1812

Yokohama. 21st March, 18.

Sir,

I have vessel was on the point of going to sea when she was demanded a Government survey on the mainmast, which was condemned as rotten: on stripping the topmast, it was discovered to be rotten also; new ones have been supplied, the topmast having been made from a spar at Bland, the lower mast purchased from Brass for £75. I send 2nd of a draft on Jenkins 16th for £274.10.2, and will forward accounts by mail, which will most likely be home first.

2. The Anne Booth arrived on the 19th and is turning her cargo out in bad order: the bale goods are soaked with salt water

J. Coleman, Esq.
Secretary,
London.

and contained [illegible]
it appears that the deck was
not caulked in London & to
make matters worse the seams
with tar and in hurry all
over. Capt" Smithers says
it has taken 25 minutes to
pump her every morning
since she left the Docks, I
can't imagine how a vessel
could be kept in such a state -
would respect fully our hon. Ly
mail.

I have to acknowledge
receipt of your despatch 460 per
Steam Vessel, which calls for no
special reply.

I am in consequence of
having no invoice or particulars
of the cargo, therefore am
unable to bring out for the
Lieut. Gov. &c. &c.

Your obedient servt

Enclosure
Order for £75 &c.

1863.

A. A. Grönland.

23rd Mar. 1

Sir.

The Black Hawk arrived yesterday (Sunday) and brought you despatches 461 – 465 (exp) and 466, to which I now make a hasty reply, as two vessels leave for Montevideo this afternoon. 461-2.

2. The complaints about the Black Hawk's accommodation are not exaggerated, but I am getting her into better order, and hope the contract for next year may yet be saved, which it would not have been, had not attention been paid to the matter promptly. The Frau's steward was in the vessel two or three voyages, but we cannot depend on keeping men in Montevideo. You must have forgotten the account Capt. Sachs and I gave you of Capt. Smithers

Holemann Esq
Secretary
Legation

and the Town, as you would not have suggested him for the Black Hawk, or engaged him in any capacity.

3. 1644–5. The account forwarded for Mr. Williams shows a greater expenditure than I expected. I have already sent Mr Williams a letter, a copy of which is enclosed, upon which I request the Directors immediate instructions. Mr Williams having cancelled the Agreement Ireland argument you are in error in crediting him with only £2 proceeds, the wool was from the sheep about which the Director grant the rights of pre-emption in the paragraph under reply.

4. 1644–6. I wish and if I have time an estimate of the cargo for the Lion.

5. 1644–11. I hope to get rid of the Mate of the Brooke

and [illegible] a [illegible] harbour
a contiguous mode with a [illegible]
good to work in [illegible]
here.

6. 1811 - 11 The Victor,
Lotus, and Windermere are the
only vessels that have been lost
during the last seven years
in the [illegible] case of the
in the former all hands were
drunk. the last mentioned was
a little cutter: the risk of
coasting is, by the number of
good harbours, in my opinion
reduced to a minimum.

7. 1866 - 2. One great
complaint against the Black Rock
was the want of second class
accommodation: I am enquiring
this, and will send you plan
back by regular mail with
additions marked on it.

8. 1866 - 20. He shipbuilders
required by October or November,
whom I suppose you will send by
first Mail, bring first after
Wednesday, are, as far as I know
at present 10 in number.

9 1166 The Captain
Compleat informs me that he
has despatched the receiving
voyage Letters, to which he
should have added 3 Lres
General cargo and 2 Lres mark.

10. 1166 — 8. The Same
Boats will collect cargo
for the Lion in a week time.

11. 1166 — 6. The missing
packages must be taken in hand
sharply: if skulking cannot
be had we must go in for
gathering the rest: for cannot
Capest men and women to live
through winter contentedly more
Lions.

12. 1166 — 9. Stations
mentioned in connection with the
Birdlays of persons to mean
beef only.

13. [illegible] The newspapers
from the office have come most
irregularly of late; several mail
budgets were missing last mail,
and by this opportunity we Desire
the papers have arrived or those

7 January 2nd to 9th and 12th and 13th they need to come with unfailing regularity, and I should feel much obliged if you would look into the matter at your convenience, as the want of paper is sorely felt.

14. Send full copies of all correspondence connected with the Expo, and am disappointed at having no comments on the proceedings either from Ottawa or London, for future guidance.

15. Have had hundred Hamilton Legislation, Select Scotch & Capt Buchanan of Hebe; if he does not return it please send another copy.

Yours, Sir,
for obedient servant
Langton.
Colonial Secretary.

Enclosures:
Desp. 1812
Desp. 79/80 No. 347. 349
3rd do. 351
2nd do. 1st. for £274. 13. 2
Acts [illegible] auto-
Hillman's Chr. Vancouver
Copy London mail.

Ord. 9th 13th Aug.
Letter & Enclosures
Desp. for Vancouver's Island.

Rough Estimate of Cargo for Lisbon.

Beef Bulk.

Company	700	
Geo. F. H.	150	850
Brownfield's		40
Smith, Island		40
C. Williams		30
Bowers		20
Chases		10
Smiths		30
Holdens		20
Edwards		30
Packs (provisions if room)	100	
Bulk	902	

Hides.

