

Jane Cameron National Archives Newsletter

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

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A Look Back

The online collections on the Jane Cameron National Archives website are becoming increasingly popular therefore the uploading of more records has taken up quite a bit of time in the past year. This work became easier from August 2018 with the donation of two new scanners to the Archives (see Page 11). When deciding what to upload I am trying to balance demand for records with what is practical to scan and upload. Not all of the holdings lend themselves to scanning due to their condition and binding while others have been deemed of little interest to the majority of researchers due to how often they have been accessed in the last 20 years and therefore are unlikely to be scanned in the near future. Online archives are a rapidly expanding research resource and, by uploading the most frequently requested records, give archivists the opportunity of opening up their holdings to a wider range of researchers who would otherwise not have the opportunity to access remote archives as well as reducing in-house research time. In the last year this meant extending the Penguin News up to 2009 and the Falkland Islands Gazette up to 2006 and work is on-going to scan other popularly requested records.

Raising the profile of the Archives online has also resulted in the donation of some valuable records and research material recently. We were also lent some old photograph albums showing day-to-day life pre World War II to scan.

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Snippets from the Past

From Executive Engineer, PWD to Director of Agriculture 11 May 1942:

"We make the following report on the cart horse that you had trouble in working: We managed to plough about five acres with the aid of this horse last winter. Since then it has had no work. He is somewhat vicious and tries to lie down when ever put to work. We do not think he can be satisfactory for you unless he can be kept in continuous work with an active and intelligent carter..."

On Monday the 27th inst. at about 8:20 P.M. the fire alarm bell raised the inhabitants to a sense of danger. The grass bushes in front of the Parliament in the westward of the jail, were in full blaze. A spring of rain with torrents of rain extinguished it, but a strong wind was blowing it was fortunately in an opposite direction from the fence and house. The fire engine reached as far as the 42nd street and a party from the Fire were on the way notwithstanding the difficulty of manning the boats owing to the rough sea. To our and all Dean Brandon offers best thanks for their kind assistance. N.B. Smokers will very much oblige if they will kindly stop the dangerous practice of lighting their pipes under the shelter of the remaining grass.

FIM April 1899

The Ajax Bay Freezer

The Archives holds a number of farm diaries; these are not personal in the traditional sense of diaries but are working diaries which mainly contain details of weather and work done and are a valuable source of information as they often include workers names plus give an idea of the day-to-day work of the farm. The following is from the Port San Carlos farm diaries and is an account of the first delivery of cattle to the freezer works at Ajax Bay. The transcript also serves to give those not familiar with farm diaries an idea of what information a farm diary may contain.

Thursday 18 March 1954:

A lovely day. NW wind.

NKC Murdo & 6 shepherds caught horses 6am gathered cattle from Seal Rookery and the Cape—turning them on to the North Coast & cutting back everything not fit for the freezer. Cattle in very good order. The fat beef from Little Creek and Elephant Beach—40 approx.—were also taken to Elephant Beach where we arrived 2pm. The cattle—115 fully grown & 25 yearlings—were put in the Point where it was hoped they would settle down till first light tomorrow. However at 4 pm after we had had a meal cattle were seen on the track for the settlement in the Diddle Dee and it was found that over half of them had swum across the pond into the wether ground.

It was evident that we would have to take them on to Ajax Bay through the night. The cattle were rounded up again and put without any trouble through the New House boundary gate. Other shepherds were sent home and NKC, Murdo, R McRae & Dehli Berntsen carried on with the troop via New House & Lewis' Pass into John's Rincon. We crossed the river at 9pm, being delayed half an hour by one beef getting bogged crossing a peat bank. It had to be left. Fortunately it was a superb night with a full moon & a cloudless sky, otherwise we might have had great difficulty.

Friday 19 March 1954:

A most lovely day—quite calm.

After crossing the river at 9pm last night we continued with the troop of cattle up the side of the 3rd Coral mountain—crossing one swamp after another—which was trying on the cattle. One fat dry cow had to be left.

We crossed the top about midnight. At various times the troop was halted in the hope of resting the cattle—and the drovers— but in the full moon they would never settle so we were forced to carry on. After leaving the mountain behind us the journey improved and the cattle kept on a strong march, the Ridge— or Stud? - paddock towards the top of Bonner's Mountain was reached at 3am. There the troop had to be halted till daylight came in to avoid negotiating the settlement paddock in darkness. The moon at this time clouded over and the cattle then settled down and never offered to move until we made a start again at first light 5.15am. NKC had the misfortune to fall into a waterhole at 3am—getting wet to the waist— so was prevented from getting any sleep during the 2 1/4 hours wait. The holding paddock at the freezer was finally reached at 9.30am, the stone runs in Wreck Point making the last part of the journey an arduous business. In all 27 1/2 hours had elapsed since we first began rounding up the cattle. Out time from Elephant Beach was 17 1/2 hours of which 13 1/2 hours was actual marching time. The cattle were still strong at the finish. We were tremendously helped by perfect weather conditions, day & night.

Saturday 20 March 1954:

A dull calm day with fog.

After breakfast at Ajax Bay two Chileans attempted to strut in the Cape cattle into the race & corral leading to the killing floor. They succeeded only with the help of R McRae & Delhi B. The race & corrals are not well laid out nor robust enough to take the weight of heavy cattle, and the arrangements for getting the bullock into the killing room and despatching them are absurdly timewasting and primitive—and much food beef will be spoiled by bruising.

