176
Black Hawk 1st Levy

Sir.

I received on the 20th inst. your despatches 459 and 460 of Oct. 5th and 2 November 3rd respectively.

2. 459 - 2. Respecting the shingles, Stone, &c. a cargo on the way from Quebec for Rochester and expected there by the Black Hawk and Lima. Lieut Lloyd on the receipt of this shipment of Stone get it. - 4. - Relative to purchasing shingles dearer at 459 for mil.

3. 459 - 3. With two schooners I have no doubt I can get out, though I still think one steamer would do the work better. I am sorry that I misunderstood the Directors' opinions about the steamers, though I may point out that the sale of 200 sheep to Cooper. Can be drawn back place some time afterwards, and that the proceeds, £1500, should therefore be put to the steamers credit. Will the Directors relay their decision

I &c

J. Coleman, Esq
Secretary
London

if I please my Vessel to the
size of a steam Launch 110 ft.
115 feet long.'

6. 459 - 7. The stock
of steam coal was estimated at
200 tons less than the quantity
shewn in the stock book and
the Store Keeper, but on 1st
the reasonable doubt may be
worked off in the course of time
by measuring at each the new coal.
per Governor.

8. 459 - 8. The packing
of Dageidge's boxes for Governor
is admirable, and all dis are
laid out separately ready for
shipment. It is the first
time that the packages have
not been broken up in the hold
for stowing.

9. 459 - 9. The complaints
from the shepherds about the
Rogue were as to the quantity and
quality of the provisions, and the
distance of their fellow passengers.
I beg remark that all Captains
who bring out passengers say
that they cannot stow the
people down to the scale you

part on board, to add some of the ship's provisions to theirs.

J. 409 — 10. I am gratified to learn that the purchase of the Eyrie is considered satisfactory, and that I have forwarded the papers of the Directors in repairing the Vicar of Bray. His work goes on slowly, though uninterruptedly on the part of vessels passing in for repairs; but I hope that the carpenters may have her finally in actual sea worthy. If the word ship have much behind her. They pick up a paying cargo, more especially on the Sea Coast which cannot be known in time for the next season. With regard to removing her, to and fro Java, she will be too slow for our work. Capt Collie, who inspected her much as I was struck with her great strength, and says she would do well on the coast of China. I hope I may not be considered guilty of too much audacity in suggesting that, as the desirability of a vessel is recognized by the Board, the

might go in part payment for
a fast barque of 450 to 500
tons? She Sea Witch is paying
her Owners well; the only complaint
is that she is too small by 100
tons.

P.S. 460 – 2. I understand
highly from the letter of the P.S.
N. Col Secretary that they could
only pay Montevideo prices
for beef and mutton at Sandy
Point, the question is not at
least at once

P.S. 460 – 3. The want
of a second stone mason on the
camp has hitherto prevented
any progress being made with
the boiling down establishment
but I hope to get it into working
order by April, when the stock
will be ample. I look upon
the speculation as purely an
experimental one on a small
scale, for if it succeeds it
will be found to be inadequate
to our wants; 30 sheep or 3 bul-
locks a day will be far too slow
a rate to carry off our supplies

Stock of cattle especially, our best
1000 old animals must be running
out at once. Captain Sachs
and Mr. Bonner, also have a
number of animals to sell on ad
vantageous terms, which they will
otherwise cut down for their hides
alone.

10. 1000 - 6. The remarks on
Stone were written before the arrival
of the Black Hawk; Blame myself
for not having sufficiently explained
the wool bale question. When the
hydraulic press was erected in the
Carmen shed, the old screw press
(the large one) was still kept up in
case any accident should happen to
the new one, and this was fortunate
as the supply of bagging ran short.
As the hydraulic press works well
it will only be necessary in future
to supply bagging sufficient for
it for the season, and send the
large press down to Waiho. One to
do to take the place of the small one
hired for 1100 large bales this year

because I was not sure about
the working of the hydraulic.
The next supply must consist of
bagging and large bales, say
bagging sufficient for 600 bales,
or 3000 yards, and 100 large
bales, this is allowing a good
quantity, to be on the safe side.
The bagging per Vera, 1866 yards
is only sufficient for 373 bales.
11. But few of the books are suitable
for store use; they should be
foolscap, bound in calf, same as
the London island Ledger, some
ruled for cash, some plain. If
you refer to Stonghton's invoice
per Victoria Lachaise, second time
you will see the kind I mean.

Ja. 460 7. On receiving
your explanations about the hydrau
lic press I at once took Mackie
to Dawson, and he found out
that the safety valve was
not in operation down! I never
as he had righted this ground
in the valve, and screwed up
the nuts, so proved a bale weigh
the greatest care without any
extra weight on the valve.

