

Jane Cameron National Archives

Newsletter

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Welcome to this, the ninth issue of the annual newsletter. I hope that you enjoy reading it and please feel free to contact me if you have any queries or comments.

Tansy Bishop, National Archivist
 Jane Cameron National Archives
 P O Box 687, Stanley
 Falkland Islands, FIQQ 1ZZ

Tel: +500 27249
 E-mail: newman.archives@sec.gov.fk
 Web: www.nationalarchives.gov.fk

A Look Back

Well, what a year! The Falkland Islands are very lucky and we are still Covid free. At the National Archives, this is the first year in the over twenty years that I have been here that I have not had a single overseas researcher visit in person due to the pandemic and the travel restrictions in place.

With researchers unable to visit, making more records accessible on the website has been a top priority and I have spent a lot of time this year scanning and uploading. Here's hoping for a more normal year in 2022.

Snippets from the Past

INDEPENDENT ORDER OF GOOD TEMPLARS.
 UNDAUNTED OF THE FALKLANDS LODGE No. V.

On Monday, 28th, of April, the members of the above Lodge, held a social evening at the *Speedwell*, the occasion being the departure of two members for England, who had belonged to the Order since its institution here.

There was a very good attendance of members, and several friends who had been invited.

A very good programme was most admirably carried out. Our best thanks are due to those—both members and friends—who did so much to make the evening the success it undoubtedly was.

The Very Rev. DEAN BRANDON, said a few words in which he wished those who were leaving us every success and prosperity in the future, a wish, in which, I am sure, all present most heartily joined.

FIM July 1902

A TEMPLAR.

How much food do you consume in a life time?—A Scientist has investigated this question, and states that the average life disposes of 54 tons of solid food, and 53 tons of liquid. We wonder what proportion mutton and tea would have in these parts?—So here is another problem to work out: How many sheep and how much tea does the average Falklander get through?

— FIM February 1914

LOW BAY.

A PAIR of Logger Heads (Steamer Duck) stole the brood of a pair of Gray Duck and kept them for two or three days with their own brood. The Gray Duck then recovered theirs, it is supposed while the Logger Heads were asleep on the beach.

FIM November 1894

The Stanley Volunteers

Copy of Instructions sent to T Havers, J M Dean, Shailer, Murray & W Rennie Captains of Companies of Volunteers.

Stanley Volunteers

1. Captains of Companies are requested to see that their Volunteers keep their arms clean and dry, to examine particularly the touch-holes and to pay strict attention to the instructions for loading. No musket properly kept will ever misfire, and every man must be sensible of the necessity of keeping a weapon on which his life may depend in the best possible order.
2. The Captains of Companies will have a sufficient supply of ball cartridges put into their keeping to be ready to issue to every man in his company immediately he musters after the alarm has been given and every Captain and Volunteer is particularly requested to have his clothes and fire-arms ready at hand in the night to be able to answer without delay to the summons of the signal gun. Complete success depends greatly on promptitude.
3. When the alarm gun is fired each Volunteer must as quickly as possible join the Captain of his Company who is requested to march to the rendezvous at the battery as soon as they have got one half or two thirds of their men assembled, and if any should be too late for his own company he must join the next on the line of march or make the best of his way alone.
4. If on reaching the battery Col Packe or the Governor shall not be there, the Volunteers will take instructions from the Officer commanding the Pensioners until their arrival.
5. In assembling or in marching during the night, every Volunteer must be particularly careful to hail any other party he may meet or see and demand the name of the Captain of the Company or the Pensioner Commanding or such information as may be necessary to know whether they are friends or foes.
6. No Volunteer must fire at any person without the order of his Commanding Officer, except it shall be clearly in self-defence or to prevent the landing of an armed party after duly warning them. Volunteers are strictly cautioned that they will be subject to the penalties of the law should they be the cause of inflicting wounds or death without justifiable cause.
7. All women and children are requested in case of alarm to retire to the back rooms of their houses and on no account to look out of their fronts windows or doors.

By command of H E the Governor
(sgd) J R Longden
Actg Colonial Secretary

6th June 1854

Every Volunteer must return his arms and accoutrements to the Government Office previous to his leaving the Colony and he must likewise understand that he is not on any account to take them with him out of the Settlement even for a temporary absence.

GR [E2; 69]



Dockyard fort (currently the site of the Town Hall) with fortifications, two cannon, building and dockyard bell circa 1886/1887—scan of original held by Luxton family

Men Employed in the F I C Camp

Particulars of Men Employed in the Camp by the Falkland Islands Co.

