1879

Sir, I have the honor to request
that you will lay before His Excellency
the Governor my application for a
renewal of the Company's lease of
section 144, which expires in June
next.

I have the honor to be

Sr,

your obedient servant

John E. Fox

Colonial Secretary

J. W. Collins Esq.

Acting Colonial Secretary

d. d. d.

Tasmania Islands Co.

Stanley, 10th Jan. 1879.

Sir,

I have the honour to forward
herewith, for the information of
His Excellency the Governor, some
statistics, facts, and remarks
relative to the coal supply in this
port, in which His Excellency is,
I believe, interested.

I have the honour to be,

Sir,

your obedient servant

Wm. E. Fox.

Colonial Secretary.

J. W. Collins, Esq

Acting Colonial Secretary.

4. 4. 4.

Falkland Islands

Stanley Vice of Reg. Brit. Dyer London



2657 1 Cask Port 57 gals 27/ 5. 11. 0

277 1/2 doz Cotton Ale 1620 3 20. 5. 0

$$\begin{array}{r} 5. 11. 0 \\ + 20. 5. 0 \\ \hline 25. 17. 0 \end{array}$$

2658. 1 cask Whiskey - private effects
contents unknown.

25. 17/0
this February 79 Stanley

J. E. Bobb Stanley Agent for
Inspector

this February 79
Stanley

264

H. S. Lane

J. Coleman Esq

I have to acknowledge receipt of your despatch etc which arrived per Lian of Perry 1st inst enclosed in order.

The Italian man of war Governolo arrived here on the 5th Sept. and remained some weeks repairing, employing all the carpenters. Enclosed a draft on the Italian Government for 2000. I could not get it made payable in England, but charged 20% for loss in exchange. The Ceres corvette arrived here on the 29th ult. both she and the Governolo did their business with the Company.

The Governolo took 200 tons of coal, and wanted 500. I could only spare 40, having to reserve 70 for loose stores, and had to buy Mr. Drani stock 100 tons. The Governolo

J. Coleman Esq.

has taken up

Secretary London.

has taken up
 the question of steam coals strongly,
 and writes to the Colonial Office on
 the subject. I have supplied him
 with the enclosed notes to which I beg
 to refer the Director. For three years
 no steamer took coals from the Co.,
 and then suddenly there was a demand
 for 300 tons, do the Directors think
 it worth while to keep up the supply
 unless the demand is more constant?

The vessel would have taken about
 60 tons if she could have got them.

I lately recommended a shipment in
 June; but I now think it should
 be made at once. The Captain of
 the *Guemolo* said he would probably
 call on his return from Callao, ^{if he could get coals}
 and said that a supply would be here by
 June if required, and recommend
 you immediately to ask the Italian
 Minister of Marine if there is any
 use in sending out a shipment for
 her, being guided as to quantity by
 his reply. In the enclosed indent
 I leave the quantity blank. The

house coal is very important, the sea
 witch has none, and the season has
 been bad for drying peat, so that the
 full quantity ordered will sell readily.
 As salt is to be had in Liverpool can
 you not despatch a vessel from that
 port, loading the house coals there, and
 filling up at Cardiff?

4. Before the seas of May
 arrived there were more bales ready than
 she can carry, showing that she should
 have been here earlier. Her cargo appears
 to be in excellent order. As regards
 the second vessel, which could leave
 here about 20th June, what is to be
 done? This despatch should reach
 home in time for you to send a ship
 away by 10th April, to arrive here
 late in June, and leave again with
 produce at the end of August. If the
 Directors send a vessel outward only with
 coals, please telegraph "outward," if
 for produce "round," if Sara to charter
 in Monte Video, "charter." I shall
 probably meet the telegram in Monte Video.

3. The Black Hawk has not
arrived yet, and will have but little
time here, if she comes in, time
to get away again by the 10th.

Dear Sir,

Your obedient servant

John G. Johnson.

Colonial Manager,

Enclosure

Box No. 263

Copy of notes on coal

1st Cr. 2900

265.

Black Hawk

9th February 9.

Sir

I last wrote by the U.S. Green, which sailed on the 21st inst, and now commence this despatch, although the Black Hawk, which is much overdue has not yet been sighted.

The Stamp work has been seriously obstructed this year by the introduction of distemper by A. McLean's dog, which caught it on board the steamer. The disease has never been here before and it appears to be capable of flourishing in a most virulent form, for it has spread through the island with extraordinary rapidity, and has killed or disabled, with hardly an exception, all our shepherds' dogs, excepting those that had had it before they left Scotland. I have only to mention that it took 13 men to gather a flock that 5 with dogs have been in the habit of collecting with ease, to show how

J. Coleman Esq.

Secretary
London

The work has been hindered. I should now make a point of seeing that such shepherd for some time to come bring one or two dogs guaranteed to be over-discriminators. Up to the present the Company's men alone have lost nearly - or quite 60 dogs, and more are in a hopeless state.

3. I have been furnished with the following extract from a letter from Mr. Dachs to a friend, which rather gratifies me, as it confirms on good authority an idea of my own, the correctness of which has been questioned: - "Edinburgh Dachs & Co recommend us to cross our flocks with Merino rams, as the wool growers of New Zealand and Australia are growing English wool, and therefore glutting the market."

4. Felt has applied to lease Bleaker Island, to put sheep upon it, which he will buy of the Company. After reviewing all the correspondence with reference to leases of the Company's property, I find that I cannot grant his request without consulting the

Directors; but I strongly recommend that it should be complied with, as the island is of no value to us. Shane, in the mean time allowed him to commence building a house, as waiting for a reply would cause the loss of a year, telling him that, if refused, I will take the house off his hands. As regards rent, looking at the size of the island and the Government rate of leases, I suggest that it should be let for 7, 14, or 21 years, at a rental of £15, £20, and £25. I believe has sufficient funds in the Company's hands to provide for the total outlay, which is a distinct advantage.

5. I regret to have to report that while the sheep clipped have turned out unprecedentedly dear, there will be a falling off in the quantity of wool this year. There are hardly any bales as yet of brokers wool, and the reduced yield is due to a cause beyond all human control, the extraordinary severity of the weather for nearly a year past. The terrible winter reduced the condition of the stock, and a cold raw spring and summer have prevented the recovery that

might have been expected, consequently the wool is short, light and without the usual amount of yolk. Shearing is not yet over and there may perhaps be more wool than I expect to see but I do not wish to raise hopes that may not be realized. We were lately in the Camp and was much pleased to see how clean all the sheep are.

I have always expected myself contentedly about lime and sulphur but I may now say that the present shearing is proving most conclusively that although it is a certain remedy for scab it checks the growth of wool and must therefore be abandoned as a winter dip. Perhaps it will be well to use it as the first dip in shearing time, but later on there must be one used that will waterproof and stimulate the fleece. I am sorry for this for its adoption would have saved a lot of money.

There are a number of things among the new plant for Lpon Green in my opinion unnecessary.

cont.

which I should have struck out, had them at home. It has cost between £600 & £700 an expenditure, which at this time can ill be spared.

5. The house is now finished out upstairs, and the ground floor will not take long. The walls are not sufficiently dry for distemping, so it will be left until next spring. In order to carry the drainage down to the beach it will be necessary to send out 300 ft. of glazed drain pipes with moveable lids at intervals to be lifted in case of a stoppage. With such a good fall, and means of getting it right away, it would be a pity to store the sewage in a cesspit.

9. The Governor on consideration has decided that, if the Company will send out steam coals, he will not broach the subject to the Colonial office, for fear of keeping men of war away by raising doubts as to the supply. If more than 200 tons are to be permanently kept here, it will be really necessary to replace

the *Mary* with such a more luxuriantly
 built. She has, I believe, been here for
 nearly 30 years, and even with the
 quantity mentioned requires pumping
 several times a week. It is impossible
 to repair her, for she is too rotten to
 take calcium, and any coal put on board
 has in some spots by salt water from
 below, and rain through the deck. If
 the *Venus* is destined to be a hull, should
 she ^{be} permanently laid up soon after
 being caulked and coppered, or when
 the metal is beginning to run off
 again? When her bottom is sound
 I should say, seeing that she will
 have to do duty for many years,
 but this question will no doubt be
 fully discussed by the Directors.
 The *Lyons* could temporarily receive coal
 but should be kept ready for any
 chance vessel.

6. Since writing the
 foregoing Mr. Clay's letter has arrived,
 and I see that he makes remarks
 similar to mine on lime and sulphur
 distemper, and the short clip of wool.

10th February

239

11. The Black Hawk arrived yesterday but, as you will have heard, without the mail owing to the breakdown of the boat; but I have your despatches 532 per Oplicia and sup of 531.

12. As Mr. Humphrey says the passengers and cargo may come per either the Governor and I have decided to despatch the Black Hawk tomorrow in order to save, if possible, the cargo going into the Custom House. She will then remain for the mail of 4 Feb.

The Governor says that the Stanley scheme of course gives way to the London one; but he objects to Sampson Holt and I join him, for their vessels are cargo boats of small power, and we had once before to drop them on account of their irregularity. The whole thing is upside down the sailing of the April mail from here must be altered as the direct Pacific boats are now leaving Monte Video every fourth Wednesday, and the next mail will sail hence to catch the boat of Wednesday April 13th.

13. 531-4. 532-2. What matters are more settled I must reserve my opinion as to the Sparrow Hawk.

