

169.
 Ferze
 Montevideo.

19th Sept. 3.

Sir,

My last was dated 14th August, and I have since received your dispatches 453, 4, 5, which arrived by Black Hawk on the 17th inst.

2. 453-2. I have several times said that I believe Steam Boats will not pay until there is a more regular demand; I suppose, therefore, that you are shipping those per Governor more for the benefit of the port than with a view to profit.

3. 453-4. I have already parted with Amalsones, Mr. McBymont having paid £20 for his passage.

4. 453-7. I am sorry that you are sending Adam Scott, firstly because I have now ^{even} enough, and secondly, because I think old men with large families should be avoided; they are long worn out and unfit for knocking about, and their families eat the Company's beef without making any return for it.

5. 454-3. Liquor can now be bonded in the Government Store; but I fear I cannot get the drawback on the rum sent to Sandy Point.

H. Coleman, Esq.
 Secretary.
 London.

6. 454-4. I believe that the
 low bench can be driven by the Dandy
 to a certain extent, as much as we
 expected, though it may not have power
 enough to cut out the Martin's bay
 to learn that it is necessary to make
 ships with what appliances we have.

A portable engine would be an abundance
 7. 454-5. I send the return
 of Campbell's first three voyages as
 requested.

8. 454-7. I hope that I have
 sufficiently explained the impossibility
 of remitting in cash for all shipments,
 considering the quantity of stores used
 in lieu of wages, for which the Camp
 produce is partly a return and also
 supplies to the West Falkland, which
 are all remitted for in produce. With
 reference to this I enclose an analysis
 of the stock in hand 30 June,
 showing that out of a value of
 £1,700, only £500 are saleable in
 the Colony, and this sum does not
 represent the cash that may be expec-
 ted, on account of the produce remittances
 already alluded to. If the stores
 came to a market where they would be
 saleable at once for cash, it would be
 a different matter. It may be well
 for the Board to lay down rules for
 business with settlers; but if the latter
 can do their business cheaper elsewhere,
 we shall be left without constituents.
 The usury laws have not been repealed

in the Colony, and our sale has been
to charge 5% in payment, standing
sold at Brown's credit.

9. 1854 - D. In auditing the
enclosed account of expenditure on schooners
this last year, I must again revert to
the unsatisfactory position I am in. The
new schooner or steamer is not wanted so
much for delivering stores to others, as for
the Company's own work. The Black Hawk
being used for the mail service, which is
now showing increased profits, I can employ
her but little, and I must reiterate
that the *Perseverance* is quite inadequate
to the work she is required to perform.
The Directors said to me, decidedly and
without reservation, "Get sheep, permit
money, and you shall have a steamer."
I have sold sheep, permitted the money,
and I expect the steamer. I regret to
see that the steam launch has been put
quite on one side. Although it is beside
the question, as you have alluded to the
small profit on the *Stone*, I must
remark that it has amounted this year
to £6057. 0/6.

10. 1854 - W. I am purchasing
land from time to time with land order,
having completed a block at Darwin
Harbour at 2/ an acre, and the free-
holds of two sections under the Land
grant Ordinance at the same price.
~~besides other small purchases~~

11. 1854 - W/11. Dr. Rogers and

Mr. Lee arrived by ~~Bank~~ Hawk

12. 455-2. When a crew of
two or more distressed seamen are
shipped I should recommend reducing
the passage money to £3, - it would
be unreasonable to expect more,
as the passage of wrecked crews was
one of the principal items of profit
relied upon in accepting the mail
subsidy.

13. 455-3. Labell probably
not avail myself of the permission to
send the Governor to Darwin, as the
houses, if landed there, would only
have to be reshipped to their ultimate
destination. If it cost any more
to get this privilege, I think it was
unnecessary. The latter carriers
were returned by accident, the case
having been searched for them
before being shipped.

14. 455-4. Some time since
I resigned my appointment as Magistrate.