Name	Residence	Capacity	Remarks
William Fell	Darwin Harbour	Overseer	In command of shepherd & labourers
Christopher Smith	Do.	Capataz	Responsible for cattle men
David Smith	Tranquilidad	Chief herdsman	
Andrew Bell	Laguna Isla	Foreman shepherd	Lives at Laguna Isla but during six months of shearing and dipping at Darwin with the rest, and takes the lead in Fell's absence, a trustworthy and pushing man.
George Clark	Seal Cove		Appointed foreman for new flocks in Lafonia, and in charge of the shearing at Victoria Harbour, a very intelligent man.
Jesse Phillips	Darwin Harbour	Foreman of labourers	Is leading man at any labouring work, and in charge of wool press.
Norman McKinnon	Cantera	Shepherd	Chief shepherd at Cantera, and remains there during shearing, hardly young and active enough for the employ.
R Aitken	Norton Inlet	Shepherd	Assists McKinnon but is at Darwin during shearing and dipping.
W Duncan	Bluff Creek	Do.	The only shepherd at the Teal Creek and Norton Inlet flocks and at Darwin at shearing, leaving the sheep untended.
J McKinnon	Walker Creek	Do.	Has left employ upon expiration of his agreement
J Imrie	Do.	Do.	In charge of the flock, a good man.
J Thomson	Cochilla Alta	Do.	Assists J Imrie; at present shearing at Victoria Harbour.
W Halliday	Do.	Do.	A useful man at Darwin for season.
G Patterson	Fitzroy	Do.	An old servant going home in wool ship on account of his family, may be induced to return.
J Goodwin	Hillside	Do.	A steady man.
T Goodwin	Mount Pleasant	Do.	Do.
J Burgess	Low Bay	Shepherd	Particularly useful, has just reengaged for two years: at the Victoria Harbour shed now.
J McGovern	Swan Inlet	Do.	Formerly a packer, has no taste for a shepherd's life - has just reengaged for 1 year to be carter again being a good one.
G Rae	Muster's land	Do.	The best shepherd in the employ; but a great drunkard when he can get liquor. But for this would have been a leading man.
A McKay	Bluff Cove	Do.	After leaving the Co. found he liked no other employ as well, and came back infinitely improved is now a steady servant.
James Campbell (Francis Drake)	Bodie Creek	Do.	One of our best hands very painstaking.
John Campbell (La Plata)	Hope Cottage	Do.	Continues to give great satisfaction: is at Darwin for season.
George Thomson	McKinnon Creek	Do.	Endeavours to do his best, and is improved but not a first rate hand.
Thomas Watson	Camilla Creek	Do.	Now at Darwin, always a good hand.
David Stewart	Miles Creek	Shepherd	Very useful.
J McKinnell	Do.	Do.	A practical man but has hardly the use of his legs which were paralyzed on arrival. Now shearing at Victoria Harbour.
George Mercer	Low Bay	Do.	A steady young fellow: lately is engaged.

A Watson	Darwin Harbour		Lately store keeper, but will now be a shepherd; shearing at Darwin.
W McGill	Do.	Carter	A discontented man: his agreement expires September next, and should not be renewed.
G Cooper	Do.	Labourer	No great use
N Paice	Do.	Do.	Willing hands
C Fisher	Do.	Do.	
T Newby	Do.	Do.	
A Carlyle	Boca	Do.	Usually on contract work, peat cutting, &c
James Smith	Darwin Harbour	Do.	Do.
Joseph Thomson	Do.	Do.	Rather crazy, but willing to work.
H Edwards	Victoria Harbour	Do.	Assisting to shear, rather a wild youngster.
G Tigwell	Seal Cove	Shepherd	Formerly a labourer; but may turn out a clever shepherd.
J Brown	Darwin Harbour	Labourer	One of the so called shepherds - Is learning to shear - rather cantankerous.
Juan Echandi		Mason	Engaged for the summer.
Y F Jonsson	Darwin Harbour	Labourer	Assisting the above. A good hand, engaged from 'Vampyr' when wrecked.
James Watson	Dos Lomas	Herdsmen	Looking after the tame cattle in the rodeo
John Biggs	Tranquilidad	Do.	
John Smith	Do.	Do.	
Michael Doolan	Do.	Do.	
F Armstrong	Orqueta	Do.	
J M Moravo		Gaicho	Now in Lafonia - the best of the gauchos.
J Millett		Do.	
Claro Peralto		Do.	
T Gomez		Do.	
F Simpson		Do.	A moderately good hand, very willing.
W Doolan		Do.	An improving lad, wants watching.
J Halliday		Do.	Disenchanted and about to leave -
			These seven with their capataz have been killing since the beginning of November.
D Peralto	Bodie Creek	Do.	Looking after the tame mares - is old and stiff and will soon be discharged.
E Johnson	Darwin Harbour	Cook	A 'gentleman of colour' and a good old servant for the last eighteen years.
John Quin	Darwin Harbour	General hand	Has been on the establishment over 20 years makes himself generally useful, salts hides, dries skins, serves out meat, cleans house, and keeps the settlement clean, &c &c.
James Bell	Pancho's Shanty near Bodie Creek.	Shepherd	Looks after the rams. Is brother to Andrew Bell and has just arranged for another 2 years service, a very useful man.
J Tanner	Darwin Harbour	Boatman	In charge of Lily and a very suitable man.