Company	2600	
Brownfield's	500	
Holden's	1000	(measurement 560 tons bales)
Packers	200	
Chases	300	
Bowers	200	
Edwards	3000	

Shipping Agents, Boston, Lisbon.

Holden & Co.

Boston Mass. 1850.

Italian Consulate,
Port Stanley,
2nd April. 1874.

Sir.

I have the honour to acknowledge receipt of your Excellency's letter of 10th Nov. last, N° 6004, and in compliance therewith beg leave to forward an account of fees received in this Consulate, showing an amount due to the Treasury of Lire 198. 36.

I must express my regret at not having forwarded this statement before, and at the same time ask leave, as the business is so very small, to forward

His Excellency
The Minister of
Foreign Affairs
&c. &c. &c.
Rome.

forward it annually instead of every three months, according to the second part of Art. 307 of the "Regolamento Consolare".

There is not one Italian resident in this Colony, and the sole business of the Consulate is in connection with shipping matters, and that to a most limited extent.

Referring to your Excellency's request that I will name an Agent in the Kingdom, according to article 316 of the Regulations, I feel myself in a difficulty, through having no acquaintance with any resident in Italy: I have however referred the matter to my London agent, F. Coleman, Esq., who will

doubtless give me the name of some trustworthy person to whom I can give my procuration, and I have, meanwhile, requested that gentleman to remit to Your Excellency the sum before referred to.

With great respect,
I have the honour to be,
Sir,
Your Excellency's most obedient
humble servant
Jas. Egan.
Consul for H. M.
The King of Italy.

Consulate of the
German Empire.
Port Stanley, 2nd April,
1874.

Your Excellency.

I have the honour
to forward a report for His
Highness the Imperial Chancellor,
which I respectfully request may
be transmitted to Berlin.

I have the honour to be,
Sir.
Your Excellency's most obedient
humble servant
Alex. Egoo.
Impl. German Consul.

His Excellency
The German Ambassador,
&c &c &c
London.

Consulate of the
German Empire,
Port Stanley, 2nd Sept.
1874.

Sir,

I have the honour to forward:—

1. A statement of Imports and Exports and of the production of wool in this Colony for the last two years.

2. A list of German vessels that entered and left this port during 1873.

3. A summary account of fees received in this Consulate.

Without anything further of interest to report,

I have the honour to be,
Sir,
Your Excellency's most obedient humble Servant

Alex. Egon.
Imp.l German Consul.

His Excellency
The Chancellor of Empire
the German &c. &c.
Berlin.

Statement of Imports and Exports and of the production of Wool in the Falkland Islands. 1872.

	1872	1873	Increase
Imports	£21,111	£36,510	£15,399
Exports	£31,135	£40,306	£9,171
Wool in lbs.	321,110	405,979	84,869

Consulate of the Queen's Empire,
Port Stanley, 27th March, 1874.

Sir,

I have the
Imperial Germ. Consul

List of German Vessels arrived at and sailed from Port Stanley during the year 1873.

No	Date of arrival	Name of Vessel	Captain	Name and residence of owner	When hailing from	No. of men	No. of Tons	From	With	For	With	Departure	Remarks
1	1872 Dec. 28 1873	Germania	Niemann	H. Bauer, Rostock	Rostock		153	Buenos Ayres	Ballast	Valparaiso	Ballast	Jan. 2	
2	Aug. 15	Ubbina	Roggenberg	J.W. Kilsebus. Petkum	Petkum	10	174	Mexico	Logwood	Falmouth	Logwood	Aug. 18 1874	Called for water
3	Sept. 22	Helene	Buchmann	Carmsen & Vessels Bremen	Bremen	8	103	Guatemala	Hides &c.	Bremen	Ballast	Jan. 28	Forwarded cargo
4	Nov. 6	Ferdinand Braun	Voss	J. Braun. Stettin	Stettin	.	485	San Francisco	Grain	Cork	Grain	1873 Nov. 9	Called for water

I hereby certify the foregoing to be a correct return of the German vessels that visited the port during the year 1873.

Consulate of the German Empire,
Port Stanley, 8th March, 1874.

Langdon.
Impl. German Consul.

Account of Consular fees received during the year 1873.

	Thlr.	Sgr.	£	s.	d.
Schooner Abbina	"	"	None		
Brigantine Helene	193	10	29	"	"
Barque Ferdinand Brumm	"	"	None		
	193	10	£ 29	"	"

I hereby certify the foregoing to be a correct return of the fees received in this Consulate.

Hanfoos.
Imperial German Consul.

Consulate of the German Empire,
Port Stanley, Falkland Islands.
7th March. 1874.

1 April 4

Payments to be made in London

Mrs. Goodwin (from his sons) Kirkconnel Dumfriesshire	10	" "
Jas. Harris (from John Casey) Port Mair County Longford, Ireland re-direct P.O. Ballymahon	10	" "
1st of Month for 3 months Mrs Nash from her son	1	" "

From R. Greenshields

Rev C. Bull Nunkeeling Vicarage Bridlington Yorks	28	" "
George Thirlow Portobello Musgate, Edinburgh	10	" "

Andrews.
Errol Grampd

1844

Black Hawk. 1st Sept 1

Sir,

I have not much to add to my last despatch sent per Lizzie to Simmons now Greenland, but of which started on the 23rd ult.