15. 455-5. I much regret
that I was not instructed to see
Mr. Williams up as soon as he failed
to meet his bill, as no good can
arise from continuing our connection
with such a shuffling individual.
I have through other sources that
the advance is £4000, £1000 to be
paid annually, and as the payments

to the Company will take up most
of this. I do not see how he can get
on without working capital. All
produce, as well as the stock, buildings,
&c. is undoubtedly mortgaged to W. Elder.
I shall of course not advance him a
farthing without instructions, and shall
call upon him to pay for the stores and
material supplies after his bill was drawn.
I have not interfered with the arrangements
Mr. Williams made for managing the
estate, beyond giving notice of the foreclosure
of the mortgage to the Governor.

16. It is satisfactory to remark
that the freight and passage money of the
Black Hawk this voyage down exceed
£145. I shall be obliged if you will
have a few books of tickets after the style
of the enclosed printed for the use of
Mr. Malin and this office, and send
them out by mail.

17. Mr. Langdon will feel obliged
by your paying £50 to Mr. Sargison.

18. I should like to know if the
land belonging to Capt. Wilson (see your
despatches 438-9 and my reply 143-44)
is to be had at the price I suggested
or if not, at what price.

19. I wish you to send by the wool ship either two pairs of tramway wheels or a truck complete for running up and down the jerry. There is a quantity of angle iron here which the Engineer and I have arranged to lay down as a tramway from the Store to the end of the jerry, intending to station the Dredge in such a position as to draw up the truck. I think two trucks would be more convenient, if they are not too expensive. The gauge you can determine, the truck should be capable of carrying 2 tons, and as there will be a sharp curve the wheels should be tolerably close together.

20. I am preparing an indent for the Wool ship, which will go by Black Hawk. Will you oblige me by sending by post 2 glaziers diamonds, which are much wanted, and by paying the German Consul General, Mr. Wicke, Six shillings on my account.

21. The Silurian from Swansea arrived here 17th inst. for repairs and is consigned to Deane.

I am, Sir,

Your obedient servant

W. G. G. G.
Colonial Manager

Enclaves.

2nd Lt. N^o 332/12

1st of Subur, 308. for £ 306. 2. 1
Subur's account

D. St. Dadi account

Tuzai

Stanley P^r statement & balance sheet 30 June
ledger balance

Cash Bk. July & Aug.

Journal

Cash vouchers

Epitome of Stock of Store

3 letters from Langdon

4 " " Cook

Account of Schooner since 1872/3

Shipping report

Proposed ticket for N. B.

Letter for Jenkins

" " German Consul

N. B. Mack Mack's returns

4
 Falkland Islands
 Stanley, 3rd September
 1870

In the lease of West Cove
 Reserve which I have just received,
 it is mentioned that a house
 has been built upon it; - this
 is not the case, nor would one be
 of any use there, as the sheep on
 the section can be, and are shep-
 herded by a man living in a
 house on N^o 26, the section adja-
 cent. I have therefore to request
 that the last words of clause 2
 of the Amalgamation Ordinance
 may be considered to apply to this
 case.

I have the honour to be,
 Sir,

Your Excellency's most obedient
 humble servant

Leathes.
Colonial Manager

His Excellency,

Colonel D'Arcy,

Governor
 do. do. do.

170.
Seyo.

22nd Sept 3.

Sir,

This vessel being detained by a head wind enables me to report the arrival of the German Brigantine *Alena*, Captain Buchmann, belonging to Messrs. Karmesser & Weul. Bremen, with hides and india rubber from Guatemala for Bremen. She was three months in Valparaiso in distress, having gone in leaky, and been docked and repaired, but a heavy bottomry bond on her, and is now leaky again. She was built in the State of Maine ten years ago, and is, I suppose, very weak. The Captain has put his business in the Company's hands, and wishes, I believe, to condemn her; at all events I do not expect anything can be done until he hears from home. Under the circumstances I do not like the business, for if I advance money on bottomry, she may go to Montevideo leaky again, and incur another bond.

J. Coleman, Secy.
 Secretary,
 London.

which would improve previous ones. Will you communicate with the agent, and suggest a prompt decision, and at the same time procure a good opinion on the following point: - in calculating whether the cost of repairs will exceed value of vessel when repaired, have you any right to take into consideration expenses incurred on the same voyage, but at another port, on the fact that a bottomry bond exists? I have always thought not, but should like to hear your view on the subject.