A Cochran	Do.	Carpenter	Engaged for summer work in the Camp.
A Kyle	Do.	Do.	Works under Cochran a better carpenter than shepherd, in which capacity he was sent out.
J Cooper	Do.	Boys	Pick up wool during shearing, and make themselves generally useful.
A Mercer	Do.		
W Morgan	Do.	Labourers	Engaged for press
J Hocking	Do.		
Andrew Antoni	Do.	Sailor	With Tanner in Lily

Remarks on Foregoing

The Camp wages return for the quarter ending 30th September 1867, my first quarter, shows the remarkable fact that there were then available 33 shepherds for about 25,000 sheep while we have now only 24 for more than 50,000. Of the men at present in the employ, G Patterson is going home, John McKinnon is leaving, and Duncan, Norman McKinnon and McGill should be replaced next September. In order to get the shearing finished at the proper time there should not be less than sixteen shearers in the shed at Darwin but it is seldom that ten can be raised. Of the outside men George Patterson, G McKay, John Goodwin, George Rae, Thomas Goodwin and Norman McKinnon cannot be taken from their flocks, while G Thomson and J McGovern watch the Swan Inlet sheep turn and turn about. There are thus available for the Darwin shed one of the last two and W Duncan, Andrew Bell, W Halliday, J Fell, T Watson and J Campbell (La Plata) whose flocks have to take care of themselves. R Aitken who leaves N McKinnon at home, A Watson and Jas Brown the latter just learning to slip. For the wool press there are Jesse Phillips, Cooper, Paice, Hocking, Morgan and Newby. Joseph Thomson with the assistance of Cooper rolling up the wool which is brought to him by J Cooper on one side and A Mercer on the other,

With this small force it is not to be wondered at that the shearing is still going on when the first dipping should have taken place! Enough sheep die in those flocks which look after themselves to pay a shepherd's wages over and over again for, after December, the full fleeced ones are apt to get on their backs and cannot then rise without assistance. I have so often urged the importance of sending more hands that I cannot blame myself for any loss that may take place, though it is most disheartening to see things going on so slowly. The Teal Creek and Black Rock sheep have been left to themselves during the winter, Duncan only seeing the east end of the former, but there were absolutely no shepherds for the houses.

In Lafonia it is better at present, for I determined that the new and clean flocks should have every chance, and they are double manned. George Clark leaves the Seal Cove sheep in charge of his partner Tigwell, and taken command of the shed. G Mercer stays at Low Bay, Stewart at Miles Creek; and Imrie at Walker Creek, their respective partners Burgess, McKinnell, and John Thomson going to Victoria Harbour.. Edwards is send down to assist and Fisher to cook; these shepherds being picked men, thoroughly interested in their flocks, are working like horses and have half finished. James Campbell of Bodie Creek never leaves the shed flock upon any consideration; for fear of contagion these sheep are shorn on the ground when a schooner happens to be at Darwin. Any nets used in Lafonia from outside are first dipped ion tobacco water.

In the spring Donald McDonald's service will probably be lost by my brothers, or at latest when the wool ship of 1873 goes home as his five years in the Falklands will then be up, and he does not intend to stay. Shepherds are getting in such increasing demand that I cannot keep those out of their time at anything like their contract wages—£6, £7 and even £8 per month are given by others; I can generally retain them at £60 to £65 per annum, as the employ is so much liked. I could have kept John McKinnon had I wished; but he was a discontented mortal, and I allowed him to engage himself to Mr Dean at £6-10/ per month.

I am fortunate in having a good lot of gauchos, and a large number of hides will go home by the next ship. Some of these men will be parted with before winter.

I notice that the average of wages during the third quarter of the past six years has been £657-8-3. It is worthwhile comparing the wages if July/Sept 1867 of £536-1-7 with about 25,000 sheep and a few hundred tame cattle, and that paid in the same quarter of 1871 viz. £785-7-9 with 50,000 sheep and 5,000 tame cattle. When the Camp Manager's wages are added to the former and the Overseer's deducted from the latter¹, the difference is at the rate of less than £500 per annum, while in place of a disorderly rabble, we have a hard working, well disciplined body of men. It cannot be said that the wages list increased in proportion to the stock.

Men Employed in the F I C Camp

¹ In reading this over I see I should have omitted the deduction of the Overseer's wage. The Camp Fo. pay was not included in a list. This slip of the pen makes a difference of £ per annum.