*

Feb 1800 — Do you not
aware, I have already sent to the
Mediterranean 110 tons of iron, with
instructions to remit proceeds to
you and I shall not disturb
this arrangement as you will have
to stop a portion against the D. N. Dr
bill. The remainder of the iron,
however, I am sending this time
to Leghorn. Consigned Goddard, and
if I cannot sell all the iron
which to advantage I will ship
them next trip, a portion have
been sold at £8 per ton.
Send a separate memo of expenses
which you had better collect from
the British & Foreign; and a charge
should be made of at least 2½%
on the cargo for the Company's
trouble, will you make them, or
should it come from this office?
Feb 1800 Do. The Board of
Trade's answer about paying off
seamen is to answer, and gives no
more information than I had
already — I will put a case plainly: —
A ship bound from Gallao to
Falmouth comes in leaky — the
master cannot raise funds,

decides to send orders from England which will occupy 4 months. The crew being shipped for the whole voyage (1) has he a right to pay them off at all; or is it a question of mutual convenience? (2) If he possesses the right, and it is not practicable to pay them off each can he insist on their taking it? The seamen usually say he will do he his money, make pleasure, but that if he put off with a bit of paper he will stick to the ship. There may be disorders on board at 6 pr month — if the Captain cannot part with the men they cost him in wages and food £20 pr month. There is no port in the world where it is necessary to wait so long for replies, and the practice is unprofitable in proportion.

15. 460 — 82. The Directors in proposing to sell 3000 ordered for armour must have overlooked the fact that no one can think of buying them at all. — By

My belief is that in the course of a few years no one will buy cows. Mr Dean has had in all 2400, Captain Parke 2000; the former will be fully stocked in a few years, the latter, I believe, intends to let what he has increase, without purchasing more. Mr Wallace may take another thousand or two, and possibly the Bastions and Stockade when they divide may do the same; but, as most sheep certainly now plant, and the want of adequate limit, the rate at which numbers can be built, most people with land, as I have already done, that they have plenty of work cut out in providing accommodation for their own increase. If I sued after the shearing that we have a few thousand more lambs than we can conveniently dispose of with our present accommodation, I shall get rid of them on the best terms obtainable.

16. 1860 — 12. Nothing that I extract from the South Canterbury Missionary Magazine with an explanatory note received from the Governor.

17. 1860 – 11. The Furniture account represents the estimated value of the furniture in my house, and a few articles in the Cottage, some of which were there when Mr. Langdon arrived, and the remainder a few odds and ends I allowed him when settling in. As this account is depreciated every year, it represents a fair value for insurance, if you think of it. Consumptions account represents coals for office use, stationery, occasional liquor to labourers, in fact anything expended for the Company use, not of a permanent character, as distinguished from what is charged to Plant and Vessels.

18. 1860 – 15. Sundry a/c shows of cattle, mares, and sheep, as also banking returns for this year. I am sorry that these returns were not sent before.

19. 1860 – 17. I am glad to find the contents of my letter by last mail as to the proposed insurance confirmed. I still await instructions, the descriptions given by Captain Doty apply equally to any number of places in the Sandwich Islands.

20. 1800 – 18. I am glad to hear of the purchase of the Hare Brook; but fear, that Smithers will not be found either attentive enough to the vessel or sufficiently pushing for coasting work, and, unless his habits are altered, I shall soon have to reprimand him for drunkenness. I had made a note for this despatch to the effect that I hoped you would engage a master for the new schooner for the home coal only, – because any system of promotion by which the Masters of the Company's vessels are sure of a succession, of course, when a chance offers is a strong encouragement to Drive along properly in whatever vessel they may be. The man who sails the tidy home is next on the list for the steamer, the Masters of the latter would look for the new coasters, and in turn for the Black Hawk If Smithers is engaged for 3 years the whole thing will be upset.

The duty added to the Wine and Spirits was the whole amount on the actual stock taken, about two-thirds of which had been paid to the Government; this proceeding, and shall be guarded against in future.

21. In the Company's
charter they were "have been ap-
pointed Agent for Lloyd's," it would
imply that the Agencies and Commis-
sion had only lately been conferred
upon me: as they are of four or
five years standing I suggest
substituting "as" for the words in
question. In the business card
the Chilian Consulate should be
omitted as the most important.

22. The Telegraphic code
forwarded for Governor upon to
Lloyds pursuant, with which I
have not been supplied. Will you
oblige me by pointing out what
this is.

23. I have obtained a Spe-
cial Commission of Naturalization
for me. I have the Consul
Belgian over my office window,
and should put the other alongside
them, as being by far the most
important.

24. Respecting the Deaf.
1744 — 4, a number of vessels have
called lately for provisions, and
without exception they have been
recommended to Dean. The master

of the last year, in handing back the Company's vessel to Ryde, said Mr. Davis seems to attend the world" I believe he is getting a number of important agencies, and amongst others strongly support that of Shaw Saville & Co. If any of the Directors or their friends are acquainted with some of the leading ship owners and brokers, I hope they will endeavour to get our agencies extended. Captain Davis think he we can get the Shanghai connection, and at his instigation I write to Mr. Gates some of the Lascars, and suggest your communicating with Mr. Robert H. Penney of Southwick, Sussex, and securing Mr. Goodchild's agency. The Shanghai vessels drawn out of the Yangtsekiang by steam are going round the North in great numbers. Would it be possible to get from Lloyds a recommendation that vessels insured there should be consigned to the Company? And should not moneys on ships be appointed and certified

by Lloyds Agents. if they are
insured at Lloyds?

