



VENDOR	PRICE	PARTICULARS OF SHEEP	PURCHASER
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E W E S

A. & J. Gray	3 gns.	50 2 and 4 ths. Blue Dot Shoulder Ear Tag A&JG Nos. 1/50	Fenton
R. & F. Gray	4 gns.	32 2 and 4 ths. Black Dot Shoulder and Rump Ear Label FBURN Nos. 16, 21 11, 24, 44, 41, 50, 35, 15 29, 49, 5, 31, 13, 1, 28, 12, 25, 20, 4, 3, 34, 26, 8, 42, 46, 40, 36, 48, 9, 27	Hansen
do.	4 gns.	10 2 and 4 ths Two Black Dots Rump Ear Label FBURN Nos. 22, 18, 14, 37, 17, 32, 2, 19, 23, 6	Salvadore
Voss Bros.	2/10/0	32 2 and 4 ths. Yellow Brand Shoulder Ear Label VOSS Nos. 39, 46, 37, 101, 11, 12, 38, 42, 104, 48, 10, 35, 43, 8, 40, 6, 106, 41, 49, 13, 44, 7, 2, 45, 50, 3, 24, 1, 23, 4, 107 and 108	Bonner
T. McEwen	2/10/0	18 2 and 4 ths. Yellow on Rump Ear Label McEWEN Nos. 1, 2, 3, 4, 5, 7, 8, 9, 10, 12, 13, 14, 16, 17, 18, 20, 21, 19	
W. Peat	4 gns.	25 2 and 4 ths. Three Red Dots on Back Ear Label PEAT Nos 1/25	Hamilton
Est. E. Short	4 gns.	25 2 or 4 ths. Blue Dot Rump Ear Label E SHORT 4 Nos. 648, 626, 356, 480 423, 614, 589, 446, 371, 449, 509, 556, 435, 453, 450 519, 547, 477, 610, 641, 664, 530, 621, 602, 369	Cameron

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C O R R I E D A L E S

Evans Christchurch	a17	25 Ewes Red Dot Back Ear Labels Nos. 449, 338, 329, 321, 301, 304, 330, 316, 305, 312, 331, 327, 309, 460, 324, 303, 317, 325, 313 320, 341, 319, 315, 326, 314	Hamilton
	a20	2 Rams Red Dot Back Ear Labels	286B, 279B
	a10	8 Rams Black mark rump Ear Labels Nos 478, 459, 489, 497, 500	27, 290, 453, nyeove

MEMORANDUM

15th April 1920

From

THE FALKLAND ISLANDS COMPANY, LTD.,
STANLEY.

To

The Honble
The Colonial Secretary

Duplicate retained by J. J. C. G. L.

[Handwritten signature]

PARTICULARS FOR INSURANCE ON 333 SHEEP FOR SHIPMENT

PER S.S. "TAIKOA" TO PORT STANLEY



NO.	PARTICULARS OF SHEEP & MARKS	PURCHASER	INSURANCE			AMOUNT		
			£	s	d	£	s	d
	<u>RANG - ALL 1. SHEAR</u>							
4	Red Dot Shoulder Ear Label E884 Nos. 222, 227, 228 & 229	Hansen	22	15	0	91	0	0
15	Two Black Dots Rump Ear Label E864 Nos. 68 86, 95, 102, 104, 153, 170, 187, 189, 217, 221, 225, 232, 233, 285	Blake	39	10	0	592	10	0
10	Blue Dot Rump Ear Label E884 Nos. 72, 123, 140, 209, 218, 220, 224, 228, 231, 234	Cameron	39	10	0	395	0	0
20	Blue Dot Head Ear Label E SHORT 4 Nos. 24, 26, 33, 54, 66, 67, 88, 99, 116, 118, 140, 147, 151, 168, 176, 182, 196, 204, 228, 237	Luxton	21	0	0	420	0	0
6	Red Dot Shoulder & Blue Dot Rump. Ear Label "B.F.L.D." Nos. 126, 85, 217, 763, 517, 901	Robson	17	10	0	105	0	0
10	Black Spot Middle of Back. Ear Label "BENONI" 437/446	Bonner	17	10	0	175	0	0
2	Red Dot on Tail Ear Label "BENONI" Nos. 410 & 412	Hamilton	29	0	0	58	0	0
2	Red Dot Shoulder & Rump. Ear Label A&JG Nos. 57 & 58	Fenton	17	10	0	35	0	0
2	Black Dot Shoulder & Rump. Ear Label DEURE Nos. 74 & 75	Salvadore	23	0	0	46	0	0
12	Red Dot Head. Ear Label NTN. Nos. 34, 35, 36, 38, 39, 40, 41, 42, 43, 44, 45, 46	Dack Bros.	16	10	0	198	0	0
23	Yellow Brand on Shoulder. Ear Label VOSS Nos. 151 to 173	do.	16	10	0	379	10	0

Forward

2290 0 0
120 11

[Handwritten signature]



NO.	PARTICULARS OF SHEEP & MARKS	PURCHASER	INSURANCE	AMOUNT
	<u>EWES - 2 & 4 THS.</u>		£ s d	£ s d
50	Blue Dot Shoulder } Ear Tag A&JG Nos. 1/50	FORWARD Fenton	11 0 0	249 0 0 550 0 0
32	Black Dot Shoulder } & Rump. Ear Label } FBURN Nos. 16, 21, 11 24, 44, 41, 50, 35,) 15, 29, 49, 5, 31, 13) 1, 28, 12, 25, 20, 4) 3, 34, 26, 8, 33, 42,) 46, 40, 36, 48, 9, 27)	Hansen	12 10 0	625 0 0
10	Two Black Dots Rump } Ear Label FBURN } Nos. 22, 18, 14, 37 } 17, 32, 2, 19, 23, 6 }	Salvadore	12 10 0	125 0 0
32	Yellow Brand Shoulder } Ear Label VOSS Nos. } 39, 46, 37, 101, 11,) 12, 38, 42, 104, 48,) 10, 35, 43, 8, 40, 6) 106, 41, 49, 13, 44,) 7, 2, 45, 50, 3, 24) 1, 23, 4, 107 & 108 }	Bonner	10 10 0	336 0 0
18	Yellow on Rump } Ear Label McOWEN } Nos. 1, 2, 3, 4, 5,) 7, 8, 9, 10, 12, 13) 14, 16, 17, 18, 20) 21, 19 }	do.	10 10 0	189 0 0
25	Three Red Dots on } Back. Ear Label PEAT } Nos. 1/25 }	Hamilton	12 10 0	312 10 0
25	Blue Dot Rump } Ear Label B SHORT 4 } Nos. 648, 626, 356,) 480, 423, 614, 589,) 446, 371, 449, 509,) 556, 435, 453, 450,) 519, 547, 477, 610,) 641, 664, 530, 621,) 602, 369 }	Cameron	12 10 0	312 10 0

* Insured value for 50 sheep at £12 10/-

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CORRIMDALLES

25	Ewes Red Dot Back. Ear Labels Nos. 449, 338 329, 321, 301, 304,) 330, 316, 305, 312) 331, 327, 309, 460) 324, 303, 317, 325) 313, 320, 341, 319) 315, 326, 314 <i>Wawa haw</i>	Hamilton	25 0 0	625 0 0
Rams	Red Dot Back. Ear L.) 286B, 279B)		28 0 0	56 0 0
"	Black mark rump Ear) 1, 27, 290, 453, 478) 459, 489, 497, 500)	Ryecove	18 0 0	144 0 0

£577 0 0
£577 0 0

Wellington, 30th March, 1926. 80

THE COLONIAL SECRETARY,

PORT STANLEY, FALKLAND ISLANDS.

In Ag. with Dalgety and Company Limited

The Charges for Freight, Insurance, Advertising, and Commission are in full, and include the usual primage and/or brokerage, trade rebates, and commission, also payments from Freezing Companies for stock notified to them, allowed to and retained by us

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Cost and charges on 333 Sheep shipped to Port Stanley per S.S. "TAIROA"

PURCHASER. ROMNEY RAMS.

✓ Hansen	4 - 2	Tooths	14 gns.	58	16
✓ Blake	15 - 2	Do.	30 gns.	472	10
✓ Cameron	10 - 2	Do.	30 gns.	315	
✓ Luxton	20 - 2	Do.	12 gns.	252	
✓ Robson	6 - 2	Do.	9 gns.	56	14
✓ Bonner	10 - 2	Do.	9 gns.	94	10
✓ Hamilton	2 - 2	Do.	20 gns.	42	
✓ Fenton	2 - 2	Do.	9 gns.	18	18
✓ Salvadore	2 - 2	Do.	14 gns.	29	8
✓ Pack Bros.	12 - 2	Do.	3 gns.	100	16
✓ Pack Bros.	23 - 2	Do.	8 gns.	193	4

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ROMNEY EWES.