14. 531-11. Is the amount paid on Bailton's wool for tallow damage claimed by anyone in London, the Company being the consignees, and what is the meaning of the "Enclosure No. 1" catalogue of Bailton's wool, which was sold by our brokers and agents rendered long since? I cannot understand this, unless for Bailton I am to read Stickney.

15. 532. 3. To the J. & Woodworth is burnt, it will be necessary to send a quantity of scumming, in addition to wood already ordered.

16. Jan. 4. When wool is wetted in a schooner is it necessary to go to the expense of a protest, and if bales are damaged through a boat being carelessly loaded too deeply is there a claim under our policies?

17. Jan. 9. The Merino rams have arrived in good condition by the Black Hawk.

18. 531-b and 532-b. If the Director prefer sending out money instead of goods that show a profit I cannot help it, but cannot warn them that in the absence of anything that can be turned into cash the drafts from this side will be large. I cannot understand how the few rotables on board the *Vicia* can possibly be called "a good supply of provisions", seeing that the total value amounts to £457.2.9 and that about a dozen moderate sized families would make short work of the whole. If my melancholy list of goods run short sent lately is carefully looked through, you must see what straits we are reduced to. Send an order for a few more heavy goods by the next ship.

19. The *Putlandshire*, a large iron ship belonging to Henry Ellis Stone can in on the 6th inst. with fore of mainmast and all yards and sails connected, foreyard lower foretopmast yard

and other damage. The master, Langabeer, is an intimate friend of Pionis, and the ship is consigned to the Company. It will be a most expensive affair, and you will of course make it right with the owners as to money. To begin with, she has had to pay £100 to the Steamship Co., and she will take a number of our spars, many coils of rope and hundreds of yards of canvas, besides having to discharge guns into the Lyria to get the old mast out and ship the new one. Altogether I expect her expenses will be rather over than under £2000. Captain Langabeer goes to Monte Video to buy wire rigging, as we have none, as well as some other sundries, and as I shall want money to pay carpenters I must send for at least £500 or £400 this week to go on with. So, if you see my way clear I hope to leave next week, and to be in England the second week

in May.

21. The Governor has just sent Mr. Collins to tell me that he is instructing the home authorities to send mails for the present by every steamer to Monte Video, until mail matters are more settled.

I am, Sir,

Your obedient servant

Wm. E. Fox.

Colonial Secretary

Enclosures.

Dep. A: 264

Stanley Journal Dec.

Cash book vouchers Dec. & Jan.

League balances Dec.

Stanley Camp wages to 31 Dec.

2nd Co. A^o 521 & 522

Clay to Director A^o 16.

Extract from Dailton's letter to Secy.

Dep. Indent

Indent

Shipping report

Statement on op.

Eastland Islands
 Stanley 19th March.
 1879.

Sir,
 In conformity with the wish
 of His Excellency the Governor I have
 seen Mr. Bailey with reference to the
 purchase of land under the land
 orders I hold for the Company amounting
 to £ 4677. 16. 9

At the upset price of land
 I have orders sufficient to buy 23389
 acres of Country land. On sections
 24 & 25 I am to have 1000 acres each
 under the terms of the expired lease,
 and I propose to put aside orders
 for the purchase of 2000 acres on
 sections 24 and 25, the leases of which
 will shortly expire. The freehold to be
 taken up on the Wickham heights is
 613 acres in extent, and I propose to

J. W. Robinson Esq.

Acting Colonial Secretary,

S. S. S.

include it in the purchase. The
 each of sections 26, 27, 28, 31, 32, 34.
 I presume that I can buy 2000
 acres, being one third with water
 frontage, and section 29 (6000 acres)
 which has no available water
 frontage I will, with Mr. Cullen's
 sanction, buy right out.

My purchase, then,
 summarized would be as follows:

Abukhan Heights	Acres 613
Sec. 7 & 8	2000
Sec. 24 & 25	2000
6 sections each 2000	12000
Sec. 29	6000
	<hr/> 22613 acres.

leaving a balance of 476 acres to
 be taken up on some future occasion.

As regards the land to
 be purchased on sections 7 & 8
 understood Mr. Cullen to say
 that the blocks would be selected
 by the Government; but hope I
 was mistaken. With all deference

to His Excellency I must say that
 the clause in the lease relative to
 this appears to me most clearly to
 mean that the selection of the freehold
 should be left to the lessee, and I
 trust that His Excellency on consideration
 will see it in the same light.

I have the honour to be,
 Sir,

Your obedient servant,

Wm. E. Fox.

Colonel Mordaunt.

Southern Islands Co.
 Stanley, 31st March
 1879

Sir,
 I have the honour to request that you will lay before His Excellency the Governor the following proposal in reference to certain lands that I am desirous of purchasing for the Company.

At the present upset price I have orders sufficient to buy 50000 acres of country land. On section 7 I am to have 1000 acres under the terms of the expired lease, and I propose to put aside orders for the purchase of 2000 acres on sections 24 and 25, the lease of which will shortly expire. The freehold to be taken up on the Breckham Heights is 612 acres in extent, and I propose to include it in the purchase. On each of sections 26, 27, 28, 29, 30, 31, 32, 34 I presume that I can buy

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

1000 acres being one third with
water frontage and section 29 (6000 acres)
which has no available water frontage
I will with His Excellency's sanction,
buy right out.

The purchase there
summarized would be as follows:-

Beckham Heights	Cross
do 7	613
do 7+25	1000
Sections each 2000	2000
do 7+29	1000
	1613 acres

Leaving a balance of 2776 acres to
be taken up on some future
occasion.

I bring forward the
 foregoing as an alternative proposition
to my original one, viz- to buy sections
7+1, which has been disallowed by
the Secretary of State. As Sir
Michael Hicks Beach's disapproval
may extend only to the total
alienation of these sections, may I,
before leaving the question finally
at rest, suggest that if the Government

were to reserve a section of 1000 acres
and on section 6 the same quantity
in addition to the 500 acres already
proclaimed, the objection to the
purchase originally proposed might
be secured or removed?

As I am leaving this
morning for England I shall be indebted
to His Excellency if he will have the
goodness to report on the matter at
an early date, so that the application
of the Company's land order may be
arranged between the Secretary of State
and my Directors before my return
to the Colony.

I have the honour to be
Sir,

Your obedient servant

Wm. E. P. O.

Colonial Manager

.266

Wicar of Bray

25th March 9

Sir,

This vessel having just completed her cargo I herewith enclose 4 Bills of Lading the mail leaving on 2nd Pro will carry her manifest.

I am,

Sir,

Your obedient servant

J Langdon

for the Capt. Manager

T. Coleman Esq

Secretary

London.

Enclosures

4 B/Lading

1 Receipt.

Black Hawk

2nd April 9.

Sir,

By the 'Black Hawk' on the 14th March I received your despatches 533 of 26th Decr. 534 (dup) of 16th Jan^r and 535 of 25th Jan^r, last open, but contents in order.

2. 535-3 No sooner was Smallbones out in the 'Humbleton' than he wished to leave, and I found that he had engaged with the intention of joining Mr. M. Symonds as soon as he could. I should not therefore trust him.

3. 534-2. I certainly adopt the Directors suggestion that Mr. Langton being single handed should remain in Stanley during my absence, for the work here to be kept up properly requires constant attention; besides

F. Coleridge Esq

Secretary

London.

and this is an important consideration, it is absolutely necessary that the Company's Manager or some one qualified to represent him should not be absent a single day, lest some emergency should arise which might call for immediate action. As regards Mr. Clay's correspondance, as it is necessary that Mr. Langdon should know more or less what is going on in the Camp, since upon him falls the onus of arranging schooner voyages and shipping matters generally, besides supplying any materials or labour. Mr. Clay may send for I think the latter's despatches should be sent as usual through his office.

4 Par 3. My own idea is that at present we have enough shepherds;

but I will ask Mr. Tolay whether
he thinks any more should be
brought before next Christmas.

5. Par 4. The three flocks
of 3 year old wethers for loose Green
have been dipped with the three
dips spoken of, and the following
is the result:-

Penny Cove 1,750 sheep average ⁴⁵ 6.2	Whacco
Moffat Harb. 1,629	5.9
Hansen Harb. 2,375	5.9

These averages it will be observed
are very low, but all sheep clipped
early in the season are the same,
owing to the absence of yoth, for
which the bad winter and spring
are alone responsible.

6. Par 5. Respecting stores
I must point out that on 26th Sept
I wrote that 50 cwt sugar should
be here in 6 months, the calculation
was a good one as the stock has

run out within the last few days and once more, through my warning not being taken, our people have to go elsewhere for this most necessary article of food. If only a portion of the sugar for 'Mary' had been sent by mail this need not have happened.

7. Par 6. I do not think that Patterson and M: Govern would pay the extra expense by steamer.

8. Par 10. It was supposed that Wall's wife received pay on 1st Dec^r 1847 for November and monthly until 1st November 1848 for October which would complete the twelve months, then half a month on 15th November. It still seems to me that if you paid her from 1st Dec^r 47 monthly to 15th Nov^r 48 you must have paid for 12½ months, had you made payments on the 1st Dec^r in both years, you would unquestionably have made 10 payments;

26th cont.

However you of course know how much was actually paid.