25. If Adam Scott
goes home with his family at the
end of five years the cost of their
passage to gether with that of
their his contract wages will
bring his wages to an average
of over Six pounds per month
for the whole time. Nine sheep
arrived in very good order, 4½
bales of hay and 2 bags of oats
were landed. Captain Collis
has a claim for provisions expend-
ed on the passengers after the
Company was abandoned, — a
few medical comforts have to
come ashore, particulars of
these will be forwarded when we
settle up. No provisions at all
by Capt. Collis's account was put
on board for the Cheviots, and
he knows nothing of the arrange-
ments made for them. With
reference to your 457-1, as you
charge the Island Administration
with the whole cost of the provisions
at the outset, why are you to have

credit twice over for what remains
at the end of the voyage.'

26. I should have said
last mail that I have obtained two
very useful emulsifiers from Honduras.
They are expensive to procure for
draught purposes I enquired the
price of an entire donkey, with a
view to breeding them ourselves;
the Chilian has not been able
yet to give me an answer, beyond
saying that those originally imported
cost £500

27. I have challenged the
Governor to take round the Company's
share of smelting coals Vizt. 1/3
Bay to Valparaiso, and the damaged
gunpowder belonging to the Salvage
Association; the vessels for a lump
sum of £190, less 2½% commission

28. The Helena cargo having
been sent on to Bremen in the Tenyson.
I called a final survey on her, which
reported her topsides much decayed,
and estimated cost of repairs at
£1800; above the value of the
vessel, stating, however, that she
could go home in ballast with
slight repairs. I am in receipt,

instance in which I have come into conflict with the Captain; he wanted her condemned for sea damage, and no mention made of the rotten part; but I instructed the Surveyor to make a true and faithful report, considering that as Consul it was equally my duty to protect the Underwriters as well as to Cook & also the Captain's interests.

The Helen like the Fergo goes home in ballast.

29 I notice that claims of the wool is damaged every year, has it ever amounted to a claim, or do you only insure against total loss?

30. In the freight note you gave Mr Smith you mentioned 32 cases, including no. 315, which contained a cruet stand for Mrs Smith of Damascus. Mr Smith has only received 31 cases, and believes that one must have been left behind or lost, as he has not received a washing machine, a saddle, and one or two dinner knives that the packages were meant to be packed

31. I send to Mr Melian 150 bales of wool for transmission by steam to London, numbers and weights are enclosed.

32. The enclosed Farm wages returns to 30 Sept. last you will please substitute for the one forwarded last mail.

33. Mr Aldridge, the late publican here, our best customer in Stanley goes home this mail, and I have given him a passage up, as a small attention of the kind goes a long way with such people. the returns down August stand. She has paid £250 into the office, for which I have given her a draft on the Directors.

34. Although the Governor is not quite discharged, her luggage are up, and I have given Captain Cotter a draft for £250 on account of freight. He is very accommodating and does not limit as demurrage. My other financial arrangements are as follows:- You will please pay to Mr C. J. Smith's credit at the Union Bank, Chancery Lane, £25, to

Mr. Spittle for Capt. Hanmer £40, and to Messrs. J. & C. Nichols on account of Capt. Turnbull of the Endora, £5.

35. The following sails are wanted for the Black Hawk. 1 square foretopsail, 1 Stay foresail, 1 outer jib, 1 Boom jib.

36. The bale of wool packed for Mr. Bailhache and case No 5 did not arrive by Nora.

37. There has been some enquiry for Galvd iron roofing, a few tons of which would sell to advantage.

I am, Sir.
Your obedient servt
Earl Spencer.
Colonial Secretary

Enclosures.

Ship. no. 174
Dup " 175
Remarks on Governor's cargo
3rd Ex. No. 3444
Mems. of Capt. on D. H. Davis' cargo
Shipping Report
Cash vouchers Nos.
Lambing a/c. 1873
Return of Sheep & Cattle 1873
Particulars of Wool per Black Hawk
Black Hawk & Ship Campbell Official
Corrected Camp Wages to 30 Sept.
Letter from Govt. 24 Dec with Exhs. from S.C.H.A.
Governor's Emigration certificate
Letter for Thos. Gates.

Account of Lambs Castrated 1873.

