

11th July 7.

Sir,

The Sparrow Hawk sailed with the mail on the 2nd inst., duplicates are enclosed.

2. I regret to say that principally owing to very bad weather the Black Hawk has been delayed longer than expected. I look for her return from Darwin Harbour about the 17th inst. and hope to get her away finally by this day week.

3. The Hercules is a schooner chartered by a person named Board in Montevideo with a cargo of goods of all kinds, which are sold here by a Mr. Lewis of Montevideo and Degenerat, as Board's agents. Board and Lewis understand are not first class people, but they are cutting into the Company's share a good deal, and as they can sell at prices that are below ours, the

F. Coleman Esq.

Secretary,

London.

goods must be either bought in
a market cheaper than one
can buy in, or there is some
mystery about them that may
one day be cleared up. This is
the second cargo, the first having
arrived in May by a vessel named
the *Sato*.

4. I have nothing
further to report about Williams's
affairs, but that he says he
has 1000 lbs. more wool some-
where to add to last clip,
which, if true, will make a
little difference in the percentage
of increase.

5. Seal is reported to
be showing itself in several
flocks both inside and outside
Laponia, and spotting materials
are being distributed.

6. Referring to the
P. S. to my dispatch of 2nd
April, 233. I have now received
the corrected shearing account
including the shaggleis,
and though I cannot send a
copy now, as I returned it to

I am to get some clerical errors
 corrected. I can report the total
 number shown, viz: 70973. Thus my
 previous estimate of loss must be
 reduced, and the true account is
 as follows:

Last account	69804
Lambs	26070
Killed & sold as	95874
for returns	18068
	77.806
Shows	70.973
Deaths	
	6.833

6833 deaths among 77.806 sheep - 8 7/8%
 Compare these with the returns for
 1868 and 1869, which you have.

	1868	1869
Last account	27298	29544
Lambs	9801	10775
Killed & sold	37099	40319
	1525	1056
	35574	39263
Shows	29544	32031
Deaths	6030	
		7232

6000 in 35574 = 16 7/8% 7232 in 39263 = 18 3/8%

This shall be my last allusion
 to the subject that occupied so much
 time last year, and I shall be glad to
 know whether the Directors think that
 I am borne out in my continued
 assertion that, though things might
 have been better still, the state of the Farm
 was & is infinitely better than 10 years
 ago.

7. Being much pressed
 now at all times for money on this
 side I hope the Directors will send
 out the gratuity on the dividend
 in sovereigns. Comments on the
 circular are sometimes amusing;
 one tentation Scotchman was
 heard to say: "Well, if it keeps
 a body in baccy, it'll be something!"

8. Two rather important
 engagements expire next March.
 the Engineer and Schoolmaster.
 The former's wages are £12 per
 month, the latter £80 as school-
 master and £50 as storekeeper,
 with school fees as a perquisite.

The Engineer is at the same
 time one of the handiest,
 silliest, hard working, and conceited
 of human beings. Thoroughly
 useful, and well up to all the
 work that comes before him, he
 has the advantage, also, of know-
 ing the Gorse quers work thoroughly.
 What he may look for I cannot
 say; but would the Directors be
 able to engage as useful a man
 under £15 a month? Please let
 me know the sum I should go to
 for as the answer to this will arrive

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at the beginning of November. I shall have time to write for a new Engineer, if I cannot make terms with Martin. As the schoolmaster asked me more than a year ago for a rise of salary, which I refused. I concluded that he will not remain at his present rate of pay: in this matter I also ask for the Director's instructions, remarking that W. McPherson's services have been much appreciated.

9. With regard to Mr. Clapp's suggestion about a lodging house for shepherds' wives, as each would require a separate establishment, and at least ten married shepherds come to Darwin alone, you would have to provide ten houses, the cost of which would be great. And whether they would be used is very questionable. A family settled comfortably in a house, with the garden planted, the cows accustomed to come home and everything in order, would think twice about leaving their place for five months to the tender mercies of the rats. I remember something in Aesop's fables about the old man with a donkey, who tried to please every body and ended by carrying the donkey.

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Tried to please everybody last year
and the year before, and failed
disastrously. Darwin settlement, you
are aware, is separated by water
from the wool shed, and the men go
~~merely~~ across in the old scow. A
two visits to the settlement in
the day would occupy too much
time, it has always been the cus-
tom to take breakfast first, and
work from 7 to 12, then cross for
an hour, and begin again at 1.

But, as some of the men's stomachs
were delicate in the morning,
it was suggested to me that if
I put up a shanty for the cook,
they could work from 6 to 8, then
breakfast and afterwards dine
at the wool shed. The suggestion
was carried out, and a shanty
12 x 12 ft. built. But some of
the gentlemen could not rise at
six, and others could not find
room in the shanty, dissatis-
faction was expressed, and the
innovation was denounced to me
by my friend King as "a piece
of tyranny." So much for 1875/6.

Before the end of 1876 I had lengthened the building to 24 ft., and placed a long table and benches in it. The cook was instructed to have tea and coffee always ready. It was used for a few days, then a deputation waited on Felt, and in the name of the men asked for a return to the old system. It was granted, and the shanty stands there, unused, a memorial of unappreciated kindness. I am sorry that I have had to tell such a long story; but it has a moral.

10. I was asked me the other day for a house in the settlement. I declined it. He said I might fit up the old cook house. I was obstinate. "I know what a house in the settlement means", I said. "It means that you will also ask me to fence a garden, and build you a calf house and pig sty." He frankly admitted it. Really, while I have control of the Company's money and am expected to use it economically I cannot satisfy the demands of everybody. I am, Sir,

Yours obedient servant,

Dear Sir,
Colonel Mauney.

Enclosures.

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Dup. decr. 23^d

2nd. for 117.

Dup. order for sundries

" annual report

Copy Cobb to Humphreys 15 May

& Humphreys to Cobb 6 June

Remarks on Black Hawk

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Notes on Black Hawk.

The Hold. This having been encroached upon, I make the following suggestions for its enlargement. The galley to be permanently placed on deck. The forecabin to be just large enough for six men. The second class accommodation immediately abaft the forecabin, and to consist of two two berth cabins on each side, table and settees, but headed off from the hold, lighted by a skylight and approached by a companion. But the galley would be in the way. Put the winch from abaft to before the hatch, and reduce the hatch, which is a large one, by a foot or so, so as to allow the galley, a smaller one if necessary, to stand abaft the hatch and clear of the fore-sheet hawse. The passengers must not have access to the hold. robbery has been the natural consequence hitherto. It is almost impossible at all times to provide accommodation for both passengers and cargo; the former when necessary must be limited in number.

The Cabin. The Sparrow Hawk.

arrangement is more comfortable. The present companion and W.C. of the Black Hawk take up a lot of room in the body of the cabin, and the W.C. should not be for health and decency sake in the very centre of the cabins. The after sofas are very uncomfortable at sea. I would suggest that you should explain what is wanted to an experienced cabin fitter, and get his suggestions. The number of staterooms required may be judged by perusing the voyage returns, and seeing how many passengers are carried. The two cabins on the starboard side are about the right width; the opposite ones perhaps a trifle large.

W.C. The water supply should be from an overhead tank, not direct from the side as in the Sparrow Hawk, because (1) a careless passenger may leave the water turned on, and sink the ship, and (2) as is the case in the

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A. H. when she heels over on one
back the water supply fails alto-
gether.

Bath. Could one cabin have
a bath under a berth which should
turn up when not used as a cabin,
inlet from side, and waste water to
run into the timbers? The want of
a bath is to me one of the greatest
privations on board a schooner.

Ballast. If not too straining
could she be ballasted with iron, so as
to give increased cargo room?

Ventilation. I recommend
a screw up scuttle in each cabin ^{at the side},
which open in harbor would keep
the berths dry, sweet, and wholesome.

Rowepit. As this runs out
very straight and she dives into a
sea, it is suggested that it should
be raised some inches in the knight-
heads, this would necessitate the
cutwaters also being raised to fill up
the gap.

Oppergant rail. She is so built
that when 16 inches by the stern she
looks abnormally down by the head.

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This is caused by the great rise
she has aft. while forward she
is low and straight: the small rise
in the bowsprit also adds to this.
It has been suggested, and by
Captain Dixon among others, that
a topgallant rail bulwark should
be put on forward, tapering off
to nothing at the fore rigging.
This, it is said, will make her
drier at sea.

Spars &c. Capt. Dixon sug-
gests double topmasts, others recom-
mend Cunningham's patent, which
close reefs from the deck, and
Pichmy's, which roll up altogether.
Double topmasts cause extra weight
aloft, and two sails are not equal
to one whole one. On the other
hand the patent gear might get
out of order, and perhaps could
not be repaired or replaced here.
The present ^{fore} topmast will do, but
the main topmast might be a
little longer, to carry a larger jib
headed gaff topmast.

Lighters in Montevideo
causes some damage to the vessel

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by bumping against her when
rolling in the outer roads; can any
thing be provided to guard against
this?

Crockery. This even gets broken
in the mail steamers, much more so
in our little vessels. I should suggest
your sending out several gross of good
strong plates dishes cups &c with
the Company's flag upon them, for use
in all our schooners.

Ornament. Can a Hawk
figure head be afforded? I hope
the copper will be put on in a
straighter line than before, as I put
all the schooners in uniform with a
narrow white line above the copper,
and a rise in the middle looks bad.

When the schooner came out it
was not certain that she was to be the
mail boat; as she is now to be refitted
specially for this service I hope all the
cabin fittings will be put in as last-
fully and well as the Company can
afford.

Yours,

Colonial Manager.

Falkland Islands Co.

Stanley, 14th July, 1877

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Belgian Consulate,
Stanley, 18th July, 1877

Sir,

Observing that you have notified on the Gazette Board that certain wrecked property, brought in by the schooner *Tuentyn* from Staten Island, is in your possession, which property I understand has been saved from the wreck of the Belgian ship *Mercator*, I have the honour to inform you that, if the evidence you have already taken from the crew of the *Tuentyn* is not sufficient to allow you, under the Merchant Shipping Act, to hand over the property to me as the representative of Belgian interests, I hope, in the course of a few months to be in a position to establish a claim to it.

Yours,

Arthur Bailey Esq.
Receiver of Wreck,
do do do do do do
Stanley.

S.

I should add that,
before your notice appeared,
I had already been in
communication with His
Excellency the Governor upon
the subject.

I have the honour to be,
Sir,

Your obedient servant,

Wm. E. Ford.
Belgian Consul.

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Black Hawk.

30th July. 7.

Sir,

At last the Black Hawk is ready for sea, after most vexatious delays, caused by bad weather and short days. She is, however, capitally stowed, and carries the remainder of the Company's tallow and the whole of Greenshield's wool.

2. I have sent two samples of stone from the quarry at Darwin Harbour. If suitable for building my house, and no arrangements have yet been made, perhaps a stone cutter, who could also make himself useful as a mason or labourer, might be sent out to prepare it.