9. Par 12 Ordinances are enclosed.

10. Par 13. It was unfortunate that you did not write by the mail of 4th Feb. as the Black Hawk waited for it. I said in my last despatch that it would be necessary to alter the sailing of the Aquil mail from here, as the Pacific Boat, which she is intended by your table to catch, leaves Honolulu on the 16th instead of the 22nd. I am glad of it, because it will give me time to see to the shipment of the unfortunate Trent's cargo to make room for which it will be necessary, if there is much coming by the 24th March steamer, to remove some of the ballast.

11 Par 14. There is now no word

at Darwin, about 20 bales at Walker
Creek nearly 100 bales at North Star
and bales on board the Egeria,
where there are also 85 bales belonging
to Bailton B. S., 46 bales from Givley
Island and 60 bales of Sheepskins,
all of which should be covered.

12 Par 15. It is thought that
the land here is much improved
by grazing and shearing.

13 Par 16. I conclude that
a statement of the principal goods
on hand only is needed, for with
the number of other matters that
require attention, it would be simply
impossible to take stock before I
leave. A statement of the yearly
consumption of general stores was
forwarded on 2nd January.

14 535-2 If the Mary is
not detained, her coals will be in
time to renew the supply at base

728
Green which may run short. I cannot
conceive how 200 tons steam coal can
have been guaranteed to the 'Mad
Haarlem', seeing that the stock
last June was only 120 tons, out of
which Goose Green was to be supplied.
As far as my experience goes, you
cannot supply a coal that will
be equally serviceable for both steam
and household purposes; this I can
perhaps explain better personally.

15. The delay of the dipping
materials in that wretched 'Trent'
might have caused untold injury
to the company's flocks, had not
Mr. Dean kindly sent me all the
tobacco I require at present. The
cargo will probably be landed in
Montevideo on the 'Trent's' arrival,
at very considerable expense, and
it is just as likely that the goods
to be shipped 27th March will also
be partially detained there, as

The 'Black Hawk' will hardly carry the two lots. This delay and expense will have been caused solely by the gross negligence of the Royal Mail Company in despatching a steamer that, according to Dr. Henslow's account, was barely fit to cross the Thames, and for which they can surely be held more or less responsible.

16. Capt. M. Cully is tired of the Falklands and has offered to sell me the Village Girl for £150: had she been in the market before the 'Sparrow Hawk' was built she would have suited very well.

17. I have not exactly settled the Land purchase question; but the proposals I made the Governor were, I infer, unpalatable enough to cause him to ask me to apply again for the purchase of sections 7 & 8 P with a slight modification,

269 cont.

which proposal he will support next mail. I enclose copies of two letters to the Governor, the second in place of the first, written at his request.

18. I enclose copy of a letter from Mr. Bonner, in which he very fairly asks to be credited with the proceeds of his wool at an earlier date than the 24th Decr.

19. I have just returned from a short visit to Darwin, and am glad to say that four flocks that were up for dipping from the outside Camp were absolutely clear, that is to say that in about 5,000 sheep there was not a single one with any sign of scab upon it, and I am happy to hear that all the rest of the sheep in the northern district are in the same condition. The Bodie Creek ewes were

before I left; there is a little scab among them; but I hope that a severe dipping will have the effect of clearing the Laponia sheep as well as the others.

20. The German Barge H. Peters from Hamburg for Callao has arrived badly smashed by a sea, she is discharging into the Ogieria and her disbursements will be a good remittance. I have arranged to supply funds on Bottomry at 35% if a credit cannot be arranged with the owners Renck & Hessemüller of Harburg. I

therefore telegraph at ship's expense:

"Federal H. Peters Renck Hessemüller Harburg wire if bottomry necessary"

If no answer arrives a bottomry will be taken.

21. As mentioned in a former despatch I have had much difficulty in raising money lately for disbursements and this mail have I regret to say to draw some large sums to repay

money borrowed during the last few months. The cash going out on account of the 'Rutlandshire' is large, and now the 'H. Peters' will want still more. I hope that the former's bill may go next mail.

22. The 'Vicar of Bray' left the harbour on the 26th March, but lay up in Port William for some unknown reason until the next morning.

I am, Sir,

Your Obedient Servant

Wm. Fox.
Genl. Manager.

Enclosures.

- Duh: N^o 265, 266.
- Stanley Jnl for Jan & CBook for Feb
- Manifest & 4 B/S of 'Vicar of Bray'
- Particulars of Bales of Sheepskins
- Letters to & from Land 19th, 21st & reply 20th Mo.
- Copy of Bounce's letter
- Letter for Capt. Patterson?
- from Mashin re Digester
- Estimate of Cargo for 2nd ship
- Consumption of Shipping Materials 1810.
- Dates of Cash from Williams
- Complete Lambing acct & Clipping acct 1810
- Particulars of Bailhor's Wool
- Dies & wanted by Engineer
- Shipping report
- Copy letter to Capt. Decker
- 3 Landing Certificates
- Indent
- Copy Power of Attorney & Instructions to Langdon to Coleman
- D. C.

Tasmanian Islands Co.
 Stanley, 27th March
 1879.

Sir,

I have the honour to acknowledge the receipt of your letter of 21st March requesting me to make arrangements for the conveyance of D. Muevany, family and servant by the next mail to Monte Video.

In reply I beg leave to inform you that three berths have been engaged for some months for this voyage, and that one cabin and two berths in the after cabin are all that I am able to place at D. Muevany's disposal. Should Mr. Pacho, who engaged his berth last January, not arrive in time, another cabin will be available, and I have no doubt that

J. W. Collins Esq.

Acting Colonial Secretary.

^{the}
 that ~~make~~ of the schooner would
 for a consideration give up his
 cabin for a voyage: I will, if
 his Excellency wishes it, endeavour
 to arrange this.

I should add that I only
 received your letter as I was starting
 for the Camp last Saturday, and
 he was unable to reply to it
 sooner.

I have the honour to be
 Sir,

Your obedient servant,

J. Wolfe.

Colonial Surgeon.

Welland Islands

January 20th 1899

Sir

I have the honor to have on the 17th inst. received from you a letter in relation to the removal of the lease of section 20 and 25. I have the honor to report that the Attorney General will accept the same as an application for the renewal, although dated before the prescribed time.

I have the honor to be
Sir

Your obedient servant

Wm. E. Fox

Colonial Secretary

J. W. Collins Esq

Attorney Colonial Secretary.

Stanley
20th March. 1879.

Sir

I have the honour to state for
the information of His Excellency the
Governor that I am about to leave the
Islands on leave of absence which will
probably extend over eight or nine months
and that during that period Mr.
John Langdon will represent the
Netherlands Islands Company in Stanley
under a Power of Attorney from myself
and also transact the business of the
German, Italian and Chilean Consulate.

I shall feel obliged to His Excellency
for any assistance he may render to Mr.
Langdon in the execution of his duties.

I have further to notify that
I have resigned the post of Belgian
Consul at this post.

I have the honour to be
Sir

J. W. Collins Esq. your obedient servant
Acting Colonial Secretary. W. E. Fox

Imperial German Consulate
 at the Sandwich Islands
 20th March 1870.

I have the honour to inform
 Your Highness that I am leaving for
 England by the present mail and that
 my absence will probably extend over
 several months, during which time
 I have subject to Your Highness's
 approval appointed Mr John Langdon
 who represented me in 1872 again to
 attend to the duties of the Consulate.

I have the honour to be
 Sir,

Your Highness's obedient
 humble servant,

John Langdon
 Imp'l German Consul

To Your Highness
 The Chancellor of
 the German Empire,
 &c. &c.

Charley, Eastland & Co.

20th March 1879

Sir

I have the honour to state that I am leaving this place for England and wish to place in Your Excellency's hand the resignation of my appointment as Belgian Consul.

The business of the Consulate during the time I have held it has been so extremely small that I have not thought it necessary to provide a substitute.

I have the honour to be,

Sir,

Your Excellency's obedient
humble servant

W. E. Fox

The Excellency

The Minister of Foreign Affairs

Brussels.

Brussels.

Stanley, Albemarle St.
March 20th 1879

I have the honor to inform
Your Excellency that I am obliged to
leave for Cardiff immediately and that
during my absence which will be of
some months' duration, I have, subject
to Your Excellency's approval appointed
Mr John Langdon to attend to the
duties of the Italian Consulate

I have the honor to be
Sir

Your Excellency's most obedient
humble servant,

Stanley

Counsel of H.M.

The King of Italy.

Your Excellency

The Minister of Foreign Affairs,

in the
Name.

Manifest of Cargo shipped
on board the schooner "Vicar of Bray,"
Master, Falkland Islands, for London consigned
to the Falkland Islands Company.

No.	Mark	No.	Description
1	FAULKLAND ISLANDS COMPANY	Boxes	Wool
		179	
		204	
	No. Mark	2000	Salted hides
			Quantity of Bones
			Tails
	FAULKLAND ISLANDS COMPANY	110	Cases Soapstone
	No. Mark	240	Cases (2) 1 piece
			Quantity of Metal
			Bunk
	Cases		Canvas
Addendum.			
		4	pieces private effects 2 Boxes
		1	Carpet 1 Roll

Falkland Islands Co.

Shantying, 29th March, 1879.

Wm. E. Jones
Colonial Manager.

Additional Enclosures:

- 1 Copy of the ... to G. C. C.
- 1 " Instructions ...
- 30 " ... ^{& reply} ...
- 1 Minute account ...
- 1 Martin to ...
- 1 ...
- 1 ...
- 1 ...
- 10 ... 15.10.3
- 1 ... G. C. C.
- 5 Shilling Stamp
- 2 " Penny
- Requirements of ...

9th May 9.