✓ Fenton	50 - 2 & 4	Tooths	3 gns.	157	10
✓ Hansen	32 - 2 & 4	Do.	4 gns.	134	8
✓ Salvadore	10 - 2 & 4	Do.	4 gns.	42	
✓ Bonner	29 - 2 & 4	Do.	2/10/-	72	10
✓ ^{Bonner} Hamilton	21 - 2 & 4	Do.	2/10/-	52	10
✓ Hamilton	25 - 2 & 4	Do.	4 gns.	105	
✓ Cameron	<u>25</u> - 2 or 4	Do.	4 gns.	105	

192

Carried forward

2302 14 -

THE COLONIAL SECRETARY

In Agreement with Dalgety and Company Limited

The Charges for Freight, Insurance, Advertising, and Commission are in full, and include the usual prime and/or brokerage, trade rebates, and commission, also payments from Freezing Companies for stock notified to them, allowed to and retained by us

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Brought forward				2302	14	-
<u>CORRIEDALES.</u>						
Hamilton	25 Ewes	17/-/-	425			
Hamilton	2 Rams	20/-/-	40			
Ryecove	8 Rams	10/-/-	80			545
	<u>35</u>					
	Cost of Crates		343	17	6	
	Wharfage on do.		30	10	-	
	Freight 333 sheep Wellington-Pt. Stanley		1665			
	Wharfage 333		1	7	9	
	Wharfage 35 from Lyttelton			5	10	
	Railage 35 Rams & 50 ewes from Longburn		6	14	4	
"	25 Ewes from Feilding					
"	49 Rams Do.					
"	6 Rams Do.		11	8	6	
"	12 Rams Do.					
"	4 Rams from Masterton		5	11	6	
"	92 Ewes " Do.					
"	25 Ewes " Aramohe		4	12	11	
	Freight 35 sheep from Lyttelton		9	14	6	
	Gratuity to Bosun "Wahine"				10	
	Fodder at Wanganui Peats Sheep		2	7		
	Travelling Expenses Inspecting & Selecting sheep		27	4		
	Agency Fee Selection, & shipping sheep		15	15		
	Export Entry				4	
	Gratuity to crew of ship		50			
	Bills Lading					
	Cost Cables & Telegrams		39	18	12	
						2214 16 0
	Carried forward					5062 10 0

THE COLONIAL SECRETARY

In Agc. with *Dalgety and Company Limited*

The Charges for Freight, Insurance, Advertising, and Commission are in full, and include the usual prime and/or brokerage, trade rebates, and commission, also payments from Freezing Companies for stock notified to them, allowed to and retained by us

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Brought forward				5062	10	0
<u>Cost of Fodder etc. for voyage</u>						
250 B/s. Lucern Hay	Tons	11-13-3-0	8/10/-	99	6	11
53 B/s. Clover & Meadow Hay	Tons	2- 8-2-0	8/10/-	20	12	3
24 B/s. Wheaten Straw	Tons	0-13-2-0	5/15/-	3	17	8
6 Sks. Bran			19/3	5	15	6
12 " Mangolds	1 Ton	@	4/-/-	4		
12 " Carrots	1 Ton	@	5/5/-	5	5	
12 " Mixed Sheep feed			12/3	7	7	
8 Gals. Molasses					9	
1 Cwt. rock salt					7	
7 lbs. Epsom salts					4	
5 1/4 " Castor Oil					12	
3 Galvanised Buckets			2/3		6	9
200 Bundles Green Feed			9	7	10	
<u>J.O'Brien & Coy's charges on Sheep at Wellington</u>						
Driving Sheep (25) ex Wahine to stables					15	
Carting Rams (10) ex Do. to stables					10	
Driving 92 Sheep ex Rail to stables				2		
Driving 206 Sheep ex Rail to stables				5	10	
Stabling 24 Sheep & 10 Rams 5 days @ 1/- per day				8	10	
Do. 92 Sheep 5 days @ 1/- per day				25		
Cartage 24 Sheep ex stable to Tairoa					18	9
Driving 100 Do. ex stable to Tairoa						
1 Days stabling on 124 sheep					4	
2 Days do. on 38 sheep					16	
4 Days do. on 34 sheep					16	
Driving 38 sheep ex stables to Tairoa						
Do. 160 sheep ex stables to Tairoa						
Carried forward				216	12	10
				5279	2	10

(17)
Wellington, 30th March, 1912.

4.

THE COLONIAL SECRETARY

In Agc. with *Dalgety and Company Limited*

The Charges for Freight, Insurance, Advertising, and Commission are in full and include the usual primage and/or brokerage, trade rebates, and commission, also payments from Freezing Companies for stock notified to them, allowed to and retained by us

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Brought forward				5279	2	10
Cartage on 10 Rams ex stables to Tairoa			10			
Exchange on Demand Draft 21% on						
Crown Agent for Colonies	53	6	6	53	16	6
				<u>5332</u>	<u>19</u>	<u>4</u>

Insurance effected with Lloyds in London at 28/8/-% Premium to be collected in London.

E. & O.E.

WELLINGTON. N.Z.

30/3/26.

DALGETY AND COMPANY LIMITED

HEAD OFFICE:

85 LEADENHALL ST., LONDON, E.C. 3.

BRANCHES:
NEW ZEALAND

AUCKLAND, CHRISTCHURCH, DUNEDIN, GISBORNE, INVERCARGILL, NAPIER,
TIMARU, WELLINGTON

WITH SUB-BRANCHES AT

BLENHEIM, CHEVIOT, GORE, HAMILTON, MASTERTON, NELSON, OAMARU,
OPOTIKI, PALMERSTON NTH., TE KUITI, WANGANUI, WAIROA, WHANGAREI.

VICTORIA

MELBOURNE, GEELONG.
WITH SUB-BRANCHES AT
CAMPERDOWN, COLAC, TERANG.

SOUTH AUSTRALIA

ADELAIDE,
WITH SUB-BRANCHES AT
KINGSTON, MILLICENT,
MT. GAMBIER, NARRACOORTE,
PORT ADELAIDE, PORT AUGUSTA,
JAMESTOWN

NEW SOUTH WALES

SYDNEY, NEWCASTLE, ALBURY.
WITH SUB-BRANCH AT
BROKEN HILL.

QUEENSLAND

BRISBANE, ROCKHAMPTON, **JBM.HF**
TOWNSVILLE,
WITH SUB-BRANCH AT
TOOWOOMBA.

WESTERN AUSTRALIA

PERTH, FREMANTLE,
KALGOORLIE, GERALDTON,
CARNARVON.
WITH SUB-BRANCHES AT
ALBANY, PT. HEDLAND, KATANNING,
ROEBOURNE.

WOOL & PRODUCE DEPARTMENT



WELLINGTON.

29th March, 1926.

AGENCIES:

WOLSELEY SHEEP SHEARING
MACHINE CO., LTD.
SHEEP SHEARING MACHINES, CREAM SEPARA-
TORS AND WOLSELEY ENGINES.

KEROL LTD.
QUIBELL'S SHEEP DIPS
"KEROL" DISINFECTANT.

SUTTON & SONS
PEDIGREE SEEDS.

ABDULLA & COMPANY LTD.
CIGARETTES AND TOBACCO

ALSACE-LORRAINE DEVELOPMENT
& TRADING CO.
FRENCH POTASH SALTS, SULPHATE, MURIATE,
KAINIT, ETC.

BOASE SPINNING CO., LTD.,
DUNDEE
CANVAS, TARPULINS, SEAMING TWINES, ETC.

"NOBEL'S" EXPLOSIVES CO., LTD.
HIGH EXPLOSIVES, ETC.

ROYAL EXCHANGE ASSURANCE
CORPORATION
FIRE, MOTOR CAR, ACCIDENT AND LIVE
STOCK INSURANCE.

LLOYD'S

SHAW, SAVILL & ALBION LINE
TO AND FROM LONDON

UNITED STATES AND
AUSTRALASIA S.S. LINE
FROM NEW YORK

WHITE STAR LINE
TO AND FROM UNITED KINGDOM VIA S. AFRICA.

ABERDEEN LINE
TO AND FROM LONDON, VIA S. AFRICA.

THE COASTAL STEAM SHIP
CO., LTD.
TO AND FROM WANGANUI

SOUTH TARANAKI S.S. COMPANY
TO AND FROM PATEA

WELLINGTON & TARANAKI
STEAMSHIP CO., LTD.

The Colonial Secretary,
Port Stanley,
FAIKLAND ISLANDS.

Dear Sir,

ROMNEY and CORRIEDALE SHEEP

After many vexatious delays we are pleased to state that we have now put on board the s.s. "TAIROA" the valuable order which we received for several growers on your Island through Mr. Hugh Munro. The carrying boat, we think, will prove very suitable, more especially as she is not right down to the plimsol mark, and the chief thing now to hope for is that she will meet good weather on the voyage. The sheep have all been carefully housed, and we think that the crates, which have been specially built for them, will prove eminently satisfactory. They have been strongly and carefully put together, and the timber used will no doubt be of some value when the crates are landed on your Island.

We have been careful in connection with working out the fodder which will be required for the voyage, and enclose herewith a list showing what goes forward with the sheep. As this is all being carried freight free, any surplus landed will no doubt be readily acceptable to your clients.



The one regrettable thing in connection with this order is that we had to make a selection from the recognised flocks throughout our territory late in the season. Until freight was definitely arranged it was impossible for us to make selection, and naturally so late in the season most of the recognised breeders had disposed of the majority of their good sheep. However, a few of our particular clients decided to hold a number of rams back in the hope of this order eventuating, and we feel that the selection made for rams should give satisfaction to your clients. We got some especially good sheep from E.E.Short and the Estate of the late E.Short, and both these vendors were very pleased indeed to have the opportunity of quoting for this order.

Wherever possible we tried to get the sheep under the price indicated by Mr.Munro, but in making the selection we were not disposed to take inferior sheep at a low figure. The greatest difficulty experienced was in the selection of the ewes, as the majority of our recognised breeders can sell locally, medium to good sheep at from 7 guineas upwards. However, we explained to those from whom we purchased that this was a trial order and that if the sheep forwarded gave satisfaction it would then be on the cards that a repeat order for a larger quantity might follow next season. Most of the Romney breeders in the Dominion are very anxious to foster the export trade, and, in regard to the ewes, sold sheep for this order at a price much under that which they could have secured locally. Unfortunately in part of this territory we have had an exceptionally dry summer, with the result that pasture has been dry and short and the ewes generally are a little lower in condition than they would have been if the season had been better. However, since selection was made every vendor has tended his sheep carefully, and during the past three weeks they have all been taught to eat artificial food. This should stand to them on the voyage, and we trust that when they reach their destination your clients will have no complaint to make in connection with condition.



In the first instance we attended to the selection, and as soon as this was completed we communicated with Mr. Hugh Munro, who then visited each vendor from whom a purchase had been made, finally passing our selection. We are pleased to state that Mr. Munro only took exception to two sheep, and these were at once replaced with others which Mr. Munro considered satisfactory.