2. Enclose a receipt for Notarial fees of \$100, which were accidentally omitted from a former packet, received from a certain person.

3. By the Black Hawk cable for the King's disbursement was forwarded, freight on same being \$15. The Government are still hard up, having drawn all the bills they can until next April, and yet ^{are} being so short of cash that they have been unable to pay for the last two trips of the Black Hawk!

4. Mr. Jarvis has audited
the account as desired by the Board,
the annual fee being fixed at £55.

5. Referring to the epitome
of stores in my last, in which the
stores saleable in Stanley were put down
at a value of £8700, they do point out
that the coal, of which the Colony is
well supplied, cannot sell for some
time. - these amount to £1500, and
adding at least £2200 to be consumed
by the West Falkland, and other papers
in produce, there remains only £5000
to turn into cash for our disburse-
ments.

I am, Sir
your obedient servant,
James Cook.
Colonial Manager

Enclosures.

Subsistence - receipt for £6.107.
Wash Hawk's Feb voyage down (return)

171.

Black Hawk.

1st October, 3.

Sir. I beg to enclose duplicates of my despatches No 170, which went per Terge on the 24th ult.

2. The German schooner Helene is declared unfit to carry her cargo, and she must go by Black Hawk to charter another vessel. The question as to what is to be done with the Helene is left open until she can be thoroughly examined, she may have to be condemned or may go home in ballast. The fact is she is rotten, and in that case, the owners may be desirous of getting her home, as the loss, if condemned, will be a great measure fall upon them.

Will you therefore inform Messrs. Harman & Wrench of Bremen, that they should promptly provide the Captain with a letter of credit on ^{London} Bremen, as I have informed him that under the peculiar circumstances I will not accept Billorey on the ship.

J. Coleman, Esq.

Secretary

London

3. According to Art 498
of the German General Commercial Law
the master is not authorized to
conclude transactions on the personal
credit of the owner, nor more especially
to contract debt upon Bills of Exchange
on his behalf, unless specially au-
thorized by a power of attorney given
to him to that effect. It would
appear from this that German masters
do not stand in the same position
as English ones, who are bound to
endeavour to get advances on the
owner's personal credit, before resorting
to Bottomry. All masters I have had
to do with have objected to drawing
bills backed by Bottomry bond as
collateral security; they have offered
to give one or the other, but not
both. A more complete understanding
must be arrived at with regard to this
question, and, if a Bill on owner be
really invalid as against the ship
I must take bottomry on as your
best. For this purpose I request
that you will furnish me with a form
of Bottomry bond approved of by
authorities in German and Italian
law, and the necessary forms of
Consular certificates.

4 The N.S. Ship Andrew Johnson
with damaged rudder is consigned
to Dean. The Lints of Liverpool with
extensive damage and cargo on fire
to the Company.

5. I send an account of the
receipts and disbursements of the
Black Hawk on her 5th & 6th voyages,
showing a profit of £179. 15/ less
insurance and wear and tear - This
return will be made up each mail.
The freight and passage money this
voyage up amount to more than
£125. and I expect some good freight
down from Suva.

6. I have sent 50 tons
more iron to Montevideo as per
enclosed letter to Campbell & Co.
permitted to be sent to you.

7. Enclosed is general present
for the wool ship with remarks.

8. Please pay the South
British L.S. Co for premium of
insurance received on their account.

9. I should be glad to know
what a general practitioner could be
induced to take up his residence at
Cairn for, as unpleasantness always
arises about sending a doctor from
here. When D. Watt last went out

he demanded a guarantee for the usual fee of £10. 10/ which I gave on behalf of his intended patient; but the latter died intestate before the doctor arrived, the Court took up the estate, refused to pay more than £5. 5/, and my guarantee had to cover the rest. Thus the company lost £5. 5/ through taking the only possible means of obtaining medical attendance on a dying man, surely a hard case. I have claimed on the estate for £5. 5/; but as there seems to be a desire to bully the Company into sending out their own doctor, I do not suppose I shall get anything. I believe the Camp men could be roused into subscribing

to. I have omitted to mention that the amount of losses on the Store and Butchery seem larger than they are. The amount to the Dr of Dr of Store and Butchery did not correspond with the book debts, through carelessness extending over a number of years. - for instance in not crediting Dr of Store with goods returned, the accounts are now made to accimilate, and precautions taken to avoid such omission in future.