Flocks	Ewes	Wethers	Riglings	Total
Seal Creek	798	692	27	1,513
Bluff Creek	948	905	22	1,875
Swan Forest	832	655	22	1,509
Lagoona Isla	433	393	4	830
High Hill	1,023	928	18	1969
Carstera	1.086	886	38	2.010
Egg Harbour	1.939	1,621	28	3,588
Arrow Harbour	570	478	12	1.060
Miles Creek	400	366	3	769
Walker Creek	629	578	9	1216
Island Creek	744	670	13	1427
Seal Cove	838	745	18	1,601
Bodie Creek				1.400
	10,226	8,917	214	21,754

Bodie Creek not counted until shearing but supposed to be as above.

There will be a few thousands more counted before the shearing is finished, viz- those too young to cut before, and some overlooked.

Hamilton.
Colonial Treasurer

Steel weighed at Black Heath

				Weight		
				cwt	Qrs	lbs
3	Scotland Island	Mare		11	0	16
5	"	"		11	1	
6	"	"		11	0	7
7	"	Mare Hyper		3	0	26
9	"	"		3	0	23
10	"	"		3	1	10
11	"	"		3	0	4
12	"	"		3	0	13
13	"	"		3	0	14
14	"	Mare		3	0	14
15	"	"		3	0	5
16	"	"		3	0	24
17	"	"		3	0	16
18	"	"		3	0	6
19	"	"		3	0	14
20	"	"		3	0	15
21	"	"		3	0	15
22	"	"		3	0	15

Nos	Marque	Description	Arpens. Cent.	2ds	3ds
	Idem	Terre	16	3	[illegible]
62	Ashland Planas & Co	Wetter	1		
64	"	Hooper	3	2	14
65	"	"	3	3	[illegible]
66	"	"	3	3	3
67	"	"	1	0	[illegible]
68	"	"	3	3	24
69	"	"	4	1	28
70	"	"	4	0	16
71	"	"	4	0	14
72	"	"	3	3	24
73	"	"	4	0	20
74	"	"	4	1	0
75	"	"	3	3	22
76	"	"	3	3	26
77	"	"	3	3	0
78	"	"	4	0	24
79	"	Wetter	3	3	24
80	"	"	3	3	12
81	"	"	3	2	16
82	"	"	3	2	16
83	"	"	3	2	6
84	"	"	3	2	6
85	"	"	3	2	6
86	"	"	3	2	18
87	"	"	3	2	22
88	"	"	3	2	3
89	"	"	3	2	22
90	"	"	3	2	10
91	"	"	3	2	14
92	"	"	3	3	6
101	"	"	3	2	4
102	"	"	3	2	6
103	"	"	3	2	6
104	"	"	3	3	0
106	"	"	3	3	6
107	"	"	3	3	10
108	"	"	3	2	20
110	"	"	3	3	0
111	"	"	3	2	6
112	"	"	3	3	0
113	"	"	3	2	20
114	"	"	3	3	12
115	"	"	3	2	14
116	"	"			
		Carried Forward	333	1	17

No.	Mark	Description	Weight Cwt	Qrs.	lbs
117	Falkland Islands Co	Ferro.	333	1	17
118	"	Wether	4	0	0
119	"	"	3	3	12
120	"	"	4	0	6
121	"	"	4	0	14
122	"	Hogget L.	3	3	24
123	"	" "	3	3	22
124	"	" "	3	2	9
125	"	" "	3	1	18
126	"	" "	4	0	21
127	"	" "	4	0	21
128	"	" "	4	0	26
129	"	" "	3	2	26
130	"	" "	3	3	9
131	"	" "	4	0	4
132	"	" "	4	0	2
133	"	" "	3	3	1
134	"	" "	3	2	22
135	"	" "	3	1	14
136	"	" "	3	3	14
137	"	" "	4	0	14
138	"	" "	3	3	24
139	"	" "	3	3	2
140	"	" "	3	3	23
141	"	" "	3	2	22
142	"	" "	3	3	1
143	"	" "	3	2	21
144	"	" "	3	3	1
145	"	" "	4	0	4
146	"	" "	3	3	26
147	"	" "	4	0	0
148	"	" "	3	3	9
149	"	" "	3	3	23
150	"	" "	4	0	0
151	"	" "	3	3	2
152	"	" "	4	0	0
153	"	" "	4	0	6
154	"	" "	4	0	11
155	"	" "	4	0	21
156	"	" "	4	2	9
157	"	" "	4	2	21
158	"	" "	4	1	11
159	"	" "	4	0	23
160	"	" "	4	1	14
		" "	3	3	16
		Carried Forward	508	0	9

Nos	Marks	Description	Weight Cwt	qrs	lbs
		1 Bale Ferns	506	0	7
161	Falkland Islands Co	Hogget . L.	3	3	2
162	"	Hogget . L.	3	2	1
163	"	" "	4	0	14
164	"	" "	4	0	12
165	"	" "	4	2	6
166	"	" "	3	3	21
169	"	" "	4	1	2
170	"	" "	4	0	4
171	"	" "	4	1	4
172	"	" "	4	0	1
173	"	" "	4	2	23
174	"	" "	3	3	13
175	"	" "	3	3	20
176	"	" "	3	3	4
177	"	" "	4	0	6
179	"	" "	3	2	18
150 Bales			572	0	23

In description means wool from Patonia

Ledo Esqo.
Colonial Manager

572. 0 - 2
3 3 11
N° 13
375. 3 13

Remarks on Governor's cargo.