Sir,

I have the honour to inform you for the information of His Excellency the Governor, that the Company have chartered a vessel to bring out some 400 tons of Steam Coal.

The Directors think if His Excellency would favourably inform the Admiralty of this, H. M.'s Men of War might be induced to call here as formerly, and thus this shipment might prove beneficial to the whole Colony.

I have the honour to be,

Sir,

Your obedient servant

J. Langdon

Acting Col^l Manager

J. W. Collins Esq

Acting Colonial Secretary

3^d

4th

5th

Black Hawk

14th May 9.

Sir,

I have to acknowledge your two cables of 5th 536, 536 2/7, which arrived on 5th April, 6 and 10 May, on Black Hawk, made a long journey, having experienced very bad weather and for the first time since the Queen has run the Strait had to be sent to.

2. 536 Par 7. It would not be advisable for the Company to ship a cotton cargo at present. The Dean would not take any of it while the present low prices of goods continue.

3. Par 9. The direct loss to the Company was of a trifling nature, only a part of the Stock of the American Esq

Secretary
London

padding fence being swept away.

Diggs says he omitted to send the 2 photographs you mention, but as soon as the weather will permit he will make good the deficiency.

4. Par 16. I am glad to be able to report, that notwithstanding the delay in the arrival of the Machinery and the breakdown of the Digestor, the boiling down commenced on 14th April and is progressing favorably, the sheep are in good condition and according to Martin yielding a good average of tallow, number killed up to 7th inst^l being 4055.

5. 537. Par 3. You are correct in supposing the Coals ordered to be sent in Casks were for Goose Green, I shall certainly avail of the Falcon going to Darwin to send

whatever may be required there, including sufficient coals for next season.

6. Par 5. Your instructions respecting lease of ~~Stanley~~ Island shall have my careful attention as soon as Mr. Fell returns to Stanley. He has received his stock which was landed safely per 'Fairy'.

7. Par 10. Unfortunately the larger portion of this shipment was obliged to be left in Monte Video, the 'Black Hawk' could not carry it, this is entirely owing to the N. Mail Co's delay in forwarding the Tent's cargo, this delay I fear will greatly interfere with the dipping, the weather having set in very wet. I have seen Mr. Dean but at present he is talking of chartering in Montevideo, he is loading the Village Girl for England.

8. Par 11 I note your arrange

ment with Messrs Collier & Sons, the
Rutlandshire I trust will be
ready for sea in about 10 days.

9. Par 16 Mr. Clay was pro-
-moted to be the General Super-
-intendent of the whole of the
Company's Camp on

10. Par 17. This alteration in
the Shepherds agreements may
be much appreciated by new
comers for a short time, but
I very much doubt if they will
continue to do so for very long.

11. Par 18. There is no doubt
that Lime and Sulphur is a
certain cure for scab, there appears
a great difference of opinion as
to its causing the Wool to be
so much lighter, some affirming
that the short weight was caused
by the exceedingly severe winter
together with the backward spring

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His Excellency the Governor I understand is going to embody in his blue book Mr. Cameron's ideas on this subject.

12. Par 19. The Margaret is certainly unsafe, she may take about 100 tons, but even with this quantity will require pumping at least once a week and in bad weather more frequently, once a week means £31.4j. a year. I shall therefore be obliged to use the Egeria, which is not at all suitable for a Coal bulk, being too large to move easily.

13. I regret to say that Mrs. Pituluga died suddenly on the road on 30th ult. which sad occurrence makes the estate

more complicated than ever, but 277
I hope to report the Company's
account being settled in my
next despatch.

14. I learn from the Acting
Colonial Secretary (Privately) that
the Colonial Office are looking
upon the proposal respecting the
Pacific Steamers calling here
with great favour.

15. The Schoolmaster who
only arrived last mail goes home
per 'Sea Witch', there appears
some mystery about him, which
has not yet leaked out.

16. Your telegram respecting
the 'St. Peters' so kind, she will
be finished in about a fortnight,
weather permitting. I do not
think her bottomry bond will
much exceed £1400 if so much.

17. In my power of Attorney I am authorized to draw on the Directors, when necessary, for amounts not exceeding £300 a mail. Mr Cobb forgot to make provision for the liquor duties falling due in April amounting to £400. b. s. The Government have demanded this amount, & I endeavoured to get payment put off until next mail but did not succeed, so was obliged to give a draft for £600 in favour of the Government, which under the circumstances I trust you will honour.

18. I am sorry to report that Scab has appeared in two or three flocks, but hope now that dipping materials

have arrived it will be stopped.

19. Mr. Pacey goes this mail
 his satisfaction, carried out
 his agreement, enclosed is copy of
 his account, by which you will
 see I have charged him with
 payments to his wife to 1st June.

I am, Sir,

Your obedient servant

J. Langdon

Acting for J. C. Cobb

Colonial Manager

Enclosures.

Duplt. N^o 267.

Bank acct 1079

Manly Isl Feb & March

D^o Wood & Touchers Mch & Apr

D^o Ledger Balances 31 Mch

W^h Vicar of Bray

1st Ex N^o 530/1 for £150 & £320. 11. 6

2nd " " 529

Camp Wages 31 Mch

Statement on Accts

Shipping Report

Black Hawk's voyage down

Letters for J. C. Cobb

Langdon to Col. Cobb & Reply 9. 200th

Clay to Directors

269

Sra. Wiche

19th May 9.

Sir,

As mail being advertised
for this vessel I take the opportunity
to forward duplicate of my last.

I am, Sir,

Your obedient servant
J Langdon
Act^y for F. G. Cochrane
Colonial Manager

Enclosures

Dupl. N^o 268.

2nd Exchange N^{os} 530, 1.

Shipping Report

289
 Sir Mitchell

22nd May 9.

Sir,

This vessel being ready for sea I have the opportunity to forward duplicate of my last.

The Dennis Bundred Capt. Glynne from Cardiff to Callao arrived on 19th inst^l with the loss of Main Mast, Mizen Topmast and other damages, after consideration the Captain decided to wait instructions from his owners Mess^{rs} Toward, Dickson & Co. 25, Hanford Place, Liverpool, please arrange credit probable cost of repairs about £2000. If she is abandoned would make a splendid hull.

I am, Sir

Y^r obedient servant
 Secretary
 London.

J Langdon
 Acting for R. B. Co
 Coltham

EnclosuresDupl. N^o 2612^d en N^{os} 530, 531

Shipping Report

Letter for Lloyd

270

Sparrow Hawk

23rd May 9

Sir,

Since writing yesterday
I have chartered the Sparrow Hawk
to proceed to Montevideo to enable
Capt. Dyer to communicate with
his owners, she is to sail at 12 O'clock
today and carries a mail as well
as the one intended for Sea Witch
I enclose copy of charter party by
which you will see I have the right
to ship cargo, this will be an
advantage should the Black Hawk
again leave any in Montevideo.

I am, Sir,

Your obedient servant

J Langdon

Act^y for H. C. both

Colonial Manager

T. Coleman Esq

Secretary,

London

271
 Rutlandshire

27th May 9.

Sir,

Having this evening settled with this vessel and Capt. Langabeer intending to sail at daybreak tomorrow, if he can get out, I forward his draft on Messrs H. Ellis & Son for £2961. 3. 6 if all go well this should arrive before the next mail. Capt. Langabeer has been most assiduous in his attention to the repairs and in his endeavours to get away.

2. On 25th inst^l the German barque 'Eda Maria' of Hamburg laden with wheat for Liverpool arrived nearby, Capt. Schully was

F. Coleman Esq

Secretary,
 London

not yet decided who is to do his
business. I of course shall be very
careful after the experience of the
'D. H. Gade', the talks of Bottomley
& don't think the Company will
have her.

3. The 'H. Peters' should be
ready, weather permitting, in a
few days.

I am, Sir,

Your obedient Servant

J. Langdon

Acting for F. C. Cobb

Colt. Manager

Enclosures

Dupl. Nos 269, 270

1st ex. N^o 535 for £2,968.5.6

272
 Black Hawk

9th July 9.

Sir,

The Black Hawk arrived on the 11th ult. bringing copies of your despatches Nos 550, 9 and original No 550.

2. 550 Part 3. I have not the slightest doubt but both the 'Palmer' and 'Mary Lester' will be quite full. I have agreed to take some powder for Mr. Waldron and enclose a list of cargo for these two vessels.

3. Part 4. Mr. Llay considers that he ought not to be charged with the cost of the 'Bitch' from his brother, considering his salary and that the Company have always found him in one dog, I think he can well afford to pay for it.

J. Roderman Esq
 Secretary,
 London

l. 539 Par 4. Captain Decker
 of the St. Peter was very much
 surprised that he had to give a
 Wollenny Bond quite expecting
 that credit would be arranged,
 the bond with premium amounted
 to \$1233-14/2 which I forwarded to
 Mr. W. Vice Consul at Callao for
 collection, the accounts and one
 bond are enclosed.

l. 540 Par 9. I understand from
 Mr. Clay that the Dogs will readily
 find purchasers, he agrees with me
 that they are too expensive to
 give away and in my opinion if
 given would cause endless jealousy
 and dissatisfactions.

l. 540 Par 3. Your list of
 wages & salaries was made out at
 the very height of the season, and
 is considerably reduced immediately

after the shearing and tallow works
are finished. I return you a list
made up to middle of June but
this will be still further reduced
by departures this mail.