3. It is satisfactory to find that the stock returns already completed shows a profit of more than £2500 on the store last year, to which has yet to be added the whole of the timber and spars, besides sundries, which should increase it by

R. Coleman, Esq.
Secretary.

London.

another \$1000.

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4. Yesterday I received by the Mess. Gardiner from Mr. Humphreys your telegram "Sixty fermented," and, while glad to learn that shoes so urgently needed will be here soon, I am alarmed about my order for wood so necessary for framing the new wool shed for Mr. Clay, which must at any expense be ready for use by the 1st December next.

5. I am now able by personal observation to impugn the accuracy of Messrs. Hayward & Co.'s statement as to the wool presses. I measured myself the box in use at Danvers and the one lately sent out, which is six inches too short, and the following is the result:-

	Height	length	breadth
Danvers press	48 in.	54 in.	27 in.
W. Co. do	54 "	48 "	27 "

Their statement about a box 43 x 27 x 40 is utterly incorrect, and if the new ones are sent out of this size they must be returned.

You will readily understand that a
 top picture (I forget its technical name)
 57 1/2" long will not ~~more~~ enter a box
 only 48" long, and you will admit
 that I was strictly correct in saying
 in 227-20 that the new box was six
 inches too small. I dare say that you
 will have noticed, in corroboration of
 my statement, that the bales shipped
 from Wacker Creek are six inches shorter
 than the Darwin ones. Had I conceived
 it possible that the manufacturers did
 not keep an accurate record of the
 dimensions of presses sent out, I
 would have been more particular in
 sending the order.

6. With reference to what
 I said in a previous despatch about
 Captain Dixon's house, I have since
 thought that if the Company allow
 him one, it would be cheaper to build
 one at once, than to pay rent for
 another. He takes an order for
 £250, and offered £100 more in gold,
 besides which I am informed that
 he has got some debts out. That on
 a salary of £150 he has in two years
 paid his way and saved £400, would

appear to show that his position
 is moderately lucrative. At
 trading, which extends far beyond
 the limits of apples, oranges and
 onions, which are his legitimate
 pursuits. Neither Mr. Langdon
 nor I have been able to discover
 anything about his dealings, and
 without grounds, I would, obviously,
 say nothing to him. I am anxious
 not to be ^{mis}understood in this matter.
 I like to see people get on; but I
 cannot help drawing comparisons
 between the ~~prosperity~~ ^{prosperity} of the
 Black Hawk and the prosperity
 of her Captain, and wishing that
 he could manage her affairs with
 the admirable economy he devotes
 to his own. Provisioning, I
 think, must be taken in hand again
 by the Company, and less money
 must be drawn in Montevideo.
 It will also be advisable to intro-
 duce into Captain Dixon's new
 agreement the clause about specu-
 lative dealings on his own account
 that some of the other agreements

contain, and you should omit that
 useless rigmarole about purchasing
 stores at reduced prices, which was first
 introduced at Captain Paine's request:
 useless, because all the Company's servants
 are treated alike, and it only opens
 disturbing questions about meat and
 vegetables. I have written this para-
 graph from a sense of duty, because
 you should be aware of all facts con-
 nected with the Company's affairs; you
 will of course consider it confidential,
 as my personal relations with Captain
 Dixon have always, with one exception,
 been most pleasant.

I intend shortly to
 dispatch fencing posts to North America
 who are suited in readiness for the war
 expected for the vicar of Bray.

I am, Sir
 Your obedient servant

Wm. F. F. F.
 Colonial Manager.

Wm. F. F. F.

Enclosures.

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Dup. N. 239

Inventory of Black Hawk

Dup. note on Black Hawk

Stanley Cash book June

" Cash vouchers,

" Wages to 30 June

Camp

Dup. Valuation of Williams' property

Letter Martin to Coleman

2 Statements on accounts

Copy Dixon's instructions

Manifest of cargo

Remarks on "

Copy Black Hawk's provision etc

Capt. Dixon's account

Darwin's Stock of stores

~~See~~ " Balance sheet

Remarks on Black Hawk's cargo.

The follows is the remainder of that sent out from the St. Henry, with tracks from Lively Island. The 20 packages greaves contain the whole quantity made this year. Mr. Greenfield's particulars of wool have been already forwarded.

There is a small box containing a watch belonging to C. Smith, which piece have repaired, and return.

Wm. J. Fox.
Colonial Manager.

Manifest of cargo shipped
on board the schooner Black Hawk, Dixon
Master, Fairland Islands for London,
consigned to the Fairland Islands Company,
London.

No.	Description	Shippers
171	Backs Tallow	Fairland Islands Co.
3	" "	H. H. Webb
72	Raw Wool	R. Greenhalgh
2	Sheepskins	"
1	Wool	J. L. Macdonald
271	Sticks	Fairland Islands Co.
410	Sheepskins	"
20	pkgs Greaves	"
Quantity	Sails	"

Stanley,
Fairland Islands,
20th July, 1877.

Wm. H. Webb,
London.

28th July 7

In the April Journal entries you will find the following:-

Cash 1079. 6. 7
 To Dr of Store
 For cash of Capt. Hockaday 574. 12. 9
 Millinery 50 130. 12. 4
 To Sundry Other Accts 373 15 6
 This should be

Cash 1079. 6. 4
 To Dr of Store 705 10 10
 For cash of Capt. Hockaday 574. 12. 9
 Millinery 50 130. 12. 4
 To Other Accounts 373 15 6

Dr of Store being credited an error with 3 more than Cash Book shows please correct this in your Island Ledger

There is also an error in Mr. Walden's balance which should be 3027 19 11 the error being in March, cash to Goodwin an account current being put down as £56.0.0 instead of £56.9.

Please pay Capt. W. J. Dixon 250
 James Brown 146
 J. Munroe 100
 William Platten 75
 Anderson as per the letter 9 10

Wm. J. Dixon
 Colonial Manager

30th July 7.

Please pay W. J. Anderson note
of 'Black Hawk'

Yours,
C. W. Anderson.

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Sparrow Hawk

Sir,

15th Aug. 7

The mail arrived on the 10th inst. later than it has ever done yet. I am consequently much pressed for time. I have to acknowledge receipt of your despatches 513/dup 1 & 514.

2. 513-4. Three of the men from Montevideo remained behind two a labourer, one as Engineer's assistant.

3. 513-7. The tobacco extract has failed to cure the cat at Shallow Bay, and Mr. Bay thinks little of it. I am sorry if I have placed you in a difficulty about materials, though I cannot see it myself. Your experience of fresh grass water and consumption I asked for 35 tons of tobacco of which might be equivalent at your option. Now as 1 lb. 100 gal. water requires 20 lbs. tobacco, it follows that 1 ton or 2240 lb. tobacco will make 11,200 gallons of directions or dip. Supposing that Mr. Dougall is used at the rate of 1/4 lb. to a gallon, (I have not the directions by me) to make 11,200 gal. of dip you must use 2800 lb. or 11 tons 5 cwt. of composition. Therefore for every ton of tobacco for which you substitute Mr. Dougall you must send 1/4 ton of the latter. It is a mere matter of arithmetic. The number,

Believe me, Sir,
Yours faithfully,
John Lawrence.

of sheep is no guide at all, it all
depends on the length of wool. For
instance at shearing time at Darwin
1 lb. of wool dipped 6.44 sheep, but
three months later the same quantity,
only served for 4.3 sheep.

4. Jan. 12. Heard most ex-
plicitly in 233-29 "If no provisions
have left, I recommend an immediate
shipment of tea & You have used your
own judgment in opposition to mine, con-
sequently we have not an ounce of tea ^{left} ~~left~~,
and I hear they are using the last chest
at Darwin. Great discontent with me
unless the Vicar arrives shortly.

5. Jan. 13. It appears here
that the freight on pig iron has been
charged twice over.

6. Jan. 14. There is no vacancy
here for Capt. Dyer's brother, but should
Captain Dixon not reengage he might
do for the mail service.

7. Jan. 15. I will attend to
the matter of John W. Kinnell's money,
a claim and authority to receive it should
be forwarded.

8. Jan. 17. I have represented
the Director's views about the mail service
to the Governor, who wishes me to write
to him on the subject.

9. Dry sand can be obtained
at a pond near Vantura, carried to the
beach and shipped away also to the

in other places on the West Coast.

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10. Sept. 12. I am concerned to find that notwithstanding my earnest efforts to carry out the wishes of the Board (as far enclosed copy of correspondence) with regard to Spedwell, I have failed. Probably the paragraph under reply was written in forgetfulness of the correspondence. I have given the same time as that allowed by the Government in their lease; but had the island been Government property it would have been looked upon as a section, and let for £6 instead of £20 for the first ten years, then £10 for the remainder.

11. Par. 14. Before being shut up by Messrs Davis you might have retorted that the brand H.L.V. is identical with that of the very cheap tobacco shipped for my brother for Sparrowhawk and Frederica, costing 4³/₄ p lb. I can only go by what those who have used tobacco say about its smoking qualities.

12. Par. 15. I have no time to look into the matter of the hides for Hudson but I may point out that 10000 cattle to be well kept would require to range over 200,000 acres, or a quarter of Lapland, that cattle do not pay like sheep, which eat less and give an annual yield against the one hide yielded after the Company's grass has been consumed for 4 or 5 years, and that I believe it has been decided

that cattle cannot pay like sheep.
unless there is a ready market for
the meat as well as the hide.

13. The Black Hawk sailed
on the 31st, taking the ground just as
she got underway. The tow line belonging
to her which was ready to be shipped
was left behind. I suppose through the mate's
carelessness.

14. I understand that Capt.
Dixon will ask you to pay for his house
rent, which I have stopped from 31 July.
His merely used as a warehouse for
his furniture, which might have been
packed up and stored without expense.
Mr Dean had another tenant ready to go
into the house.

15. The number of sheep
killed this season at Good Green was
5991 boiled down, 158 eaten.

16. John King has been
in Stanley for a week suffering from
tumours in both cheeks, and is likely to
remain for some time. He has been
constantly drunk that D. Skelway
has threatened to throw up his case. I
had a long conversation with him the
day he came in, in the course of which
I advised the selection of lowlanders
from the Highlands, in preference to
Highlanders boys and bred.

17. Messrs. Stone & Hudson
offer by your account to have paid
£307.10.0 on account of Raiton D.O.

Mr. L. A. Rainon says Mr. Moore
advised him that he had paid £396.7.
18.

The leases of sections
8 & 9 will expire in Dec. 1878. I propose
to utilize the whole of the land under
lease now for any other purpose, in the
purchase of those sections, about 20,000
acres.

19 By the Viceroy of Brazil last
time I received some sheets of copper
sheathing, and note that the price 87.
per cwt, is not much above that of
yellow metal, particularly when it is
considered that the copper will last three
times as long. Would it not be better
to copper the Black Hawk?

20. I am glad to observe by
a letter in the Times marked in your
office that the mortality of sheep at
home is often greater than here, where
we have had to contend with locusts
through old age.