Dip Tobacco. I think there will be sufficient to go on with until the wool ship arrives; but if the order I sent in out down, it will be injurious to the independent farmers, all of whom buy from us. To prevent a possible want either, it would be prudent to have an over supply on hand: the loss or detention of an outward vessel would put us in a fix; the same applies to bale and bagging. The Iron stoves will probably sell in Stanley, but are useless for the Camp, the fireplaces being too small for peat. Spirits of Jar. When the supply of this is insufficient I have to send to Montevideo, where it is very dear. Perseverance's casks are on board, but not unpacked yet, they are cheaper than the last, and, no doubt, good. It was right to make them to lace to the hoops. I am much obliged for the Furniture. If able at any time to send cash, let it be in half-crowns; gold, once paid out, returns from circulation or goes to Montevideo.

The selection of cargo is in many respects a bad one, in fact it is the worst for the money I have ever received; but as no indent was on hand from here, I cannot complain, and can only point out the errors and deficiencies. Arnold's Timber seems very dear, the price is £21. and £21. 10s. per "C", whatever that may be, as compared with £11. 5s. per Annotation, the quality of the wood is certainly better. The invoice is made out in the old unintelligible style: why cannot the price per running foot be stated? What is a "C"? In some places the measurement is reduced to feet 7 3×9, in some 1½×11, the whole thing is bewildering to one not in the trade. The paving tiles are not fire tiles. As I brought the deeds for the year with me, it was unnecessary to ship Barr's invoice, the deeds will, however, come in next year. Beach's invoice is absurdly small, no soap! It had already run out, and I must now buy a quantity at Deniz for Darwin Harbour. Gobi's oil skins were

all struck together as usual. Crout's
pads were applied for by many people,
only 7 a few of whom could be supplied.
a saddle. two will wear out several
pairs of pads, and the latter are in
greater demand; the order for shoes
should on no account be cut down.
Stationery. Shop paper should
always be sent. Lime may be
discontinued until further orders, there
being some years' consumption of
cement. Rangers are worse than
crockery for brittleness. Mr. Langdon's
was again broken in several places;
the leather cheeks sent home in
error were not returned, please attend
to this. Russell Sam astonished
to see that no bagging for the
hydraulic press is sent; the lids of
the bales being packed separately is
inconvenient, I have only seen one
sized list as yet, which I have sent
both to Darwin and Walker Creek,
although the bales are of different
sizes. Stephenson's biscuit is
considered to be very good. The
Clothing from Silver is hardly
sufficient for our own people, and
there are no hoseers sent.

A cask of pints to Mr. Jones Store was damaged by salt water, but, as I believe you insure P.P.'s Lads not go to the expence of a survey. Forwarded but seems too common, at least there should have been some good ones among them. The supply of liquors so inadequate, 20 casks of whiskey and 15 of brandy are not sufficient to keep one public house supplied for any time, and there is no rum, of which we have been short for some time; consequently Dean has all the publicans' business in his hands. I have compared prices with him, and find he has the advantage of several shillings per cask through ordering by the pint from France. The storekeeper remarks that the clothing from Silver's is too common always, more shoes six pair; as this is an old complaint could not some other wholesale clothier be tried! The following should never be omitted from any cargo however small: Shot, caps, wads, spades, shop paper

Window Glass, wall paper, soap, strong unbleached calico, and a few wheelbarrows. The case from Capetake costing £44.9.9 I sold to Turner for £65 cash. I should like to do this with all millinery and haberdashery, as such things take up a good deal of space when opened out, and if not sold off, deteriorate. The planed pitch pine boarding is in too short lengths, 20 to 35 feet are required for bulwarks. The grooved 2 inch boarding will not be useful for anything.

I must ask that the invoices sent out may always be hand written duplicates, not press copies, the latter are sometimes difficult to make out, and, as you are aware, will not bear much handling.

I am &c &c.
Colonial Treasurer

Falkland Islands
Stanley, 20th Dec 1870

77
Helena,
ia Bremen.

17th Aug. 40.

Sir,

I take this opportunity of sending a few lines, and of enclosing triplicates of mail for Black Hawk.

2. I have to request that you will pay the North British the sum of £80. 9. 4 on account of premiums collected.

3. I think it not impossible that Mr Dean may charter the Vicar of Bray for his homeward cargo.

4. The Sober was sold by auction for 30/. I bought her on the chance of getting sufficient pinning wood to cover the purchase, which at all events is, in not a trifling one.

I am, Sir,
Your obedient servant
Geo. Gibbs.
Colonial Treasurer

Enclosures.
Letter for North British
5 private letters.
Sept 17th

Falkland Islands Co.
Stanley, 22nd Jany. 1873.