11 I have not found an opportunity of speaking to the Governor about his finances - I find that he has only repaid £10 of the last £25 bill I drew before going home, his Store bill is large and increasing, and grows what I can learn, but the idea of paying any accounts in the Colony is faintest from his thoughts. I must remind you that our account with him is in confusion, though you were having supplied journal entries for the cash paid in London.

12. I have referred the Stationer of Marine, ^{to you} for £13. 50/- = 10/6²/₇ paid in by Captain Dragastini of the Terzo to be permitted to the first mentioned.

13. Mr. Dean has a copy of the terms of business proposed with letters, and we are to make an arrangement shortly: you have not provided for the contingency of a balance being due the Company even after the produce has been realized.

14. I have already asked for some more shipping reports, and have
to add

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To add that it will be conducive
to greater regularity if you will send
100 or 150 bound up as an office
book, in which each movement can
be recorded as it happens, and copies
can be taken on the morning of each
mail day.

15. Having gone over the
Vicar of Bray with the Marine Superin-
tendent & foreman carpenter, and
carefully calculated the expenses, I
have decided on repairing her, and
waiting for a cargo from a distressed
homeward bound vessel. One week's
work had been done and good
progress made, when the arrival of
the *Tinto* stopped it for the present.
I send an estimate of her cost when
ready for sea, and believe that it
exceeds greatly the sum that will
actually be spent.

16. Have for Darwin in
a few days - Very satisfactory reports
of the condition of the sheep continue
to arrive.

Yours Sir,
per obedient servant

W. G. G. G.
Colonial Manager

Exhibitions

Exp. 1. by 170.

Account of Mark Hunt 5th. 46th. 47th.

Estimate of cost of trees of Peay
with a list of names from Langdon

2nd. 1. 230
3rd. 1. 22 1/2

4th.

Account of Campden Academy &
Mark Hunt for 1871

Shipping report.

Reading for granite tons for Alding
Book ordered by Cannon

Fairland Island Co. 215
Stanley 26th Sept. 1873.

Sir,
I am informed by D. Watto that he has been allowed £5. 5s. for his journey to Darwin, to attend on the late John Quinne.

Before Mr Watto left Stanley he demanded a guarantee for a fee of £10. 10s. which I gave him, as per enclosed copy, and I have today paid him the balance of £5. 5s.

Having acted on behalf of John Quinne as his agent, and taken the only possible step to obtain the Doctor's attendance, it does not appear reasonable that the Company should lose £5. 5s. because the man happened to die a few hours before the Doctor reached him. I request, therefore, that the Company may rank as a creditor of the Estate for the sum of £5. 5s.

Have the honour to be,
Sir,

Your obedient servant

W. G. G. G.
Colonial Manager

The Chairman
of the Magistrates Court.
Stanley.

29th Sept 3.

Sir, In referring your Excellency to Mr. Langdon's letter to Mr. Blyng dated 12th November 1872, I find it necessary again to lodge a complaint against Rastiff the pilot.

On boarding the Tinto last week it has come to my knowledge that he used every endeavour to prejudice the Captain against this Company, not to mention the strong recommendations he gave in favour of other parties; and, on the following day, before some of the Company's employes, he justified his attacks, (or attempted to justify them) by uttering some slanderous accusations against Mr. Langdon, for which I believe the latter intends to call him to account.

I believe that this man has been warned more than once to desist from the practice complained of, but to no effect; and, since from his position as a Government servant he is capable of doing so much injury, I hope that your Excellency will consider that there is sufficient reason for discharging him.