7. The Rutlands have sailed
on the 29th May having been de-
tained by strong westerly winds.
Capt. Langabee sent me word by
the Pilot that he wished his
owners informed that he had
managed to get away with only
one good boat, had he been says
he could not have got a suitable
one here, I leave it to you to
inform Mess^{rs} Ellis & Son if you
think it advisable. enclosed is
letter to Mess^{rs} Ellis which please
forward after perusal.

I am sorry to have to
report the dismissal of Jardine

for drunkenness, he neglected his work for some months past, but could not be caught sufficiently intoxicated to justify dismissal, until the early part of last month when he was taken into custody for being drunk and fighting. He was fined 5. for being drunk, and 20. for disorderly conduct, I therefore immediately dismissed him, for the next few months I can manage without a gardener but request you to send out by first mail seeds as per last year.

G. Captⁿ von Schultzy finally decided to do his business with me, I have agreed to take a bottomry bond at a premium of 25% (this is what Dean offered) and telegraph you to insure the same.

297.

10. I am in a perfect dilemma
 for cash and obliged to draw heavily
 although my bills are in excess of
 the amount I was authorized to
 draw, you must please bear in mind
 that no business can be carried on
 without money; on referring to my
 cash book you will see that large
 sums have had to be paid on Ship's
 account. Besides the bills drawn
 this mail I have had £200 of C.
 Williams and £40 of B. Walls for
 which bills will have to be given
 next mail, and have to find betw
 this and the finish of Ida Maria
 repairs for wages only about £400
 and there will be other cash expens
 such as pilotage &c, where possible
 I put off payment, but several m
 employed at Tallow works return

to Montevideo this mail and therefore I am obliged to give them orders on River Plate Bank, under the circumstances I trust the Directors will not blame me for exceeding my instructions. I would, while on this subject, like to draw the Directors attention to the Deposit Account and suggest whether it would not be more profitable to send out sufficient cash (in gold) to pay off this account, the Government now decline to receive deposits and therefore the cash would, if introduced in the Colony, be more circulated than before, again if gold was sent out regularly the Black Hawk's postage bill should be paid here and thus save large commissions in Montevideo.

|| The Sallow works have been

fairly successful this season the
 sheep yielding an average of just
 over 25 ^{lbs} 6 ^{oz} as follows:

Wt. from Butchery	Nett <u>25.3.3</u>
From 11,960 sheep according "	
to weights on casks	" 2599.1.10
Tallow used to fill up "	" 78.0.8
	<hr/>
Nett weight for shipment	<u><u>2,703.1.1</u></u>

This year there is an error on the
 casks, the weight having been
 put on them when first filled,
 but afterwards many were filled
 up, causing a difference of 78.0.8
 between the weights on the casks
 and the actual tallow in them.
 I have explained to Martin how
 this could have been avoided and
 it will not occur again.

12 I have the pleasure to
 inform you that at last Pitabuga's

account is closed, at my settlement with Mr Dean on 30th ulto. I succeeded in getting this account included and now remit you draft for £200 being the balance between us.

13. When Mr Waldron was in Manley, he expressed surprise that he was not credited with a payment of over £1400 lately made by his brother. I explained that doubtless it was an omission in copying your accounts, which no doubt would be rectified next mail.

14. There is a great Cattle killing case pending viz Mr Clymont v Waldron the damages are laid at £2,000. Mr Waldron in replying to the writ denies that his men

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have committed the offence, and raised the following questions viz: -

1. The Wild Cattle are declared in the Amalgamation Ordinance to be "feræ naturæ," he therefore maintains that any person holding a lease under this ordinance, can not hold cattle on any land subject to the same, without being liable to an action.

2. Whether a master is liable for the act of his servant, when he has repeatedly forbidden such an act.

His Excellency postponed the case for 12 months to allow time to obtain the decision of the Law Officers of the Crown. I forward Ordinance N^o 1 of 1879 which confirms the leases granted under the Amalgamation ordinance of 1870.

15. The balance of the 'Sunt's' cargo was brought down by 'Sparrow Hawk', the expenses in Montevideo have been very heavy especially on the sulphur, a number of the packages are a great deal knocked about.

16. The 'Sparrow Hawk' made a very good trip to Montevideo and back being away 27 days. Captain Dyer's reply was to wait further instructions.

17. The barque Jessie of Swansea was totally wrecked on a reef off New Years Island, the Captain and part of crew reached the West Falklands in an open boat, the Mate and remainder of crew have not yet turned up. The ship and cargo were sold for £5.107.
 No Mess^{rs} Dean & Sons.

18. The 'Falcon' arrived last night, she is a wretched old tub to look at, but all's well on board.

19. Since writing the foregoing Dr. Watts has applied for his deposit & therefore have given Capt. Dixon an order on Montevideo for £100 this increases my drafts but it cannot be avoided.

I am, Sir,

Your obedient Servant

J Langdon

Act^y for W. B. Cobb

Cob. Manager

Enclosures

Dup. N^o 271.

Stanley Cash Book & Vouchers May & June

Do. J. G. Spt. & May, Wages Mch & June

H. Peter's accts & Bottomry Bond

Rustland's hire's accts

letter for Miss & Son

List of Wages & Salaries & employes in Camp

Statement on accts

Cargo for Falcon & Mary Lester

Ordinance N^o 1 1879.

1st do N^o 530 for £200

2nd " " 535 " £2961. 3. 6

Shipping Receipt

Incident.

Cargo damaged.

Clay to Directors

do . Cobb

243

Ida Maria

27th August 9

Sir,

Captⁿ Schultze after waiting some days for Blackthorn to arrive just decided to wait no longer. I therefore enclose his Attorney bond amounting with premium to £ 993. 10. 0 and hope it will be found in order, please send some p^ounds by first mail.

2. The barque Scotia of Liverpool arrived on 1st inst the Captain sick, he died last night she proceeds in charge of the mate.

3. Mr. Clay informs me that our flocks are looking well and if I might judge from some wethers lately sent in for Butcher there is every prospect of a good clip next season.

I am, Sir,

Your obed^t Servant
 F. Coleman Esq^r Secretary
 London
 Act^d for F. Black
 Coltham

Stanley, Falkland Islands 298
12th August 1879.

Sir,

I have the honour to acknowledge your letter of this day's date containing proposals for insurance of certain buildings and Household Goods and accept the same on behalf of the North British and Mercantile Insurance Company of London, the policies will be sent per return mail.

I shall have pleasure in forwarding a copy of your letter to the said Company.

I have the honour to be,

Sir,

Your obedient Servant

Fred^d & Co
Agents

J. Langdon

G. W. Collins Esq

Actg Colonial Secy

8° 8° 8°

Stanley

Stanley, Falkland Islands

12th August 1879

Sir,

I have the honour
to acknowledge your letter of
this day's date respecting certain
buildings which His Excellency
the Governor would propose to
insure if a lower premium were
accepted, and beg to inform
you that a copy of the same
shall be forwarded this mail
to the North British and
Mercantile Insurance Company,
should they decide on a lower
premium I would accept on
their behalf proposals as per
your list.

I have the honour to be
Sir,

Your obedient Servant
pp. F. K. G. G. G.
Agent
Livingston

J. H. G. G. G.
Agent
Livingston

274

'Black Hawk'

15th Aug^r 9.

Sir,

The 'Black Hawk' arrived on the 10th inst^r bringing the duplicate of your despatch N^o 541 and originals N^{os} 542 and 543.

2. 541 Par 2. I sent you last mail a list of Stores which arrived in a damaged condition, and Mr. Humphreys informed you the amount charged on account of averages.

3 Par 4. According to instructions from Mess^{rs} Doward & Co^{rs} Capt^r Dyer reluctantly transferred his business to Mess^{rs} Dean & Sons, he intends before setting to await the arrival of next mail. Enclose bill of exchange for his account.

4 Par 6. I have pushed matters along as fast as possible

F. Coleman Esq

Secretary

London.

but owing to the long passages of these vessels it was quite impossible to send Bills of Lading by this mail. The 'Falcon' left this harbour on 1st inst^o but owing to her being such an unhandy craft she only left Port William on 13th inst^o, the 'Mary Lester' commenced loading on 6th inst^o, you may depend on my using every endeavour to get them off as soon as I can.

5 Par 7. In shipping do not cut the draught beer down. The 20 Hds were sold long before arrival.

6 Par 8. I note what you say respecting the Sparrow Hawk, the Flour is reasonable in Monte Video and Maize will not be require for a long time.

7 Par 9. I forwarded the

days ex. Mary Lester which arrived in splendid condition to North Army, those per Falcon to Darwin. I will inform Mr. Clay of Mr. Cott's suggestion the first opportunity.

8. 5th Par The Governor I am told proposed to Captain Dixon to endeavour to get a Steamer, and he would get him a subsidy. I give this for what it is worth? Those in authority know nothing about such a proposal.

9. Par 4. I fear some Produce will be shut out, if so shall forward it I hope next mail.

10 Par 6. I thank the Directors very much for this paragraph and will not fail to make it known to those whom it concerns.

11 Par 7. I would suggest

That Mr. Humphreys be kept in ignorance of the meaning of our telegrams. I understand he informed Mr. Dean about the Dennis W. Brunditt which he ought not to have done and doubtless had been cognizant to the meaning of "Fraternal not beyond 500" would have told him that also.

12 Par 1. I am sorry to hear of Capt. Dyer's illness and hope he will soon recover, for the Company would lose a good servant in him.