Now, supposing the sheep able be get really properly, and allowing them to number 30,000 ewes and 24,000 wethers, an inside count; in order to shepherd them and also shear, there should not be less than 50 men, whereas we can only muster about 35, including the 24 shepherds. Allowing that a shepherd can properly look after 1,500 sheep although the allowance of one man to 1,000 ewes or 1,500 wethers is more correct, we still want eleven shepherds, and then must take a number of men from their flocks for the shearing. I am tired of saying that unless we get more hands, and quickly, that there will most likely be a breakdown. This year we might have got on respectably with 35 shepherds and the proper proportion of labourers, next year there should be more. Considering that by the end of September we shall have dispensed with the service of the two McKinnons, Duncan, McGill and Patterson, attention should at once be turned to the matter.

Fred E Cobb
Colonial Manager
Stanley, 31st January 1872.
[FIC/D1; 340]

Mutiny—Captain Espino

From Lieutenant Governor R Moody to HM Consul in Rio de Janeiro [D1; 52]:

Government House
Port Louis, Falkland Islands, 21st March 1843
Sir,

I have the honour to inform you that five men named as follows, John Rogers Wm Dockrill (English) James Young Robt Cutter (American) Louis Miner (Cuba) proceed from this Port to Rio de Janeiro on board the brig Henry of Portland US as passengers by their own will.

The case of these Men is a peculiar one and as the two English ones Rogers and Dockrill may probably appear before you I deem it right to forward for your information the following statement of some circumstances which have lately transpired.

These men were part of the crew of the sealing schooner La Sociedad Espino Master and were to be paid in shares of the profit the vessel might make. Upon arrival at the Falkland Islands in consequence of my informing the Master that no permission would be granted to seal at the Falkland Islands unless Rocks were rented from Govt. and also in consequence of other information received by them it was agreed by the crew that certain rocks should be rented some remaining upon the said rocks during the sealing season while the Schooner made a trading voyage in the intermediate time the whole being for their mutual benefit. A paper was subscribed to this effect and submitted to me before I would permit the men to remain.

After the return of the schooner from Rio de Janeiro I had many interviews with Master and crew in consequence of mutual complaints appeals being made to me in the absence of any Monte Videan authority. I found that the grievances of the men were upon every occasion groundless, and it was very evident from some collateral circumstances that a system had been commenced by designing persons to create a disturbance on board the vessel for the injury of the Master and willing instruments were found in the dispositions of these 5 men.

I frequently cautioned them upon this particular point and in answer to the requests of both master and men I positively refused permission for the men to be left at the Falkland Islands. I had the strongest proof of the evil disposi-

Mutiny (Cont.)

tion and dangerous character of all except the black man Louis Miner and felt assured that the presence of such men would cause constant disturbance in the community.

Their conduct to their Captain had always an air of defiance and was in the highest degree disrespectful even in my presence. I promised them in the last interview that I would draw up a scale of provisions which should be regularly weighed out to them and to this the Captain acceded, also in order that they should obtain the earliest attention to what they considered their wrongs from the authorities of the country under whose flag they were serving I obtained a promise from Captain Espino that he would return immediately to Monte Video, of this I assured them in his presence; but these arrangements apparently did not suit the designs of those who I am now strongly inclined to believe had been tampering with the men. On the following morning the mutinous spirit which had been so long growing at last broke out. These five men positively refused the duties assigned to them & treated the Captain's orders with insolence. The Captain came on shore and appealed to me for advice and assistance. I went on board with a gentleman of the Colony as a witness and knowing the character of the men and the state the ship was in I thought it advisable to take with me 3 soldiers under arms. The men were dancing on deck and showing other signs of defiance and disrespect when I left the shore, this was noticed by everyone on the beach. I found the men sitting aft. I asked the Captain in their presence the state of the case and then each man separately. They at once said it was all true that they would not do as he had ordered them (the duties assigned were of a trifling description) adding many insulting and one of them threatening expressions with reference to Captain Espino. I went below and upon further enquiry found that the bad example of these men was rapidly producing a very dangerous effect upon the remainder of the crew, and as a proper punishment to these men and a warning to the others I did not hesitate to recommend Capt'n Espino to inflict corporal punishment upon them. To ensure that no opposition would be made and to see that moderation in its infliction was observed I remained as a witness, but I also deemed it right for Capt'n Espino's immediate safety to leave a guard on board and recommended him to keep the men in confinement. As I had not on shore proper means of security for that number I would not take charge of them. Capt'n Espino commenced discharging his cargo and was getting ready for sea to return to Monte video with these men on board when this present opportunity occurred of an American brig sailing for Rio de Janeiro to release them from confinement and with my permission he offered to pay their passage to that Port and to settle all that might be due. To which arrangement they readily assented.

It is my opinion that had not such prompt measures been taken and authority against by the example made of these men neither the vessel nor Captain Espino's life would have been safe after leaving the Port.

Grand Larceny or a Tall Tale

Rats are well known for being very smart but are they as smart as reported in the following article in the October 1894 issue of the Falkland Islands Magazine?

Stanley.