Have the honour to be

Sir,
Your Excellency's most obedient
humble servant,

Wm. Langdon.
Colonial Manager

Your Excellency
Colonel D. A. C. P.
Governor,
S. S. S.

Consulate of the
German Empire,
Fort Stanley, 30th Sept.
1873.

Your Excellency,

I have the honour
to enclose a despatch for His
Highness the Imperial Chancellor,
which I respectfully request may
be forwarded after perusal.

I take this opportunity
of acknowledging receipt of your
Excellency's circular letter of 4th.
July last.

I have the honour to be,
Sir,

Your Excellency's most obedient
humble servant

Karl Gott.
Imperial German Consul.

His Excellency
Count Munster,
Imperial German Ambassador,
London.

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Consulate of the
German Empire,
Port Stanley, 30th Sept.
1873.

Sir,

I have the honour to report to your Highness the following movements of German vessels in this port.

The "Urbina" of Pithaven arrived 15th August from Mexico bound to Falmouth, short of water, and proceeded soon afterwards.

The "Helene" of Bremen from Guatemala for Bremen arrived 22nd September in a leaky condition, and, it having been decided that she is unfit to carry her valuable cargo, (hides and india-rubber) the Captain proceeds to Montevideo by this mail

His Highness

The Chancellor of
The German Empire,
Berlin.

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mail to charter a vessel to
take it to its destination.

It will be decided
afterwards if the *Selene* can
be temporarily repaired to
enable her to proceed to
Bremen in ballast. I shall
not fail to keep your High-
ness informed of all proceedings
in this matter.

I have the honour to be
your Highness's most obedient
humble servant



Severin
Imperial German Consul.

Italian Consulate,
Port Stanley, 30th Sept.
1875.

Sir,

Referring to the last paragraph of my letter of 2nd July last, I have the honour to enclose the Matriculation Book of Domenico Ficara, which was placed in my charge by Captain Francesco Beagostini of the barque *Ferry* of Genoa, together with an account of his wages; the sum of £13. 50 I have also received, and instructed the Secretary of the Falkland Islands Co. (39 St. Gracechurch St., London) to hold it at your Excellency's disposal.

I have the honour to be,
Sir,

Your Excellency's most obedient
humble servant

Scarpola.

To His Excellency

The Minister of Marine

&c. &c. &c.

Consul.

Tomé.



Italian Consulate,
Port Stanley, 1st October,
1873.

Sir,

In continuation of my
despatches to your Excellency dated
14th August, I have the honour
to state that the Barque Serzo
sailed hence for Montevideo, en
route for Lyons on the 24th of
September.

I have the honour to be,
Sir,

Your Excellency's most obedient
humble servant,

Barbigo.
Consul.

His Excellency
The Minister of Marine,
d. d.
d.
Rome

172.

Andrew Shearman.

8th October. 3

Sir,

I enclose duplicates of my despatch per Black Hawk, which sailed on the morning of the 2nd Oct. with 50 tons cargo and thirteen passengers.

2. I have signed the mail contract for a year at £500, it is to be a yearly one on same terms, subject to notice to be given on either side on 30th June or 30th December. Copy of the contract and of correspondence on the subject is enclosed.

3. The Magistrates decline to admit the claim against Quinn's estate, and I have referred the matter to the Governor, who will refund £5. 5^s. when the proceeds come to the Colonial chest.

4. The schooner Hittadit from Montevideo for Valparaiso arrived yesterday in ballast, and offered the Vice of Brays' smelting coal at 15^s. per ton freight or to sell them at 30^s.; both offers were declined.

J. Coleman Esq.
Secretary

London.

5. I have been asked for dinghies, which are not to be had now: six ranging from 8 to 12 feet would find a ready sale; they should be from Forrest's Row, and like the first sent by that firm some years ago, those subsequently sent being inferior in material and workmanship.

6. The boiler is going to Darwin on the return of the Black Hawk.

I am, Sir,

Yr obedient servant

Eastport.

Colonial Manager

Enclosures.

Triplicates Nos 1 to 9, 17, 18, 19.

do Index

3rd Exchange No 338

Stanley Grt & Cash Book for Sept

do Cash Vouchers " "

do Ledger Balances " "

do Wages Return 30th.