Penelope took NKC & Mr Rippon (meat inspector) to Bonners for lunch. Later it brought NKC, Mr R, Mr & Mrs Conroy & Murdo M back to PSC. Mr R stayed to tea and returned to Ajax.

Monday 22 March 1954:

A fine day. Strong SSW wind.

Redwing with NKC, Murdo, W McKay & R J Goss to Ajax Bay to watch the start of the killing. The cattle killed well but as expected much time was lost getting them onto the killing floor and much food beef in being spoiled by bruising. With some difficulty remaining cattle were shut in pm and are likely to remain there until killed, though four or five days may be required. Probably no more than 20 were killed today. Jack Bonner & Christopher Bonner were over to see the killing.

The First Peat Slip

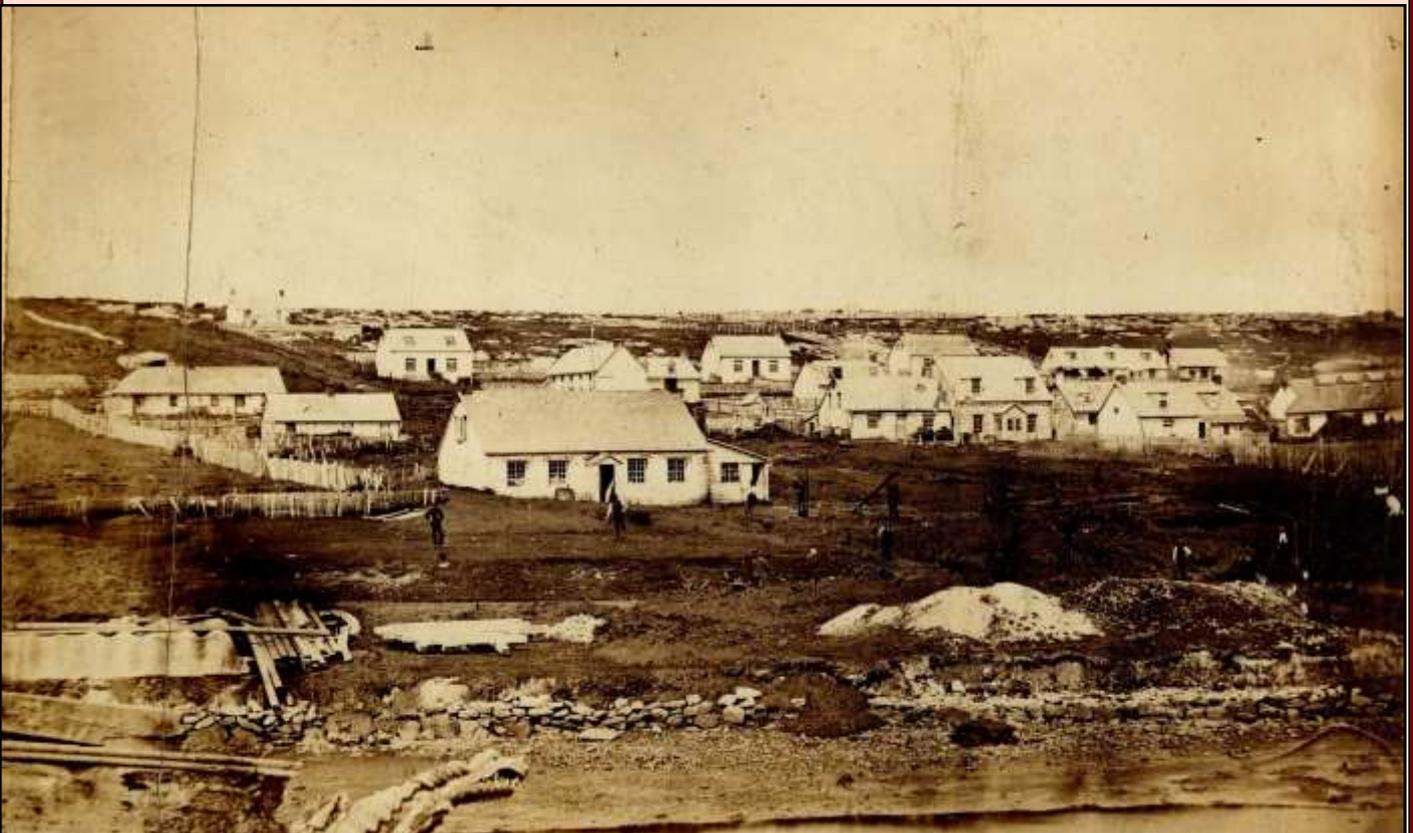
The first record of peat being used in the Falkland Islands was by settlers in 1764 with the arrival of Louis-Antoine de Bougainville to establish a colony at Port Louis. On landing they realised that although they had been told by earlier explorers there were trees this was incorrect so they needed another fuel. One of the party, a Benedictine monk called Antoine-Joseph Pernety and known as Dom Pernety, kept a diary. On Friday 17th February 1764 he wrote:

"We dug a hole in the ground for a kitchen: where, for want of other fuel, we made use of broom [probably diddle-dee] We likewise tried the large green tufts of the resinous gum-shrub...[probably Balsam bog] They keep up and continue a fire extremely well; but when green are not proper for dressing victuals.