2 M. George Gérard arrived by the Black Hawk as Commercial Agent for the United States.

3. I am glad to announce that the donkey engine drives the circular saw with very fair success, the latter has been employed of late in sawing up wood for the City Tramway. The Engineer wishes you to obtain a "saw-set" for circular saws, and a dozen white leather laces for bands.

4. The Post Office here is out of stamps for orders, consequently I have been asked to send Sundry small sums home, which

Coleman Esq
Secretary
London.

Seamen will serve. The
post office orders give trouble,
and I don't think our post
master is in any hurry about
them, so a word to St. Martin's
le Grand might be of service.

5. A dozen log books
are required for the use of the
Company's vessels.

6. The Governor left
on a trip round the Island
with the Bear in the Orient
on the 16th February, and has
not returned yet; Seamen
therefore dread the certificate
of Lundmen's arrival. The
Orient was at the Bora, Bam-
boa Rock, yesterday, and has
still to visit Port Stewart,
Fox Bay, and Port Stephens.

7. I should like to
be at liberty to part with
Port Louis and Second Corral,
should I see a favourable
opportunity of realizing them:
they are of comparatively little

use to the Company, and ~~must~~ might be sold to advantage. I would not part with either, however, until I had made, in the case of Fort Louis, another dairy, and, in the case of Second Coast, had another winter's cut down of wild bulls.

I think a most deplorable thing that the dipping tobacco was not divided between the Lion and Anne Brooke; had it been so, the dipping could have been kept going, whereas it is stopped at the very time when it ~~is~~ should have been pushed on as fast as possible.

There is not an ounce of tobacco in the Anne Brooke, and, if the Lion keeps out much longer, the consequences may be disastrous: should bad weather bring on the death rapidly, with no means of checking it, the loss may amount to thousands of pounds. I think the Directors will agree with me when I say that I sought to have a supply on hand sufficient to provide against any break down in transit

in transit, and I shall see
not to be provided by 31st
December next with 25 tons
tobacco, 2500 gals. spirits of tar,
and 50 tons soft soap. I have
understand that this is in
excess of any requirements, but
I shall feel certain of having
materials in hand, and as there
will always be a demand, this
certainty will be of far greater
importance than the slight loss
of interest on the stock. The
cost of shipping seems enormous;
but I enclose a statement
showing that, after adding 25%
for freight and insurance,
the materials only amount to
4d per sheep.

9. A new binnacle is
urgently required for the safety
of the Black Hawk, the lamps
in the one supplied at Gosport
are nearly useless; it takes one
man all his time to light and
re-light them alternately all
night; from my own observation
I can assure you it is the worst
binnacle I have ever seen.

She also require new lamps for the
bed cabins; they should be for
paraffine, the small lamps now
give no light at all: there are now
three first and four second class
cabins, the Captain & mate's, Doctor,
and Stewards pantry; I believe
that lamps throughout, and candles
being forbidden on board, would pay
for their cost in a year, in the
difference between the price of oil
and candles. I enclose a set of
printed regulations, framed and
hung up in the Black Hawk.

10. I send the Store Book
inventory, and am asked by Capt.
Smithers to send to you for 5 eight
inch single patent blocks. I cannot
get her away yet, as she has to
wait her turn for the Carpenters.
Out of a large bale of hammocks
only two or three are sound, the
remainder are mildewed and rotten,
several mattresses are just the same,
Everything on board was damaged that
could be, in fact the money lost

though damage would more than have paid for having the deck caulked in London.

11. I send an open letter for the Italian Foreign Minister, and a translation of a portion of my instructions, from which you will see that I have to appoint an agent in Italy to pay and receive money. I know no one, and cannot do it, - will you forward the amount and let me know whom I can appoint? The amount is £98.36 at 25 Lire per £ sterling, being 15% on the fees received last year.

12. Having run short of money I am again obliged to increase the deposit account. I suppose that next year the West Indiamen will remit £10,000 through the Company, against which they will draw heavily here. These produce remittances are getting heavier and heavier, and of course I have to find more money

on this side ; the Directors will have to remit cash very shortly I fear. When I first came there were no remittances from countries whatever, and no payments to be expected here, consequently I was able to remit cash ; but it is really better to remit the produce, which lightens our own freights, give no commission, and goes in payment for stores I am sure we shall stores to the least, we must oblige them with cash, if we give them cash we cannot remit it home. I make these remarks because the Directors have asked several times for cash remittances, which are an impossibility if the Store business is to be developed in the very quarter where the most profit is made.

13. Referring to 1833 — 3 — Mr. Williams has drawn upon me for £200 from the West, which I have agreed to pay ; although he has sent in another £200 bill as security, reducing his a/c. to about £400 : I understand the place and produce to be mortgaged : please say if I am right in dishonouring his draft.