Copy of Mail Contract 18th 4.

do " J. Correspondence

of the
Faulkland Islands Co.
Stanley, 22nd October,
1873.

An application for space to erect a Church for the use of the Presbyterian Congregation at Darwin Harbour having been made to the Directors of this Company, I hereby certify that, so long as the said Church is properly used and kept in repair by the Presbyterians in the service of the Company, the ground upon which it is about to be erected shall be considered to be public property and not subject to any rent.

By order of the Board

H. E. P. O.
Colonial Manager

1773

Black Hawk.

15th Nov. 2.

Sir,

I have to acknowledge receipt of your despatches Nos 456, per Sea Witch 28th ult., 457, in duplicate, and 458, and Mr. Page's letter of 19th Sept. which arrived by Black Hawk on the 2nd inst.

2. 457-6. I have already made some remarks on Botomny Bond, & its despatches 167-6, 170-1, and 172-3. My surmise with regard to the uselessness of a Botomny Bond on the D. H. Dade has been confirmed by accounts for I have that the master succeeded in condemning her in Buenos Ayres.

3. 457-7. There is no tobacco of the kind mentioned by the Drury to be had; I should recommend his going a box out of board, as a gift. I have no means of ascertaining anything about the delivery of his box at Valparaiso.

4. 458-2. Captain Dye has joined the Band of Hope, and is a strict teetotaler. I propose sending him

Yours
 Obedt

J. Coleman, Esq.

Secretary,

London.

house in charge of the line of Kings
his repairs are being pushed on,
and when completed, she will be
in readiness for the first good char-
ter that offers.

5. 458-3. I believe that
Patterson's letter was mistaken for
McCall's.

6. 458-4. As I left the
Directors apparently satisfied that
they could not lose less than £500
a year on the Black Hawk's first
mail contract, I thought they would
approve of my standing out for a
little more on the next one, which
I knew I could get. I hope that,
as matters have turned out, they
do not think I acted imprudently
in modifying the contract. The
passenger list amounted to nearly
£100 this voyage down.

7. 458-6. I think that
my suggestions about the Store have
been misunderstood; I never meant
that the business should be given
up, but that it would pay better
to import as merchants than as
hucksters, leaving room for others
to make profits on retailing our
importations.

importations. My opinion on this matter is strengthened day by day.

8. 1858-7. Lieut. Fisher's books were left behind; the Dean sent no box, the one referred to in error was Mr. Long's.

9. 1858-9. I am glad to be able to announce that the Black Hawk has delivered the boiler and other heavy machinery at Cape Green in Carwin Harbor, where the boiling down establishment is to be planted.

I went up myself, and left full directions with Felt about erecting the buildings, so that operations may be commenced in the autumn. I had enclosed a drawing of the arrangements intended to be carried out, the boiler house being of stone, the other wood.

10. Letter of 19 Sept. The Company are only compelled to carry 6 tons at 30/; but I have always looked on this as an outside freight, and do not think that more could reasonably be asked. I thought the clause unnecessary, and proposed to strike it out of the new contract; but

The

The Governor has some doubts
in his head about it.

Mr. Williams has lost the
case containing the parcel addressed
to me.

11. I must again urge
upon the Director the necessity of
providing for a shipment of shingles
from Canada to Montevideo. I
have already said that the asphaltic
felt roofing is worse than useless,
and I am therefore sorry to see
that more is coming out. You may
of course continue to ship it; but
brown paper would be cheaper, and
quite as efficacious. There are
more complaints than enough
about the roofs of our Camp
houses.

12. The cargo for Governor
is very small; after deducting goods
for use the value saleable is about
£2000, and a half this must
go into the Camp in lieu of wages,
and the remainder, if turned
into cash, would not provide for
our disbursements for many months,
the Director may expect to be drawn
upon before the wool ship goes home.

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(cont. 8)

Hope that a liberal shipment of ~~stoves~~
may be forwarded by that vessel.