21. Duncan Grant, the mad
shepherd from Shadow Bay, lately came
to Stanley to sue me for £5000, damages
for having called him as he has been
informed a "rotten liar", but returned
without taking proceedings. He has
written you a letter addressed plain "J.
Colman"; his total want of respect for
you preventing him, he says from, using
other words of address. Mr. & Mrs. Davis
wished show that you share his displeasure equally.

22. Flare and a small
band. Vice, better not more
than 6 or 7 in. long, for the blasp
as in marking saddles, spades &c.

23. In forwarding the
annual accounts I have much
pleasure in pointing to the
~~excellent~~ profit in the store which
I can safely say is correct, as I
have priced everything myself;
always, when any doubt has
arisen, having given the value
under rather than over the mark.

I forward separate memor. on
the sheepfarmers' accounts; the
sundry debtors are reduced by
£ and when all the produce
is sold the accounts will look
much better than last year. I
judge by your late letter to Mr.
Williams that the Directors are
not averse to doing business
when security is to be had; Mr.
Warren the largest debtor came
forward readily with his money,
and I am confident that in a
short time all the balances will
be annually discharged. Mr.

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William goes home this week to
endeavour to raise money in addition
to the large sums he already owes,
his acknowledgment of debts enclosed,
and I have given him clearly to
understand that I can make no
promise whatever as to the proceedings
the Directors may take. His original
undertaking was to give a bill on Mr.
Elder from Stirling for the whole
amount due on 1st October next, and
I presume that if Mr. Elder will
give his acceptance when the mail
arrives in Nov. the Directors will
be satisfied. As to Mr. Elder's willingness,
we have strong doubts, and as
said before, the Directors are perfectly
unfettered by any engagement on
my part.

24. I enclose copy of a
letter from Mr. Stirling as to business
upon which I request instructions.

25. I send copies of cor-
respondence with Messrs. Clay & Co.
which will explain how matters are
progressing in the Camp.

26. You will see by the
last return that the whole of the wool
available for spinning the new wool is
at Stirling. I am conscious of our debt
off. long. You have undertaken me

to get wood from Montevideo, but
 although I have had an order there
 for 3000 lbs. I have only managed
 to get down some inch boards as yet.
 This time I wish for all the deals
 necessary to frame the shed, but
 your goods, of which I did not receive
 the telegraphed notice, shut out a
 part, and the remainder was carried
 on deck. The Sparrow Hawk meeting
 with the worst gale Capt. Campbell
 took was out in, it became necessary
 to throw the whole deck load overboard.
 Here I am, with the seasons advancing,
 and not a scrap of scuttling for
 sale or use. I shall now buy as
 much as I can from the Depot,
 and scrimp on the highway I can.
 Building materials are almost
 as necessary as food, wood, such
 as 3x9 deals, 4x8, 3x3,
 and 1"x3" planks cannot
 be in too great supply. It is
 very mortifying to be so hampered
 for the want of materials after doing
 my utmost to get them. I cannot blame
 Campbell, his caution to save his
 employer is most praiseworthy at all
 times, and he risked his own life over
 his work, but I have forbidden him
 to carry any more deck loads.

27. I am sorry to say that my
time has been so fully filled up the last six
weeks that I have been utterly unable to
give the Spectator case the attention which must
be devoted to it. Since stocktaking I have
picked out the main points and shall now
go into that case, returning the comments
soon without fail on the 20th Oct.

28. To make you acquainted with
Mr. Williams' business I have copied out
a few of the letters that passed between us
while he was a customer of the Company.
They will show, I think, what a trouble he
was, and explain too of the grievances he
complains of, say that I have stopped
his credit without due reason. Lastly I
have had rather a hot correspondence with
him, but as the letters on both sides have
been withdrawn I do not forward them.
He may complain possibly to you about
my dealings with him, and as this is not
always accurate is what he says. I must
beg that the Directors will not judge upon
a party statement, but give me the oppor-
tunity of replying to them.

29. Send an order for the
Black Hawk. I am not satisfied to abandon
the line completely yet without a further trial.
I have therefore included some more.

30. The copy of remarks on Pica-
copp is incomplete; I have only one sheet beginning
with 'as have extracted' & ending with 'to reply'.
I am, Sir,
Your obedient servant

Wm. Williams

Enclosures

498

Manifest 'Black Hawk'

and Lading

Letter from W. Michener, 22 June

and re Farm

to Clay 4, 11, 30 July 6, 13 16 Aug?

to Tell 5, 10, 11 . 7 Aug?

to both 7, 17, 30 . 2, 11 "

to . . 8, 17, 19, 20 27 July 11 Aug?

of Stores

Key 1st June

Book July & Voucher

Balance Sheet 30 June 77

Profit & Loss Statement "

Subscriptions for Doctors

on hand at Danville

Grant to Travis

re Speedwell Lease

8 North Stations return

Report

not

ant & Alensits 1876/7

buildings 1876/7

Williams of current

to acknowledgment

to correspondence

to Elder

of N^o 401 for £100

Statement on accounts

order for Stores

to R. Humphreys 15 Aug 77.

Remarks on Farmers' balances.

Daillon Bros. The balance against this firm is £1804. 17. 10 covered by their produce for Mr. Haring, valued at £900, and a lien on their property and stock to the amount of £2000.

J. Bonner. Balance £4462. 70 covered by over 400 hides and nearly 2000 lbs. of wool. Mr. Bonner's flocks are now in first class order, and very free from scab, and stood upon his establishment as one of the most promising in the Falklands. Mr. Bonner undertakes, if his produce does not cover his liabilities, to sign a further lien for the amount desired.

H. & G. Coote have been importunate with the scab, which has kept their flock down; but by dint of very severe dipping they have managed almost to exterminate it this year, and anticipate sending a largely increased quantity of wool next ship, as well as the tallow from 500 fat sheep, in all they hope for £1000 to £1200 in value. The balance against them is £913. 16. 7 less wool for Vicar of Bray, and they have stood for a year. I have, it will be remembered, made myself responsible for this debt.

A. Greenfield whose debit
 was \$1000.00 was \$2500.00 of new
 goods by the purchase of more than
 2000 lb. of wool for Black Hawk.
 The account is now removed to
 J. A. Dean's.

Blanchard & Blake have shipped
 600 more hides and 50 bales
 wool against their ap. & 1000.00 of it,
 which, it is more than probable, will
 show a balance in their credit on
 realization.

C. Setalago has shipped
 for him of Day and his Son
 1200 hides against 1000.00 of it, with
 an undertaking to make the number
 up to 1500. I am embarrassed
 in dealing with this account by the
 fact that Setalago has been emp-
 forced to be away from camp for
 months and is not capable of
 attending to business. There is
 enough and to spare on his estate
 to cover all debts.

Richard P. D. having
 been compelled to remove their
 goods to the Company, the
 sufficient to cover their debt of

£960.00; but I have no doubt
that Mr. Hickney will offer to pay
the balance due in exchange for the
consequence of the wool.

J. L. Waldron, whose account
stands at £3027.19.10, and of whose
solventy doubts were entertained, has
so satisfactorily arranged to pay his
way that no further remark is necessary.

C. H. Williams's account is now
reduced to £903.5.2, about him I have
written fully last mail and this.

Yours &c.
Colonial Manager.

Stanley.

14th August. 1877.

502

Sperdun Island lease.

Colonial Manager's despatch 200 - 19
of 15th Feb. 1876.

"Mr. Raiton wishes for
the promise of a lease of Sperdun
Island after his term has expired.
I have agreed to this, referring the
annual rent to be paid to the
Directors." —

Secretary, 1489-10. 8th May, 1876.

... "They / the Board, are
surprised you should ask them to
form such a decision here, as they
must after all leave it to your
judgment as being the only persons
competent to fix the rent, which they
trust you will obtain as high as
possible."

Manager, 203 - 4, 2nd July, 1876.

Par. 10. When I fixed the
rent of Lively Island at £20, the
Board intimated that I should have
left it to them to decide before the
lease was drawn up (see 122-6)

consequently in arranging
with Mr. Baillon, thinking to
please them, I insisted upon
referring to them for the amount.
This is considered equally object-
ionable, and now I learn that
I should have fixed it myself.
I could have said nothing to
guide them beyond what can be
learned from the chart, and my
opinion is that as the Island
is less ~~28~~ in size than two
sections, a rent of more than
£20 would be excessive."

No reply, or allusion to the
subject in the London despatches

Manager's despatch 235-25, 15 May 1877.

"I have agreed to let
Spedwell Island to Mr. Baillon
for 21 years at £20 per annum"

Sunday, 5th - 12. 23rd June 1877

"The Directors do not
approve of your having leased Spedwell
Island to Mr. Baillon for so long
a term at 21 years, at such a low rent
as £20 a year."

Materials on hand at Darwin 30th Jan 77

87. 1.6 Hoop Iron	30 19 6
9600 galls Casks	3/ 100 . .
246 Fencing Posts	1/ 12 9 .
129 Wool Bales	7/ 24 3 9
3 bbls Stockholm Tar	3/ 4 10 .
9660 lbs Tobacco	10/ 355 9 6
6. 2. 12 Soft Soap	3/ 11 11 .
75 galls Spirits of Tar	9/ 16 5 .
15 cwt Sulphur	23/ 0 5 10 .
350 lbs Riddle	2 2 10 4
2. 0. 16 Black Paint	2/ 2 16 5
... 11 Blue .	" 5 7
... 2. 24 Brown .	" 112 0
1. 0. 16 Red .	" 2 11 5

£ 729 1 7

Henry Jones.
Colonial Manager

Additions to Plant & Utensils 10th 1877

6 Flat Pans	37 10 .
Sham Trap	3 10 9
Boiler & Fittings	428 9 6
Cooking Machine	1 17 6
2 Oil Tanks	7 15 6
Hydraulic Moulds	13 7 6
Nail Extractor	10 9
Oil Press	2 9
Shed Yards	11 .
Timmer's Snips	4 9
Wool Box	49 0 6
Force Pump	19 13 6
Stone Lamps	5 13 10
Boiler	10 . .
Pump & Gear	9 16 3
Pressure Gauge	2 10 .
Gauge Cocks	1 8 .
	£ 592 7 8

Wm. S. Fox.
Commissioner

Corrected Munting Account 1876/7

Place	Barrels	Staves	Withers	W. Staves	Total
Donner					
High Hill	1449	1037	70	26	2,580
Seal Creek	566	606	202	42	1,416
Lagoon Islet	492	286	196	60	2,642
Swan Islet	1,004	403	130	30	1,736
Bluff Creek	2,460	1,032	35	07	3,585
Black Rock	1065	755	60	44	1,932
Hill Hill			406	1276	1,682
Mount Pleasant			1,060		1,060
Hill Side			756		756
Chilpan			21	1,040	1,060
Bluff Cove			5	1,210	1,215
Egg Harbour	2,235	8100	1261	19	1,280
Mariguila	1,152	369	119	67	3,509
Egg Harbour	1,142	434	49	27	1,597
Wharton	1,152	515	19	10	1,600
Burnfoot	1,236	370	27	35	1,759
Findlay Harb.			104	16	1,726
Moffatt Harb.			1532	16	1,548
Tanson			55	2,144	2,199
N.W. Arm				2,406	2,406
Fanning Cove			1971	23	1,994
Moss Side			27	2,153	2,180
Rincon Chico			2,188		2,188
Lin. Creek			1,200		1,200
North Arm			2,561		2,561
Bone Hill	1,006	1,090	2,170		2,170
Arrow Harb.	2,075	673	151	34	1,769
Low Bay	1,400	1,067	34	67	2,549
Little Rincon	511	107	36	0	1,590
Miles Creek	1,340	407	23	4	606
Walker	2,225	1,339	210	27	2,072
Ogland	2,130	132	34	25	3,723
Seal Cove	2,312	503	13	0	2,723
Rodie Creek	862	204	26	07	2,058
Inside Wall	20	36	7	15	1,160
			96	50	266
	22,265	12,730	17,723	11,056	69,254

Rams

1,016

Speedwell Withers

70,270
633

Total

71,503

Sanchez
June 1877.