I am, Sir,
your obedient servant
Aug: 1500.
Edmund Charnley

Enclosures.

Ship. — 1st. Bill. 2.5
2nd Do. Bill. 5.5
3rd. Bill 2
Groniundi acct.
Mandamini account of.
Black Hawk. return 8th voyage
Copy C. St. Williami acct.
Advice of cash to be paid
Shipping report
Letter Langdon & Coleman
Stanley cash vouchers for March
Cost of shipping materials 1873
Produce return
Translation of Italian regulations
Plan of Black Hawk returned
Black Hawk's voyage down
Black Hawk's regulations.
Letters for Italian Minister,
Capt. Buschmann, & U. States
— Do Consul Abbe Barsanti Leghorn

1 April 4

Explanation of Mandarin's Act

Cash account rendered	306 5 7
Amounts omitted in 2d	17 15 0
	324 . 7
less charged in former acct for Governors Seals but not paid	4 4 .
£	317 16 7
It is requested you will forward to Mr J. Draber Norford Holstein, Germany	13 17 5
and recovered the balance of Mandarin's account from Adolph Winterfeldt Osnabruck Germany	11 6 7

Lau Eboo.
Colonial Treasurer

7th May 42.

Sir,

I have the honour to request that Your Excellency will kindly sign the enclosed Landing Certificate for the Emigrants ex 'Governor', the original having been lost by the Emigration Board in changing their offices to Downing Street, the said Board having desired that another should be obtained for them.

I have the honour to be,

Sir,

Your Excellency's

Most obedient & humble

Servant

P. Langdon for

His Excellency T. E. Cobb

Col. Manager

Colonel D'Arcy

&c &c &c

Governor

Stanley.

185

'Black Hawk'

11th May 41.

Sir.

The 'Black Hawk' arrived on the 4th instant bringing your despatches Nos 41/2 & 42 to which I will reply as well as time will allow, having only returned from the West Falkland after dark last evening.

2. 41/2-4. I am sorry that the Directors cannot see that the steam launch I want would save labour in the way of boats crews; the remarks about Mr Dean not getting one does not apply, as I consider him very backward in introducing improvements and wasteful in his employment of labour.

3. 41/2-9 Respecting Smithers want of sobriety your memory has I assure you failed you, for I remember,

J. Coleman Esq

Secretary,

London.

as does also Captain Packe, giving you an account of the way matters carried on going up to Montevideo in the 'Tom' and how he was quite drunk when we anchored there. The conversation took place in the Board room one afternoon when Captain Packe happened to call. I thought you were aware of the system of promotion, Campbell having been moved up from the 'Lily' through the 'Perseverance', and Thomas of the latter having sailed the 'Lily' for some time.

4. 467 - 15. The bale omitted in the account per Black Hawk No 13 weighing 3. 3. 11

5. 467 - 16. John Symonds has sailed the 'Lily' for 2 years, and is now going home, he has sent me reply as yet to the query about his wages.

6. 467 - 17. I am inclined now to think that the advertisements in the European mail are unnecessary.

as no one comes down who is not obliged to do so.

Y. 1167-19. I can give no more information about Goss's estate than what is detailed in the advertisement. The buildings are good, and I will use my best discretion about them; at present, on the adverse report about wood, my feeling is against touching it, as I should have to draw upon the Directors for the money, but your next despatch will decide me. Two considerations have to be weighed: if Helsay buys it, Henry S. King & Co will start a more formidable opposition than we should have to fear from other quarters, and, secondly, our position at the extreme end of the town militates much against our retail business, and the situation of Goss's premises is in every way desirable both for the Store and Butchery.

Y. 1167-20. I report the rain fall to Mr. J. J. Symons of Camden Square, and make to him last mail about instruments.

Q. 467-7. Two hundred & forty five tons of Coal sold by the Captain of the "Dee" Dade realized £122.10.6. Thirty two casks Soda Ash & Thirty five casks Crystals £23.17.6. The 13 casks sent to Montevideo were purchased at Auction for the Company's account. The Captain landed the iron & bricks himself, and it was understood that he would return for them— 1,000 bricks have been sold at present at £8 per mil.

Q. 468—3 Have you arranged to charge 5% only to all the firms mentioned, or only Messrs Donaldson Brothers?

A. 468—4 I mentioned the subject of peat manufacture some mails ago, my answer on this head would depend on the quality of the article as compared with coal. The consumption of the latter I should roughly estimate at 150 tons per annum in Stanley, it is hardly burnt at all by the labouring

135 cont^d

population, who cut their own peat, and these, I imagine, would continue to do so, unless the preparation was wonderfully cheap. Coal is 60/- per ton. I do not suppose there would be sale for the preparation to a greater extent than 150 tons at 40/- and it must not be dusty like peat or it will not sell, but with a demand in Montevideo the thing might pay well. There is any quantity of peat in and around Stanley. I pay at Darwin 5^d per cubic yard for cutting, ricking and stacking, but the few who have peat cut in Stanley pay, I am told, a much higher rate, about 9^d a yard, at which a man can make over £1 per day.