Gentlemen,

I beg leave to forward my report on the affairs of the Company for the year 1872.

The Farm.

In the year 1872 there were shorn on the establishment 38,065 sheep, and the lambs of 1871-2 numbering 15,129, 53,194 have to be accounted for. There were 43,575 shorn and 5157 sold and killed last year, the difference, therefore, 1619, represents the loss by deaths. This compares favourably with previous returns.

The wool sent home for sales in 1872 from the Company's Greenfields, Speedwell and Lively Island flocks weighed 226.. 5,

the same

The Directors F.I. Co.
The Falkland Islands Co.
London.

the same flock brought this year 7660. 2. 9; notwithstanding the sale of nearly 4000 after the shearing of 1871-2.

The wool shown in 1869 weighed 1344. 2. 6, there it has been more than doubled in weight in three years.

The sheep shown on the establishment showed an average weight of a little over 5 ℔ 12 ℔; this is again a slight improvement.

The sheep are now spread over a large part of Lapouia, and in a few years every available portion will be occupied. It follows, as a matter of course, that the wild cattle are decreasing, and must shortly be exterminated; but it was always foreseen that they would have to give way sooner or later to a more profitable stock.

The tame cattle, now exceeding 6000, are far more numerous

numerous than necessary. I propose, as soon as possible, to limit the number to 3000; but this cannot profitably be done until the surplus animals can be boiled down.

Stanley Store.

The sales in 1873 amounted to £ 13900. 17. 11, divided as follows:

Ships	1093.	2.	8
Shepherdmen	3707.	6.	11
Darwin &c	3576.	18.	1
Stanley	5517.	9.	2

The deliveries for the Farm account were £3989. 1. 7. and miscellaneous deliveries £1449. 14. 8. making the total sales and deliveries £19339. 12. 9. against importations amounting to £19857. 11. 6, the latter however including the Government cargo, (£5270. 12. 10) which arrived just at the end of the year.

The sales to Farmers are increasing steadily, and, as I have before pointed out, this branch of the

of the Store business is likely to be of far greater importance eventually than all the rest put together.

The foregoing analysis shows that, out of a total amounting to £ 9339. 13. 9, a sum of £ 5617. 9. 2, only, represents sales for cash, and goes further to prove what I have always maintained, viz:- that remittances in actual cash for cargoes cannot be expected.

Shipping.

The business done with shipping was very small last year, the Company having the business of 114 out of 485 vessels which visited the port. I do not expect to see any improvement on this head, unless more influential agencies are obtained from home. I am neither able nor willing to hold out such inducements to independent merchant Captains as are offered elsewhere.

I am

Two vessels were wrecked in 1873. the Neptune of Shields, and the Ester of Swansland.

Butchery Sales

The sales in 1873 amounted to £ 1679. 19. 8, - this is a falling off, partly to be attributed to the increased supply in Stanley from several quarters, partly to a reduction made in the price at which meat is charged to the Company's own vessels. For some months it was necessary to meet competition by selling beef at 2d per lb.

The Company's vessels.

The Black Hawk has performed the mail service, satisfactorily as regards the passengers, but her to be taken from a passengers point of view. Great complaints of the discomfort of her internal arrangements and of the Stewards department have reached me, which are the more annoying as I have spared no expence to make her

an improvement

an improvement on the Town.
A permanent steward is
wanted, for the men picked
up in Montevideo are worth
but little, and only stay in
her one voyage. The passengers
carried during the year numbered
72 Cabin and 116 2nd class,
averaging over £100 per voyage,
and a considerable sum was
received in freight, it is, therefore, necessary that her accommodation should be made
as good as possible under the
circumstances. I fear that
a few more complaints would
lose us the contract for 1875.

The Vixen of Bray will
go home this year, and will
be a cheap ship to the Company;
I have reason to believe that
she is thoroughly sound, and
Captain Dyer, who will take
command, has every confidence
in her.

The Perseverance has again

undergone

undergone extensive repair, and is fit to run for some years. She is constantly employed from January to December.

The Lily, stationed at Darwin Harbour, for service in Choiseul Sound, is now almost too old to run any longer, in fact is hardly safe. She should be replaced by a new cutter of 8 or 10 tons.

I am, Gentlemen,
Your obedient Servant
Seaforth.
Colonial Treasurer

1/8.

Martha Dinnie.

27th Jany. 41.

Sir,

Her vessel having called for water I take the opportunity of sending enclosures as at foot.

2. I think you will not have any difficulty in getting an agency letter from Mr. John Lucy for the owners of the John.

3. The Governor sails tomorrow with 220 tons coal and 127 bags powder for Valparaiso. Respecting the latter I shall address the Salvage Decree by mail.

4. I shall feel obliged if you will send me some good copying paper of both foolscap and letter size.

5. Upstart Brother have again distinguished themselves by sending all the spare gear for the donkey pistons &c too large, so for the next voyage. Martin can reduce nearly all, but I have to return herewith the starting valves

H. Coleman, Esq.
Secretary
London

in charge of Capt Trotter of the Isles, who is a passenger.