Sanchez
Colonial Manager

Stock in Store 30th June 1877.

Alc. Wine Spirits &c	4406 9 6
Boots & Shoes	110 4 7
Bricks, Salt Lime	2119 17 4
Brushes &c	149 19 9
Canvass, Rope &c	1876 2 8
Clothing	328 1 4
Coals	682 5 ..
Crockery & Glass	16 9 2
Groceries	1062 0 11
Haberdashery	52 .. 2
Hats & Caps	112 10 15
Ironmongery	900 2 16
Miscellaneous	907 11 7
Pilman's Stores	120 11 ..
Ships Stores	255 14 9
Stationery	27 13 8
Timber, wood & spars	1024 27 3
Tobacco & cigars	737 12 10

General Store	9001 5 5
Mr. Hawkes Store	656 .. 13

	10557 5 6
Goods sold & delivered during Stocktaking	519 4 6

£ 11,076 10 ..

Stanley
July 1877.

Wm. J. Fox.
Colonial Secretary

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Additions to Buildings 1876/7

Stanley Offices	450. 0. 0
Skin Shed at Goose Green	1,150. 0. 0
2 Houses in Adventure Sound	200. 0. 0
Addition to Cook house at Darwin Wood Shed	25. 0. 0
Stanley Maughers House Fencing round one acre	450. 0. 0
Church House omitted last year	290. 0. 0
	£ 2,565. 0. 0

Stanley
15 August 1877.

Stanford
Colonial Secretary

Belgian Consulate,
Havre, 15th August, 1877

Sir,

I have the honour to acknowledge the receipt on the 10th inst. of your Excellency's despatch (Ep. No 2) of 22nd June relative to the wreck of the *Mercedes*.

In reply I have to state that I have laid claim to the property landed here, and that I hope to be able to announce shortly that it is in my possession.

I take note of your Excellency's instructions with reference to the transmission of the proceeds, which shall have my careful attention.

The American schooner referred to by the Governor of Puerto Ricas is the *May Victoria*, Captain Norris, understood that her cargo was taken to Montevideo.

I have the honour to be,

Your Excellency's most obedient
humble servant,

For Excellency
The Minister of Foreign Affairs
Belgium

Belgian Consul

311
Falkland Islands Co.
Stanley, 17th Feb. 1877
Arg.

Sir,

I am directed by the Board of Directors to draw the attention of His Excellency the Governor to the contract between the Government and the Company for the conveyance of mails, with a view to certain alterations which they deem necessary.

I am instructed to ask that all restrictions as to the conveyance and charge for passengers and goods may be done away with, it being the custom now with mail contracts to pay so much for work done, and allow the contractor to make usual mercantile charges for passengers and freight.

In bringing this matter before the notice of His Excellency I have to state that, during the past two years, the mails have been

Hon. G. Travis, Esq. carried
Acting Colonial Secretary.
Stanley.

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carried at a loss to the Company
of £300 per annum. When I
first undertook the service with
the Black Hawk four years and
a half ago, that vessel replaced
one that I can speak of from
my own experience of two voyages
as being ill-found, ill-provisioned
and destitute of comfort; in
improving the service the Company
are sensible of the advantages
to themselves and to the Colony
of more regular communication
with England, and to the
passengers they carry of better
accommodation; but those
advantages may be purchased
at too high a price, and some
alteration has become necessary.

It is, I think, only
reasonable to ask that, as long as
the Company continue to carry
and deliver the mails properly,
they should be at liberty to fill
up their own vessel with their
own goods in preference to those
of other people. It may be

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urged against this that a monopoly
of carriage may be created; but I
should reply that the Company have
no intention of filling up the hold
every voyage, and when there is room
will freely place it at the disposal of
persons wishing to ship; and
further, that even if they desired to
take up the whole space each voyage,
the Colonists would be no worse off
than they were when the *Tram* was
the mail packet, as she had no
accommodation for cargo whatever.

The Company are anxious
to carry on the service, which they
believe they have performed, on the
whole, creditably; but I must ask
on their behalf that the restrictions
may be removed, and point out
that higher charges must be made
for passengers and freight, or an
increased subsidy asked for, if
the service is to be kept up as well
as it has been hitherto. The wear
and tear of gear is very considerable,
and the provisioning has, I believe,
always given satisfaction; I should
be sorry, therefore, if it became
necessary.

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necessary to be sparing in
respect of riches.

I shall be obliged if
you will lay this matter before
His Excellency at your earliest
convenience.

I have the honour to be.
Sir.

Your obedient servant

Wm. Gordon.
Colonial Secretary.

Sir

Sed. Sept. 7

This vessel having put in to land a portion of the crew of the *Wassale*, sunk in collision with her off the shore. I am able to report the arrival of the *Vicar of Bray* on the 29th ult., and to acknowledge receipt of her despatch N^o 513.

2. I regret to say that the *Vicar of Bray* has been leaking so much on the voyage that Captain Egan thought he would have to put into Rio; in a heavy easterly gale off the island she shipped several seas and stove her bulwark on the starboard side, her hatch coaming and the waterway seams are started, and some of the cargo is wet. As she makes no water in harbour, the leaks are confined to the topsides and deck. I have had her properly surveyed and she is ordered to be caulked from the copper up. Survey report is enclosed.

Holman, Esq.

Secretary

London.

3. Five rams were
landed in very good order, the
first died soon after crossing the
line; his liver was diseased.

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4. The men Es Blanch, J. Rac. Clement, and Johnston all wished to re-engage, but as Mr. Clay does not approve of the last named, he will be a passenger in the Vicar. John King has lately been on the verge of delirium tremens; before leaving Stanley he asked me to receive letters from him, which I told him must come through Mr. Clay; he said he did not wish to write to the Directors again, but begged me to say from him that Mr. Clay knows no more about sheep and their management than a dog. He also volunteered the statement that he had no real grievances, but that he made his pretended ones a stepping stone to complaints about the sheep, and that he knew no employ in which the men were more considerately treated. The truth about the supposed dissatisfaction, which I have all along denied to exist, is gradually coming out.

5. Referring to my despatch
 23d - 30 I wish to say that I
 should have no hesitation in sacrificing
 my own convenience in the interests
 of the Company in the matter of a
 trip home, and, therefore, if things
 are so unsettled in the Camp as to
 require my presence in the Islands,
 I am prepared to remain until the
 horizon is clear. But, at all events,
 my family must go, and I shall have
 to find lodgings for myself; they have
 suffered from cold this winter through
 the bad condition of the house, and my
 drawing room floor is giving way in
 several places, so that it will ^{not} be even
 habitable for many months longer.

6. The sheep are looking,
 with a few exceptions, very healthy I
 am told, but I shall see for myself
 shortly, having nearly finished with
 the Litchinist case.

7. The J. B. Ord arrived
 yesterday for medical assistance, and
 understands immediately.

I am, Sir,

Your obedient servant,

Wm. Fors.

Colonial Manager.

Enclosures.

512

Dup. dispatch 24/1

2nd Co. N: 481, £100

Survey report on Vias of Dray

2 letters from Dyr.

1 " for Capt. Nance

Production of tobacco at Darwin

17th Stock at Darwin 21,156
 17th Supplied from stock 20,900
 To be accounted for 256

Head for dipping & packing
 as per return \$41,000

On hand at Darwin 7662 45 lbs

Difference (probably error in weighing
 out small quantities at the dip, weight
 of tobacco issued to shipyards for
 dipping, &c.) 256

Consumption of Tobacco as shown by return
 T.S. & Co's return during year 1907

Place	When	No. of chop dipped	Tobacco	Cost per cwt
Darwin	At shearing	57600	19200	6.00
	General dipping	66701	16400	2.3
Karrakatta Creek	At shearing	19922	4200	4.6
	General dipping	31263	7700	2.2
		176256	26500	4.9

May 1st to 5th shop 1000
 " 200 " 16.00.00
 Oct " 3 " 4.00.00
 " 3 " 4.00.00
 Head as above 26500
 for dipping 100
 for packing 100
 for other 100
 Total 26800

Amount at stock taking 1777. 7668
 Less for other people

1050
 2718
 43717

Cons 19. 10. 1. 9

1777
 Tobacco 2936
 Stickney 1155
 Pome 1366
 5357 lb.
 Tobacco alone 1050
 6407 lb.

Cons 2. 14. 22

Total paid and sold 22. 7. 2. 4

Quantity asked for for 1777 { 35 Cons
 or equivalent
 The quantity asked for because of the increase
 of stock to be dipped by the Company
 and the probable demand from others who
 have lately used Brazilian tobacco & instead
 of our own is expected their own and
 some to mix with the Brazilian
 & others to be used than the expected

[illegible]

Following Mr. Dougal is a copy of
the quantity short shipped in May. All
that remains short.

There is a request on the part of the
 committee on the dip - they assume that the
 sheep will report to him. When we assume
 that assumption goes that it would be
 cheaper to dip sheep in a bath of
 important factors involved in the
 will it? It costs a lot of money to
 have these lines equal to a bath of
 which is not so good as a bath of
 1887

Below actual facts are given.

Sulphur.

In hand at Darwin 1876	est.
Supplied from Stanley	250
	541
Used at dipping	150
In hand Oct	391

If the Directors like to import more of the deficient ingredient by buying the same sulphur again, we should require at 31/6 per ton and 100 lb sulphur to 100 gallons.

From C. 11. 3. 12 Lime
11. 3. 12 Sulphur

It is difficult to forecast exactly what is required but with the orders at present made it appears to me that to be on the safe side we should have 10 tons more sulphur. The consumption of lime depends greatly on the building that takes place during the year. At present we have a stock, but might take 10 or 20 tons more in the Black Bank.

There is enough of everything but at the first dipping at shearing for the second which should be paid for. I think we should certainly have a

proper supply of it is not
 upon it. The Director, however, is
 arriving about 10th Sept. This is a
 matter I need not say that affects all
 the sheepfarmers here, and may mean
 that if sheep are not to hand in
 time to check the scab.