As I saw the inconvenience attending the want of wood.....I thought we might possibly find some coal, or at least turf. [peat, or turf as they called it, was used in France] Accordingly I equipped myself with a mattock and proceeded on my search.....I found, on digging, some turf with the properties I wanted.....and some dozens of these squares were dug up. They put the turf by the fire to try and dry it out a bit but "our impatience prompted us to throw a few into the fire, when we had the satisfaction to find that as soon as the moisture of the turf was exhaled, it burnt as well as the best turf produced in France....We then sent three or four seamen to cut a quantity and to pile it in the usual manner to dry."

Nearly 80 years later, one of the deciding factors for moving the capital from Port Louis to Jackson's Harbour, subsequently renamed Stanley, was the estimate of about one hundred years worth of peat on the south side of the harbour.

Although peat was the means to a comfortable life in the Falkland Islands it could also be the cause of accident and death with accounts of people and animals being trapped. Lack of care in cutting on the hills above Stanley combined with heavy rain was the cause of disaster on two occasions in Stanley, the first of which happened in 1878.



Caption: Peat Slip at Stanley at night of 29 Nov 78. View taken from grounded Hulk "W Shand" near Town Jetty, looking up the Hill showing the dark line of Peat from left to right. - Photograph FIC Collection, JCNA

The First Peat Slip (cont)

Proclamation from the Stanley Gazette dated 30 November 1878: *“Whereas a serious accident resulting in great loss of property has occurred during the course of last night by the slipping of the Peatbank behind the settlement, occasioned by the heavy rains of yesterday, His Excellency the Acting Governor earnestly calls upon the Colonists to co-operate in cutting a trench on the south side of the hill, so as to prevent if possible any further danger to the town.”* And on 2 December 1878 a Public Notice was issued *“His Excellency the Acting Governor requests the inhabitants of Stanley to meet him at the Schoolroom this day at 12 o’clock, to consult as to the measures to be adopted in consequence of the accident of Saturday.”* [E5; 287; 288]



Caption: Peat Slip—halfway up the Hill looking down on town Jetty - Photograph FIC Collection, JCNA

On 11 December 1878 the Acting Colonial Secretary of the Falkland Islands Government, John Wright Collins issued a Public Notice stating *“owing to the late accident on the peat bog behind the settlement His Excellency the Acting Governor requests that for the safety of the public, the settlers in cutting their peat will in future refrain from exposing the face of the bank more than Four Feet Six inches (no face to be nearer the first than ten yards).”*

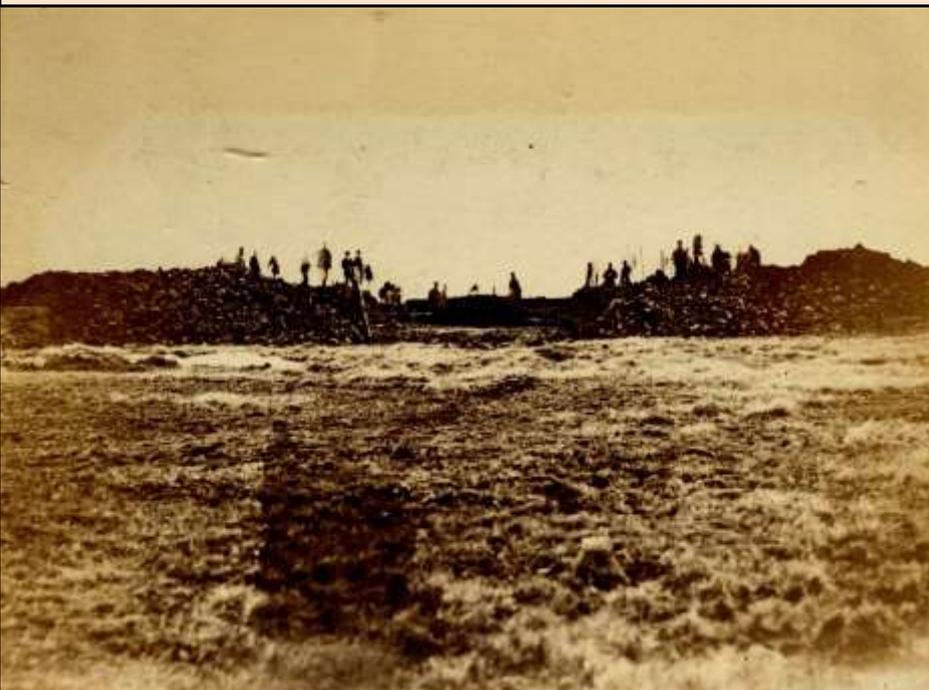
The following day he issued another public notice stating: *“His Excellency the Acting Governor takes the earliest opportunity of expressing his most sincere thanks to the Inhabitants of Stanley for the prompt and energetic manner in which they responded to his call, on the occasion of the recent accident which happened to a portion of the settlement.”*

Although His Excellency regrets that the efforts made to cut a trench on the South side of the Peat bog behind the settlement, (so as to secure an outlet for the water) have not as yet proved successful, he is convinced that the cuttings which were made last week have been of great service during the late heavy rains by carrying away large quantities of water, from the slip, and thus lessening the chances of another accident.