13. The cabin passengers by the
Black Hawk complain of having to use
three-pronged steel forks, - they think
the Company might afford electroplate.
The fittings throughout are certainly
mean to a degree, and the cabin is
singularly contrived to give the
maximum of discomfort. Something,
I think, might be done to make the
change from the comfort of a steamer
to the discomfort of the schooner less
startling; the passage is untroubled
by one of honor, especially for ladies.

14. G. Cooper of Darwin
Harbour wishes you to send him a
strong double cased watch; his
limit is £6.

15. Mr. Williams has asked
for a payment of £50 to his brother
in law Mr. Barker; this will be
against his wool, and when a sale
come out he will square up to a
point.

Mr. W. in reply to your
 separate 457-2, I find, on
 reviewing the correspondence and
 recollecting our conversation, that
 Mr. William proposed himself
 to be most likely to buy the
 Speedwell sheep right out, if
 allowed time to finance in London;
 and in consideration, inter alia,
 of the great expense incurred by
 him in removing the sheep, I
 granted him the privilege of
 declaring whether he would hire
 or buy up to the 30th June this
 year. This was for the first
 year only: in the second year
 one month after the hiring became
 due was allowed him to decide
 in; — this, the money being due
 in advance, was the 1st of August,
 so that a decision would have
 had to be made before the lambing
 time. Mr. William says that I
 agreed to consider a payment of
 cash in London on 15th August
 equivalent to the same on 30th June
 here; it may have been so, but is

not expressed & in writing, and my memory does not serve me on the subject.

17. A very large crop of wool will come in this year, I will not say more in proportion to the number of the sheep than in any previous year because I dislike predicting things that may after all cause disappointment. I will only say that I believe the Directors and Proprietors will be satisfied, and that I hope to send a first instalment of 100 to 150 bales next mail to Montevideo, for transmission by steam.

18. Messrs. Holmsted & Co have paid in the sum of Four hundred and thirty pounds, Three hundred by enclosed bill, and one hundred and thirty in cash. This will materially reduce their account, and upon realization of their produce I hope they will be straight.

19. The Tinto's repairs are concluded, and her bill is enclosed, making the summittance this mail about £1000. Dr. Baehi "Boto," Capt. Medd is here for medical attendance. The German Sp. Ferdinand

Primmer called last week for coals and water, a small bill from her is enclosed.

20. Par. 15 was written under a misapprehension, as Mr. Williams has today given me a bill for £300 on Mr. Eldon, thus having a balance in his favour both here and in London; the order as to Mr. Barber's £50 remains in force.

21. The Governor is now 89 days out, and I begin to fear that she must have run into some port in distress. I notice that her charter expires next year, so that, if the Captain is an unscrupulous man, this is the voyage when some accident is likely to befall him. It is very annoying that Ocean should have had such a start with his cargo.

I beg to suggest that you should not take up ships of mature age for general cargoes; it may be very well for coals and wood, but we don't like waiting for stores.

22. Sharp the blacksmith will have been here ten years next May, and I have agreed with him for another year at his present wages, £9. 15^s per month, or 7^s 6^d per working day, with 2^s 6^d extra when working for ships. Sharp considered it very hard that he could not get 5^s 6^d per day, as the Carpenters do, but as I have ^{fallen} looked on 7^s 6^d as the highest pay a Blacksmith can expect I could not comply with his demand. I should like to know what a Blacksmith can be got for, as I think it not unlikely that he will leave in May 1875, unless his wages are raised.

23. The time has now arrived when it is quite necessary to get a stone mason or bricklayer from England. The trades are I believe distinct at home, but here the mason is required to understand building stone walls and houses, plastering & brick masonry, and above all to be able to build chimneys that will draw well. I have to keep a mason at work in the Camp at £8 per month, and this year

there is so much to do that I must
 either send a man out of Stanley at
 8/4 a day, or run the risk of not
 having the boats and all the new
 houses set up in time. A man
 engaged for this place should be
 contented to do other work in frosty
 weather, or when trade is slack,
 and, as he would have to travel
 a good deal from place to place,
 he should be single. You might find
 a man of the kind wanted about
 Rasingstoke.