The numbers of sheep dipped
 for the last five years have been as
 follows:—

1873	70 910
1874	116 889
1875	121 483
1876	127 209
1877	176 256

I will carry out the Director's
 wishes as regards the dip they may select.
 I perhaps should mention that I
 incline, after Mr. Waldron's experience, to the
 use of sulphur for the bulk, giving also
 a good dip of lime and sulphur
 according to Cameron's recipe for some
 time since.

Thos. E. Fox
 Colonial Manager

Stanley Sept. 1877

Belgian Consulate,
 Stanley 7th Sept. 1877.

Sir,

I am informed that the owner of the *Quentrops* has filed a petition in the Vice Admiralty Court in the matter of the goods brought in by that vessel from Staten Island. I am not aware what the nature of the proceedings may be; but I hope that I may be allowed to ask that the case may be heard without pleadings, both for the sake of saving expense, and because there is no person in the Colony, outside the Court, who has any knowledge of the prescribed forms.

I have received explicit instructions with reference to the wreck of the Belgian ship *Quentrops*.

Hon. G. Lewis, Secy.
 & Acting Colonial Secretary

from the Government, and I shall be much obliged if you will ask His Excellency the Governor to inform me whether the proceedings in Court are to be for the purpose of ascertaining the identity of the goods saved, or of adjusting the amount of salvage payable. Should it be the former, and the identity of the goods with the wreck of the *Mercur* be established I conceive from my instructions, both general and special, that I am entitled to ask that they may be handed over to me as Belgian property, the necessary guarantees being of course given by me. I should add that I have seen the owner of the *Trenton* on the subject, and learn that I can make an amicable arrangement with the salvors out of Court, promptly and

without difficulty, should the
matter be placed in my hands.

I am not aware
whether the property is held by
His Excellency in his capacity
as Governor, or as Judge of the
Vice-Admiralty Court, or by the
Receiver of Wrecks. I am at a loss
to know when, where, and to whom
I should make this application.
I beg, therefore, that you will
represent to His Excellency that
any information on the subject
with which he will favour me
will greatly oblige both the
Government and myself.

I have the honour to be,
Sir,

Your obedient servant

Thos. Gore.
Belgian Consul.

148.

J. H. L. 2nd

1st Sept.

Sir,

Since the sailing of the
 Craignallan I have been looking
 into the matter of dipping materials,
 and written the enclosed notes to
 which I beg your very anxious
 attention, as the short supply
 may be the cause of inevitable
 mischief if not promptly remedied.

I am, Sir,

Your obedient servant,

Wm. L. L.
 Comm. Manager.

Enclosure

Dep. dep. 24th

1st L. N° 485 2nd 1. 10

" " 486 " 11. 5. 4

Notes on dipping materials.

Frederick W. W. W. W. W.
 Stanley, 15th Sept.
 1877.

Sir,

In compliance with the
 request contained in your letter of the 11th
 I have the honor to enclose
 a statement of the passengers and
 freight per mail during 1876 and
 part of 1877. requesting you at the
 same time, to point out to the
 Company that, as the Company are
 making great arrangements for
 the conveyance of their own goods
 the quantity hitherto carried must
 not be taken as a criterion.

I have the honor to be,
 Sir,

Your obedient servant

Wm. W. W.
 Colonial Manager

Hon.

G. Francis Esq.

Acty. Colonial Secretary

as

Schooner Black Hawk

Passengers.

Year	Company's		Others		Total
	1 st class	2 nd class	1 st class	2 nd class	
1875	8 1/2	12	38	34	92 1/2
1876	12 1/2	19 1/2	50 1/2	80 1/2	163
1877 (5 months)	—	19	23 1/2	69	111 1/2

Freight

Year	Company's		Others		Total
	Barrels	Tons	Barrels	Tons	
1876	92 1/2	24	78		
1877 (5 months)	118	5	55		

White washed
Black wash
Banyan
Lime

White washed
Lime

White washed
Black wash
Banyan
Lime

White washed

Black wash

Banyan

Lime

2444.

Dear of Henry

25th Sept. 18

Sir

The vessel will be ready to sail
 tonight, except in case of bad weather
 becoming gales and such weather has not
 yet been determined here some days
 longer than I had hoped. The first
 cargo was discharged on the 20th inst.
 and the last on the 24th inst. 19 remaining
 days including 3 Sundays: as this
 vessel should 60 tons of ballast
 on board and I had provided her
 with all the necessary ballast before
 as well as this but the weather could
 not stop her from sailing but
 she has the 22nd inst. This vessel
 as we are after making every arrangement
 for quick dispatch.

2. On the 25th inst. the
 vessel has delivered you required
 of 1st August.

3. vessel arriving at

The Master of
 Ireland & Co. Ltd.
 London

Admission fees have not been given
in to the officers but I have ordered
them to be turned over and counted.

4. Jan. 5. - Information has
been applied to for payment of his
account. I suppose you had better
return the bill protested.

5. Nov. I believe fully
in the saving to be effected in
having cheap tobacco imported direct
from the States. Having received
some mails up from England, want to
of a home side a sample of cigarettes
which we used with success in
house increasing a healthy shop at
Lisbon. I have purchased 10
barrels of cigarettes 100 lbs. @ 25 p. lb.
I have not found before that the
cigarettes should be sorted before
boiling.

6. Nov. I told the
Carpenter most distinctly that they
would be sent for 1000 lbs. of
oil. I told them that if they wished
to go by mail I would allow them
towards the expense of the passage
the sum that it would cost to visit
them by sailing vessel which I fixed

... for adult, and they proposed
 to be perfectly satisfied with the
 arrangement. However, they would
 be eager enough to try to get more out
 of you, about the previous light ideas
 receipts in the four recent years. But
 Campbell was told that Mr. Blackthorn
 would lead for England after making the
 day. Some money and was refused a
 free passage by the North Sea. He
 was then told to proceed at once to
 London, the tariff charge of 50 guineas
 for board and agent to accompany him
 was to be paid. The Blackthorn in
 condition to be given to the Director for
 his food. If his wages were not all
 paid to him, why did he not complain.
 Here, here it could have been notified
 to a reference to the Director that he?
 I believe him. He and his brother
 were in a most important position and
 could have had to deal with, and
 constantly quarrelling without reason.
 Robert saved more than the whole of his
 wages during his five years. Last year
 I have lately been told by Mr. Bay, a
 man of his had a fool, which died, and

he stole a colt from the Company's
 manure which he sold as his own
 before he went away. As regards
 their unity, as we have only had
 one man. Stuart, Madison, from
 the Houston district for years, and
 for all the good he is he might have
 stopped at home. I think we can
 bear it with compassion. If people
 are connected as to the small economical
 side and a little attention to be right
 enough. I tend as to suppose that
 the principles are delightfully included
 in the law for to give are now related.
 If you will answer the need to admit
 that the chief concern to be of
 insisted you have been in all cases
 where justice is rightly addressed to the
 small economy in question as much
 as for others to be much to supply

to 8. It is well known
 that half the cargo of the Hamilton
 is purchased by the Company, but
 it has a I should have reported it.
 I merely said that I had no doubt
 the Company and the Deane could have
 a cargo between them and refused
 by the Company

The above is a statement of the
 cost of the building and the
 amount of the same. It is
 in comparison with what it
 cost to build a similar
 building in the same place
 for the same purpose. The
 statement is made in the
 hope that it will be of
 some use to the committee.
 The building is of the same
 size and shape as the
 one in the same place.
 The cost of the building is
 \$10,000. The cost of the
 same in the same place is
 \$12,000. The difference is
 \$2,000. This is the
 amount of the same. It is
 in comparison with what it
 cost to build a similar
 building in the same place
 for the same purpose. The
 statement is made in the
 hope that it will be of
 some use to the committee.
 The building is of the same
 size and shape as the
 one in the same place.
 The cost of the building is
 \$10,000. The cost of the
 same in the same place is
 \$12,000. The difference is
 \$2,000. This is the
 amount of the same. It is
 in comparison with what it
 cost to build a similar
 building in the same place
 for the same purpose. The
 statement is made in the
 hope that it will be of
 some use to the committee.

house and preventing damp
from rising. You will please
convey to the Directors my best
thanks for the rapence they are
going to in this matter. I
sincerely wish that it were not
necessary.

9. Jan. 11. Regarding
the Medical man for Dartmoor,
I think that he should be engaged
upon the understanding that he
is to attend upon his subscribers
free; this would be the only way
of keeping up the subscriptions.
He must be active, and willing to
ride to any part of the Company's
land at a moment's notice. I do
not see that any inducement in the
way of fees could be held out,
unless it were arranged that instead
of subscribing to a fund, the men
were to be called upon to pay only
for actual services rendered.

10. By the account
enclosed you will find I think
that the cost of repairs will con-
stitute a claim upon the under-
writing. Captain Dyer placed me

to put him Carpenter down as a
 show no human but I fear he will
 to him that the instructions to Lloyd
 Agents explicitly prohibit the use
 of any kind of force to get away
 account either directly or indirectly
 and inform him that as these
 accounts are liable to be carefully
 scrutinized I would advise nothing
 to go in but what was absolutely
 correct. You should let the corres-
 pondent know that the whole business
 has been employed all the time on
 it with. Please say if I did
 get in objection.

11. Enclosed the two
 wool boxes and with them a piece
 of the first box supplied by Tyler &
 in hopes of it best convincing them
 of their mistake. The drawing
 of the piece - 18000 is also enclosed,
 and an account with which please
 credit me. Please try the makers as
 more, it is too much for them; I
 shall now get our own workmen to make
 the boxes as I believe they possess an
 intelligence which Master Tyler cannot

appear to last. Both the drawing
and the piece now sent prove that
the boxes are again sent six inches
too short.

12. I have decided after
all greatly in opposition to my own
will to follow the suggestion offered
in your 511 3. and send Adam Lyons
by the train. My reason is this:
he has served his time, and is now
utterly destitute in Stanley, and
incapable through his bad character
of obtaining work. Neither he and
his wife must starve, or come on
the hands of the Government, either
of which would injuriously affect
the Company for in the latter count
state a new act stringent ordinance,
with reference to the introduction
of immigrants would be a matter
of course.

He is prominent already,
as Capt. Dye will tell you, pushing
to an extreme the law about dis-

charging sailors. Looking at it in

this light, I can see with regret
that the best course to take is to

get rid once and for ever of a

thoroughly low bad character by

sending him away altogether. I will

Johnson is much badly spoken of

by Messrs. Blair & J. H. the other

passenger.

Yours obedient servant
Wm. L. Jones
Colonial Manager

Conclusion

Copy Cash Book & Journal 1845-1846

August Cash Voucher

Originals account

T. J. O'Leary

Total 1845 1846 9. 10

1846 1847 11. 12. 13

Drawing of Damin wool press

List of having on board passengers

Action list of repairs required by Lake

Letter for the Otago

Account of wool house

List of having

Note of address packages for Vessels

- 1 case for Capt. Fairfax from Hancock
- 1 " from J. King for his sister in law
- 2 " containing Laths for repair

Bills of Lading signed for

2 cases add^d J. S. Knight's
 Whiskey and sundries from Hancock

245.