His Excellency is still of opinion, that it would be advisable to complete the proposed trench on the South side of the Peat bog before the winter sets in and meanwhile he would point out that any further accumulation of water in the cracks surrounding the slip, would be prevented, if the settlers kindly co-operate with one another to drain the depression gradually, by cutting small trenches running into one another, so as to run off the surface water and prevent the lodgement of the drainage from the surrounding bog. [E5; 289]



Caption above: Peat Slip—taken from the remaining Bank looking through the gap. Govr Callaghan standing on the left.
Caption below: Peat Slip—on the Hill looking over into where the slip took place - Photographs FIC Collection, JCNA



On 2 January 1879 Frederick Cobb, Colonial Manager of the Falkland Islands Co Ltd, wrote to Fred Coleman in London: "On the 29th November a huge landslip caused by heavy rain occurred in the peat bank on the hill, from which hundreds of tons of peat and slush descended to the harbour, breaking into houses, destroying walls and fences, and completely blocking up the road near the Company's store. I send four photographs taken by Biggs, which however give but a faint idea of the accident. The inhabitants turned out at Mr Bailey's request and cut drains at the back of the hill to prevent further damage taking place. [FIC/D5; 217]

The second Stanley peat slip took place during the night of 2 June 1886.



Photograph of part of a watercolour of the Peat Slip



le F Ploger 1 December 1878 —FIC Collection, JCNA.

Sailors of the Crown Prince

An entry in the Shipping Register records that the British ship *Crown Prince* of 987 tons under Robert COCHRAN with 20 crew arrived in Stanley 6 December 1876 from Huerilles, Peru 62 days out and bound for Falmouth with a cargo of guano. The ship put in for medical aid.

In a despatch dated 10 February 1877 Governor Callaghan reported:

"I regret to have to inform your Lordship of the arrival here on the 5th December of the British Ship "Crown Prince" of St John New Brunswick, 987 tons register, laden with a cargo of guano from Huanellos (Peru) bound to Falmouth, with nearly all her crew suffering from a most alarming illness.

It is most fortunate that she experienced a favourable wind which just enabled her to reach this port as, if she had been delayed a day longer, there would not have been sufficient hands to work the ship.

2. On the evening of her arrival here, one of the crew William Williams died on board; two more also died on board—Gustav Andersen and Thomas Balmforth—on the 6th and 9th December respectively. All according to the medical report from the same cause.

3. I enclose a copy of the evidence of Dr Watts, the Colonial Surgeon, given at the inquest held on the body of William Williams, from which it will appear that the unfortunate man died from blood poisoning caused by eating bad pork. Dr Mulvany the Naval Surgeon in charge of the Detachment, was also examined and his evidence was of a similar character to that of Dr Watts.

The verdict of the Jury was that the deceased died from "paralysis of the heart brought on by blood poisoning"

4. Three more of the crew named William Sullivan, Henry Buckholt and Edward Harris died on shore after suffering most frightful agony on the 11th & 13th December and the 10th of January respectively...

5. Nine more of the unfortunate crew remain ill on shore, all of whom have been suffering from the same distressing symptoms. The Doctors entertain hopes of their recovery but in the case of some of them it will I fear be very slow.

6. It is worthy of note that none of the officers were attacked with this illness and it appears that the bad meat was not used in the cabin.

7. A survey was held on the ships provisions by my order, on the 11th December, and 3 casks of beef and 2 casks of pork were condemned and destroyed.

Another survey was also held on the 6th February and 1 cask of pork and the contents—beef and pork—of the ship's harness cask were condemned and destroyed...

[B18; 102]

From G Travis to the Board of Trade 23 March 1877:

"...On the 14th February a fresh crew of 9 men were brought down from Montevideo for the "Crown Prince" , and after being a few days on board her were taken ill but not seriously and they ultimately left the ship. The provisions used by them were fresh and in good condition.

On the 19th instant another crew of nine men were brought down from Monte Video and were shipped today.

Three of the original crew, Aird, Buckley and Inman will be sufficiently recovered to go home by the mail via Monte Video on the 2nd April leaving four men behind, viz H Reinholt, J J Copplestone, Gustav Sundholm, and Charles Wilson.

One man Sclen has recovered but taken his discharge and another man Glover has returned on board to his duty...

PS The "Crown Prince" sailed for Falmouth or Queenstown on the 27th inst."

[D18; 63]

From G Travis to HBM Consul at Monte Video 15 August 1877:

"...two sick seamen G Reinhart and Gustav Sondholm are going up to Monte Video by this opportunity.

Gustav Sondholm is still very weak and had it not been for the kindness of George Laurent and his wife who have very kindly undertaken to wait upon and assist him during the entire passage to England, he could not for some months yet have left this port...

[D18; 87]

From 5 December 1876 to 10 January 1877 six of the crewmen on board the *Crown Prince* died from "Paralysis of the heart brought on by blood poisoning".

1. William WILLIAMS, age 34, a seaman and native of Sakha, North Russia died 5 December; buried 9th
2. Gustave ANDERSON, age 30, seaman and native of Sweden died 6 December; buried 9th
3. Thomas BLAINFORT, age 33 AB seaman and native of Blackwall, England died 9 December; buried 10th
4. William SULLIVAN, age 19, OS seaman and native of Queenstown, England died 11 December; buried by the Catholic Church
5. Henry BUCKHOLT, age 32, AB seaman and native of Amsterdam died 14 December; buried 14th
6. Edward HARRIS, age 22, seaman and native of Margate died 10 January 1877; buried 11th

There is no record of where they were buried in Stanley Cemetery but it is likely that at least five of them were buried in the top of Section I. As William Sullivan was interred by the Catholic Church he may be in Section B .