We duly received your cable stating that you expected the sheep to be shipped in crates as the stock had to be lightered at your port, and we replied that crates were being used.

*754
Encl 96
A*

We have attended to insurance through Lloyd's, London, and enclose a list giving full particulars of each purchaser's lots, with the rate at which they have been insured^{at} per head. Any claims for loss will be settled by Lloyd's, London, and any deaths occurring on the voyage will be carefully noted on the Captain's log, the brand and ear tag number being carefully recorded. From these particulars you will then be able, on reference to our insurance list enclosed herewith, to know exactly what rate per head any sheep lost is insured at, and as Lloyd's will also hold a similar copy of the insurance particulars you will have no trouble in establishing your claim. We trust, however, that no deaths will occur on the voyage.

Unfortunately one of the Corriedale ewes when being driven to the boat got away from the mob and ran on to the Railway line and was killed by an engine close to the wharf. This ewe was purchased by Mr. Hamilton, the purchase price being £17. The animal was insured for £25, the ear tag number being 314. We are sending the usual Certificate in connection with the loss of this ewe to our London House, who will make the necessary claim on Lloyd's, and we leave you to make the necessary application for the insurable value.

Encl 73-74

We also enclose full particulars of vendors and purchasers of all the sheep forwarded, these particulars giving special paint brands and ear tag numbers of every sheep shipped, so when the sheep land at destination you

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should have no difficulty in sorting out the sheep selected for the different orders.

As your clients practically in every instance stipulated that fine woolled sheep should be sent, we carried out these instructions to the best of our ability. Conditions in your Island may necessitate the selection of fine woolled sheep, but we think that if a stronger woolled Romney was tried it would probably prove more serviceable than the fine wool.

The total shipment now amounts to :-

106	Romney	rams
192	"	ewes
24	Corriedale	ewes (1 ewe killed here)
10	"	rams

Along with the "Insurance Schedule," particulars of fodder supplied for voyage" and particulars of vendors and purchasers," we also enclose one stamped copy of Bill of Lading, copy of invoice and Export Certificates for the sheep selected from registered flocks.

*Encs 2/80
Export certificates
in folder. E. 1022
contribution to
purchasers.*

We consulted Mr. Munro as to whether he thought it would be necessary for us to send a special man to look after the sheep on the voyage, and after carefully considering this matter we concurred with Mr. Munro that this would be unnecessary. Our experience has been that very suitable attention for feeding and looking after sheep can be secured from some of the crew, and as the majority of the crew on the "TAIROA" are Shetland Islanders, we feel that the stock going forward to you will receive very careful attention. We have given detailed instructions to the Chief Officer, who is in charge of the shipment, as to how they should be fed, and have also discussed this important matter with some members of the crew who have been specially deputed to water and feed the stock. We are paying a gratuity of £50 to the Captain to be distributed among those who have been told off for this special duty.

The total insurance effected on the sheep shipped is £5,771, the rate of insurance being £8 guineas per cent, and as previously explained, a value has been placed on each individual sheep.



Re Cameron's Order for 18 Rams: In your cable of 1st December, you asked us to sell 8 of the rams purchased on account of Cameron. The original number given for this client's order was 18, and we were not very certain if the total given to us in the first instance by Mr. Munro was correct, but on communicating with him we were informed that 18 was the number ordered. To make quite certain in the matter we cabled you stating that we had cancelled the order for 8 but would be shipping 10. We also secured, as instructed, for the same breeder 25 ewes at 4 guineas, and were pleased that we were able to secure this line at 1 guinea under the price mentioned in your cable.

We have been careful in the selection of fodder and the hay which we have forwarded is of exceptionally good quality. In the selection made we have aimed at securing large framed, heavy boned sheep, with as fine wool as possible.

As instructed, we are drawing for amount of our invoice through our London House on the Crown Agent for the Colonies.

We sincerely trust that the shipment forwarded will give satisfaction, and hope, that not only the present breeders for whom we have selected sheep, but others on your Island will feel disposed to secure a further order next season. If this is so, it would be advisable to make definite arrangements with the Shaw Savill for an earlier freight, and it would also be a great assistance to us if we could make a selection earlier in the season. To make a proper selection we should have an opportunity of inspecting the sheep in the wool and again after they are shorn.

We are enclosing photos of the 25 ewes selected from the flock of Mr. W. Peat, Wanganui, these being for the order of Mr. Hamilton. A full report of the shipment, with photos of a number of the sheep, will appear in one of our Agricultural Journals, and we will have pleasure in sending you a copy of this later.

*In Golden Encl 27/20
Sent to Mr.
Hamilton*



After the sheep reach their destination we would be very pleased to hear from you as to how your different clients were pleased with the sheep forwarded. We are very pleased indeed to have had the handling of this order, and hope that what we have done on behalf of your clients will give satisfaction.

We forgot to mention that the "TAIROA" was scheduled to sail from Wellington on Friday, 26th, and on receiving advice from the Shipping Company to this effect we ordered our sheep forward to reach Wellington on the 24th. Unfortunately the "TAIROA" has been delayed in her loading and will not sail until daybreak tomorrow. It has added a little to the expense, having had to keep the sheep in Wellington for three extra days, but of course this was no fault of ours.

We are, dear Sir,

Yours faithfully,

DALGETY & COMPANY, Limited

[Handwritten signature]

Encls.

*Pfs. Rams No 997 ofc Luxton, insured for £21
Short 4 }
Blue dot heads }*

Ailing when shipped



FODDER FOR FALKLAND ISLAND SHEEP



Lucerne Hay	10 tons
Mixed Clover & Meadow	<u>3</u> "
	13 tons
	==

1 Box Epsom's Salts
 $\frac{1}{2}$ Gall. Castor Oil
12 Sacks Carrots
12 " Mangolds
24 Bdles. Wheaten Straw
12 Sacks Mixed Feed
6 Sacks Bran
8 Galls. Molasses
1 Case Salt Lick
3 Galv. Buckets.

Col. Secy.
from F.I.C. of A.

EXTRACT FROM OFFICIAL LOG.

s.s. "TAIROA".

Port Stanley.

Falkland Islands.

Mortality of Stock on passage from Wellington. N.Z. to
Port Stanley, Falkland Islands.

Roy Cove	March 30th.	No 27.	Corridale Ram.	Ear Mark CSNZ.	Black mark on Rump.
Hamilton		No 286B.	" "	Red Dot on back.	
Roy Cove		No 483.	" "	Black mark on Rump.	
do	March 31st.	No 459.	" "	" " " "	" "
Hansen	April 1st.	No 229.	EE.S.4. Romney Ram.	Red Dot on Shoulder.	
Roy Cove		No 497.	Corridale Ram.	Black mark on Rump.	
Roy Cove	April 2nd.	No 500.	" "	" " " "	" "
Hamilton	April 7th.	No 279B.	" "	Red dot on back.	
Roy Cove		No 478.	" "	Black mark on Rump.	

(Signed). W.G. Summers.

Master.

P.F. Ciewies.

Chief Officer.

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STATEMENT OF CHARGES IN CONNECTION WITH SHEEP DELIVERED
AT STANLEY EX S.S. "TAIROA" FROM NEW ZEALAND TO THE ORDER
OF MR. J. HANSEN.

	£	s	d
32 Romney Ewes @ £4 4/-	134	8	0
4 Romney Rams @ £14 14/-	58	16	0
Selection, shipping and other charges	14	7	1
Railage on 32 ewes from Masterton	1	17	2
Railage on 4 rams from Feilding		9	11
Driving 36 sheep to and from stables	1	5	6
Stabling 32 ewes	2	12	2
Stabling 4 rams	1	0	0
Wharfage		3	0
Crates (including wharfage on crates)	40	12	0
Freight from Wellington	180	0	0
Fodder on voyage	16	17	6
	<u>452</u>	<u>8</u>	<u>4</u>
Exchange on Demand Draft 1% on Crown Agents for the Colonies	4	11	5
	<u>£ 456</u>	<u>19</u>	<u>9</u>

PARTICULARS OF SHEEP AND INSURANCE.

Marks.	Insurance per head.	Insured Value.
32 stud ewes from (2 & 4 ths) <u>R. & F. Gray, Masterton.</u>		
Black dot shoulder and rump Ear Label FBURN Nos. 16, 21, 11, 24, 44, 41, 50, 35, 15, 29, 49, 5, 31, 13, 1, 28, 12, 25, 20, 4, 3, 34, 26, 8, 33, 42, 46, 40, 36, 48, 9, 27.	£12 10/-	£ 625) Insured value of 50 sheep. at £12.10/-
4 Flock rams from E.E. Short, (2 ths) <u>Feilding.</u>		
Red dot shoulder. Ear Label <u>Lost on voyage</u> EES4 Nos. 222, 227, 228, <u>229.</u>	£22 15/-	91
		<u>£ 716</u>
Insurance effected with Lloyds in London at £8. 8/- % Premium payable.		<u>£60 2s 10d.</u>

STATEMENT OF CHARGES IN CONNECTION WITH SHEEP DELIVERED
AT STANLEY EX S.S. "TAIROA" FROM NEW ZEALAND TO THE ORDER
OF MESSRS. LUXTON & ANSON.

	£	s	d
20 Romney Rams @ £12 12/-	252	0	0
Selection, shipping and other charges	7	19	6
Railage from Feilding	2	9	8
Driving to and from stables		14	2
Stabling 20 sheep for 5 days @ 1/- per head per day	5	0	0
Wharfage		1	8
Crates (including wharfage on crates)	22	11	0
Freight from Wellington	100	0	0
Fodder on voyage	9	7	6
	<u>400</u>	<u>3</u>	<u>6</u>
Exchange on Demand Draft 1% on Crown Agents for the Colonies	4	0	10
	<u>£ 404</u>	<u>4</u>	<u>4</u>

PARTICULARS OF SHEEP AND INSURANCE.