Sparrow Hawk

Good.

I have the pleasure to announce
that ^{the} Steamer of Gray sailed early on the
morning of the 26th ult. having been
here 20 days which would have been
shortened by 5 or 6 days had she not
had to undergo some rather extensive
repairs.

The Trust which left the

repair. The Tyne, which left the
 Island 2d day before the first fast
 voyage, arrived yesterday on her outward
 passage in ballast only, with masts
 damaged. She is consigned to Demas
 by order of the owner, not on account
 of any complaint about the Company's
 work here, but because he considers
 that he was sharply dealt with by
 the London office. This is the opinion
 of the London office.

story. 3. The Son of David
belonging to Mr. Robt. and on
the 15th ult. being and with respect
chiefly: for want of a leg she still
lives in Suburban and goodness knows
how long she may remain here. The

Abraham Lincoln

Anthony London

is consigned to the C^o, and may
be a troublesome vessel, as she even
has determined not to go to sea
in her.

4. In my despatch
230-10 you will probably have
noted that it was a clip of the
pen for 14 lb.

5. In Land and Water,
early in July I suppose, there are
some remarks on our Epworth
establishment which though tinged
with the exaggeration that charac-
terizes most newspaper statements,
contain a substratum of truth.
with regard to the works of good
meat ^{that takes place there}. Please send me the article.
I have only seen an extract from
it in the European Mail of 9th
July, page 1.

6. Will you be good
enough to arrange that some
notice is forwarded by the R.M. C^o.
by rail mail, when cargo is
shipped which has paid through
freight, the Bill of Lading appears
to be given up in Route Vides, and
I have no means of knowing
whether I am to charge the

consequence or not.

7. In reference to your remarks in 574-55 on the comparative profits of cattle and sheep, I received by last mail to notice that you have quite disregarded the important item of sheepskins, which should certainly be taken into the calculation. Hitherto the skins have been dried out of doors, and have gone home in bad condition; still they have realized 2¢ each, and in future, with drying sheds both in Davis and Stanley, the income from them will be large and increasing.

I have placed the Director's views about the mail service before the Governor as per copy of letter enclosed, and have to report that the Excellency, after a prolonged consideration of the matter, has decided to refer it to the Secretary of State. I have had several conversations with him, and quite gather that he will report against our having the free use of our own vessel. He told me that he considered the proposal to mean

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that the Company wished to "run
up the monopoly tighter", and that
he considered that there was a closer
monopoly here than in any other
place in the world. I said that
the Company desired no monopoly,
but would willingly place space at
the disposal of the Colony, when
there was any to spare. He said
that he would ask the opinion of
the Colony in general, and particu-
larly the Executive Council. I
begged him at the same time to
enquire if the Company had ever
been known to make an unfair
or despotic use of any power they
might have possessed. He said
he hoped the Directors would not
look upon it from an L. S. D.
point of view, - the Government
kept the Colony up, partly on
their account, they benefited by
the mail service being regular,
and had got a large property
very cheaply. I assured him that
the Company had paid very full
value for all they possessed. I
suggested that persons wishing

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to ship from England should first
enquire at the Company's office if
there would be room; but that, His
Excellency said, would be placing too
much power in the hands of the
Company's Secretary. That occurred
here to enquire whether, ~~supposing~~
a monopoly to exist, it is any part
of the duty of the Government to
attempt to suppress it? Is Government
supposed to interfere in trade? The
Governor cannot report to the Secretary
of State until next mail, so that it
will be impossible to have the contract
re-arranged by the 1st of January.

Here is our position: the mail was
carried until 1873 in a vessel over
20 years old, miserably found in every
respect, and incapable of carrying any
cargo whatever. The Company then
replaced her with a new vessel, and
have since carried the mail with
unexampled regularity, and the
passengers with increased comfort.
But, although this has lately been
done at a loss, the Government, not
satisfied with the improved service,

force the Company to give up
 say $\frac{1}{10}$ of the cargo space each
 voyage to the public to the ex-
 clusion of their own goods. The
 Company have not by taking the
 service suppressed a privilege
 which the ~~Company~~ public formerly
 possessed, for, as I said, no cargo
 need to be carried at all. Let it
 be arranged by all means that others
 may ship when space is to be had;
 but let them enquire beforehand
 either in London or Monte Video.
 Supposing that the Company
 threw up the service, who could per-
 form it one quarter as well, or
 who could do it at all? The
 Government know that no one could,
 and believe that the Directors
 can stand out for the time
 expressed in 573-17. If a series
 of shipments via Monte Video
 were decided upon, and sent up
 the schooner independently to meet
 them, I might by despatching her
 just in time to meet the mail

turn her to so much more use here
 that the advantage would almost
 outweigh the subsidy. For instance,
 supposing her, as now, to have arrived
 on the 18th Sept, and I have to meet
 the Quadians on the 21st Oct in
 Monte Video. I might use her here
 for 21 days, and still despatch her
 on the 12th Nov. in time to get the
 London cargo. You, at the same time,
 could send my letters to the care of
 Mr Humphrey, and the great
 inconvenience the Government and
 the public would suffer from the
 detention of only one mail in Monte
 Video would. I feel sure, cause the
 Excellency to grant the very reason-
 able concession asked for in the
 despatch already alluded to. The
 mail contract can be terminated
 by six months' notice, given in
 December or June; shall I, on the
 31st Dec. next, give notice that the
 contract will be at an end in six
 months, and that I await instruc-
 tions from London as to the terms

upon which may make a
one? If not, the Company will
be bound to carry on the same con-
tract until December, 1878. If the
Directors approve of this notice being
given, as I cannot hear by mail
in time, please telegraph Phoenix.

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9. Encloses copies of
letters that have passed between Messrs.
Tall, Olney and myself, from which
you will learn all that has taken
place in the Camp since the last
mail left, and observe that every
effort is being made to get the work
forward. I wish to draw the
particular attention of the Directors
to that portion of the correspondence
relating to the rams on Sea Horse
Island. I must explain it by
saying that all the rams were put
on the island subject up conditions
during the close time, and to keep
them from the ewes. But they
were taken off in a bay, and 150
picked ewes then put on the island
with the three Leicester rams by
the Vice of Dray. A rumour

reached. Mr. Clay's car. the thought
some foul play some of the Company's
old rams had been left on the island,
which, if true, would, of course,
utterly defeat our object in letting the
Lewistons have the ewes to themselves.
This was stated to be a fact by George
Patterson the sub-overseer at Dawson
and I wrote rather sharply to Bell for
an explanation. His answer and
Patterson's subsequent admissions that
he knew that the two rams in question
had been looked for and found, appear
to me to tell against the statement
first made by Patterson. The atmo-
sphere of these islands is at all times
charged with exciting rumours, and
it is difficult to find out the truth
about anything. In my opinion there
may be rams there, but if so, they
have escaped the men who were hunting
them, for all agree in saying that the
island is very difficult to gather. As
regards the deterioration of the stock
through bad breeding, as asserted by
Patterson, that is a more serious charge.
There are so many diverse opinions as
to breeding sheep, that it would not be

possible to select as a competent breeder any one among the many experienced men in the islands without finding a score ready to rise up and say that that man knows no more about sheep than sheep know about him. I find most of the Scotchmen obstinately prejudiced against any departure from the Cheviot stock. George Patterson is the only one I can remember who has for some time insisted on the necessity of a cross. I do not suppose that the op or so's experience of sheppanning that Mr. Lay presumes can have given him any great qualification as a breeder; but he may have an advantage over Mr. Stewart, as far as I can judge, in having sense enough to profit, with discrimination, by the ideas of men under him, whose whole lives have been devoted to sheep.

10. The hull Margaret is now so crazy about her sinking is merely a question of time already worth more than her value every year to keep her afloat. If she

were not loaded still with the heavy
 steam coals. I would sink her outside
 the William Shand, and intend the
 jolly: by doing so I should have water
 enough to take the Vicar of Bray
 alongside directly the arrival, instead
 of waiting time in lightening her
 a couple of feet. A short piece of
 jolly on iron pillars between the
 William Shand and Margaret would
 give even more water, so much I
 think that a vessel of the Vicar's
 size could lie alongside afloat at all
 tides.

11 In passing off a point
 the chief difficulty lies in securing
 the beach, particularly where the water
 runs out a long distance at low
 tides; can you obtain any suggestion
 as to an improvement of our present
 plan of making wooden crates or
 caissons, filling them with stones
 and fixing rails between them?

12 I am informed that
 Mr. Anderson, who was mate of
 the Black Hawk nearly two years in
 the mail service, made in that time
 £270, having a very nice little
 clandestine business of his own.

13. I am informed that
 Mr. Williams abused me greatly
 on the way up in the Sparrow Hawk.

He gives me the slightest possible
 concern as I care as little for his
 censure as I did for the adulation
 he was pleased to bestow upon me
 in former times, as long as he
 thought he could get anything out
 of me. For an example of what
 I mean I refer you to his letter to
 you of 28th August, 1891, and to
 me of 11th Nov. in the same year,
 a copy of which you had last mail.

The man is a cur; the charges
 against Mr. Langdon in the former
 he hastened to withdraw the moment
 he returned to Stanley. I have helped
 him more than any one else, and
 have incurred the Directors' displeasure
 in so doing; I even once lent him
 £20 out of my own pocket
 for household use, when his credit
 was exhausted. And now, when
 I can prop him up no longer, there
 is nothing so bad that he can say
 of me, it is the old story. For
 unately I share his displeasure
 with some of the most respectable

in the future. With him the word
"sanctify" means "he bid in such
a very far manner between Nelson
and myself telling each that the
other had agreed to maintain ~~conscience~~
that we at last refused to discuss
his affairs excepting in the presence
of one another. I only mention
this affair, in order to warn you
not to believe any unbecoming attacks
he may make upon me, as he is capable
of trying to do any mischief in his power.

Perhaps I have not
thought of the evident decline in the
prosperity of the Stanley people. The
seasoning days are over and ships come
in but sparingly, consequently there
is not nearly the amount of ready
money available for business that there
used to be. I mention this to show
that with the restricted credit and the
slow and want of money the Stanley
sales have declined to such an extent
that I can sometimes not raise enough
cash to carry on with. Last Saturday
week, for the first time in 10 years
we had the mortification of being
obliged to tell the Carpenters that we
could not pay them, for want of money.

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It is to be regretted that of all
salable goods in each shipment of
go to Darwin, $\frac{1}{4}$ to Mr. Waldron,
and the remaining $\frac{3}{4}$ are divided
among the other customers of the
Company. It is becoming more
and more evident that nearly the
whole of the commodities must in
future consist of the Co's and
settlers' produce, and that the
small amount of ready cash taken
in Stanley cannot possibly meet
the payments we have to make.