Many years ago—when living on the front road, within a few yards of the beach—a tub of penguin eggs was observed to be decreasing at a greater rate than was warranted by the family consumption. A candle was left in the room and a watch set at a crevice in the door. Two rats were seen to emerge from a hole in the floor and run at once to the tub. While one clambered up, the other raised himself on his hind legs, rested the fore feet against the side of the tub and threw his head back, the rat in the tub carefully rolled an egg into the receptacle thus formed. The rat with the egg then gently lowered himself to the ground, both rats assisted in rolling the eggs to the hole in the floor, one went down while the other carefully lowered the eggs down to him. On the first night an egg was broken, this seems to have taught the rats the need of caution in handling them. Potatoes were just thrown out of the basket, where they were stored, and rolled over without care to the hole. THE WATCHER.

Stormy Weather—the Pandora

NB: The following is compiled from a number of reports and it should be noted that some of the dates vary from newspaper to newspaper.

The 9 ton, 37 foot yawl *Pandora* left Bunbury, Western Australia, 3 May 1910 under the command of Captain George D Blythe, and Captain Peter Arapakis, for a tour around the world. Captain Blythe was from Coventry and the owner of the *Pandora*. Captain Arapakis was Greek and had named the yawl after Pandora, the first mortal woman in Greek mythology. Although her name meant the “All-Endowed” or “All-Gifted” she is more commonly known for releasing all the evils of humanity from Pandora’s Box.

The *Pandora* was 37 feet 9 inches long and drew 6 feet aft and 4 feet forward. Her jigger mast was set very close to her taffrail and the jigger boom was worked from the stern of the ship. She had been especially built for the trip along the lines of North Sea fishing boats with a beam of 14 foot 2 inches which helped her in the roughest of weather. She could carry 300 gallons of water in iron tanks which were placed amidships to forward.

The first port of call for the *Pandora* after leaving Bunbury was Melbourne, where they arrived 29 May 1910. They departing 10 July 1910 for Sydney, arriving there 14 August 1910, leaving the next day for Auckland, New Zealand.

Ten days out from Sydney the *Pandora* was wallowing through a sea that threatened to swamp her. On 28 August 1910 the wind suddenly increased to hurricane force and by noon the boat was down to bare poles and shipping water. The *Pandora* shipped a heavy green sea which galloped her length and flooded her cabin, carrying away the port bulwarks. A cask of meat which had been lashed to the deck was carried overboard, nearly killing Captain Arapakis who ducked, holding onto a bar by one hand, just as the heavy cask went overboard.

As the *Pandora* could not run safely Captain Blythe decided to heave to with a sea anchor but after a while the sea anchor dragged, the anchor chain parted and with it went a large part of the starboard bulwarks. With the aid of a reefed trysail the *Pandora* rode out the gale and on 30 August 1910 they sighted Cape Maria van Diemen, the westernmost point of the North Island of New Zealand. The wind died away and they were becalmed for three days within sight of land.