Badge of the Colony

By His Excellency William Francis Cleaver Robinson
Esq, Governor and Commander in Chief of the Falk-
land Is and their Dependencies &c &c &c

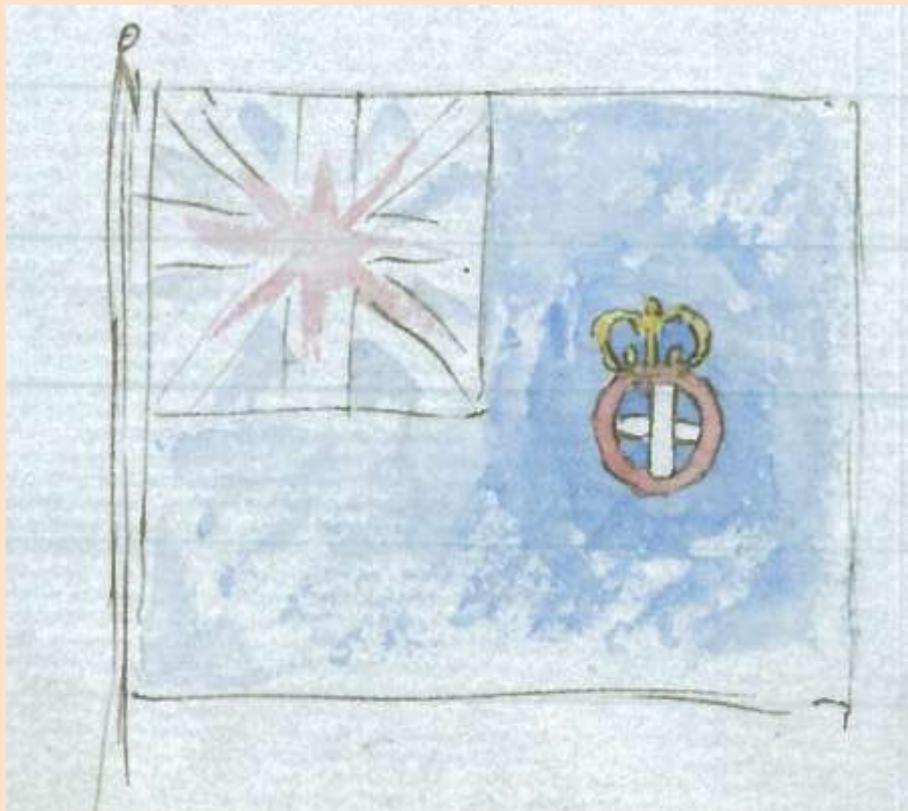
Whereas it is desirable that an uniform Badge or Design should be provided to designate the Vessels and Boats employed in the service of the Colonial Government, I do hereby direct that the following Badge inserted in the fly of the Blue Ensign shall be the proper flag to be used until further Orders by all vessels and boats belonging to the Government of the Falkland Islands.

Given under my hand &
seal at Government House
Falkland Islands this 31st
day of January 1867.

sd
William Robinson
Governor



[E3; pg 285]



Dr Richard H Wace

Frederick Cobb, managing director of the Falkland Islands Company Ltd in London, wrote to W A Harding, Colonial Manager, 21 August 1912 to advise him that he had been in consultation with Mr Allan about a doctor for Darwin and that he had arranged to take a cousin of Mrs Allan's. Dr Wace, who was serving the West Australian Government could give short notice and meet up with Mr Allan in Montevideo in October. He stated *"This will be a pleasant arrangement for the Allans, and tend to preserve harmony in a place where there has been too much friction."* [FIC/C6: 1109, par 18]

Dr Wace and his family travelled from Perth, Australia and after a four day stay in Montevideo arrived in Stanley on board the *Oronsa* 28 November 1912; departing for Darwin 2 December 1912 on the *Samson*. [FIC/D12; 343, 357, 368]

On 18 January 1913 Dr Wace was leaving Darwin for a shepherd's house. About a hundred yards from his house, he was leaning over the horse's neck with a tight rein to adjust the headgear when the horse reared, fell backwards and rolled right over him fracturing his pelvis. Dr Browne left Stanley about 4.30pm riding right through to Darwin that night. The accident was so bad that Dr Browne feared that Dr Wace only had a few hours to live. By 19 January 1913 Dr Wace was quite conscious. The surgeon from HMS *Glasgow* and a nurse were sent to Darwin on the *Columbus* 21 January 1913. By 8 February 1913 Dr Wace was proceeding satisfactorily and was expected to be up and about in around 10 weeks from the accident and able to ride short distances within three months. [FIC/D12; 377, 383, 489]

On 20 July 1917 the Colonial Manager reported to head office that *"I put the gist of your remarks before Dr Wace and enclose a copy of his reply. His reply is written in his usual characteristic style and appears to be intentionally offensive. He is entirely unsuited to the Camp work and is far from attentive to his duties. Recently there was a serious case at Goose Green to which he was called in the evening after dark. Instead of walking there he insisted on his horse being caught for him, which took two hours I understand, after which he was led down by the messenger. The camp hands will not go to him if they can avoid it and altogether Darwin would be the better of his departure."*