12. 468-5. I don't think the Campmen could support both a doctor and a minister, opinions

do so as to which would be most useful.
The greater part of the schoolmasters
salary falls on the Company as yet,
there are between 20 & 30 children in
the school, the fees for whom will
barely reach £20 per annum.—
However Mr Mc Pherson is satisfying
a want more felt than any other,
and if the Directors are still inclined
to support anything of the kind I
think that the school has the
first claim on their consideration.

13. 468–7 I think the plant
Mr Roberts alludes to is the tree
kelp which always points out the
vicinity of dangerous rocks, the other
kelp not being such an infallible
guide. The true kelp is the rarer
kind, and I believe that there is
none nearer than Port Fitzroy — I
will endeavour to get some for the
Prince; but I fear the expense of
collecting a quantity would be great.

14. 468-8. We are at present fully stocked with timber: but I may mention that among the most useful are 3/4 in and 1 in boards, 3 in deal 1/4 in flooring planed, tongued & groov posts for fencing 7ft to 9ft bin, rails for fencing 9ft or 18ft long, all kinds of ships spars, but limited in number I am not sanguine as to the desirability of putting up long lines of fencing in a country where the sheep must necessarily be so widely scattered; but some large runcons might be fenced off to advantage.

15. 468-9 I will send some highly pressed wool by the Lion & think the box is hardly strigh enough, to get the present weights it has to be jumped up twice. The objection to the iron bands was that they took so long to rivet; but I have no doubt that this was through

inexperience in the use of the tools.

16. 468 - 10 The missing
Emigration certificate is enclosed,
as also those per Anne Brooks' and
Lion'.

17. In answer to enquiries
about young men with capital going
into sheep farming here, you had
better say at once that there is no
opening now to be had, except at
an expenditure of £6000 to £10,000
My brother-in-law has secured the
only chance offering at the price of
£3,000 but 3 Months no one else would
sell out for less than double the money.

18. I have to announce the
loss of the Anne Brookes' in Port
Bay on the 18th ultimo. Grosham
Smithers had entered the bay
the night before, and anchored
in a position open to the South:
the wind came round South before

1856 cont°

before mooring and blew a gale,
which however she withstood, until
the worst had passed, when Capt
Smithson gave her chain to the
bare end. She then parted both
cables and went on the rocks, be
coming a hopeless wreck. On
hearing the news I chartered the
'Fairy' and 'Orissa' to do the work
out out for the Anne Brooks' and
left for Fox Bay in the 'Orissa'. The
greater part of the cargo consisting
of Mr Williams's goods for Port
Albemarle and a house for Cygnet
Harbour was landed on the beach,
more or less damaged, the remainder,
consisting of provisions for several
settlers was turned out in a poor
state, excepting a few things on the
top for Mr Packe. Three of Captain

Packet's rams were drowned, no human lives were lost. The 'Orissa' is hourly expected with Messrs Packe's and Williams's wool and the masts, spars sails, rigging, Chronometer &c &c &c belonging to 'Anne Brookes,' which will be sold by auction, excepting the Chronometer, which, as I do not know if instruments are included in the policy I shall reserve for the 'Vicar of Bray,' and you can make what arrangements about it you think proper. I hoped that the protest might have gone this mail; but Capt. Smithers is coming in the 'Orissa' and then will not be time. The Fairy is carrying Messrs Baillon's, Bennett and Holmestead's produce, the 'Louisa' has been chartered by Mr Waldron, and I hope that the Lion may not

be delayed through this misfortune.
Captain Smitten says that he was sent
away from London in such a hurry that
the chains were not examined, and
that it now appears that they were the
old chains turned end for end, con-
-sequently, when the worn part got
on the windlass, both parted.

19. I have learnt more about
the 'Anne Brooks' since I last wrote, and
putting aside the present inconvenience,
am not sorry that she is gone, for a
more useless old tub, or one more
unfitted in every way for the Falkland
Islands never existed. The vessel wanted
should be capable of going to windward
and beating off a lee shore, the
'Anne Brooks' could only sail with
the wind free. She should have
fair passenger accommodation, for
a good number of people travel about
the islands every year, and the 'Black
Hawk' might have to be laid up for a

voyage, but the Anne Brooks's fittings were mean to a degree. Although carrying capacity is very useful, it is not so important as weatherliness or cabin accommodation, for she would more often be required to carry small cargoes rapidly; in the way of capacity the Anne Brooks was excellent. The first and only passage was 9 days to Fox Bay, about 120 miles, and Captain Smithers, a deep sea sailor with a horror of land, who never went about without a pilot before, was so well known, that several of the West Falklanders had said before the loss that they would not care about chartering her. Captain Smithers relates that five of the Directors were in favour of a suitable vessel named the British Tern, but that the sixth was a friend of Captn

185 cont?

Brooks and prevailed over the others.
I give his story for what it is worth,
and it is right that you should
know it, as he tells it to everyone.