Marks.	Insurance per Head.	Insured Value.
(2 ths) 20 Rams from Est. E. Short, <u>Feilding.</u>		
Blue Dot Head.		
Ear Label E.SHORT 4.		£
Nos. 24, 26, 33, 54, 66, 67, 88, 99, 116, 118, 140, 147, 151, 168, 176, 182, 196, 204, 228, 237.	£21	<u>420</u>

Insurance effected with Lloyds in London
at £8. 8/- % Premium payable £35 5s 8d.

STATEMENT OF CHARGES IN CONNECTION WITH SHEEP DELIVERED
AT STANLEY EX s.s. "TAIROA" FROM NEW ZEALAND TO THE ORDER
OF THE ESTATE Mrs. T. ROBSON.

	£	s	d
6 Romney Rams @ £9 9/-	56	14	0
Selection, shipping and other charges	2	7	10
Railage from Feilding		14	10
Driving to and from stables		4	2
Stabling 6 sheep for 5 days @ 1/- per head per day	1	10	0
Wharfage			6
Crates (including wharfage on crates)	6	15	4
Freight from Wellington	30	0	0
Fodder on voyage	2	16	4
	<hr/>		
	101	3	0
Exchange on Demand Draft 1/6 on Crown Agents for the Colonies.	1	0	5
	<hr/>		
	£ 102	3	5
	<hr/> <hr/>		

PARTICULARS OF SHEEP AND INSURANCE.

Marks.	<u>Insurance per Head.</u>	<u>Insured Value.</u>
(2 ths) 6 Rams from W. H. Gibson, Feilding.		£
Red Dot shoulder & Blue dot rump. Ear Label "B.F.L.D" Nos. 126, 85, 217, 763, 517, 901.	£17 10/-	<u>105</u>

Insurance effected with Lloyds in London
at 28 8/- Premium payable 28 16s 5d

STATEMENT OF CHARGES IN CONNECTION WITH SHEEP DELIVERED
AT STANLEY EX s.s. "TAIROA" FROM NEW ZEALAND TO THE ORDER OF
THE ESTATE J. J. FELTON.

		£	s	d	
50 Romney Ewes @	£3 3/-	157	10	0	
2 Romney Rams @	£9 9/-	18	18	0	
Selection, shipping and other charges		20	14	10	
Railage on 50 ewes and 2 rams from Masterton		3	0	5	
Driving to and from stables		1	16	10	
Stabling		4	4	10	
Wharfage			4	4	
Crates (including wharfage on crates)		58	12	9	
Freight from Wellington		260	0	0	
Fodder on voyage		24	7	8	
		<hr/>			
		549	9	8	
Exchange on Demand Draft 1% on Crown Agents for the Colonies.		<hr/>	5	11	0
		<hr/>			
		£ 555	0	8	
		<hr/>			

PARTICULARS OF SHEEP AND INSURANCE.

	<u>Marks.</u>	<u>Insurance per Head.</u>	<u>Insured Value.</u>
(2 & 4 ths)	50 ewes from A. & J. Gray, Masterton.		
	Blue Dot shoulder		£
	Ear Tag A&JG. Nos. 1 to 50.	£11	550
(2 ths)	2 stud rams from A. & J. Gray, Masterton.		
	Red Dot shoulder & rump. Ear Label A&JG Nos. 57 & 58.	£17 10/-	<hr/> 35
			<hr/> £ 585
	Insurance effected with Lloyds in London at £8 8/- %	Premium payable.	<hr/> £49 2s 10d. <hr/>

STATEMENT OF CHARGES IN CONNECTION WITH SHEEP DELIVERED
AT STANLEY EX S.S. "TAIROA" FROM NEW ZEALAND TO THE ORDER
OF MESSRS. PITALUGA BROS., SALVADOR.

	£.	s.	d.
10 Romney Ewes Ⓢ 24 4/-	42	0	0
2 " Rams Ⓢ £14 14/-	29	8	0
Selection, Shipping and other charges	4	15	9
Railage from Masterton		13	11
Driving to and from stables		8	6
Stabling		19	7
Wharfage Ⓢ 1d.		1	0
Crates (including wharfage on crates)	13	10	7
Freight from Wellington	60	0	0
Fodder on voyage	5	12	5
	157	9	9
Exchange on Demand Draft 1% on Crown Agents for the Colonies	1	11	10
	£ 159	1	7

PARTICULARS OF SHEEP AND INSURANCE.

	<u>Marks</u>	<u>Insurance per head.</u>	<u>Insured Value.</u>
(2 and 4 ths)	10 ewes from Gray Bros., <u>Masterton.</u>		
	Two black dots rump. Ear label FBURN Nos. 22, 18, 14, 37, 17, 32, 2, 19, 23, 6.	£12 10/-	£125.
(Stud 2 ths)	2 rams from Gray Bros., <u>Masterton.</u>		
	Black dot, shoulder and rump. Ear label FBURN Nos. 74, 75.	£23	£46.
			£ 171.
	Insurance effected with Lloyds in London at £8 8/-% - Premium payable		£14 7s 4d.

STATEMENT OF CHARGES IN CONNECTION WITH SHEEP DELIVERED
AT STANLEY EX s.s. "TAIROA" FROM NEW ZEALAND TO THE ORDER
OF MESSRS. PACKE BROTHERS & COMPANY, LIMITED.

	£	s	d
35 Romney Rams @ £8. 8/-	294	0	0
Selection, shipping and other charges	13	19	2
Railage from Longburn	2	15	4
Driving sheep to and from stables	1	4	9
Stabling	2	17	1
Wharfage		2	11
Crates (including wharfage on crates)	39	9	5
Breight from Wellington	175	0	0
Fodder on voyage	16	8	2
	545	16	10
Exchange on Demand draft 1/3	5	10	3
	£ 551	7	1

PARTICULARS OF SHEEP AND INSURANCE.

<u>Marks.</u>	<u>Insurance per Head.</u>	<u>Amount.</u>
12 Rams from N. P. Neilsen <u>Palm Nth.</u>		
Red Dot Head. Ear Label NPN. Nos. 34, 35, 36, 38, 39, 40, 41, 42, 43, 44, 45, 46.	£16. 10/-	£ 198
23 Rams from M. Voss & Sons <u>Longburn.</u>		
Yellow Brand on shoulder. Ear Label VOSS. Nos. 151 to 173	£16 10/-	379 10/- <u>577 10/-</u>
Insurance effected with Lloyds in London at £8 8/- 3/4		Premium payable <u>£48 10/2</u>

STATEMENT OF CHARGES IN CONNECTION WITH SHEEP DELIVERED AT
 STANLEY EX S.S. "TAIROA" FROM NEW ZEALAND TO THE ORDER OF
 ESTATE W. K. CAMERON.

	£.	s.	d.
25 Romney Ewes @ £4 4/-	105	0	0
10 " Rams @ £31 10/-	315	0	0
Selection, Shipping and other charges	13	19	2
Railage - 35 sheep from Feilding	4	7	1
Driving to and from stables	1	4	9
Stabling 35 sheep for 5 days @ 1/- per head per day	8	15	0
Wharfage		2	11
Crates (including wharfage on crates)	39	9	4
Freight from Wellington	175	0	0
Fodder on voyage	16	8	3
	<hr/>		
	679	6	6
Exchange on Demand Draft 1% on Crown Agents for the Colonies	6	17	2
	<hr/>		
	£ 686	3	8
	<hr/> <hr/>		

PARTICULARS OF SHEEP AND INSURANCE.

Marks	Insurance per head.	Insured Value.
(2 or 4 ths) 25 Romney Ewes from <u>E.E.Short, Feilding .</u>		
Blue Dot Rump.		
Ear label E SHORT 4 Nos.		
648, 626, 356, 480, 423,		
614, 589, 446, 371, 449,	£12 10/-	£312 10/-
509, 556, 435, 453, 450,		
519, 547, 477, 610, 641,		
664, 530, 621, 602, 369.		<hr/> <hr/>
(2 ths) 10 Romney Rams from <u>E.E.Short, Feilding.</u>		
Blue Dot Rump.		
Ear label EES4 Nos. 72,		
123, 140, 209, 218, 220,	£39 10/-	£395.
224, 226, 231, 234.		<hr/> <hr/>
Insurance effected with Lloyds in London at £8 8/- % - Premium payable.....		£59 8s 7d.

STATEMENT OF CHARGES IN CONNECTION WITH SHEEP DELIVERED AT STANLEY EX S.S. "TAIROA" FROM NEW ZEALAND TO THE ORDER OF MESSRS. BERTRAND & FELTON.

	£	s	d
8 Corriedale rams @ £10	80	0	0
Selection, shipping and other charges	3	3	9
Freight from Lyttleton per "Wahine"	2	4	6
Gratuity to Bosun "Wahine"		2	4
Wharfage on sheep from Lyttleton		1	4
Carting from "Wahine" to stables		8	0
Carting from stables to "Tairoa"		8	0
Stabling 8 sheep for 5 days @ 1/- per head per day	2	0	0
Wharfage			8
Crates (including wharfage on crates)	9	0	6
Fodder on voyage	3	15	0
Freight from Wellington	40	0	0
	141	4	1
Exchange on Demand Draft 1% on Crown Agents for the Colonies	1	8	6
	£ 142	12	7

PARTICULARS OF SHEEP AND INSURANCE.

<u>Marks.</u>	<u>Insurance per head.</u>	<u>Insured Value.</u>
8 Corriedale rams from O. T. Evans, Christchurch		
Black mark rump.		£
Ear Labels Nos. 290	£18	144
489. <u>27, 453, 478,</u>		
459, <u>497, 500.</u>		
(sheep underlined lost)		

Cost per head of sheep at Stanley £17 16/7.			
6 sheep lost cost.....	£106	19	6
Insurance premium on 6 sheep lost. at £8 8/- %.....	9	1	6
	£ 116	1	0
Amount which will be recovered from Lloyds. 6 @ £18	£ 108	0	0

STATEMENT OF CHARGES IN CONNECTION WITH TWO CORRIEDALE RAMS
 DELIVERED AT STANLEY EX. S.S. "TAIRDA" FROM NEW ZEALAND TO
 THE ORDER OF MESSRS. BERTRAND & FELTON, AND HANDED OVER TO
 MR. J. HAMILTON, WEDDELL ISLAND.