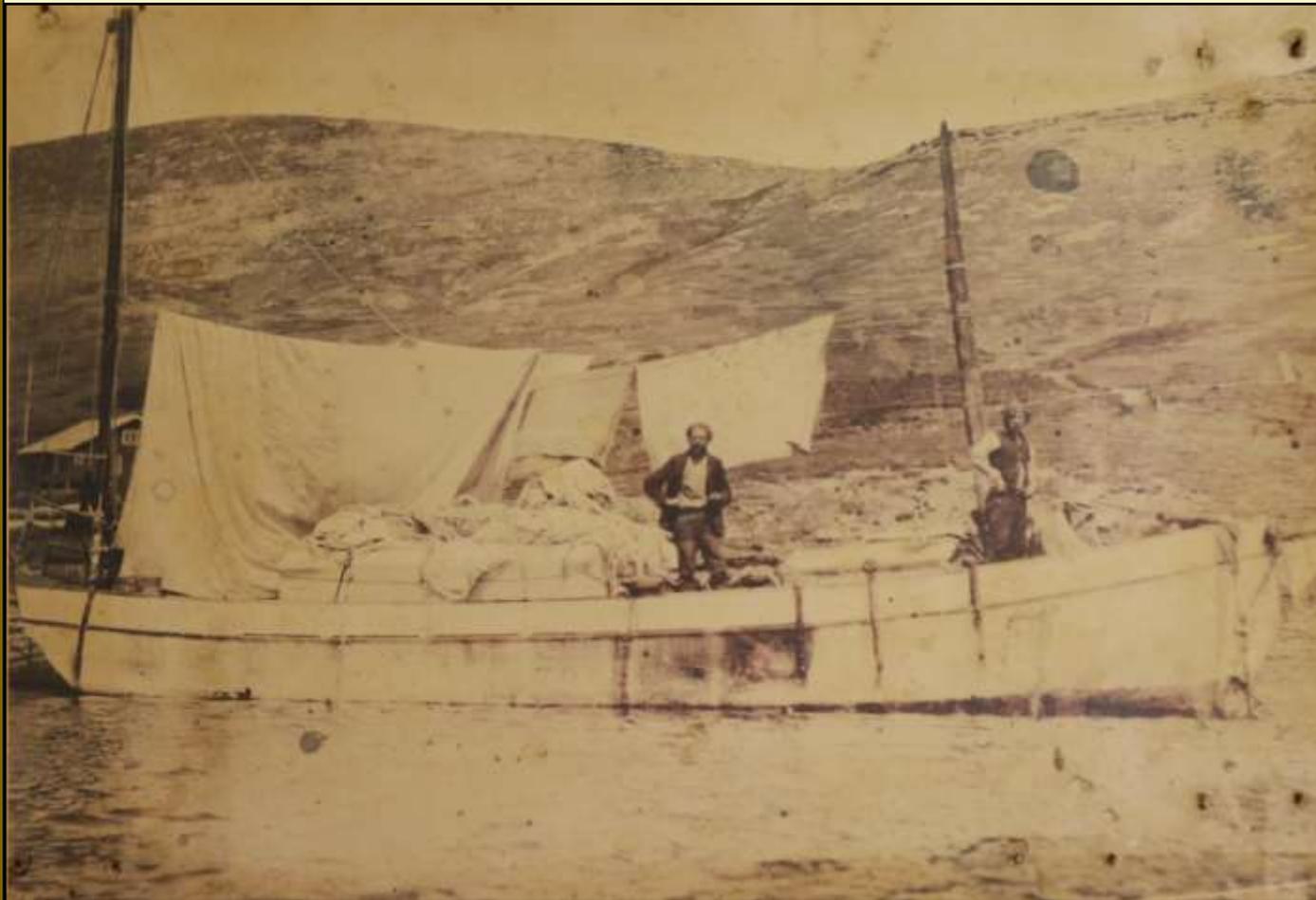
Captain Arapakis later reported that it was about the worst spell of weather that he had encountered in his seventeen years as a sailor.

The *Pandora* finally arrived in Auckland, New Zealand 4 September 1910 and remained there while necessary repairs were made. The *Pandora* departed Auckland Tuesday 4 October 1910 for Pitcairn Island, arriving 18 November 1910, a run of 2,750 miles. She then proceeded 21 November 1910 to Easter Island, a distance of 1,190 miles, arriving safely 12 December 1910. They stayed there a week and in due course went around Cape Horn bound for Stanley.

On 22 January 1911, about 60 miles South of the Falkland Islands, they encountered a heavy gale from the North East and heavy seas swept the deck of the yawl, which suddenly turned turtle, and carried away her mainmast, mainboom, port bulwark and the small dinghy which was on her deck, before immediately righting herself. Captains Blythe and Arapakis were below decks at the time and despite suffering cuts and bruises neither were seriously hurt. They managed to force their way out of the cabin and cut away the broken spars and freed the boat. Various theories to account for the incident were advanced such as that a whale came to the surface and easily overturned the small craft, or that it was due to a submarine earthquake.

After the accident the *Pandora* drifted until the next morning when, by the aid of a square sail, she approached West Falkland. When 10 miles North East of New Island she was seen by the *Swona* and was towed to Christian Salvesen & Company Limited’s whaling station on New Island. The manager of the whaling station undertook the extensive repairs to the *Pandora* free of charge.

Stormy Weather—the Pandora (Cont.)



Pandora at New Island with Captain Blythe and Captain Arapakis 1911—FIC Collection, JCNA

The *Pandora* left 4 March 1911 for St Helena. On 26 April 1911 they set out from St Helena, reaching Ascension Island 3 May 1911, a year after beginning their voyage. They remained on Ascension Island until 7 May 1911 when they departed for New York, a distance of 4,850 miles which took 46 days.

Captain Arapakis estimated the entire run at 22,000 nautical miles and that the *Pandora* had made an average of 120 miles a day.

On 3 December 1911 the Perth, WA newspaper, the Sunday Times, reported that the *Pandora* had left New York for London in July and was going on for five months overdue and all trace of her had been lost.

Part of the *Pandora* appears to have survived after her disappearance as, in a letter dated 15 September 1911, M Craigie-Halkett, the Honorary Secretary of the Falklands' Museum, conveyed the thanks of the Museum Committee to W C Girling for the boat belonging to the Yawl *Pandora* which he had presented to the Museum.