20. From what I can learn
a West of England steamer is the most
we want, one of good strength and weatherly
qualities fast, fair carrying capacity,
and passenger accommodation. That
we want one is doubtless, as I shall
have to go on chartering until a new
one arrives, and the Directors can make
their choice between a schooner and
a steamer like the Black Boy. I
have three requests to make, that you
will send her out as soon as possible,
that you will engage the Captain
for the run out, promising him a free
passage per Black Hawke to Montevideo,

and that you will call her the Sparrow Hawk, as the sister of the mail boat, that being another variety of the species common here. I shall give her to Tumner of the Perseverance, who has a good knowledge of the Islands, and handles a vessel well.

21. In the sales of the Humbleas cargo, a quantity of old metal appears at 3/6 per cwt, which must be an error. It consisted of old Mundy's sheathing and I believe some pure copper, and the price instead of being about 4£ per lb is less than that of Adiron — a palpable absurdity.

22. It will save much trouble on this side if you will order all private boxes and parcels and all cargo for other people to be marked plainly with the name or initials of the consignee as well as the

running number with [F], which latter is I believe, a convenience on your side, or it might be reserved for the Companys cargo only.

23. The biscuit received from Stephenson per 'Governor' is in very bad condition, the greater part being so maggoty as to be only fit for pigs food. Will you ascertain if it is necessary to replace the soft wood spiles in Bass's casks with hard, and whether the omission of this precaution is likely to cause the beer to be flat?

24. The tramway from the store to the end of the jetty is nearly completed and will be a great convenience and saving of labour. I have lengthened the jetty by sinking the 'William Shand' about 15 feet outside of Snowsquall cutting a gangway through the former and

bridging over the distance between them; it is an immense improvement. To develop the West Falkland business I propose to lay a tramway over the isthmus at Darwin so as to convey goods by an overland route and avoid Bull Point, the Falkland Cape Horn. Several of the West people have spoken to me about it, and would be willing to pay a moderate toll. The distance would be a mile and a quarter the gradients easy. The jetty tramway has been laid with angle iron (which was wrecked I believe in the 'Robert Fulton') laid on sleepers placed lengthways, four being cut by the circular saw out of a nine inch deal, making quartering about 3in X 2in. The cost has been very moderate, and there are over 400 yards

1865 cont.d

of angle iron left, which would lay 340 yards of tramway - I have seen old tramways sometimes advertised for sale cheap, and think it possible that you might pick up some old plant from a disused mine at a moderate price instead of sending angle iron. Another advantage of my proposed tramway is that it passes the peat flats, and would save an immense deal of labour in bringing the peat to Darwin in carts, which keeps one man employed the whole year round.

26. Mr Nolan having sent me a letter of credit on account of my Mother-in-laws purchase, I have this mail drawn upon him in favour of Mr Rees for £3000 I think it right to mention this, lest the Directors should hear of it, and

suppose that I had been infringing my agreement by becoming liable for a bill.

26. Mrs Doolan, a very respectable person, wants to get out a young woman named Hewson, whose passage she guarantees, and I shall be glad if you will assist her as far as possible.

27. The following produce I have orders to insure. On account of Mr Waldron about 1,600 hides and 85 bales wool, of which 1,534 hides and 42 bales wool should be insured from Stanley only viâ Darwin, the remainder from the West Falklands; for Mess^rs Baillon & Stickney 75 bales Wool (now at Darwin) J. Bonner 500 hides and 17 bales wool, hides from San Carlos, wool from Darwin, Holmested & Blake 30 bales wool and 50 hides from West Falkland, 84 Hides from Stanley viâ Darwin, C.H. Williams 50 bales wool

from Port Albemarle, Green Shields about 500 hides and 50 bales wool from Port Salvador. The value of the foregoing exceeds £10.000 and when you add to that sum my brothers third share of Lively Island wool about £400, and my purchases from Mamosa, about 300 hides and 5 bales wool and remember that against this large sum I have to make heavy advances in cash as well as stores, you cannot wonder at my always being short of money, or asking that a portion may be remitted in specie. The wages, in fact as I have before said, that are earned in the Falklands far exceed the cash available for meeting them, there is a rapid change taking place in the matter of money and it must be understood and met. Silver should be sent, as gold finds its way at once to Montevideo.

28. I enclose Bill of Lading

4,439 hides, 360 sheepskins, 6 casks
low and a quantity of bones & hoofs.

29. On the Lion's arrival I
ached out my ideas as to the probable
es of discharging, loading &c and
close a copy; it is likely to be nearer
mark than your estimate. She
now lying in Port William waiting
a fair wind, having consumed
days.

30. I have no report that
have made a satisfactory arrange-
ment with Mr Williams covering
s liability to the Company.

31. James Allen one of
e Companys gauchos was murdered
the 30th April near San Carlos
a South American named
nzales, who afterwards hanged
nself in a house near the river.

I am,
Sir,
Your obedient Servant
Wm Logan.
Colonial Manager

Enclosures.

Triplicate No. 184

1st Exchange for £20.15.0

1st do " 300.0.0

3rd do Nos 353

Stanley Cash Book for March & April

" " Vouchers for April

" Journal for March

Ledger Balances 31 March

Stanley Wages Return 31 do

Camp do do

Taunah' acct

Landing Certificates Governor

" Lion and Anne Brooks

Black Hawks Return 11th voyage

Do down voyage do

Estimate of Lion's days

Bill of Lading for Lion

Shipping Report

Letter Capt Johnson to Coleman

14 April 74.

Sion Passages &c 1874.