	£	S	D.
2 Corriedale rams @ £10	20	0	0
Selection, shipping and other charges		15	11
Freight from Lyttleton per "Wahine"		11	1
Gratuity to Bosun "Wahine"			7
Wharfage on sheep from Lyttleton			4
Carting to and from stables		4	0
Stabling		10	0
Wharfage at Wellington			2
Crates (including wharfage on crates)	2	5	2
Freight from Wellington	10	0	0
Fodder on Voyage		18	9
	35	6	0
Exchange on Demand Draft 1% on Crown Agents for the Colonies		7	1
	£ 35	13	1

PARTICULARS OF SHEEP AND INSURANCE.

<u>Marks</u>	<u>Insurance per head.</u>	<u>Insured Value.</u>
2 Corriedale rams from O. T. Evans, Christchurch.		£ 1
Black mark rump. Ear Labels. Nos. 290 and 489.	£18	36
		£3 0s 6d

PARTICULARS OF SHEEP AND INSURANCE.

<u>Marks.</u>	<u>Insurance per head.</u>	<u>Insured Value.</u>
(2 & 4 ths) 25 Romney ewes from <u>W. Peat, Wanganui.</u>	£12 10/-	£ 312 s. 10
Three Red Dots on Back. Ear label PEAT Nos. 1/25.		

(Stud 2 ths) 2 Romney rams from <u>A. E. Sandilands, Feilding.</u>		
Red dot on Tail. Ear label "BENONI" Nos. 410, 412.	£29	58 0

25 Corriedale ewes from O.T. <u>Evans, Christchurch.</u>		
Red Dot Back. Ear labels Nos. 449, 338, 329, 321, 301, 304, 330, 316, 305, 312, 331, 327, 309, 460, 324, 303, 317, 325, 313, 320, 341, 319, 315, 326, 314.	£25	625 0

2 Corriedale rams from O.T. <u>Evans, Christchurch.</u>		
Red dot on back. Ear label 286B 279B	£28	56 0
		£ 1051 10

*Killed before
embarkation
at Wellington.*

*Lost on
voyage.*

Insurance effected with Lloyds in London
at £8 8/- % - Premium payable. £88 6s 6d.

LOSS ON RAMS LOST ON VOYAGE CONSIGNED
TO MR. J. HAMILTON.

	£	s	d
Cost of 2 rams delivered at Stanley.	55	17	1
Insurance premium payable.	4	14	1
	<hr/>		
	£ 60	11	2
Amount which will be recovered from Lloyds.....	56	0	0
	<hr/>		
Net loss.....	£ 4	11	2
	<hr/>		

STATEMENT OF CHARGES IN CONNECTION WITH SHEEP DELIVERED
AT STANLEY EX S.S. "TAIROA" FROM NEW ZEALAND TO THE ORDER
OF MR. J. HAMILTON.

	£	s	d
25 Romney ewes @ £4 4/-	105	0	0
2 Romney rams @ £21.	42	0	0
25 Corriedale ewes @ £17	425	0	0
2 Corriedale rams @ £20	40	0	0
Selection, shipping and other charges 54 sheep	21	10	10
Railage on 25 Romney ewes from Aramoho	4	12	11
Fodder for 25 Romney ewes at Wanganui	2	7	0
Railage on 2 Romney rams from Feilding		4	11
Freight on 27 Corriedale sheep from Lyttleton per "Wahine"	7	10	0
Gratuity to Bosun of "Wahine"		7	8
Wharfage on 27 Corriedale sheep from Lyttleton		4	6
Driving 27 Romney sheep to and from stables		19	1
Driving 25 Corriedale ewes ex "Wahine" to stables		15	0
Carting 24 Corriedale ewes from stables to "Tairoa"		18	9
Carting 2 " rams ex "Wahine" to stables		2	0
Carting 2 " rams from stables to "Tairoa"		2	0
Stabling 25 Romney Ewes	2	0	9
Stabling 2 Romney Rams 5 days @ 1/- per head per day		10	0
Stabling 26 Corriedale sheep 5 days @ 1/- per head per day	6	10	0
Wharfage 53 sheep		4	5
Crates for 53 sheep (including wharfage on crates)	59	15	3
Freight from Wellington (charged on 54 sheep)	270	0	0
Fodder on voyage for 53 sheep	24	16	10
	£ 1015	11	11
Exchange on Demand Draft 1% on Crown Agents for the Colonies.	10	5	2
	£ 1025	17	1

STATEMENT OF CHARGES IN CONNECTION WITH SHEEP DELIVERED
AT STANLEY EX S.S. "TAIROA" FROM NEW ZEALAND TO THE ORDER
OF MESSRS. HOLMSTED, BLAKE & COMPANY, LTD.

	£	s	d
15 Romney rams @ £31 10/-	472	10	0
Selection, shipping and other charges	5	19	8
Railage from Feilding	1	17	3
Driving to and from stables		10	7
Stabling 15 rams for 5 days @ 1/- per head per day	3	15	0
Wharfage		1	3
Crates (including wharfage on crates)	16	18	3
Freight from Wellington	75	0	0
Fodder on voyage	7	0	8
	<u>583</u>	<u>12</u>	<u>8</u>
Exchange on Demand Draft 1% on Crown Agents for the Colonies.	5	17	11
	<u>£ 589</u>	<u>10</u>	<u>7</u>

PARTICULARS OF SHEEP AND INSURANCE.

<u>Marks</u>	<u>Insurance per head.</u>	<u>Insured Value.</u>
(2 ths) 15 rams from E.E.Short, Feilding.		
Two black dots rump. Ear label EES4 Nos. 68, 86, 95, 102, 104, 153, 170, 187, 189, 217, 221, 225, 232, 233, 285.	£39 10/-	£592 10/-.

Insurance effected with Lloyds in London
at £8 8/- % - Premium payable. £49 15s 4d.

STATEMENT OF CHARGES IN CONNECTION WITH SHEEP DELIVERED
 AT STANLEY EX S.S. "TAIROA" FROM NEW ZEALAND TO THE ORDER
 OF MR. GEORGE BONNER.

	£	s	d
50 Romney ewes @ £2 10/-	125	0	0
10 Romney Rams @ £9 9/-	94	10	0
Selection, shipping and other charges (60 sheep)	23	18	7
Railage from Longburn (50 ewes)	3	19	0
Railage from Feilding (10 rams)	1	4	10
Driving to and from stables (60 sheep)	2	1	8
Stabling 50 ewes	4	1	7
Stabling 10 rams	2	10	0
Wharfage		5	0
Crates (including wharfage on crates)	67	13	2
Freight from Wellington	300	0	0
Fodder on Voyage	28	2	9
Exchange on Demand Draft 1/2 on Crown Agents for the Colonies....	£ 653	6	7
	6	12	0
	£ 659	18	7

PARTICULARS OF SHEEP AND INSURANCE.

Marks.	Insurance per Head.	Insured Value.
(2 & 4 ths) 32 ewes from Voss Bros. Longburn.		£
Yellow Brand shoulder Ear Label VOSS Nos. 39, 46, 37, 101, 11, 12, 38, 42, 104, 48, 10, 35, 43, 8, 40, 6, 106, 41, 49, 13, 44, 7, 2, 45, 50, 3, 24, 1, 23, 4, 107, 108.	£10 10/-	336
(" " ") 18 ewes from T. McEwan, Longburn.		
Yellow on rump. Ear Label McEWAN Nos. 1, 2, 3, 4, 5, 7, 8, 9, 10, 12, 13, 14, 16, 17, 18, 20, 21, 19.	£10 10/-	189
Carried Forward.....		£ 525

10 Rams/

PARTICULARS OF SHEEP AND INSURANCE (contd).

<u>Marks.</u>	<u>Insurance per head.</u>	<u>Insured Value.</u>
(2 ths) 10 rams from A. E. Sandilands, <u>Feilding.</u>	Brought Forward	£ 525
Black spot middle of back Ear label 437/446 "BENONI"	£17 10/-	175
		<u>£ 700</u>

Insurance effected with Lloyds in London
at 28 8/- % -- Premium payable..... £58 16s Od.

£ 700

APPORTIONMENT OF DRIVING AND STABLING CHARGES.

<u>DRIVING</u>	<u>298 SHEEP</u>	<u>£10 10/-</u>		
	No.	£	s	d
J. Hansen	36	1	5	6
Holmsted, Blake & Co.	15		10	7
Est. Cameron	35	1	4	9
Luxton & Anson	20		14	2
Est. Robson	6		4	2
G. Bonner	60	2	1	8
J. Hamilton	27		19	1
Est. Felton	52	1	16	10
Pitaluga Bros.	12		8	6
Packe Bros. & Co. Ltd.	<u>35</u>	<u>1</u>	<u>4</u>	<u>9</u>
	<u>298</u>	<u>£ 10</u>	<u>10</u>	<u>0</u>

STABLING:-

The following stabling charges have been apportioned equally on 206 sheep. The number of sheep stated in accounts is 196. Stabling does not appear to have been provided for 10 sheep.

As charged :-

	£	s	d
124 Sheep for 1 day	6	4	0
38 " " 2 days	3	16	0
34 " " 4 days	6	16	0
	<u>£ 16</u>	<u>16</u>	<u>0</u>

As apportioned :-

	Sheep.	£	s	d
Est. Felton	52	4	4	10
Pitaluga Bros.	12		19	7
Packe Bros.	35	2	17	1
J. Hansen	32	2	12	2
G. Bonner	50	4	1	7
J. Hamilton	25	2	0	9
	<u>206</u>	<u>£ 16</u>	<u>16</u>	<u>0</u>

APPORTIONMENT OF RAILAGE CHARGES.