13 543 Par 2. Should I have occasion to take bottomry, this shall be attended to, but should not this insurance be included in the premium? A Master would no doubt object to pay insurance for our own

protection. When you insure are the Company safe supposing the vessel should put into another port and there execute another bond, or for total loss only.

14. I regret to inform you that Mittlested the Cooper died on 24th July; it being absolutely necessary to replace him at once I engaged T. King temporary at £10 per month. He is willing to engage as cooper permanently at the same wages as the late man I thought it better not to do so until I could learn Mr. Cobb's wishes, he is quite competent, but a house would have to be put up for his family at Goose Green, should you decide on engaging him it would save

passage money and I really think
 the cooper should be married, a
 single man will never stand the
 monitory long. John Campbell is
 out of his mind and will have
 to be sent home per Falcon, he
 was found wandering about Lajonia
 with a loaded revolver intent on
 suicide. I enclose the address of
 Mittlestedts brother.

15. Enclosed are 3 letters
 from Patterson respecting his sons,
 please inform me if it was arranged
 that ^{they} were to be sent out free.

16. I communicated the
 Directors decision to Mrs. Alday.
 They have given me all the trouble
 they could to get possession of
 the house and finally I had to
 get an ejectment warrant, even
 then he would not give up the
 key unless I signed a receipt,
 which as near as I remember

was to the effect that he still held the house in virtue of his agreement, which according to his account is still in force, of course I declined and the door was forced by the chief Constable.

17. The mail only arrived last Sunday afternoon, on Monday it blew a gale all day so strong that discharging was out of the question, I found it quite impossible to get the Black Hawk ballasted and ready for sea by Thursday, His Excellency the Governor kindly allowed the mail to be postponed until today.

18. Should a Mr. Hawkins apply for a passage per Vicar of Bray the Rev. Foran will pay his passage here.

I am, Sir

Yours obedient Servant

J. Langdon
att. J. H. Scott

Enclosures

Dupl. N^o 273.

Get & Ledger balances June

Cash Book July

2nd ex N^o 538 & 540 for £209. 4. 1

Camp Wages June

Eda Maria's accts

Scotias acct

1st ex N^o 542 for £90. 2. 0

1st " " 543 " 211. 7. 0

1st " " 544 " 100. 0. 0

Bottemy Bond 993. 10. 0

Clay to Directors 11 Aug

to Coleman &

Shipping Report

Landing certificate

Patterson's letters

Mittels ted's Brothers address

Order for Stores

Statement on accts

10th Aug 9.

Sir,

I have the honour to inform you that this Company's schooner 'Sparrow Hawk' Captain Campbell will sail, weather permitting, on Thursday next for Sandy Point calling at Beaver Island.

Should His Excellency the Governor desire to send a mail by this route, I shall have great pleasure in conveying the same by her.

I have the honour to be
Sir,

Your obedient servant

J. Langdon
Act. for F. & C. Co.
Col. Manager

J. W. Collins Esq
Act. Col. Secretary
H. H. H.
Stanley.

27.5
Sparrow Hawk
via Sandy Point

21st Aug. 9

Sir,

I last wrote you per
'Black Hawk' on 15th inst^l duplicate
enclosed.

2. Having nothing for
the 'Sparrow Hawk' to do just now,
I have allowed Capt. Campbell
to make a trip to Sandy Point.
He is to bring back a full cargo
of posts, which I have agreed to
take of him at Walker Creek. Mr
Clay informs me he cannot go
on with the spring work with
less than 2,600 posts.

3. Enclosed you will
find Bill of Lading for the
hides on board Mary Lester's
hope to get her away next week,

J. Coleman Esq

Secretary

London

but fear she will not carry more
than 550 bales Wool, the Falcon
reached Darwin Harbour on 17th
inst.

I am, Sir,

Your obed^t servant
J. Langdon
Act^s for F. & Co
Cott Managers

— Enclosures —

Trip N^o 273

Wool . 274

Sda Maria's Bottomry bond £993.11.8

2nd Ex N^o 542,386 for £401.9.8

Bill of Lading for Hides

29th
Mary Lester

29th Aug 9.

Sir,

This vessel being ready
for sea I have the pleasure to
enclose her Bills of Lading, Manifest
and account, she stows more
than I anticipated. The Falcon
I understand is doing very well
at Darwin, when she returns
every effort shall be used to get
her away from here.

I am, Sir,

Your obedient Serv^t.

J. Langdon

Act^g for J. E. Scott

Act^g Manager

Enclosures

Sup^{ts} No 245

Manifest

3 B/Lading

Wool Weights

Mary Lester's acct £120. 0. 7.

Shipped on board the Highland Scotch
 Griffiths Mackenzie & Co. Ltd. 1879

Marks & Nos	Goods	Shippers	Consignees
No. Mark	177 1/2 bales	Highland Scotch	Highland Scotch
J.B.	277 1/2	J. Danner	"
	11	"	"
	7	"	"
H.B.	100	Highland Scotch	"
	192	Highland Scotch	"
J.B.	10 bales	J. Danner	"
11	23	Wilton Bros	"
127	197	Highland Scotch	"
"	1 bag	"	"
127	6 bales	"	"
127	20	"	"
127	2	Sheepskins	"
	100 lbs	"	"
	Quantity	"	"
	"	"	"
J.B.	2 bales	J. Danner	"
11	2	Wilton Bros	"
H.B.	Quantity	Highland Scotch	"
	1 case	"	addressed
	1	Highland Scotch	Highland Scotch
	1 pt	"	addressed

Highland Scotch Co

Stanley 29th August 1879

J. Langdon

Actg. Secy. J. & Co. Ltd
 Collingwood

247
Falcon

25th Sept 9.

Sir,

This vessel being at
last ready for sea I have the
pleasure to forward her Manifest
and Bills of Lading, she carries
a very good cargo and 2 Sheeps
for whose passages I have agreed
to pay £10 each.

I am, Sir

Your obedient Servant

J. Langdon
T. Coleman Esq Acting for F. & Co
Secretary Coll. Murrage
London.

Enclosures

Manifest

4 B/Lading Falcon

Falcon's acct £53. 4. 6

2 B/Lading Mary Lester

Statement on o/c

J. Newton's Certificate re Campbell

Quarrant for Repair

Manifest of Cargo

shipped on board the *Falcons*, Trust,
Master Falkland Islands for London.

Agents Nos	Goods	Shippers	Consignees
DH <small>Handy 1869</small>	177 bales Wool	Falkland Islands Co	Falkland Islands Co
N.A. 10	42 D ^o	"	"
A.B. 15	15 D ^o	A. Wailton	"
D	1 D ^o	Builton D ^o	"
H.C.C.	45 D ^o	H. G. Cobb	"
H.B.	98 D ^o	Holmsted Blake	"
J.L.W.	82 D ^o	J. Waldron	J. Waldron
☛	168 D ^o	Stickney D ^o	W. Stickney
"	4 lbs Sheepskins	D ^o	D ^o
"	2 chs Tallow	D ^o	Falkland Islands Co
N. Math	367 Hides	Falkland Islands Co	"
P.I.C.	22 lbs Sheepskins	"	"
	714 loose D ^o	"	"
A.B.	1 Me D ^o	A. Wailton	"
H.B.	2 Mes D ^o	Holmsted Blake	"
H.C.C.	1 " D ^o	H. G. Cobb	"
H.B.	3 chs Tallow	Holmsted Blake	"
North	A quantity Tails	Falkland Islands Co	"
"	A quantity Greaves	"	"
"	10 chs Seal Oil	"	"
P.I.C. 1/30/	387. Tallow	"	"

Manley 25 Sept 1879.

& London

Act. for F. G. Cobb

Cob. Manager F. J. C

2 small boxes Skins J. W. H. J. S. King & Co
at Free

21st

'Black Hawk'

9th Oct^r 9.

Sir,

The 'Black Hawk' arrived on the 21st ultimo bringing your despatch N^o 544.

2. N^o 544, 2. The insertion of Goose Green in the charter parties no doubt adds to the freight, without an equivalent advantage on this side, Goose Green being in Darwin Harbour the latter is sufficient, it being an easy matter to get a Captain to move his vessel for our convenience; having to send the 'Falcon' to Goose Green with coal I had no necessity to send 'Mary Lester' at all.

3. Pat 5. The 'Dennis Broudit' was sold on 2nd inst^o by Public Auction
 F. Coleman Esq
 Secretary
 London.

Messrs Dean being the purchasers at £355, they intend filling her out. Captain Dyer having no instructions respecting telegram N^o 14 and reply, hesitated at having them included in his account, I therefore gave him a guarantee that the Directors would hold him harmless in respect of the same viz £ 19,920.

4. Par 6. It was known that some hides were in dispute, but Captain Dyer said it was better not to mention it on Bill of Lading for when a dispute is known the shipper or endorser to put the number in dispute, and being our own vessel commanded by a man in whom every confidence could be placed, it was not entered on Bill of Lading.

5. Par 7. Should occasion arise to take another bottomry bond Mr. Wilson's suggestions will be

attended to.