Sail 15 January	78 days out
Arrive 3rd April	
Discharging at Stanley * 25 days from 6th April	6 May
Loading at Stanley * 10 days	18 May
Changing posts 8 days	26 May
Loading at Darwin * 30 days	27 May to 30 June
Returning to Stanley * 2 days	1 July
Tenistring up at Stanley * 2 days	4 July
Sail from Stanley	6 July 65 days home
Arrive in London	9 Sept

45 days as per Charterparty
22 " on Demurrage

16 May 4

London Journal Entries should not be sent unless accompanied by Ledger Entries

I have to advise having drawn the following:-

N° 356	30 d/s	favouring	Jerry Paget Jr.°	100 . .
N° 358	60 "	"	G. S. Rees Esq	239 12 1

I also request you will pay Mr. Sargison 9a of Mr. Langdon 20 " "
R. Whan the balance of an order for £180 on presentation less amount drawn in Montevideo

Lucca £7000.
Entered Stamps

Atalanta. 9th June 1

Sir,

My last went per Black Hawk on the 6th inst., and since not time received any of your despatches.

2. The Anne Brooke was sold on the 22nd inst., and netted £60. 3/; the lime, for which there was no competition was sold to Captain Packe for 23/. as per enclosed account sales. I am sorry to say that about three or four bricks and two pincheons of lime belonging to the Company to some which I could not obtain the Prices, went at the same sale for 26/. also to Capt Packe, to whom alone they are of any value, being on his land and on a spot where the beaches under it difficult to land a boat. The Company

J. Coleman Esq
Secretary.
London.

houses for Biggest Shearers,
amounted to in my last pa-
pacels, (£ 0 0 for Governor)
Sold to Mr. Barrow on the
beach for £ 50

3 As Mr. Nelson
proposes to discontinue our
agency, I beg to suggest that
the Black Hawk should be
consigned to Memphreys & Clarke,
the Royal Mail agents, and
that arrangements should be
made with the Royal Mail Co
for issuing through tickets
between London and Stanley.
These arrangements would
possess the following advantages
to the Company, the convenience
of paying passages here, and
keeping money in the Colony, which
would otherwise be carried up to
Montevideo; obviating the
difficulty in procuring tickets
in Montevideo when passengers
are transhipped in quarantine;

and, thirdly, through the ~~agency~~ enormous
being in the same hands, that
have shipment of the mail bags
in case of hurry; to the R. M. C.,
the advantage of securing some
passengers in the Sacramento, who
might otherwise go by a rival line
if free in Southerinco. To make
it more worth their while Sam
proposing to send the intermediate
outward mail by the Southampton
steamer of the 21st, the complaints
against Lampert & Holt in regard
to ~~hastily~~ being great, this arrangement
would divide the time more
equally, secure greater regularity,
and put all on Panthaud traffic,
such as ships, in the way of the
Royal Mail Co, for the Negroes
always take passengers who
have now 1st January, &c., and
the intermediate carries those
who sail on the 15th February &c;
by the proposed arrangement they
would have all the outward
traffic for certain.

4. With regard to the orders
for wines in Montevideo, can you
not open a credit with the River
Plate Bank? I owe you and
my several thousands a year in
specie I must be continually
drawing. this very day over I am
being dunned for money, and do
not know where to turn. - My
position is most humiliating.
and I am really contemplat-
ing the possibility of having to
suspend payment until I can get
some cash from Montevideo.
I hope that the volumes I have
written lately will have clearly
explained my position. The sales
in Lima have been very large,
but chiefly to people who are
paying in produce. I had to
order sundry payments in
Montevideo last mail, for which
Millan is to draw on the 6th;
but he can hardly be expected
to continue this banking business.
The sundry sums I sometimes re-
ceived from Montevideo I can get
if the Directors choose from some

man on a small way of business
paying him by a draft the pas-
sing mail on the road and
River Plate Steam.

5. June 5th Shad
written the foregoing yesterday morning:
in the afternoon I attended the
official enquiry into the loss of the
Anne Brooks which was held
before a bench of magistrates, ap-
pointed by the Captain of the Ad-
lantis as Nautical Assessors.
Captain Swinburn was pronounced
to be blameless, and a charge of
drunkenness declared to be quite
unfounded; the result is thereforo
satisfactory to all parties. In
paying off the crew, those drawing
money in London have been
charged with the sum expected to
be paid 1st July, excepting Clark
from whom it is only has been
stopped, which would carry his
payments up to 7th inst. as all

the sailors remain in the
Islands any difference can be
hereafter adjusted. Families and
the trade are, I believe, to be
sent home by the Government.