RAILAGE FROM FEILDING ON 92 SHEEP.

	<u>Sheep.</u>	<u>£</u>	<u>s</u>	<u>d</u>
G. Bonner	10	1	4	10
Holmested, Blake & Co. Id.	15	1	17	3
Est. Cameron	35	4	7	1
Luxton & Anson	20	2	9	8
Est. Robson	6		14	10
J. Hamilton	2		4	11
J. Hansen	<u>4</u>		<u>9</u>	<u>11</u>
	<u>92</u>	£ 11	8	6

RAILAGE FROM MASTERTON ON 96 SHEEP.

	<u>Sheep.</u>	<u>£</u>	<u>s</u>	<u>d</u>
Est. Felton	52	3	0	5
Pitaluga Bros.	12		13	11
J. Hansen	<u>32</u>	<u>1</u>	<u>17</u>	<u>2</u>
	<u>96</u>	£ 5	11	6

RAILAGE FROM LONGBURN ON 85 SHEEP.

	<u>Sheep.</u>	<u>£</u>	<u>s</u>	<u>d</u>
G. Bonner	50	3	19	0
Packe, Bros. & Co.	35	<u>2</u>	<u>15</u>	<u>4</u>
		£ 6	14	4

APPORTIONMENT OF CHARGES.

	Selection, shipping and other charges. £132.16.2.	Crates including Wharfage - £374.7.7.	Fodder £155.13.1
Bonner	23.18. 7	67.13.2	28. 2. 9
Holmested, Blake & Co.Ld.	5.19. 8	16.18.3	7. 0. 8
J. Hamilton	21.10.10	59.15.3	24.16.10
Bertrand & Felton	3. 3. 9	9. 0.6	3.15. 0
Estate Cameron	13.19. 2	39. 9.4	16. 8. 3
Packe Bros.	13.19. 2	39. 9.5	16. 8. 2
Pitaluga Bros.	4.15. 9	13.10.7	5.12. 5
Est. J.J.Felton	20.14.10	58.12.9	24. 7. 8
Est. Mrs.T.Robson	2. 7.10	6.15.4	2.16. 4
Luxton & Anson	7.19. 6	22.11.0	9. 7. 6
J. Hansen	14. 7. 1	40.12.0	16.17. 6
	<hr/>	<hr/>	<hr/>
	£ 132.16. 2	£ 374. 7.7	£ 155.13. 1
	<hr/>	<hr/>	<hr/>

Includes :-

Travelling Expenses Inspecting Selecting sheep	27 4 0
Agency Fee Selection & shipping sheep	15 15 0
Export Entry	4 0
gratuity to crew of ship	50 0 0
Bills lading	2 10
Cost Cables & Telegrams	39 10 4
	<hr/>
	£ 132 16 2
	<hr/>

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SUMMARY OF COSTS DELIVERED AT STANLEY.

	£.	s.	d.
G. Bonner	659.	18	7
Holmested, Blake & Co. Id.	589	10	7
J. Hamilton	1025	17	1
Bertrand & Felton	142	12	7
Estate Cameron	686	3	8
Packe Bros. & Co. Id.	551	7	1
Pitaluga Bros.	159	1	7
Est. J. J. Felton	555	0	8
Est. Mrs. T. Robson	102	3	5
Luxton & Anson	404	4	4
J. Hansen	456	19	9
	£5332	19	4

SUMMARY OF INSURANCE - PREMIUM 28 8/- %.

	Insured Value.			Premium.		
	£	s	d	£	s	d
G. Bonner & Co.	700	0	0	58	16	0
Holmested, Blake	592	10	0	49	15	4
J. Hamilton	1051	10	0	88	6	6
Bertrand & Felton	144	0	0	12	2	0
Est. Cameron	707	10	0	59	8	7
Packe Bros.	577	10	0	48	10	2
Pitaluga Bros.	171	0	0	14	7	4
Est. J. J. Felton	585	0	0	49	2	10
Est. Mrs. T. Robson	105	0	0	8	16	5
Luxton & Anson	420	0	0	35	5	8
J. Hansen	716	0	0	60	2	10
	£ 5770	0	0	£ 484	13	8

454/25.

22nd April,

26.

Sir,

I am directed by the Governor to attach herewith :-

- (1) A Statement of Charges in connection with the sheep consigned to your order from New Zealand delivered at Stanley ex "Tairoa" on the 15th inst., together with particulars of the sheep, the value for which they were insured, and the amount of insurance premium payable.
- (2) Export certificates in respect of 32 stud Romney Marsh ewes and 4 Romney Marsh Flock rams.

2. The accounts in connection with this shipment are being forwarded to the Falkland Islands Company Limited as your agents for verification and settlement.

3. You will note from the particulars of the insurance effected on your ewes that the insured value has been computed to cover 50 ewes instead of 32. The attention of the Falkland Islands Company will be drawn to this discrepancy and they will doubtless arrange with Lloyds for the necessary deduction being made

from/

J. Hansen, Esq.,

Carcass Island,

West Falkland.

from the premium payable. The attention of the Company will also be drawn to the necessity for a claim being entered on your behalf in respect of the loss of the ^{ham} ~~egg~~ from your lot which occurred during the voyage.

I am,

Sir,

Your obedient servant,

Colonial Secretary.

434/25.

22nd April,

26

Sir,

I am directed by the Governor to attach herewith :-

- (1) A Statement of Charges in connection with the sheep consigned to your order from New Zealand delivered at Stanley ex "Tairoa" on the 15th inst., together with particulars of the sheep, the value for which they were insured, and the amount of insurance premium payable.
- (2) Export certificate in respect of 20 Romney Marsh rams.

2. The accounts in connection with this shipment are being forwarded to the Falkland Islands Company Limited as your agents for verification and settlement.

I am,

Sir,

Your obedient servant,

Colonial Secretary.

W. H. Luxton, Esq.,

CHARTRES,

West Falkland.

434/25.

22nd April,

26.

Sir,

I am directed by the Governor to attach herewith :-

- (1) A Statement of Charges in connection with the sheep consigned to your order from New Zealand delivered at Stanley ex "Tairoa" on the 15th inst., together with particulars of the sheep, the value for which they were insured, and the amount of insurance premium payable.
- (2) Export certificate in respect of 6 Romney Marsh rams.

2. The accounts in connection with this shipment are being forwarded to the Falkland Islands Company Limited as your agents for verification and settlement.

I am,

Sir,

Your obedient servant,

Colonial Secretary.

J. Robson, Esq.,
PORT LOUIS, W.,
EAST FALKLAND.

434/25.

22nd April,

26.

Sir,

I am directed by the Governor to attach herewith :-


- (1) A Statement of Charges in connection with the sheep consigned to your order from New Zealand delivered at Stanley ex "Tairoa" on the 15th inst., together with particulars of the sheep, the value for which they were insured, and the amount of insurance premium payable.
- (2) Export certificates in respect of 50 stud Romney Marsh ewes and 2 flock Romney Marsh rams.

2. The accounts in connection with this shipment are being forwarded to the Falkland Islands Company Limited as your agents for verification and settlement.

I am,

Sir,

Your obedient servant,


Colonial Secretary.

The Honourable G. J. Felton,

TEAL INLET,

East Falkland.

434/25.

22nd April,

26.

Sir,

I am directed by the Governor to attach herewith :-


- (1) A Statement of Charges in connection with the sheep consigned to your order from New Zealand delivered at Stanley ex "Tairoa" on the 15th inst., together with particulars of the sheep, the value for which they were insured, and the amount of insurance premium payable.
- (2) Export certificates in respect of 2 stud Romney Marsh rams and 10 stud Romney Marsh ewes.

The accounts in connection with this shipment are being forwarded to the Falkland Islands Company Limited for verification and settlement.

I am,

Sir,

Your obedient servant,


Colonial Secretary.

A. Pitaluga, Esq.,

SALVADOR,

East Falkland.

434/25.

22nd April, 26.

Sir,

I am directed by the Governor to attach herewith :-

- (1) A Statement of Charges in connection with the sheep consigned to the order of Messrs. Packe Bros. & Co., Ltd. from New Zealand delivered at Stanley ex "Tairoa" on the 15th inst., together with particulars of the sheep, the value for which they were insured, and the amount of insurance premium payable.
- (2) Export certificate in respect of 35 Romney Marsh rams.

2. The accounts in connection with this shipment are being forwarded to the Falkland Islands Company Limited for verification and settlement.

I am,

Sir,

Your obedient servant,

Colonial Secretary.

H. Cobb, Esq.,
 Manager,
 Messrs. Packe Bros., & Co. Ltd.,
 FOX BAY, W.,
 West Falkland.

434/25.

22nd April,

26.

Sir,

I am directed by the Governor to attach herewith :-

- (1) A Statement of Charges in connection with the sheep consigned to the order of Estate W. K. Cameron from New Zealand delivered at Stanley ex "Tairoa" on the 15th inst., together with particulars of the sheep, the value for which they were insured, and the amount of insurance premium payable.
 - (2) Export certificates in respect of 10 Romney Marsh stud rams and 25 Romney Marsh stud ewes.
2. The accounts in connection with this shipment are being forwarded to the Falkland Islands Compansy Limited as your agents for verification and settlement.

I am,

Sir,

Your obedient servant,

Colonial Secretary.

The Manager,
 Estate W. K. Cameron,
 SAN CARLOS NORTH,
 East Falkland.

434/25.

22nd April,

26.

Sir,

I am directed by the Governor to attach herewith :-

(1) A Statement of Charges in connection with the sheep consigned to the order of Messrs. Holmsted Blake & Co., Ltd., from New Zealand delivered at Stanley ex "Tairca" on the 15th inst., together with particulars of the sheep, the value for which they were insured, and the amount of insurance premium payable.