Fred Weiss, canning manager at Goose Green, wrote to Dr Houston 1 October 1917: *"...I suppose you are wondering how I got on with old "Pills" - The cagey old beggar was asked to come down on Friday afternoon, and he said he would come down Saturday morning "weather permitting". On Saturday morning "It is a long walk and weather permitting, I will be down later". When he said that, as the wife was getting severe nose bleeding & heart attacks, I thought I had better make him get a move on. He told Mrs Weiss he never refuses to come to cases. She said no, but it takes you a long while to get a move on. I spoke to Craddock & he advises me to send Mrs Weiss to Stanley if Wace cannot do her any good by the time the "Falkland" comes out. Through this old wretch not doing his work I have had the expense twice before of sending the wife to Stanley but I suppose one has to put up with it, & not growl. I'm wondering if he is going to attend the men this coming season. No doubt, he will do what he did before. Every man I sent to him with a small cut he put them off for a week. If he had the dressing of the 270 cuts that we attended to last season, it would given him something to do, & relieved us, that is, if he does not put them all off..."*

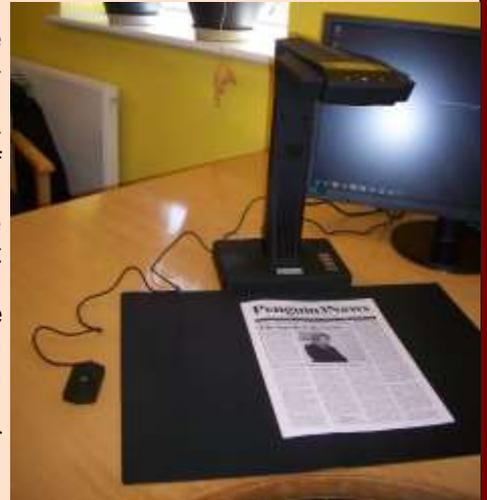
By November 1917 the Colonial Manager recommended that Dr Wace's contract was not renewed due to his behaviour and negligence of his duties. In January 1918 Dr Wace was diagnosed with an abdominal growth. He and his wife departed for South America 18 February 1918. Mrs Jean Wace arrived from Montevideo 1 April 1918 and was to leave Darwin for Stanley as soon as she had organised selling their furniture. Mrs Wace and her son left Stanley for Cape Town on the *Falstria* 9 July 1918. Doctor Wace and his daughter left Buenos Aires on the *Thongwa* for England via Halifax and New York. [FIC/D13; 211, 251, 261, 316, 318, 343, 366]



Doctor's house on the right, Darwin January 1888—photograph FIC Collection, JCNA

Donation of scanners

As mentioned on the front page of this newsletter, much work had been done in the past year in expanding the resources available on the website. Selecting, preparing, scanning and uploading these records is very time intensive. This work was able to be sped up with the arrival of two new overhead scanners in August. These scanners were generously donated by the Friends of the Museum and Archives and started proving their worth straight away. Not only quicker than the other scanners that we have these scanners have the added bonus of not damaging fragile and/or large unwieldy manuscript books by removing the need to turn them upside down on the scanning bed. They also give the option of saving the file as a double-layered PDF where each layer is saved as a picture and as text allowing the user to read both in the image. Contents of the text can also be searched. This search function isn't as good with blurry and faded text but works very well with clear text and with more modern records such as the Falkland Islands Gazette and the later Penguin News.



Explosion of Digester at Goose Green

Most of the fatal workplace accidents recorded in the 19th Century in the Falkland Islands were shipping related but a number of tragic accidents also happened in Camp. The following happened in 1885 and resulted in the death of two men.

On 17 April 1885 Frederick Cobb, colonial manager of the Falkland Islands Co Ltd, wrote to Fred Coleman in London "I have to report with infinite regret a terrible and fatal accident at Goose Green, by which I have lost the Company's intelligent and hardworking superintendent, Mr Miller, and the works have been completely stopped for the season. Everything had been progressing well from the beginning, and there had never been such promise of a prosperous season, when on the evening of the 6th inst. about 8.30 pm the small digester blew up without the slightest warning. At that time there was the usual night watch in the shed, consisting of Mr Miller himself and the digester men Snow, Johnston and Pedersen. The digester went through the roof like a rocket, and fell about 80 yards from the shed. The three men who were just packing another digester were hurled down, Johnston and Pedersen escaping with some bad scalds and bruises, while Snow, who was for a time entangled in the wreck of some piping, received a severe wound on his face, and was fearfully scalded about the head and arms by the escaping steam. These three men got out without assistance, but Miller was missing, and a brave rush was made into the ruins in the midst of blinding steam and falling wreckage by William Hope the shepherd, who found the poor fellow on the ground in a bath of scalding tallow, lying alongside an overturned cooler, and half buried under bricks and rubbish which had been thrown down. His burns were of so terrible a nature that Dr Heuston had but nil hope of his recovery from the first and after lingering for over six days, he died early on the morning of the 13th inst. never to the last fully conscious of what had happened. In him I have lost an invaluable servant; one whom it will be difficult, if not impossible to replace. Always at his work, and by his example encouraging his men, obliging and conciliatory in his manner, so that the other superintendents found it a pleasure to deal with him, he secured heart and soul to be wrapped up in his business, even to the last, in his delirium, giving his orders and raving about his work took exclusion of every other subject.