6. The Marches Bimini's condenser breaking down caused her to come in; Martin could have repaired it in a few hours but the Captain did not know that we had an Engineer soon enough - the owners, Duthie & Co, of Aberdeen might give us their agency possibly, although Dean has this accrued. The London agents are Houlder Brothers & Co.

7. Hope you will not fail to send a mason; after great persuasion a man has favoured me by going to the Camp for 10/. a day, but he will only stay a few weeks. People are beginning to complain of high prices, and I had a strike among the Vicar of Bray's carpenters for a day or two, which resulted in a compromise not unfavourable to the Company.

S. The shearing is
progressing very favourably, and
the hydraulic press continues
to work as well as could be wished.

Sam. Sir.

Your obedient Servant

Chas. Moore.
Botanical Manager

Enclosures.

Annual report
Dep. No 77.
Sup. No 175.
Schn. Schmid & Governor's Asst.
Pets. No 348 for £36. 10. 10

Falkland Islands &
Stanley, 29th Jany 1874

No.

I have the honour to apply to your Excellency for permission to amalgamate the leases of certain contiguous sections of land, detailed below, at present in the occupation of this Company. These lands are held under four different proclamations and ordinances, and I propose to consolidate them in one lease under the Land Ordinance of 1871. the leases fall in at different dates, between now and the year 1880, and I submit that now is the most convenient time for taking out the general lease.

There appears to be no

His Excellency
Colonel D'Arcy,
Governor,
&. &. &.

leases why land in the East Falkland should still be let in lots of 6,000 and 10,000 acres, and beg to point out to your Excellency that, although the Amalgamation Ordinance of 1870, in clause 5, specially prohibited holders of more than three years standing from taking leases under that Ordinance, yet in the measure of 1871 all reference to the question is pointedly omitted. I rather infer from this that the Government must be in favour of allowing such holders to do as I now ask leave to do.

Pending the decision of this question I beg leave to give notice of my intention to apply for a renewal of the leases of sections 30 and 31, falling in this year.

Enclose a tracing of
the sections proposed to be
embraced in the lease,
and have the honour to be
Your Excellency's most
obed.t. Humble servt.
Geo. Elgee.
Colonial Secretary

Section	Acres
7	10.000
8	10.000
21	6.000
25	10.000
32	6.000
34	6.000
27	6.000
31	6.000
30	6.000
26	6.000
29	6.000
West Cove	4.460
Wickham Height.	23.000
	105.460 acres.

Falkland Islands Company

Days consumed by Wood Ships

1869 to 1873.

Year	Vessel	Arrived	Sailed	Days
1869	Victoria Tatham	19 June	23 Aug.t	65
1870	D.	23 Feb	17 April	53
1871	Chiselhurst	2 Feb	22 Mch	48
1872	Eudora	13 April	17 June	65
1873	Hambleton	28 March	16 June	79

[illegible]

[illegible]

[illegible]

I

have the honour to
acknowledge receipt of your
Excellency's letter of the 2nd inst.,
expressing the proposed consent
of certain of the Company's
Servts.

I should not trouble your
Excellency further on the matter
at any rate for the present, more
it not for one or two misconcep-
tions which I think should be
clearly explained.

As to clerical labour,
the one Peace Coast for will
have labour in making out
Muster & separate Peace, two of
which are now overdue, and two

Your Excellency's
Obedient Servt.
Thomas D'Oyly
Governor &c. &c.

more will fall due this year,
and for which I have already given
notice of my intention to
apply.

Disturbances to be resisted.

If any should occur it will be
in favour of the Government,
in the surrender of the 10,000
acres I have held under the
Proclamations of 1849.

My object in applying
is not so much the fear of
a rise in rents, as a wish to
simplify financial matters
between the Government and
my opponents; Your Excellency
will find that these small
rents falling due at uncertain
periods has been a constant
cause of trouble for years.

Regarding the likelihood
of other Lessees applying for
similar concessions, I must
add that my application was

grounded on the fact that permission to consolidate his contiguous lands has actually been granted to Captain Parker.

I have the honour to be,
Sir,
Your Excellency's most obedient
humble servant
Jean Egan.
Colonial Secretary's

Sir,

22.335 -

I enclose copy of correspondence with the Government about the Company's leases, which I think it will be advantageous to amalgamate into one if possible. As they are beginning to fall in I have made a proposal for one general lease under the new Ordinance, which would much simplify the Government accounts, and under the Company's term of holding the land at present rate for 21 years at least. If this could be done there would be a compensation, on the acreage, of 2 years per section, but this would be compensated for by the advantage of holding one large block securely for so long a period. I do not see how the Governor can refuse this under the ordinance, more especially as he has allowed Captain Parke to exchange the unexpired leases of two of his sections for 21 years leases under the Land Ordinance.