(2) Export certificate in respect of 15 Romney Marsh stud rams.

2. The accounts in connection with this shipment are being forwarded to the Falkland Islands Company Limited as your agents for verification and settlement.

I am,

Sir,

Your obedient servant,

Colonial Secretary.

S. Miller, Esq.,
HILL COVE.

434/25.

22nd April,

26.

Sir,

I am directed by the Governor to attach herewith :-

(1) A Statement of Charges in connection with the sheep consigned to your order from New Zealand delivered at Stanley ex "Tairoa" on the 15th inst., together with particulars of the sheep, the value for which they were insured, and the amount of insurance premium payable.

(2) Export certificate in respect of 10 Romney Marsh rams.

2. The accounts in connection with this shipment are being forwarded to the Falkland Islands Company Limited as your agents for verification and settlement.

I am,

Sir,

Your obedient servant,

Colonial Secretary.

The Honourable George Bonner,
SAN CARLOS SOUTH,
East Falkland.

434/25.

*Written on verbal instructions
from Mr. B.*

30/4/26

30th April, 26.

Sir,

I am directed by the Governor to attach a statement of charges in connection with the sheep consigned to your order from New Zealand, together with particulars of the marking of the sheep, the value for which they were insured and the amount of insurance premium payable. The sheep were delivered at Stanley ex. the s.s. "Tairoa" on the 15th April and forwarded to Weddell Island by the "Fleurus" which left Stanley on the 23rd April. The accounts in connection with this shipment are being forwarded to the Falkland Islands Company, Limited, as your agents, for verification and settlement.

2. The Romney sheep of your lot were delivered at Stanley as ordered, but of the 25 corriedale ewes and 2 corriedale rams ordered only 24 ewes arrived by the "Tairoa". With regard to the loss of one corriedale ewe, Messrs. Dalgety & Company write :-

"Unfortunately one of the corriedale ewes when being driven to the boat got away from the mob and ran on to the railway line and was killed by an engine close to the wharf. This

ewe /

J. Hamilton, Esq.,
WEDDELL ISLAND.

"ewe was purchased by Mr. Hamilton,
 "the purchase price being £17. The
 "animal was insured for £25, the ear
 "tag number being 314. We are send-
 "ing the usual certificate in connec-
 "tion with the loss of this ewe to
 "our London House, who will make the
 "required claim on Lloyd's and we
 "leave you to make the necessary
 "application for the insurable value".

The two corriedale rams missing from your lot
 died on the voyage from Wellington and an extract
 from the official log of the "Tairoa" has been
 obtained regarding these deaths. These animals
 were purchased for £20 each and were insured for
 £28 each. Their ear label numbers were 286B and
 279B. It is understood from the Manager of the
 Falkland Islands Company that the Company will
 make application to Lloyd's on your behalf for
 the insured value of the sheep lost.

3. With the sheep ordered on your behalf two
 corriedale rams purchased for Messrs. Bertrand &
 Felton are being sent to Weddell Island. Messrs.
 Bertrand & Felton ordered ^{merino} 8 rams and no ewes, but
 instead had consigned to their order 8 corriedale
 rams, 6 of which died on the voyage. His Excell-
 ency considered that the arrangement likely to be
 most acceptable to Mr. Clement and yourself would
 be for you to take over the two surviving rams of
 the Roy Cove lot and accordingly gave directions
 that they should be sent to Weddell Island. The
 cost of these rams is shown on the accompanying
 statement, and subject to your concurrence in the
 arrangement/

arrangement the amount will be charged to your account.

4. I am to enclose two photographs received through Messrs. Dalgety & Company, of the Romney Marsh ewes which were purchased on your behalf from Mr. W. Peat, Wanganui, together with the following documents -

- (1) An export certificate in respect of your 2 Romney Marsh stud rams purchased from Mr. A. E. Sandilands, Feilding.
- (2) Vendor's certificates in respect of 25 corriedale ewes and 10 corriedale rams purchased from Mr. O. T. Evans, Christchurch.

5. I am to add that His Excellency hopes that your sheep will arrive at Weddell Island safely and that they will be found satisfactory.

I am,

Sir,

Your obedient servant,

A. E. Baettie,

Colonial Secretary.

434/25.

*Written on verbal instructions
from Mr. J.*

30/4/26

30th April,

26.

Sir,

I am directed by the Governor to inform you that the sheep ordered from New Zealand on behalf of the Falkland Islands farmers were delivered at Stanley ex. the s.s. "Tairoa" on the 15th April.

2. In place of the 8 merino rams ordered by you it was found that 8 corriedale rams had been sent, 6 of which died on the voyage from Wellington. In the circumstances His Excellency considers that it would be to your advantage to be relieved of your entire liability in connection with this shipment and has directed that the two surviving rams of your lot should be shipped to Mr. J. Hamilton, Weddell Island, who is being asked to take over the animals. Mr. Hamilton lost the only two corriedale rams of his order on the voyage, and as he has received 24 corriedale ewes from New Zealand, it is presumed/

H. Clement, Esq.,

ROY COVE,

West Falkland.

presumed that the proposed arrangement will be acceptable to him.

I am,

Sir,

Your obedient servant,

A. E. Beattie,

Colonial Secretary.

434/25.

5th May,

26.

Sir,

With reference to previous correspondence and our conversation of the 25th April, on the subject of the sheep imported from New Zealand, I am directed by the Governor to attach for your information, a copy of a 29th March, 1926. letter received from Messrs. Dalgety & Company, Ltd., relating to this consignment, together with a copy of their account. I am also to attach copies of statements which have been forwarded to the several purchasers of the sheep showing the apportionment of the charges incurred by Messrs. Dalgety & Company in connection with the execution of their respective orders. Copies of a statement of particulars of the sheep and the schedule of the insured value of the consignment have already been furnished to you.

2. With regard to the recovery of the insured value of the sheep lost in transit, you were good enough to agree to undertake all necessary action respecting the claims to be submitted to Lloyds. In this connection I am to explain that the Government will take over Messrs. Bertrand & Felton's liability with regard to the six corriedale rams belonging to their order which died on the voyage, and I am to request that when adjusting settlement of the claims for insurance, you will arrange for payment of the

The Manager of the Falkland Islands Coy., Ltd.,
Stanley.

insured/

- 2 -

insured value of these animals to be made to the Government.

3. As you are aware, the two surviving rams of the Roy Cove order were sent to Mr. J. Hamilton, Weddell Island, and an extract from a letter to Mr. Hamilton explaining the circumstances of this arrangement is attached. You will observe that Mr. Hamilton has been informed that the cost of these animals will be charged to his account and I am to request that you will arrange for this being done.

30th April, 1926.

4. I am to draw attention to an error in the statement of the insured value of the sheep supplied to the order of Mr. J. Hansen, Carcass Island, which is given as £625 instead of £400. You will doubtless arrange an adjustment of this discrepancy on behalf of Mr. Hansen when submitting a claim for the insured value of the Romney Marsh ram lost from his order.

5. In conclusion, I am to request that you will be so good as to take all further action which may be necessary to complete the arrangements for the settlement of the accounts in connection with this consignment.

I am,

Sir,

Your obedient servant,

A. E. Beattie,

Colonial Secretary.

434/25.

6th May, 26.

Gentlemen,

I am directed by the Governor of the Falkland Islands to acknowledge the receipt of your letter of the 29th March, reporting the concluding arrangements made in connection with the shipment of the sheep ordered from New Zealand on behalf of farmers in this Colony.

2. The sheep arrived by the s.s. "Tairoa" on the 15th April, and have now been distributed to the various purchasers. The animals were well cared for during the voyage but unfortunately eight corriedale rams and one Romney Marsh ram died shortly after the vessel left New Zealand, and it was found that a number of the sheep on arrival here were affected by blindness which was attributed to sharp pointed hay seed falling into the eyes from the fodder racks.

3. The insurance particulars enclosed in your letter under acknowledgment have been communicated to the Falkland Islands Company, Ltd., who as agents for the purchasers will submit the necessary claims to Lloyds for the recovery of the insured value of the sheep lost from the consignment.

4. I am to express His Excellency's thanks
Messrs. Dalgety & Company, Ltd., for/
Wellington,
New Zealand.

for the attention you have been so good as to give to this order and for the manner in which the business in connection with this shipment was carried out.

I am,

Gentlemen,

Your obedient servant,



Colonial Secretary.

WATERBURY & SONS
LIMITED

454/25.

6th May, 26.

Gentlemen,

With reference to the correspondence which has passed between the Colonial Office and yourselves, on the subject of the provision of facilities for the shipment of sheep direct from New Zealand to this Colony, I am directed by the Governor of the Falkland Islands to express to you His Excellency's thanks for the arrangements which you were so good as to make for the diversion of the s.s. "Tairoa" to Stanley in April with a shipment of New Zealand sheep ordered by local farmers.

2. I am also to mention His Excellency's appreciation of the manner in which the animals were tended during the voyage from Wellington and of the personal interest which Captain Summers was so good as to take in their care and safe delivery.

I am,

Gentlemen,

Your obedient servant,

Colonial Secretary.

Messrs. The Shaw Savill &
Albion Coy., Ltd.,
34, Leadenhall Street,
London, E. C.

The Falkland Islands Company, Ltd.

Stanley. Falkland Islands.

May 7th 1926.



434/25.

Sir,

I beg to acknowledge the receipt of your letter of the 5th inst., enclosing copy of a letter received from Messrs Dalgety & Company and various documents in connection with the shipment of sheep Ex "Fairora".

2. As requested, we will put forward the claims against Insurance for the value of animals which died previous to arrival and will adjust the liability in connection with the six Corriedale rams which the Government have taken over from Messrs Bertrand & Felton.

3. I note that the cost of the two surviving rams from the Roy Cove order is to be charged to Mr J. Hamilton and also the mistake which has arisen in the insured value of the sheep for Carcass Island.