[FIM Apr 1911; Oct 1911: Wanganui Chronicle 24 Sep 1910: Sunday Times 3 Dec 1911: Popular Mechanics, 1912, pg 323: The Washington Herald 2 Jul 1911: FIC/EG/7#3; 37]

Report to the North German Federation

Due to the many different nationalities who found themselves stranded on the Falkland Islands for one reason or another, countries with significant shipping rounding Cape Horn found it necessary to appoint a consul in the Islands. This could be a lucrative post as it meant that the ship's captains would then put their repairs, supply of provisions, etc with the consul of their native country. Among his many duties the Colonial Manager of the Falkland Islands Company Limited also held the office of Consul for various countries and in 1870 Frederick Cobb was the consul for Belgium, Italy and the North German Confederation

27 March 1871

From the Consulate of the North German Confederation to His Excellency, The chancellor of the North German Confederation.

Sir, It is now my duty to forward to your Excellency a report of the business of this ???? During the year 1870. The fact of the limited business of these small islands being transacted entirely with the mother country and of the harbour of Stanley being one of refuge, for vessels passing round Cape Horn is sufficient to show that shipping transactions comprise almost exclusively the business of the office.

A list of the German vessels in harbour during the past year is enclosed upon which I have to make a few remarks. Passing over the Bernhard which brought flour from Valparaiso I will first refer to the Vampyr of Stralsund, whose visit proved to be unfortunate for herself.

This vessel arrived here on the 21st September having received damage off Cape Horn—she was from London bound to Guayaquil. Hearing of the outbreak of fever the Mate determined to wait until he could get fresh water which he did and not sail until the 9th November following.

On the 4th December the vessel was wrecked in Low Bay in these islands and an account of all proceedings will be found in my despatch to Your Excellency No 3 of 16th January 1871. To this I have only to add that the Master, mate and a boy left for Montevideo by the British Schooner Victor on 31st Jany. the mate having worked his passage by another vessel. The three former I referred to the Consul in Montevideo, and they were probably forwarded forthwith.

The Mathilde of Hamburg arrived here 24th October leaky and otherwise damaged and after concluding repairs and waiting for further news resumed her voyage for Falmouth.

The number of German vessels has been much smaller than usual during the past year this is probably owing to the war.

It is worth while noting while on the subject of shipping the value of this place as a harbour of refuge for vessels disabled off Cape Horn. during September and October a number of ships put in for repairs which, had the place not existed must have gone at great risk of life and property more than a thousand miles to the northward before finding a harbour where repairs could be executed viz: to the River Plate. As yet the advantages of the place are but little known and many shipmasters have informed me that a better knowledge of them among seafaring men would be highly desirable.

The climate being bracing and exceedingly healthy affords an inducement to vessels of war stationed on the South east coast of America to come here to recruit their men who become sickly through staying at such places as Rio de Janeiro and the other ports in Brazil. Advantage has been taken of this by several United States vessels, as well as English and two American Admirals have testified to the benefits their crews have received from the change.

In addition to vessels stationed on the East coast, men of war going to and coming from the Pacific are in the habit of calling here to recruit and obtain fresh provisions; and as it is possible that full information may be useful to the North German Navy, I beg leave to enclose copies of charts of this harbour published by the Falkland Islands Co. for circulation among the naval community.

Imports and Exports.

The former consist entirely of articles for daily consumption and ships stores, there being no manufacturers in the place.

Exports are wool, hides, tallow, seal skins and oil, the former being the most important. Sheep of the hardier breeds are found to thrive admirably on the pasture; this consisting of long coarse grass. Cattle on the natural grasses grow to a considerable size, but are not considered so good an investment as the former. The seal produce is obtained by small vessels belonging to the Islands which cruise on these coasts and those of Patagonia. The more common varieties of these are the sea lion or hair seal, sometimes called the seal bear, the fur seal being at once the scarcer and most valuable of the species.

Imports and exports, as already mentioned, are confined to the English trade, the chief houses of business being branches of English firms.

This harbour has lately been visited by H.R.H. The Duke of Edinburgh, R.G. in the Britannic Majesty's ship Galatea.

The Epidemic of 1890

Although the Falkland Islands have been very lucky to have had no casualties to date from the Covid 19 pandemic and no cases in the general population, in the past they were not so lucky. From 1889 to 1890 the pandemic known as the Asiatic Flu or Russian Flu killed approximately one million people in a worldwide population of approximately 1.5 billion and reached Stanley in the second half of 1890.

The Falkland Islands Magazine of November 1890 reported '*The epidemic of influenza which has spread so extensively throughout the world seems to have found its way to us in the form of a very severe type of whooping cough, hardly a child escaping it, and many when recovering, though every possible care was taken of them, had severe relapses, which in numerous cases developed into bronchitis, congestion or inflammation of the lungs. Coughs, colds, and sore throats, &c, attacked many of the adults. The epidemic has now apparently spent itself as far as Stanley is concerned, the finer weather of the last few days had done much towards mitigating its worst symptoms. A milder form of the epidemic prevails in the East Falkland Camp.*'