I was incorrect in stating the
concession granted to Capt. Parke
in my letter of the 13th inst., I have
since heard it was as I have
first mentioned; but it is no
less a concession.

18 In making up the
Governor's accounts, the commission
on the charter party agreed upon
with Captain Cotter was omitted
by accident, enclosed is the account.
Captain Cotter was in treaty
with Mr. Williams to ship sheep
to Wednell Island, on his own
Account, whether he was; indeed
he expressly denied it, and now
it is uncertain whether he has
gone there or not. If he has,
it is a deviation for which he
will be responsible in case of
accident. Whatever he has done
he has behaved in a double faced
manner throughout his stay here.

19 I was under impression
that a small vessel would have
been sent for the Company's produce,
but that I might have also loaded
the Misses of Bay; but I am still in

hope of chastening her & the Ocean!

2. I shall make some remittance this mail. I am able to take £60 from the funds which he asks may be paid into his account at the Union Bank, Chancery Lane as before. I might have remitted more, but the chance of large payments is rendering bills for the Camp and the West, and I deem it prudent to keep a fair balance in hand.

2. I sent a further quantity of powder by the Spencer, but it was impossible to coop the net, and I will be to be Harper for further instructions.

I am, Sir,
Your obedient servant
Chas. Coe.
Colonial Secretary

Enclosures.

Dup. 1st
Dup. 2d
Dup. Annual Report
Black Hawk returns (2)
Days concerned by Wool Ship
Stanley cash bk. Dec. 73 & Jan 74
Cash vouchers do do.
Journal do do
Stanley Gaz balances 31 Dec 73
Cook to Spencer 29 Jan & 13 Feby
Spencer to Cook 2 Feb.
2nd Exchange No 348
pd " 347 for £200. ..
" " 349 £66. 10. 9

Shipping Report
Copy Spencer's charter party.
Camp wages
Loading returns

Lambing Account 1893.

Flocks	Rams	Ewes	Wethers	Wigglings	Total
Seal Creek		929	774	34	1,737
Bluff Creek		1,056	1,035	23	2,114
Swan Inlet		907	713	22	1,642
Lagoona Isla		484	442	5	931
High Hill		1,137	1,031	23	2,191
Cantara		1,183	974	41	2,198
Egg Harbour		2,030	1,730	33	3,793
Arrow Harbr.		620	540	14	1,174
Niles Creek		455	411	3	869
Walker Creek		703	668	13	1,384
Island Creek		797	737	15	1,549
Seal Cove		892	773	20	1,685
Bodie Creek	485	555	23	5	1,068
	485	11,748	9,851	251	22,335

Jean Elsom.
Colonial Treasurer

1840

Helpmeet. 17th Feby. 41

Sir.

This vessel gives me an opportunity of reporting the sailing of the Nymphe and Black Hawk together about 11 oc yesterday, and of supplying the omissions alluded to in my letter.

2. Mr Bailey has given me a tracing of the land purchased at Darwin Harbour, and Mr Lucas another of the land I propose to part under our lease. A copy of Captain Daty's letter of 3rd May 1839 is also enclosed

3. I received giving Capt. Dyer a draft for £80: I had previously refused this, but having understood a payment for Capt. Sarke in the Colony, against his bill, I thought it better to take Dyer's money.

4. The public road goes through Captain Boardman's land.

J. Coleman Esq
Secretary
London

to some compensation is due to him; it was the only piece that we ever claimed for when the road was made. It is the piece, I understand, immediately to the eastward of Nobs Head.

5. Other purchases to be reported are the freehold of the new cabin section 38 & 41, and two detached allotments on the opposite side of the harbour, one numbered 33 containing A 1 R. 2, the other 34, having A. 1. R. 2. P. 15. If you have a copy of the official plan, you can pick them out at once; if not, and you wish for one I can get it on paying a fee to Mr. Bailey.

6. Captain Parkis's eldest daughter was lost in a gale some time since, the crew were rescued by the Perseverance.

I am Sir
your obedient servant
Wm Hoo.
Colonial Treasurer

Enclosures
2 Tracings
Copy of Despatch
Dec. 1848 General report
Desp. 179
Encl. of No 348. 349
Letter for Coleman

181

Adelaide.

23rd Sept. 0.

Sir,

This vessel has put in here to stop a small leak and shew the pleasure to enclose her. a/c. with draft for £27. 8. 9 on Thos. Jenkins & Co., including £6. 10/ for a Votaries for last August.

2. She will have up to the present time at Darwin 1098 bales, weighs ——— 9 1972. 1. 23; that at Port Curtis, about 180 bales, is not weighed yet, but at. lowing 3/4 cwt to each bale, the ——— on the 80's will about 14 tons, about 14 tons.

3. I have nothing further to add to my despatch per Steamer, copy of which I enclose

I am, Sir,

Your obedient servant

Geo. Goyder

Enclosures:
Dup. a/c. as.
Thomas's a/c. as.
1 letter

Governor Hanney