Next mail I shall probably
omit a draft for the Govt of India
repairs; but where to get the money
to pay the Carpenter I cannot yet
tell.

15. Mr. Collins has given
me another bill which he says is
certain to be met; if not, please
have it protested, and return it.

16. The Vice of Dray and
other matters have detained me in
Stanley lately; but as soon as I can
get the woolshed shipped away I am
going into the Camp.

Yours obedient servant

W. J. Fox
Commodore Manager

all other bones holding for 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1094, 1096, 1098, 1100, 1102, 1104, 1106, 1108, 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1148, 1150, 1152, 1154, 1156, 1158, 1160, 1162, 1164, 1166, 1168, 1170, 1172, 1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232, 1234, 1236, 1238, 1240, 1242, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258, 1260, 1262, 1264, 1266, 1268, 1270, 1272, 1274, 1276, 1278, 1280, 1282, 1284, 1286, 1288, 1290, 1292, 1294, 1296, 1298, 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334, 1336, 1338, 1340, 1342, 1344, 1346, 1348, 1350, 1352, 1354, 1356, 1358, 1360, 1362, 1364, 1366, 1368, 1370, 1372, 1374, 1376, 1378, 1380, 1382, 1384, 1386, 1388, 1390, 1392, 1394, 1396, 1398, 1400, 1402, 1404, 1406, 1408, 1410, 1412, 1414, 1416, 1418, 1420, 1422, 1424, 1426, 1428, 1430, 1432, 1434, 1436, 1438, 1440, 1442, 1444, 1446, 1448, 1450, 1452, 1454, 1456, 1458, 1460, 1462, 1464, 1466, 1468, 1470, 1472, 1474, 1476, 1478, 1480, 1482, 1484, 1486, 1488, 1490, 1492, 1494, 1496, 1498, 1500, 1502, 1504, 1506, 1508, 1510, 1512, 1514, 1516, 1518, 1520, 1522, 1524, 1526, 1528, 1530, 1532, 1534, 1536, 1538, 1540, 1542, 1544, 1546, 1548, 1550, 1552, 1554, 1556, 1558, 15

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Clay Colours 12. 6. 4 and 10. 7. 20 Sept.

21 Aug. 4. 5. 10. 12. 19. 22 Aug.

Suttons - 25 Aug. 12 Sept.

Letter from L. Harris of Aug. 15 Sept.

June 19 1894

2nd Lt. Robert L.

Keen of B. & C. Co. 1870. 10. 1
General 1872. 10. 1

General 52.19.1

Letter to Rev^d A. Freeman 15 Sept

Coleman (private)

2 Statements on ap.

Pass of having of further of May

July 1897

400 444. 4. 10

West Table 198

Moist Table 1/8
Statement of lumber purchased
from the Bureau of Forestry

Statements of numbers of
Remarks on views of Gray's Point and camp
and action

Notes on Gilechrist's action

Shipping Report

Under separate cover, registered
in District Court

Under separate cover, I have
sent you a copy of evidence re Galtchrist and document
reburial.

2^d October 7

In the Vicar of Bray's accounts you will find an order of £ in addition of the Nov account.

Of the amount £29.15.7 ordered to be charged & connected Blake £69.15.7 is debited to my account for passage of my servants.

I have to request you to make the following payments:

| | |
|--|---------|
| A. Baillon from C. Baillon | 15 10 . |
| 20 St. Mary's Gate Nottingham. | |
| John Hall from his son Jas. Hall | 5 . . |
| Mason, Majoribanks, & Robinson | |
| Dunpries & Co. | |
| Captn C. Dyer as per order | 84 . . |
| S. Johnston | 79 . . |
| Mr. Allan from his son | 20 . . |
| 19 Bamburgh Well Road Bow | |
| James Watson Esq. from Rev. Mr. Keenan | 26 19 . |
| 6 St. Andrew's Square, Edinburgh. | |
| H. Brown as per order | 100 . . |

I have also drawn in favour of

| | |
|-------------------------------|---------|
| Ch. L. Humphreys @ 30% | 65 . . |
| London River Plate Bank @ 60% | 375 . . |

and remit you:

| | |
|---------------------------|---------|
| J. W. Colenso draft @ 30% | 44 4 10 |
| Rev. Mr. Keenan | 100 . . |

Went down
Colonel Keenan Esq.

2 October

7

The contents of your statement
 N° 53 dated 24th August has been attested
 to, the entry of June 76 crediting
 with £100 was made from the
 Secretary's letter dated 22nd May 76 and
 is accordingly again from your
 statement N° 53. This is now corrected.
 The debits & credits of your Journal
 for 24th July do not balance
 being as follows:

Island Admin^r 1076/4 120.0.0

For draft N° 656 1/2

Island Admin^r 1077/8 296.10.2

For draft N° 657 3/4

to Bills Payable

we presume the draft N° 657 entered as
 £296.10.2 should be Thompson's draft
 on favor of London & N. Plak Bank ~~London~~
 There is also a clerical error in the
 Petty Cash Book, Dixon being charged
 2/6 whereas the addition shows it should
 be 1/6.

You have charged 2 1/2 commission
 on the Produce passing through
 the London Office although it has
 arranged you should charge 1 1/2 %
 The difference will have to be added.
 We do not see that you have received
 from the Admiralty the passage
 money for Lieut. Coffin & the Royal
 Marines who came with him.
 Lieut. Coffin & Mr. Coffin
 & Privates

Please inform us the amount of
 Freight you allow March Bank
 note so that she may have note
 for the same

Yours
 Wm. Murray

Wood

458

| | | | | |
|------------------|----------------|---------|----------|----------|
| Aug 76. | Montevideo | 5000 ft | Sept 77. | 100 |
| | | | 20,042 | num? 100 |
| Aug 76 to Aug 77 | from | | | |
| 502 ft | Scamking | 2 1/2 | | |
| 951 | | 4 1/2 | | |
| 190 | | 4 | 4,000 | 75.4.3 |
| 100 | | 3 | | |
| 3057 | | 8 1/2 | | |
| 152 | Ilm | | 152 | |
| 2403 | Pitch Pine | 7 | 2,403 | 120.3.0 |
| 19,090 | Lumber (cedar) | 3 | 19,090 | 238.12.1 |
| 1995 | Deals | 8 | 1,995 | 62.7.1 |
| 952 | Dick Plank | 7 1/2 | 952 | 29.15.0 |
| From Lewis | | | 9190 | 110.2.0 |

63,692 £ 887.10.1

Comparative statement of cost of Arnolds and Bertaux's lumber:

1907 329 No deal cost as per
Arnolds Invoice 28.9.3

1907 - 2,821 ft 1 x 9
2,821 ft 1 x 9 - 3616 ft sup^t

Sawing 3214 ft 2 x 4 per 100 ft 3.4.3

3616 ft sup^t cost 31.13.5

= 2.1 per foot or 7/62 per 1000 feet

Bertaux's wood

Price Lumber cost per 1000 ft 14.00

Insurance .07

Commissions .74

Freight (?) say 20.00

35.91

Dead four.

Open house no.

Amount on Invoice for Soap of May
and June

Suppose Books & boxes are
cheaper, but it remains to be seen
how they wear. I have instructed
the Stockkeeper to take note
of what the purchasers say of them
the quantity of what he keeps in
store, about and as everyone
should be supplied by December
so that we have the proper quantity
can agree in time. You can best
judge in London whether purchasing
is necessary or not. In returning
the notes a few a page. You may
if you are saying that Thomas
says in December. Each box
shipped cost 20s per ^{box} ~~box~~ and
2 boxes each 40 total 80s. Thomas
20s has included. I should like
to try the candles. This reminds
me to notice that soft soap which
Thomas is prepared from the
commonest refuse is dearer than
yellow soap. Would Thomas supply
it any cheaper? The quantity of
Candles just is according to the

urgent, there is a large consumption. There is a mistake to send anything from the market, more than half the glass pots were broken. The wheelbarrows are expensive and unreliable. Baskets are more useful. The small ledgers should have been indicated for as postscript they are found at the same time. Drapery, however, and are much required. The account of the furniture is a good one. The small sold barons are in the market. The furniture is very suitable. The most barons are returned as there is a comparison between the furniture. How very extraordinary it is that managers of such eminence should not keep an accurate account of the dimensions of the machinery. The present one. The furniture is very suitable. The furniture should have been included in a complete set of the furniture. Several things are included of which he will give as a list. The furniture

sets of hooping tools was also used
for drawing the bands together
and the punches only make one hole
instead of two as before. 461

Johnson & Davis Co. continue their
playful system of packing, by which
we are led into a game of hide and
seek on this side. With the packing
tools were found some piping and
bolts belonging to the forge, although
not a word was mentioned about them
in the invoice.

Wm. E. Davis.

Colonial Warrington

Chas. W. Davis

25 September 1877

I have compared this with a view to finding enough to fill the place of being leaving it to your judgment. It is much as you may think necessary by what looks at possibly salable either in Chertsey or the Camp have been omitted. I find no oak logs, spruce of canvas, and very few ship stores out there in fact, necessary for our subsistence. The omission of these will reduce the cost of the outfit. On the other hand I have increased the provisions, boots, clothing and other household articles of which the supply is generally snuffed up the first day or two. The indent of 15th Aug for the Black Hawk has also been brought into consideration.

Groceries.

Assuming that the tea ordered 15th Aug will arrive here about 1st Oct. the present order will be in time for dinner and yet the Black Hawk bring the coffee the same remark applies to it. Of sugar and

have sold in 6 weeks 50
 barrels out of 100 here are some
 wholesale orders on hand and
 Dean has none therefore
 recommend 50 to 70 barrels to
 be shipped per mail of 20th Decr
 while I mean the brown can
 wait for the time. The Swiss
Milk is preferred to Swedish
 this much used in Stanley, where
 fresh milk is now a rarity since
 the common was taken away
 and even the shepherds consume
 a quantity. If not too late
 the Cork butter ordered for West
 Hawk may be countermanded
 as the time has brought come.
 the Danish is preferred. It
 would be an advantage to put
 some of the ground coffee in
 10 of the tins, it would then sell
 by the tin. the quality of the
 last has been much complained
 of. Saus are always in
 great demand. Orders from
Grasse and Horton are carefully
 compiled from their respective lists

Kaladuk & Agassiz go the small
size lately without it is decided
that it is the most suitable for
all purposes.

Tobacco. It is too early to order the
stock for the dipping of 1879 that of
1878 having been fully written about.
A serious oversight was committed
in not ordering smoking tobacco for
time. It has always run short hitherto
which has caused discontent in the
Camp. Capt. Dyer had a very good
kind last voyage for his crew, a
half pound plug I think; the thin
sticks dry too quickly. For Gordons
leaf you might advance the price
say up to 1/9th or so, and get a better
article.

Washing Soda is much required
for dipping. Terrene might be
increased to fill up.

Coal are all sold, except clean and
some dust for burning.

Wine &c. You may give a good
price for the Irish draught Whiskey, a
small quantity will sell for private
consumption. Brandy appears high.