The December 1890 issue reported '*The epidemic of whooping cough has spread through all the camps of East Falkland; though the families are separated from one another by long distances not one apparently has escaped. But the warmer weather, with plenty of fresh milk and good fuel has, under God, seconded the efforts of the parents and doctor so that not a single fatal case has been so far reported from the Camp. But several youths commencing to work before they were sufficiently recovered suffered a very severe relapse and need the most careful nursing to restore them to health. West Falkland seems to have escaped the visitation.*'

Stanley parents were not so lucky with fourteen children dying of bronchitis, pulmonary collapse and pneumonia from 29 September to 26 October 1890. Elizabeth Hurst, age 2, the daughter of the Chief Constable was the first to succumb on 29 September. On 1 October Owen LELLMAN, age 1 year 6 months, John McLAREN, age 2, and William NEWMAN, age 2, died. On 4 October Eliza PHILLIPS, age 3 months died followed by Winnifred NEWMAN, age 8 months the next day; on 9 October her sister Kate NEWMAN followed her. On 13 October Harry HELDERS, age 3 months and a first cousin of Eliza PHILLIPS, died. Frederick HARDY, age 1, died 15 October. Phoebe PHILLIPS, age 3 and the sister of Eliza, died 18 October, followed by her first cousin and brother of Harry, Peter HELDERS, age 2 years 4 months, on 21 October 1890. On the 22 October Walter ANSON, age 6 months, died at Government House, followed by his brother, Philip ANSON, age 4 years 4 months, on 26 October, the same day as Ellen NEWMAN, age 6, the sister of William, Winnifred and Kate died in Stanley.

The schooner 'Agenora' or 'Chance'

I hereby certify that Jacob Napoleon Goss a British Subject resident at Stanley Falkland Islands is sole Owner of the Vessel called the "Agenora" of the burden of twenty eight tons, which Vessel is schooner rigged, with two masts, and was built at Stanley aforesaid.

Govt
of the
FI

Given under my hand at
Government House Stanley Falkland Islands
this 1st day of September 1853

[E3; 52]

Chance

I hereby certify that John Smith a British Subject, resident at Stanley in these Islands is sole Owner of the Schooner called the "Chance" of the burden of 28 tons—which vessel was built at Stanley, and is now bound for a cruise round these Islands to procure seal skins and oil, under the charge of William Wheeler.

Given under my hand at
Government House Stanley Falkland Islands this fifth
day of September 1854
(sd) George Rennie
Govr

Seal of the
Government of the
Falkland Islands

The former Certificate granted to J N Goss for this Schooner was destroyed—see page 52

[E3; 77]

The 32 ton schooner *Agenora* was built by Jacob Napoleon Goss, a settler who had arrived at Port Louis 16 April 1842 as an apprentice to J B Whittington. He sent her on a sealing cruise where she was wrecked and sold to John SMITH who repaired her and brought her back to Stanley. The first mention of the *Agenora* in the Shipping Register is her arrival at Stanley 25 April 1854 under Captain WHEELER with a cargo of oil from West Falkland.

The *Chance* went out sealing to West Falkland in December 1854, probably to pick up a sealing crew that would have been left at the seal colonies. In Hope Harbour Captain Wheeler encountered the crew of the *George Butz* in the Brigs boat and took all ten on board. The *George Butz*, an American brig of 266 tons under Captain Rich 76 days out from Philadelphia and bound for San Francisco with general cargo and coals, was wrecked on the north east point of Grand Jason on the 26th November 1854 in a wind at 1am. Captain Wheeler arrived back in Stanley 23 December 1854 with the crew, brigs cargo and nine barrels of seal oil. [E3; pg 82]

The 30 ton schooner *Chance* under Captain WHEELER and with eight crew, departed Stanley 12 January 1855 for Grand Jason Island where she was wrecked in January 1855 and was a total loss. The crew were saved by the *Tekoa*.

Captain John Wheeler, age 30 and a seaman from Denmark was first recorded in the census taken in Stanley 12 October 1846. On 28 June 1847 and 12 January 1848 he was recorded as a settler entitled to take seal, whale, whalebone and fish. On 30 December 1847 he was recorded as a private in the Artillery Corps of the Military Force of the Falkland Islands. In the census taken 22 February 1851 he was recorded as being age 28 and a labourer from Germany. He was registered on the List of Aliens to 26 March 1852 as a seaman of Sweden and on the List of Aliens who have Received Permission to Reside in the Falkland Islands dated 27 March 1852. In the List of Registered Aliens returned 14 September 1855 John was recorded as being a native of Sweden resident at Stanley and single.

John drowned 6 March 1864 by accidentally falling overboard from the schooner *Malvina*. The Coroner's Court found that the *Malvina* ought to have had more than three hands on her intended voyage to Pebble Island and that when he fell overboard the lives of the two men were in danger. John, a seaman and native of Sweden, was buried 18 March 1864. The Death Register recorded his age as 37 while the Burial Register recorded his age as circa 51. [D2; 233: E2; 129, 150, 151: H8: E4; 48: H21; 14]