24. Mr. Waldron wishes you
 to send three tanks, taps & gratings
 as per Frances, if possible by wool
 seal, though I expect it will be
 too late.

I am, Sir,

Your obedient servant

W. S. P. O.

Colonial Secretary

Enclosures.

- Duplicate no. 172.
- Journal Wash Bk. Oct
- Cash vouchers "
- Remarks on accounts.
- Tinto's accounts
- Ferdinand Beumon's acct.
- Sp. of Black Hawk's 7th voyage
- 1st Lt. 1: 390 15 0 0
- " 391 300 0 0
- " 392 642 2 0
- " 393 300 0 0
- " 394 6 0 0
- Order on G. G. 1263 0 0
- Letter for " "
- Shipping Report
- Camp Wages to 30 Sept
- 2 Letters for Coleman
- Ground plan of
 building down to lake

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Gosmin.

21th Nov. 3.

ix. His vessel having called for water, I am able to forward duplicates of my last per Black Hawk of 10th Nov.

2. I have undertaken to pay on Mr. Williams' account in London to the order of G. Regenthal, the sum of £100. 10s. on the arrival of the February, May, August, & November mails, of which please take note.

3. By an unfortunate oversight the order for boots, which was made up for the indent, was not copied - I now forward it, and request that it may be executed, and sent out via Montevideo, as it is an important one.

4. Since I last wrote the Brig Zuma, of Shoreham, and Barque Stepmat, of Blyth, have arrived for extensive repairs, both with recommendations to O'Connell; somehow the latter seems to have

H. Coleman, Esq.
Secretary.

London.

a better system of advertising his name than we have. If we could get an agency letter from a good firm in each of the principal ports, it would go some way; we have no clients in Sunderland, Newcastle, or Glasgow; I send a list of firms whose agencies, if obtainable would be useful, and you will also find enclosed a card with the agencies marked on the back; please have a hundred or so printed for use here. I suppose it would be too expensive to have the ships bound round the Horn visited personally, though some Custom house clerk might do it for a small allowance, as Mr. Bennett did at Swansea.

5. The Governor having now been out more than 100 days, the probability of her having gone into a Brazilian port increases, and I have thought, with regret, of our having no agent on the coast to look after our interests. Could not a clause be introduced like the one in the Quana charter parties, stipulating that the ship must be addressed to the Company's agents, if obliged to go into a port of

refuge?

6. The necessity of a steam launch is being felt more and more, the number of hands available for boats being so limited now, that we can seldom make up a boat's crew, without taking blacksmiths or carpenters away from their work. Those whom these mouths have now elapsed since I bought the Egeria, and yet I have been unable to raise a sufficient number of men to discharge the spirit cement. See launches, over 40 feet long, and of suitable beam and depth constantly advertised in the "Field" at prices ranging from £300 to £500.

7. Referring to despatch 173-10, Mr. Williams has found the parcel addressed to me.

8. The shearing begins on the 1st Dec^r; but we are without wool bales or bagging, except a small quantity of very inferior stuff bought at Beans. It will be necessary to have a year's supply in hand in future.

Yours Sir,
James G. Stewart
Colonial Manager

Enclosures.

- 1st Trip No 272, 273.
- 2nd " " No 240/3.
- 3rd " " order on G. Co.
- 4th " " No 244 for £34.02/10
- Return of Company Salaries & Wages
- List of Whippers and business card
- Index for Book

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Genl. Mitchell

19th Decr 3.

Sir,

I beg to enclose duplicates of my despatches per Epaminus.

2. There is no probability of this vessel being home before the mail, therefore I do not write at length. I advised you by the Eliza of the Governor's arrival on the 5th inst., and had I known she would be delayed so long I should also have sent you a line by the Palham, which called here on the 6th inst. for fresh provisions.

I am, Sir,

your obedient servant,

Wm. Hall
Colonial Manager

Enclosures.

Dup. despatch 174.

2nd Ex. N^o. 3444Copies Cash P^ost. & Jnl. for Nov.

Letter for Henry Register