6 Par 9. The Auditors instructions to hand and shall have my careful attention.

7. The Falcon sailed on 26th ult. with a full cargo the remainder of the Produce is now shipped viz 12 bales Wool & 19 bales Sheepskins. You will perceive that the Wool weight book shows 954 bales, this is incorrect owing to W. C. bales N^{os} 61, 164, 170, 174 having been dropped overboard alongside 'Sparrow Hawk' and were taken on shore, dried and repressed, when the weights being different they were renumbered thus making the Walker Creek bales appear as 203 instead of 199. Cash N^o 388 of Tallow is kept at Goose Green to make candles for next season. Capt^m Burt suggested that it would be profitable to have half

pipes as well as pipes for the bottom which could be used in place of ballast for broken stowage, thus enabling a vessel to take more cargo, it would be well for you to take his opinion on this matter.

P. The Black Hawk experienced very bad weather last voyage, doing considerable damage, which had to be repaired in Montevideo. Captain Dixon informs me that he sent you full particulars and accounts certified to by U. S. Consul.

Q. It is rumoured here that a German line of steamers are likely to take the mail contract. I understand Mess^{rs} Dean are getting out two steam launches, in which case, we shall be quite in the background and stand no chance whatever with shipping.

27th cont.

10. Again I am reluctant
compelled to exceed my instructions.
Mr C. Williams leaving this morn
required me to settle the amount
due to him. I enclosed a check
I therefore arranged to put it
off as long as possible giving
draft for the largest amount
4 months date. Mr informs me
that it will not be presented in
February next and perhaps
will later in the year. Being
limited to £500 in the trade
am obliged to ask Mr. Thompson
to cash an order for £40 being
wages due out of our company.

11. Mr. Clay informs me
he was aware that West was going
to write about him and that
Scotts are going to do likewise.

Bro^r Douglas goes this mail he
 travels 1st class per 'Black Hawk'
 paying for the extra accommoda-
 tion, he also as a yarn about
 the overseers, in listening to these
 men a large amount must be
 deducted for annoyance at their
 not being made overseers themselves.
 Mr. Clay had to give M^r. Pherson
 notice to leave, he will be a good
 riddance being almost useless, except
 in his own house.

I am, Sir,
 Your obedient servant
 J. Langdon
 Acting for F. C. Cobb
 Coll. Manager.

Imperial German Consulate
Stanley Falkland Island
26 Nov 1879.

Sir,

I beg to inform Your
Excellency that by this opportunity
I forward the following distressed
persons on behalf of the German
Government to your care

- 1 Alexander Schulze
- 2 Louise do
- 3 Max Reiniche
- 4 Fr. Scharoun
- 5 W. Waterman
- 6 J. H. M. Muewing
- 7 W. Anderson
- 8 G. B. Olsen

I am Sir,

Your Excellency's
obedient servant
His Excellency
The Consul
for the
German Empire
Montevideo
Mr Fr. G. Cobb
Consul
J. Langdon

Imperial German Consul ²⁷⁹
Stanley, Falkland Islands
26th Nov. 1879.

Sir,

I have the honour to inform Your Highness that the barque 'Christine' belonging to Mess^{rs} Nech & Boyes of Bremen was totally lost on the 18th ultimo when making this port, all the crew were saved but lost the whole of their effects. I immediately rendered them assistance and enclose all the vouchers amounting

£1639.3/0 to £165⁵ 2/3 as well as copy of evidence respecting the casualty, list of crew, and how disposed

Yrs Highness

The Chancellor

of the German Empire

Y^e Y^e Y^e

Berlin

I would have to request that Your
Highness will at your convenience
cause my disbursements to be
repaid to my account with the
Falkland Islands Company of
39a Gracechurch St London.

I have the honour to be,

Sir,

Your Highness's

Obedient & humble
Servant

W. F. de Cobb
Consul

J. Langdon

Enclosures

Account with vouchers
Copy of Evidence
List of Crew
Disposal of Crew
Auction account

Account of Disbursements on
ca barque 'Christine' owned

1	Clothes to crew	60 2 6
2	Lodging of crew	50 2 .
3	" " Captain & Mr. Schutze	16 5 9
4	Passages to Montevideo	33 . .
5	" " San Francisco	16 . .
6	Salvage of articles saved	55 6
	Usual interest of this part 7 1/2%	13 11 .
		<u>£ 1946 9</u>
	To Balance due Consul	<u>£ 165 12 .</u>

Wm F. Cobb
Consul
S. Langdon

Receipt of Shipwrecked persons
by Reck & Boyes of Bremen

By Proceeds of Auction	20 14 6
" Balance due S. Langdon	16 5 12 3

£ 1946 9

Committed

Account of Disbursements
in barque Christine on

1	Washed clothes to crew	60 2 6
2	Lodging of crew	50 2 "
3	" Captain & Mrs Schutze	16 5 9
4	Passages to Montevideo	35 --
5	" " San Francisco	16 --
6	Salvage 50% on Proceeds of sale	15 5 6
	Interest 7 1/2% on £152.0.0	11 8 "

£ 192 3 9

To Balance due Consul £ 163 9 3

pp F. E. Cobb
Imperial Consul
F. Langdon

in behalf of Shipwrecked persons
settled by Messrs Reck & Boyes Bremen

By Proceeds of Auction	20 14 6
Balance due F. Langdon	163 9 3

£ 192 3 9

279

Black Hawk

26th Nov. 9.

Sir,

Your despatch N^o 544 and duplicate of N^o 545 arrived per 'Black Hawk' on 8th inst.

2. N^o 545, 7. This money arrived safely, but as I had taken £400 of Mr. C. Williams on deposit, free of interest, I let Mess^{rs} Dean have £300 for which I enclose their draft. Mr. Cobb will no doubt have explained how frequently we run out of money.

3. Part. Every care shall be taken of these Hares on their arrival. I hope you are sending a good stock of exha provender, if they are to be kept as you say in a paddock.

4 I have to inform you

F. Adelman Esq
Secretary.
London.

That the Sparrow Hawk is reported to have been driven on shore on 17th Sept., but you doubtless know more about this occurrence than I do at present. I hope Capt. Campbell sent you all the necessary papers, it is most unfortunate Mr. Clay being sadly in want of posts.

5. On the 18th ult. the German barque 'Christine' was totally lost on the Wolf Rocks. I have asked His Highness the Chancellor of the German Empire to pay you the sum of £163.9.3 being balance of account for assistance rendered her crew, 14 persons were saved in a small boat.

6. The 'Star of Peace' is now discharging into Esquimaux for repairs her draft (about £1,000) will be on Mess^{rs} G. Rice, Sumner & Co. Melbourne Victoria, who will be requested by Capt. Webster to make it

payable in England. It would be well to get their agency, they are the proprietors of Malden Island and constantly shipping guano.

7. Mr. Llay is on Great Island his last letter informed me as follows "that everything is going on well and as far as we have gone with lamb cutting that it is a very good lambing". It has been a splendid time for lambing and reports from all parts of the Islands are of a good crop of lambs.

8. The Governor informed me yesterday that he is authorized to allow the Company to purchase a large portion of Sections of B, but having informed Mr. Cobb the day before he left what he had proposed to the Colonial Office, which is now sanctioned, he will wait his return to carry

it out, he is also instructed on no account to recognize the lease granted by Mr. Bailey, which are invalid owing to their being renewed without the sanction of the Executive Council being first obtained; this refers to Mr. B's, he mentioned a reserve of 2500 acres on one section, but wound up by saying he expected you knew all about it.

9 Mr. A. Bailton of Speedwell Island died on 7th Oct., by this mail I have written his Father, who by his will is entitled to his property, so arrange with you respecting the Speedwell Estate as per enclosed copy of letter, the balance due the Company being £ 436. 2. 10

10 The following particulars

279 cont.

respecting the dogs ex Falcon and
Mary Lester I have received from
Mr. Clay viz:

N^o 1. 'Fitz' given to A. Glendinning is
of very little account.

N^o 2. 'Bippi' given to G. Patterson is of so
little use he won't let her
follow him.

N^o 3. 'Toss' sold W. Doolan @ £ 2. 12. 0

N^o 4. 'Clyde' sold Jas. Patterson. 3. 10. 0

N^o 5. 'Ross' given W. Smithson is a fair
working dog at hand.

N^o 6. 'Miss' Mr. Clay

N^o 7. 'Meg' Still unsold - fair bitch

N^o 8. 'Jock' sold W. Milne @ £ 2. 10.

N^o 9. 'Kate' Still unsold

N^o 10. 'Glen' given Jas. Rae a young dog
& seems to have had very little
work

N^o 11. 'Lassie' sold J. Lees @ 50.

I am, Sir,

Your obedient Servant

J. Langdon

Actg. for J. G. Scott

Coll. Manager

Enclosures

Deput. N^o 248

Stanley Jnl & Ledger Balances Sep

B. C. Books & Vouchers Oct

2 Statements on accounts

to B/Lading

Copy letter to L. Baillon

1st Rec for £ 55. 13. 11 Sailors wages

1st N^o 551 for 28. 13. 8

1st " " 552 " 300. 0. 0

2nd " " 546/7

Camp Wages 30 Sep

Shipping report.

Indent for Iron.

Stanley Wages 30 Sep

200

Sea Witch

20th Decr 9.

Sir,

I take this opportunity
to forward duplicate of my last.

2. Mr. Gray reports that
the sheep are clipping well and
he hopes to have 1000 bales of wool,
enclosed is the first lambing account.

3. New regulations
respecting arrivals of cargoes having
been made, I forward a copy for
your guidance, which you will have
to carry out.

4. The Vicar of Bray
is evidently making a long passage.

I am, Sir,

Your obedient servant

J. Langdon
acting for F. C. Cobb
Colt. Manager

T. Coleman Esq

Secretary,

London.