6. I should like to
have permission to abandon
the Stanley dairy after next
summer, as it is more trouble
than it is worth. The average
monthly sales for the last two
years have hardly exceeded
£18, the Dairyman's wages
are £6. 10s., and there are many
expenses in the way of keeping
up fences, repairing the house
and sheds, supplying horses,
getting horses for the calves,
as well as interest on the original
lay, which, if all lent down,
would amount to a positive
loss. The Dairy was a hobby
of the Governor, and one of his
greatest mistakes. There must
be more than a mile of post
and rail fencing, which would

be turned to better account
out in the Camp.

7. The profits from
the Stanley Butchery will not be
so large as heretofore; when Capt.
Sacke and I had the command
of the market we could regulate
our prices; but now some of the
small farmers are stepping in and
undercelling us. I expect to see
both beef and mutton 2½d. per lb.
in a year or two.

8. Referring to my remark
in my general report about the
Jetty, I cannot too strongly urge
the necessity of replacing her as
soon as possible. You may remember
that she was stolen nearly twenty
years ago from some Frenchmen
on the coast by one of the Company's
schooners — since then she has been
constantly in use, until she is
now fairly worn out. I believe
that in many parts a nail will
not hold, and she sometimes has
to be pumped out twice a day

at anchor, under way she
can handily be kept free.
She is constantly at work up
and down Whitsund Sound,
where a sailing boat cannot be
dispensed with; but it is hardly
safe to keep her afloat. I
want a cutter built out on the
deck of the next vessel, not
too large for two men, say
from 30 to twelve tons, copper
and let her be a good model
to sail well; but not
bought of a fancy builder such
as Inwood, whose crafts are
not strong enough for hard
work.

2. Please send a set of
thread plates for use on shipping
lines from here to constituents,
with the following names:- J. L.
Macleod, Pacific Bro. Stickney
Bro., Pacific Bro., C. H. Williams,
Holmested Bleeke, N. & G. Hoole,
J. Bowes, R. Greenshields,
Darwin Harbour, and a set of
numbers; the use of these will
save time, paint, and smudges.

The Letter should be sent by
Ordinary Post and for marking
Case, or is there any special
preparation?

10. Inclose a copy of
Captain Swinburn's protest, a
second will go per mail. The
notarial charges £8.7/ are enormous
and I complained of them, but
Mr. Smith assures me they are
right. Noting protest 10/ copy 4/
do. 10/ Extending £3.3/. Two
copies £2.2/ each make up the sum
but I am almost sure that the
charges used to be 10/ for noting
each copy, and £3.3/ for extending
with one copy. Is it not the usual
thing to give one copy if required?

11. Having to charter the
Crisis I have to pay for 25
days at £5, this I divided ac-
cording to the work done as follows

Co.	£17.10.0	Anne Brook	£22.10.0
Williams	" 5.0.0	Bailey	" 2.10.0
Tache	" 20.0.0	Stickney	" 2.10.0

this makes the nett salvage of the
Anne Brook £36.15/.

12. The Steward to her
first ice for cargo, and the Spirit
of the Age to receive her cargo
of wheat, by the latter, bound
to Liverpool, I shall send a
duplicate of this.

13. I regret to say that
the dipping which ewes have
been over a month ago, had
the same Brook's tobacco,
in most patches yet. It was some
time before I could get at the
tobacco in the lower hold of the
lion, and operations were stopped
for weeks, during which the
wool has grown so much as
to absorb double the quantity
of liquid. The sheep, too, have
suffered through the delay, I am
afraid by way how much I
make matters worse, the Steward
when she had the tobacco, made,
in consequence of calms and light
head winds a passage of eleven
days to Darwin Station, during
which time ten flocks arrived there
in succession for the dipping

great confusion.

11. The Company's wool
work in this year contained in
~~1288~~ 1291 bales weighing 260[illegible]
(I mention this as the number
actually baled, though 3 more
may be expected), last year
it weighed 2169..9, the gain is
therefore more than 21 tons.

15. The Lion left the
harbour on the 12th inst. for
Darwin, arrived there on the 19th,
and was to leave yesterday for
Victoria Harbour. Allowing her
to arrive here on the 12th she
will consume a longer time finish-
ing up than I anticipated, as
over 200 bales wool will have
arrived during her absence, 66
bales from Williams, about 80 from
Parke, and a number, not known
yet, from Greenshields. She cannot
in my opinion sail before the
20th.

16. I may here notice your
remarks about boat weight dated
12 January. If you give me time
to get the coals out during the

day days, and there are not enough
for ; I have returned the
Lords' coal without touching
it, a proceeding you will think
ridiculous until you have looked
at the accompanying calculation.
You can ship for the present
75 to 100 tons coal annually, and
which continue to find a ready
sale. You say "on real vessels
will therefore need balancing with
heavy stones." I am delighted to
hear you say so; granted the
necessity, for heavy stones
substitute Steam Coal, charge
it with little or no freight, and
you will work a steamer here as
cheaply as in England. I agree
with you about two vessels, as
I can ship the Company's own
coal by the end of February,
when it would be impossible to
collect that from the West Island.

I am, Sir,
Your obedient servants

Enclosure:
Note on Coal
Point
Asphalte
Ann Beach
Letter for Black Hymans

Barrow.
Colonial Treasurer