Lewis & Degenhardt sell a quantity

of bottled brandy marked ^{Parisian} ~~Grand~~ ^{Marque} Cognac on the label at 100/ duty paid on Martell & co. bottled in London 30/ and duty here 10/ per case.

Boots I have divided the order, those for Dawson to be put in separate cases. there is a great outcry there for all kinds. As women's and children's boots were ordered by mail, I have included some in the present Stanley order. These might come by mail with advantage. people being everywhere very badly shod at present.

Signal Stalls I am informed that a kind twisted both ways is the most suitable.

Panthers sold off as soon as opened, an increased order is sent.

Cabin brand being out of stock, a portion might be sent by mail. I should suggest that any sent that way should be packed in cases suitable for tallow.

Chomung
Nails are carefully ordered, according

to requirements. Brass Syphon taps
are wanted, not electric. Copper
is ordered for the Fairy; I think she
was last coppered 19 years ago, as in
the case of the Black Hawk. Leave it
to your judgment to decide whether the
small difference between the price of
copper and yellow metal will not be
paid for by the lasting qualities of
the former. Nails to be sent for the
Tramway rails must be laid down
on the jetty to replace the wood and
angle iron, now nearly worn out.

Crockery. The demand seems
unexhaustible; the greater part of
that for Vicas is now sold. I have
marked that for Darwin to be separately
packed, to avoid breakage in
repacking.

Miscellaneous. Mooring buoy is
wanted buoyant enough to hold up
the mooring chain from a depth of
about 3 fathoms. It is suggested that
the chain should pass through the
buoy, at present we have a "min-buoy"
which is attached to a light chain by
which the mooring chain is hauled
up, but it is leaky and has lately

The sheepfarmers are being
 rapidly converted to lime and
 sulphur, and I have more orders
 on hand now for lime than I can
 supply. I have sent for a quantity,
 and am even in doubt if the 10
 tons sulphur asked for in notice for
 J. B. Old should not be increased to
 20. Mr. Holmsted has today asked
 me for 15 H. Ad. Lime, and as Messrs.
 Warden, Bailton, Cameron & Sons,
 and probably some others are going
 in for it it is most difficult to
 estimate the probable demand. I
 will only say that we should rather
 have too much than be low. The
 small 40 gal. boilers supplied by
 the Black Hawk. Thinking it
 desirable to fence off some of the
 points in the prairie as paddocks
 for various purposes, such as en-
 closing rams, securing scabby
 sheep, &c. I have put in rather
 a large order, and should like
 to try the same fence so highly
 spoken of, and which Mr. Wallace

is largely adopting. It seems ^{very} cheap, and will, I think, compare favourably with Boston. It is hardly necessary to dilate on the advantages of frugality; but I may remark that had we had large factories some years ago, they would have greatly assisted to keep us down.

Haverdusbury. It has been complained that stockings and socks have been sent too much of one size. This order is made up for goods ~~are~~ out of stock, and asked for. I may send a full order until I see how the Lian's cargo goes off. To clothing a further order may follow next mail, particularly for boys' clothes. 36 suits not being calculated to supply the wants of all, it is better however to have such things constantly, if in smaller quantities.

Miscellaneous. I can give no precise order for salt, as it must be regulated by the quantity shipped by Mr. Dean for Catwiche, at present we have the sole supply of the Colony, if Mr. Catwiche brings no salt ship.

60 or 70 tons, yaks has, as I
expect 40 tons or so, reduces ours
to 40. For wooden pipes there
is a good demand, the order for
Black Hawk has not been overlooked.

Windsor Chairs being out of stock,
may be sent to fill up, but no
other kind of furniture. The
truck is for drawing each with
a horse along the road. To
the cart harness. I may add a
light Beverley Cart, just asked
for by McBlay for North Star.
Spratts' food is much asked for.

The soft soap and spirits of tar are
asked for in a moderate quantity.
by the Viceroy they will come in for
the second dipping.

I have done my best
to get a good indent together, under
the difficulty of having no wood
to ask for to fill up. To rough
goods that may be used for that
purpose. I may suggest putting
posts, bales of hay, window glass,
kerosene in cans, perhaps some

110

extra crates of breakfast cups and
saucers, window frames and sashes.
Schweppes lemonade and ginger beer.
Window chairs, &c. I have asked
for no galvanized roofing, as the
quantity ordered for Black Hawk
is if anything a little excessive as
the Lauritto is bringing shingles,
that order by the lbs. should have
been expressed in tons, not number
of sheets, as per Macdon. If I have
asked for too much dead weight, let
the coal down to 150 tons. I do not
think I have, however, as no
bricks are required.

I hope that these notes
will be of use in assisting you to
get the cargo together.

Wm. E. Fox.
Colonial Manager

Stanley

1st October. 1877

Memor on Gilechrist's action. 441

The commission is returned by this mail, and the evidence has been collected and taken to the best of my ability under the disadvantage of having no legal advice whatever. The Governor the only lawyer here now, refusing at all times to advise on any matter whatever. All the points mentioned in the statement of defence have been brought out as strongly as possible, drunkenness particularly.

It will be observed that the evidence was spread over many days: this was in consequence of Mr. Travis being unable to devote ^{only} a short time to it in the afternoon after leaving his office and it was not even day that he could do that.

You will get evidence from Capt. Dixon, and his mate Anderson. the latter was intimate with the family. Inquiry should be made about a large bag of sovereigns which Gilechrist entrusted to Anderson on board the Black Hawk, although he had pleaded poverty to me. How did he get

the money? I have been
unable to get evidence, except from
an untrustworthy source, L.
Degenhardt, who acted as
interpreter while a Brazilian man
of war the *Vital de Oliveira* was
in Rio in Feb. 1876, and who declares
that a certain pocketed the gold
that he received for sales on the
coast to that ship.

William Russell the late
baker can give evidence as to what
happened during the voyage.

Why did L. Degenhardt
leave his brother? In his
answer to the Committee
of the Society he mentions disagreement.
I believe from him to be the fact
that they quarrelled about it. D. was
convinced by A. S. L. Degenhardt when
on his rounds collecting money.

Mr. Davis has written
out the evidence himself so that
no clerk was required. His oath
was taken before the Governor as
Notary and sworn on the writ
of Commission.

Stanley, 10th March 1877. *Wm. Davis*
Colonel Lumsden

Next page misnumbered
as 478 instead of
473

To the foregoing I have to add ⁴¹⁸
a remark or two. Notice has of course
been taken of the certificate having
been got from D. Watts after D. Rodger
refused to give it. Will any capital
be made out of the fact that the
child, as I hear, was still born? D.
Rodger considered that the violent
motion of the Black Hawk would be
worse for Mrs. Gilchrist than a long
voyage in an easy ship like the *Vice
of Bray*. I have thought it
only necessary to go into the evidence
justifying dismissal, conceiving that
I have proved Gilchrist to be such a
blackguard that his accusations against
my work people will not be listened to,
even if they are brought into the case
which they may not be.

J. B.

346

Allegonda.

9 October 7

Sir,

I avail myself of the sailing of this vessel with the guns left by the David Matheson to forward duplicates as at foot.

The ^{3rd} ~~Laurel~~ ^{Laurel} arrived on the 5th inst. and is now discharging. It lost a portion of her deck load on the passage.

I expected to inform you in my last despatch that the copy of Mr. Douglass' composition had been delivered by the vessel of Pray.

The order for brass hoops should be countermanded, as I am having them made by the local smith in order to be in time for the shearing season. It is strange

that the set of packing tools received from the vessel of Pray Nov. 1871 enclosed this box and only cost £4, whereas the new set cost £12 without it: the difference I presume is in the cost of the punches which have cost this time 70% They are so extravagantly dear.

I believe, Sir,
Yours truly,
J. Coleman, Esq.
Secretary.

The Blacksmith says that he
could make them cheaper here.
You will easily understand that
without this loss for tightening
the hoops before they are rivetted
the bales would be little better than
if lightly roped. The carelessness
on the part of the iron merchants
might have caused very serious
inconveniences.

Is all the Patina
Barracks in Lima were sold in
less than a month, please
increase the order to 25 cases, and
send 5 of them attract by the
mail.

Yours obedient servant

Wm. H. Wood.
Colonel Manager,

Inclosures

- up deep. 2nd
- statement on ops
- notes on wood
- View of Prop. ops
- Remarks as above with
- Notes on indent
- Memo. on physical condition
- Note to Colonel 2nd 2nd

Letter for Colonel Alder
2nd Co. 1st 407 and 408

Sackland & Co.
 Stanley, N.Y.

Sir,
 I regret that I cannot
 furnish you with the exact infor-
 mation asked for in your letter of
 the 5th inst. but I forward a
 statement of freight by the Black
 Hawk and Sparrow Hawk from the
 first voyage in 1876 to the present
 time, embracing all the occasions
 when the Company's cargo has been
 shut out by that of others. It has
 been in consequence of the expense
 incurred in Monte Video & it goes
 left behind that my Directors have
 instructed me to act for the season
 named in my letter of 7th inst.

I have the honor to be,
 Sir,

Yours obedient servant,

Wm. H. H. H.
 American Whaling

Wm. H. H. H.
 American Whaling

Oil Schooner

Local

1876

Company

| Date | Refers | Value | Date | Refers | Value |
|-------|--------|-------|---------|--------|--------|
| 3 Feb | 6 | 10 | 3 Feb | | 27 |
| | | 15 | 22 Feb | | 4 |
| | | 10 | 1 May | | 9 |
| | | 13 | 17 June | | 4 |
| | | | 21 July | | 13 |
| | | 9 | 16 Sept | | 6 |
| | | 33 | 2 Oct | | 26 |
| | | 7 | 20 Oct | | 30 |
| | | 22 | | | 98 1/2 |

Local

1877

Company

| Date | Refers | Value | Date | Refers | Value |
|----------|--------|--------|----------|--------|--------|
| 4 Feb | 9 | 10 | 4 Feb | | 10 |
| 19 March | 8 | 10 | 19 March | | 6 |
| 7 May | | 16 1/2 | 7 May | | 38 |
| 21 June | 3 | 11 | 21 June | | 40 |
| | | 6 | 10 Aug | | 60 |
| | | 3 | 19 Sept | | 20 |
| | | 50 1/2 | | | 19 1/2 |

Votes on proposed house.

Plans. V. 2 is preferred. Between the Drawing Room and Billiard Room there should be no door, and cupboard in the latter on each side of the fire place would deaden the sound. On the other side the hatch is objected to between Dining Room and Kitchen, a cupboard should take its place. I speak from experience of my Services ~~at home~~, where sounds from the Kitchen through the wall are a nuisance. Besides the garden entrance through lavatory there should be a back door opening into back kitchen for the use of servants and persons coming into kitchen. The east front bedroom will be made the nursery, as it will be a bright sunny room, there should be no door between this and the bedroom, and cupboards should be put up to deaden sounds. The entrance to box room should if possible go from landing instead of bedroom. It would be convenient to turn the linen cupboard upstairs into a housemaid's closet with sink for waste water.