To turn to the damage to the works caused by the explosion, the shed is shaken from end to end, a portion of the roof blown off, and the remainder detached from the walls; the whole must come down without loss of time, or the first gale will level it. The steam piping is torn and twisted so as to be for the most part useless, the Gifford's injector is broken, the two 200 gal. tanks used as coolers are thrown from the foundations, and the place is, generally, as completely ruined as to make a continuation of the work this season an impossibility. There were about 400 sheep

Explosion of Digester (Cont.)

hanging up when the accident happened, and it was at first thought that these would be sacrificed, but the steam connection with one digester was found to be not very damaged, and it has been put into order sufficiently to dispose of these.

An inquest was held on the 15th when a verdict of accidental death was returned. In consequence of my being required to attend and give evidence, I now find myself almost at a loss to know how to get through the mail work before it closes.

As regards the cause, the evidence given at the inquest shows no light, but this digester was the one Miller reported unsafe on account of being honeycombed and because the steam inlet was defective, this report was false, for there is not a sign of honeycombing on it, and the steam inlet was good to the last; however there was a small escape of steam at the bottom, and Miller, asked my permission to repair and use it last year, which I granted on condition that it should be carefully tested and pronounced to be safe. He took out and replaced a number of nails, and put on some extra plating in the neighbourhood of the leak; in a letter to me in February last year he said he would test it with hydraulic pressure to 60 lbs and Carter told me the other day he had raised the pressure to 82 lbs. It worked well last year when I was in England, I hear, and this year was doing better than ever, so how it went with a pressure of 25 or 30 lbs seems a mystery. My idea is that poor Miller was over confident in the stability of his repairs, and has paid for his error with his life, and yet that may be rather a hard thing to say. The whole shell of the digester went up, leaving the bottom on the foundation just as though it had been cut out round with a sharp chisel, and it fell to the ground about 80 yards from where it stood...

Mr Miller has unhappily left a widow and nine young children, the eldest 14 or 15. Snow's injuries are so serious, that he is likely to be a cripple for life. Johnston will be unable to work for months, but Pedersen will soon be about again. I have not had time to look up the Employer's Liability Act, which is extended to the Colony, but no doubt we are liable under it, and I must ask for definite instructions as to compensation. In the meantime I have informed Mrs Miller that until the return mail, I will allow her the use of the house, and continue to pay her husband's wages, which will be considered a part of the compensation to be paid. In consideration of all the circumstances no doubt the Directors will act liberally. [FIC/D6; pg 668; 691]

The directors replied 2 June 1885: "The Board is very much grieved at the death of Miller, the Engineer, through the unfortunate explosion at the Tallow Works on 6th April last. Though the Directors agree with you that it will be a duty to act liberally to his Widow and children, they do not consider the Co are under strict legal liability as he was warned about the Digester that burst, repaired it himself and tested it under your directions as his Employer to far more than its working power and the weight to be applied to the Steam safety valve, still we must leave the matter to your judgement premising that care must be exercised not to make a precedent for heavy compensation for accidents which may happen through workmen's own carelessness. We send the "Employer's Liability Act, 1880" and four Legal Books on the same and have applied to the Employers' Liability Assurance Corporation (as per prospectus herewith) as it might answer our purpose to insure in that Company—their terms are twenty per cent of Wages, this the Board considers too onerous though more favourable terms may perhaps be arranged. The directors give you every praise for your extreme energy and good arrangements made under the distressing circumstances."

27 April 1885: "The injured men at Goose Green are progressing well"...The Chairman points out that it should have been stated at Par 2 that the Board decided to give Mrs Miller a lump sum not exceeding £400 (Four Hundred Pounds) or an annual allowance not exceeding £100 (One Hundred Pounds) a year for five years, in both cases taking a receipt in full for all demands. Understanding from you that the present two digesters are as good as new the Directors wish you to continue using them, with the precaution of having them properly tested at once and every succeeding year, together with all other Machinery every year, including the Steam Crane at Stanley.

[FIC/C2; desp 658]

15 July: Frederick Cobb responded: "I will communicate the Board's decision to Mrs Miller; the offer is a very liberal one in my opinion." [FIC/D6; pg 742]

19 August: "Mrs Miller" accepted £100 a year for five years, and wishes to be allowed to rent a spare house and live at Darwin, but I declined, as it would have established an inconvenient precedent: enclosed is copy of a letter from her.

I regret very much to have to report that Dr Heuston lately wrote me as follows:- Poor Mr Snow is rapidly becoming or has become insane. He is still very harmless and can do light work. This is the man who was so seriously injured by the explosion, he came from Monte Video for the season last December. I am very sorry for him, for he was a quiet inoffensive man against whom I never heard a word. We would have had a claim under the Employer's Liability Act, but the time for making it has long since passed, and I suppose he knew nothing of it." [FIC/D6; pg 769]

4 September 1885: "I am sorry to say that Snow, whom I reported last mail to be getting insane, committed suicide about a fortnight ago by hanging himself in the cook house at Darwin."
[FIC/D6; pg 787]

20 October 1885: "The Directors are disappointed that you have not been able to make more favourable terms with Mrs Miller, as you have now agreed to pay her the maximum the Board decided the Co could afford as compensation for the death of her husband—we regret that the man Snow has at length succumbed to the injuries he received at the same explosion of the Digester at Goose Green."
[FIC/C2; desp 662]

More on Some of Those Involved

Nicholas Frederick SNOW came down from Montevideo, Uruguay and started work for the Falkland Islands Co Ltd in their Camp establishment 10 December 1884 on a monthly wage of £5. On 9 September 1885 a cash order for £11-10-8 being the balance of his account was drawn. Nicholas, age 34 and a labourer from Newfoundland, died 28 August 1885 and was buried in Darwin Cemetery. The cause of death was given as suicide.