EnclosuresDupl. N^o 2791st Don N^o 553 for £ 30. 19. 32nd . . . 551, 551, 552

Stanley C. Booth & Vouchers Nov

8th Feb Oct 3rd 1879Pilot regulations
lambing acct 1879

Holland Islands Co

by order of British Smith London

247/0	2 cts	Sherry	40 gals	2.00.0
247/53	6 cts	Champagne	10 gals	10.00
254/1	3	Whiskey	6.7	30.00
284/2 117/10	2	Claret wine	36	12.00
282	1	Port	6	1.00
101	1 keg	Whiskey	30 gals	15.10.0
105	2	Whd Port	54	2.10.0
106/121	6 kegs	Whiskey	72	26.00.0
638/657	20	Whd Ale	1000	13.10.0
			570	46.2.0
				71.7.0
				82.4.0
				1.2.0
				78.1.0

Twenty-sixth December 79
 J Langdon
 J Langdon Stanley
 J Langdon

Twenty-sixth December 79
 J Langdon

201

Black Rock

24th July 20

Dear

A Register of your departure was
 arrived for the office of the 20th Dec
 and was 7.00 per Black Rock
 31st Dec. I had a very unpleasant
 passage of 14 days from Black Rock
 being twice blown in gales of wind
 in one of which we shipped some
 heavy seas carrying away a piece of
 the bulwark and causing other damage.
 The account of damage to the cargo was sent
 5th July but apparently on an order
 form without an explanation heading
 it is now forwarded with more details.
 I must remind you of the sum of
 £675 paid by Mr. Thompson
 as general average contribution on
 this cargo being 20% on value. I spoke
 to him about it and he said the

E. Coleman Esq.

Secretary, London.

amount had not been settled, but
 he supposed you would have no
 difficulty in getting the same
 already paid from the Hudsonwriters.
 A statement of the amount is
 enclosed.

3. 1797. The cooper is
 urgently wanted, as the carpenter
 engaged temporarily has been unable
 to attend to the works for some time
 through illness.

4. 1797-10 1800-2.

Respecting the most unfortunate
 loss of the Sparrow Hawk, I find
 that Mr. Leonard of Sandy Point
 Lloyd's spent both upon himself
 to retain the proceeds of sale for
 remittance to Lloyd's and did not
 allow Capt. Campbell to deduct his
 expenses there (a portion at least
 of which are chargeable to the Hudon
 writers), but made him sign a bill
 for them on the Directors which
 bill he has since endorsed over
 to Capt. Hansens. I was asked to

take up this bill here but declined
 and hope the Directors will look
 into the matter before accepting
 as agent for all concerned Captain
 Campbell should have had the disposal
 of the proceeds, which he should have
 remitted to you after paying all
 disbursements. It seems to me that
 the reports I heard in Monte Video
 were exaggerated and that Captain
 Campbell did right in selling. Altho
 you will find enclosed, \$767.90 and
 there are also a medicine chest and
 boat to be accounted for. Campbell
 informs me that he has sent you all
 papers. I have blamed him for selling
 the chronometer which he bought himself
 for \$70, and sold or raffled in
 Monte Video for £20. He went to
 Sandy Point at Campbell's expense,
 he paying £2.5/ per day for
 crew & provisions; he took a cargo of sheep
 from Beddell Island, and was to have
 landed goats at Walker Beck at 4/3 each.

O. 540 - 6 550 - 4. The
 Governor informs me that the Col.
 Office will never agree to the Con-
 terms; he read me a portion of
 a despatch ordering him if necessary
 to pass an Ordinance rendering it
 compulsory on all vessels sailing for
 the State to carry mails at 1/2 per
 letter and said that if I despatched
 the Black Hawk for Monte Video he
 must insist upon my taking the mail
 on those terms. This seems a high
 handed proceeding but I am not in
 a position to judge as to the legality
 of it, and I therefore felt obliged
 to accept the alternative viz. to run
 on the old terms for one mail
 more. It appears to me that the
 Government think we want to retain
 the service and can play with us
 as I feel bound to suggest that I
 should be instructed not to send her
 up again until further orders and
 let them do the best they can. The
 Governor says that he looks forward
 to having Steam here this year but
 cannot divulge

cannot divulge the name of the line 341
with which the Government are in
treaty. they are however now in a
position to offer £2000 a year subsidy
for steam. the Colony being at least
clear of debt. I doubt if this will
tempt any line unless there is also a
guarantee of cargo and the course this
Excellency takes shippers in his
confidence will therefore be the better.
I have to send away on the 10th Feb.
to meet the stores you will be shipping
10th inst. but if you receive this in
time and the Directors consider it
advisable not to send up on the old
terms on the 2nd April (there being
no cargo to meet that month) you
will please telegraph the word "Stop"
before 29th February. and I shall
be glad to employ her here in the
busy season. As to the 15th May
you can instruct me by letter. The
Government will charter the Foam
or other vessel in all probability,
so that the Directors need not fear
being without a mail

The vessel was dispatched with three
 four days to spare. He was obliged
 to return to Stanton after loading
 the latter to take in wool from the
 bank.

I told Mr. [Name] that [Name] had parted
 in relation enclosed in his agreement
 upon which he was discharged
 independently of the robbery which
 was afterwards discovered.

I cannot go into the land purchase
 question this week and possibly
 I may have to leave it until I get
 as stocktaking will occupy all my
 attention for some time.

The mail has been
 delayed in order to take up the
 case of the Grainger Sea of Dublin
 lately wrecked on Bull Point.

10. Stocktaking and closing
 the accounts will probably prevent
 my visiting the Camp for a month.
 Mr. [Name] reports all well. but I

818
I am sorry to hear that you are
expending a large quantity of
building materials on any object
and that an immense quantity
on hand which I shall not discuss
It is very difficult to make him see
the necessity of making expenditures

11. Enclosed you will
find two of Capt. Dixon's provision
bills, with correspondence on the
subject; I have spoken & written
to no avail about the extravagance
on board the Black Hawk, and I
shall be glad if you will examine
the items and write Capt. Dixon
the Directors' opinion; perhaps the
charges may be of a kind usually
sanctioned by shipowners in a
foreign port, in which case there
is no more to be said.

12. The vessel has nearly
discharged, and has apparently
turned her cargo out in fair con-

dition. He should leave for
 Dawson in ten days or a fortnight.
 There are over 1000 hides for him,
 and the rest of the cargo will
 consist of the usual number of
 bales of wool and sheepskins. The
 three rams arrived safely, and will
 be forwarded to Dawson by first
 opportunity. My pigs are also in
 good order. I can send no report
 on the cargo, which with few exceptions
 will not be opened until after
 stocktaking; but I may mention
 that Stoy's polished furniture was,
 with hardly an exception, so damaged
 through being packed in coarse matting
 and not lin lined, that the whole has
 to be re-polished, and that their carpets
 are disgracefully made, everyone having
 who attend

B. The Captain of the Craig
 Sea remains, hoping to arrange to save
 a portion of his cargo, as well as gear and
 provisions, the ship has a hole in her
 bottom

I am, Sir,
 your obedient servant
 J. W. S. P.
 Manager

Enclosures

- Copy N^o 200
- Stanley Cash Book & Receipts Dec
- Landing Certificate
- Statement damaged cargo
- of sale of Sparrow Hawk
- Statement of Average re Trout
- All days agreement
- Receipt for Allan's Letter
- Allan to Coleman
- Langdon &
- 1st bill for £ 16. 5. 6 (Johnson)
- 40. 16. 6 (Giovanni)
- 2nd N^o 553 for £ 30. 19. 3
- Shipping Report
- Statement on a/c's
- Clay to Directors
- 1st bill for £ 65. 0. 0
- Correspondence re Bill of Lading a/c's

Takland Islands Co.
Stanley, 10th January, 1880.

Sir,

I beg leave to inform you that I am instructed to despatch the Black Hawk to meet the steamers of Dec. 30 and Jan. 30 from Southampton; and am prepared, as agreed, to carry a mail to and from Monte Video upon this occasion, on the terms of the expired contract.

I have the honour to be,
Sir,

Your obedient servant,

J. Ed. & Co.

Manager.

J. W. Collins, Esq.

Acting Colonial Secretary
Stanley.

Falkland Islands Co

Stanley Black North British WJ Dorian Southampton
 Montevideo

1111	1053/52	20 cs	Whiskey	19.	20 10 0
	1153/62	10 "	"	"	10 0 0
	1463/77	15 "	"	"	15 0 0
	1473/80	3 cks	Rum = 100 gals	17.	50 0 0
	1194/1201	0 18	hos. Ale = 432 = 3 ²	"	5 0 0
	1224/48	25 cs	Whiskey	"	25 0 0
	1249/73	25 "	"	"	25 0 0
	1274/85	12 "	Brandy	"	12 0 0
	1113/99	25 cs	Whiskey	"	25 0 0
					<u>2 107 0 0</u>
			less deficiencies as		2 0 0
			other side		<u>105 0 0</u>

105 0 0

Eleventh Feb 80

McLobb Stanley Importer

Eleventh February 80

Particulars of stock delivery of Whiskies

FIC	no number	1 c.	Jameson's Whisky	(Total quantity)
				2 -
	1251	1 -	Whisky	7
	1382	1 -	"	1
	1276	1 -	"	1
	1774	1 -	"	8
	1274	2 -	"	2
				<u>123 - 11</u>

Jameson's

1274 - 10 Jameson's Whisky