Henry PEDERSEN started work for the Falkland Islands Co Ltd in their Camp establishment 20 November 1884 on a monthly wage of £5 and finished working for them 24 April 1886. He returned to work for them 21 September 1888, finishing again 12 May 1890.

William Edward JOHNSTONE started work for the Falkland Islands Co Ltd in their Camp establishment 9 December 1884 on a monthly wage of £5. William, age 56, was on his way home to Findlay Harbour from North Arm on Saturday 25 June 1904 when he got lost in a fog. He was not found until the next day and was taken to Maraquita where he died on the Monday morning. William was buried in Darwin Cemetery Thursday 30 June 1904. He was described as a quiet respectable man who would be much missed by all who knew him. [FIM Jul 1906]

William HOPE was born 21 November 1863 in Scotland to Duncan Hope and Flora Hope née Gilles. William started work for the Falkland Islands Co Ltd in their Camp establishment 18 October 1884 on a monthly wage of £5 and finished working for them 12 June 1887. William leased 2,000 hectares in San Julian, Patagonia. William, a sheep farmer of Patagonia, was married to Ann KYLE 15 September 1892 in the house of Mr Chaplin, Falkland Islands. Annie and William left on board the *Ramses* 17 September 1892. Ann, age 19, gave birth to a stillborn son 31 July 1893 and died from fever 13 August 1893 at San Julian, Patagonia. [FIM Oct 1893; Nov 1893] Ann was buried in the Rural Cemetery, Estancia La Colmena, Santa Cruz. William, age 38 English and the widower of Ann, was married to Elizabeth Mary Louisa WARNE, age 32 and English, 22 February 1902 in Punta Arenas. William died 3 April 1923 and was buried in San Julian Cemetery.

You can read more about **James Willison MILLER** at <http://www.fig.gov.fk/archives/jdownloads/People/19th%20Century%20Families/MILLER%20James%20Willison%20and%20Jane.pdf>



Headstone of James Willison Miller in Darwin Cemetery

Ag Dept During WWI

What is often forgotten is that in time of war day-to-day life must continue. The following is a prime example. Telegram from the Department of Agriculture to Gibbs, Director of Agriculture at Fox Bay 26 February 1941: Hen house completed (no hens arrived) New Pigsty started with concrete, hay west of Bungalows & Govt House Long Paddock all in, sheep shorn, swedes at Quarantine Station thinned, finished dipping sheep at Quarantine Station, half tree plantation dug, hay cut at back of your house, starting discing at Surf Bay for Lucerne, will send Luxton grass seed by first opportunity...short of milk, can get loan of newly calved cow from Teal Inlet for two months by paying thirty shillings freight, await your reply.

And the reply 26/2:

Inquire from Hutchinson about white leghorns from Montevideo. We now require 24 pure bred pullets through him at price not exceeding 10 shillings each. Wean calves to hay aftermath. Do not replace milk unless they go seriously backward. Cut pigs milk if necessary and substitute steeped grain etc. Have bought cow to be driven in from Salvador via Rincon Grande. Approve borrowing Teal Inlet cow for half fare if for two months only. Department cannot accept responsibility for accidental injury or death. Both bulls may be taken from service. Two Friesian heifers not to be serviced before June. Don't forget rye on short paddock. Sow this with fog and inoculated clover harrow and roll. Gather oat hay Quarantine Station after manorial experiments harvested. Remember to supply Bonner with correspondence re tractor and letter of introduction to agencies concerned.

27/2: Leghorn pullets Hutchinson has ordered are about twelve shillings and sixpence each should we ask him to get cheaper lot calves weaned pigs get only separated milk, what price should pigs be at eight weeks, doubtful if cow can be shipped from Teal Inlet.

22 pullets at 12/6 approved. Sucking pigs 30/- breeding weaners £2. Place rings on San Carlos leghorns.

[TEL/WTF/18#5]

Augustine Roba

In the census taken 31 March 1843 at Port Louis A AROBA was recorded as resident at Port Louis having arrived 7 October 1842 from Gibraltar and a merchant, previously a sugar maker, a Roman Catholic and living in the stone house on No 1 allotment, the property of Antonina Roxa. He wasn't recorded in the census taken 12 October 1846 but was recorded 30 December 1847 as a private in the Mounted Corps of Military Force of FI and again 6 November 1848 as a private in the Militia force of the Falkland Islands required to meet at the Flagstaff, Stanley. In the census of 22 February 1851 he was recorded as Augustine ROBA, age 28 and a labourer from Gibraltar.

Augustine was working for the Falkland Islands Co Limited in 1863 & 1865. He then appears to have moved to San Salvador and worked there for a number of years.

Augustine, age 79 and Italian formerly working at San Salvador, died in Stanley 29 March 1901, and was buried in Grave I 659 by St Mary's Roman Catholic Church.



Photograph—Cameron Family Album, JCNA