4. As regards the concluding paragraph of your letter I beg to state that we expect to receive full particulars as to payment of Messrs Dalgety's draft by the first mail after its presentation to our London Office and we will then communicate further with you in the matter.

I am,

Sir,

Your obedient servant,

W. H. B. Greaham
Manager.

The Honourable

The Colonial Secretary.

Stanley.



Ray Cove,
West Falkland Islands.
May 11th 1926.

To

The Colonial Secretary,
Stanley.

Sir,

I beg to acknowledge the receipt of your letter N^o 434/26 respecting the shipment of sheep from New Zealand.

The Merino Rams I ordered were never shipped, therefore I cannot be held responsible for any liability connected with the shipment.

Should the F. Islands Government make arrangements for a shipment of sheep from New Zealand next year I have advised our agents - - The Falkland Islands C^o to repeat our order, i.e. Eight Merino Rams at £10 ea plus expenses.

Thanking you for your letter,

I am,
Sir

Your obedient servant
Howard Clement.

129

434/25.

29th May, 26.

Sir,

I am directed by the Acting Governor to acknowledge the receipt of your letter of the 11th of May relating to the error which occurred in consigning eight corriedale instead of eight merino rams to your order by the shipment of sheep which arrived from New Zealand in April, and to inform you that instructions have been given to include in the next shipment the eight merino rams which you require.

I am,

Sir,

Your obedient servant,



for Colonial Secretary.

H. Clement, Esq.,
Roy Cove,
WEST FALKLAND.

Incess Island
June 3rd 1926



Colonel Beattie
Colonial Secretary.

April 22nd enclosing statement relating
to New Zealand sheep.

I am Sir
your obedient servant
Jason Hansen.

No 434/25.

May 29th 1926.



Roy Cove.

June 21st 1926.

Sir,

I beg to acknowledge the receipt of your letter of May 29th (just received) relating to the error which occurred in consigning eight Corriedale instead of eight Merino rams to my order, which error I trust will not recur.

I am,

Sir,

Your obedient servant.

Howard Clement.

The Hon^{ble}

Colonial Secretary,

Stanley.

DECLARATION AND CERTIFICATE OF HEALTH

TO ACCOMPANY LIVE-STOCK SHIPPED FROM NEW ZEALAND TO Falkland Islands

I, ERNEST EBENEZER SHORT, do solemnly and sincerely declare that the undermentioned stock are, to the best of my knowledge and belief, free from all infectious and contagious diseases, and are the produce of the Dominion of New Zealand [or have depastured in the Dominion of New Zealand for a period of _____], and that no disease has existed among them nor any animals of their kind with which they have come into contact for six months last past, nor has inoculation been practised among them for twelve months last past.

Number of Stock.	Sex.	Description of Stock.	Brands or Marks.
15	Male	2-tooth Stud Romney Rams Ear labels EES4, Nos. 68, 86, 95, 102, 104, 153, 170, 187, 189, 217, 221, 225, 232, 233, 285	NZRM Right Ear
10	Male	2-tooth Stud Romney Rams Ear labels EES4 Nos. 72, 123, 140, 209, 218, 220, 224, 226, 231, 234	NZRM Right Ear
4	Male	2-tooth Flock Romney Rams Ear labels EES4 Nos. 222, 227, 228, 229	NZRM Right Ear

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at FEILDING, this

20th day of March,

1926, before me,—

E. E. SHORT

E. H. FISHER

Justice of the Peace.
or Solicitor.
or Notary Public.

3s.
STAMP.

I have examined the above-mentioned animals and HEREBY CERTIFY that they are free from any infectious or contagious disease.



H. H. S. S. M.R.C.V.S.,
Government Veterinary Surgeon
and Inspector of Stock.

Date _____

For Importer's Declaration required by United States of America only.

[SEE OVER.]

DOMINION OF NEW ZEALAND.

Declaration of Importer or his Agent to accompany Stock shipped to United States of America.

I, _____
do solemnly and sincerely declare that the stock described on front of this certificate have been conveyed in disinfected cars or vessels from the farm where purchased to the port of embarkation, and that they have not passed through any district infected with contagious diseases affecting their species, nor have they been exposed in any possible manner to any of the said diseases.

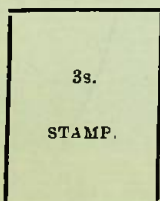
And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at _____, this

_____ day of _____,

192____, before me,—

Importer.
or Agent for Importer.



Justice of the Peace.
or Solicitor.
or Notary Public.

DECLARATION AND CERTIFICATE OF HEALTH

TO ACCOMPANY LIVE-STOCK SHIPPED FROM NEW ZEALAND TO Falkland Islands

I, ERNEST EBENEZER SHORT, do solemnly and sincerely declare that the undermentioned stock are, to the best of my knowledge and belief, free from all infectious and contagious diseases, and are the produce of the Dominion of New Zealand [or have depastured in the Dominion of New Zealand for a period of _____], and that no disease has existed among them nor any animals of their kind with which they have come into contact for six months last past, nor has inoculation been practised among them for twelve months last past.

Number of Stock.	Sex.	Description of Stock.	Brands or Marks.
20	Male	Flock Romney Rams 2-tooth Ear labels E. Short 4 Nos. 24, 26, 33, 54, 66, 67, 88, 99, 116, 118, 140, 147, 151, 168, 176, 182, 196, 204, 228, 237	NZRM Right Ear
25	Female	2-tooth Stud Romney Ewes Ear labels E SHORT 4 Nos. 356, 369, 371, 423, 435, 446, 449, 450, 453, 477, 480, 509, 519, 530, 547, 556, 589, 602, 610, 614, 621, 626, 641, 648, 664.	NZRM Right Ear

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at FEILDING, this 20th day of March, 1926, before me,—

E. E. SHORT

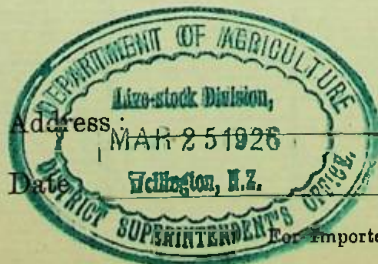
E. H. FISHER

Justice of the Peace.
or Solicitor.
or Notary Public.

3s.
STAMP.

I have examined the above-mentioned animals and HEREBY CERTIFY that they are free from any infectious or contagious disease.

[Signature]
M.R.C.V.S.
Government Veterinary Surgeon
and Inspector of Stock.



For Importer's Declaration required by United States of America only.

[SEE OVER.]

DOMINION OF NEW ZEALAND.

Declaration of Importer or his Agent to accompany Stock shipped to United States of America.

I, _____
do solemnly and sincerely declare that the stock described on front of this certificate have been conveyed in disinfected cars or vessels from the farm where purchased to the port of embarkation, and that they have not passed through any district infected with contagious diseases affecting their species, nor have they been exposed in any possible manner to any of the said diseases.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at _____, this

_____ day of _____,

192____, before me,—

Importer.
or Agent for Importer.

3s.
STAMP.

Justice of the Peace.
or Solicitor.
or Notary Public.



DECLARATION AND CERTIFICATE OF HEALTH

TO ACCOMPANY LIVE-STOCK SHIPPED FROM NEW ZEALAND TO Salisbury Islands

I, WILLIAM H. GIBSON, do solemnly and sincerely declare that the undermentioned stock are, to the best of my knowledge and belief, free from all infectious and contagious diseases, and are the produce of the Dominion of New Zealand [or have depastured in the Dominion of New Zealand for a period of _____], and that no disease has existed among them nor any animals of their kind with which they have come into contact for six months last past, nor has inoculation been practised among them for twelve months last past.

Number of Stock.	Sex.	Description of Stock.	Brands or Marks.
6	Rams	Romney Marsh (Flock)	
		Tag in R Ear	126 BFLD 85 217 763 517 901

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at CHELTENHAM, this

17th day of March,

192 6, before me,—

W. H. GIBSON

H. JAGGARD

Justice of the Peace.
or Solicitor.
or Notary Public.

3s.
STAMP.

I have examined the above-mentioned animals and HEREBY CERTIFY that they are free from any infectious or contagious disease.



H. Theobald, M.R.O.V.S.,
Government Veterinary Surgeon
and Inspector of Stock.

Address: _____

Date: _____

For Importer's Declaration required by United States of America only.

[SEE OVER.]

DOMINION OF NEW ZEALAND.

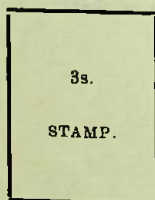
Declaration of Importer or his Agent to accompany Stock shipped to United States of America.

I, _____
do solemnly and sincerely declare that the stock described on front of this certificate have been conveyed in disinfected cars or vessels from the farm where purchased to the port of embarkation, and that they have not passed through any district infected with contagious diseases affecting their species, nor have they been exposed in any possible manner to any of the said diseases.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at _____, this _____
_____ day of _____,
192 _____, before me,—

Importer.
or Agent for Importer.



Justice of the Peace.
or Solicitor.
or Notary Public.

DECLARATION AND CERTIFICATE OF HEALTH

TO ACCOMPANY LIVE-STOCK SHIPPED FROM NEW ZEALAND TO Falkland Islands

I, ARTHUR ERNEST SANDILANDS, do solemnly and sincerely declare that the undermentioned stock are, to the best of my knowledge and belief, free from all infectious and contagious diseases, and are the produce of the Dominion of New Zealand [*or* have depastured in the Dominion of New Zealand for a period of _____], and that no disease has existed among them nor any animals of their kind with which they have come into contact for six months last past, nor has inoculation been practised among them for twelve months last past.

Number of Stock:	Sex.	Description of Stock.	Brands or Marks.
12	Female	Romney Marsh Rams	Ear Tags BENONI No. 410 412 437 438 439 440 441 442 443 444 445 446

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at KIMBOLTON, this
15th day of March,
1926, before me,—
A. E. SANDILANDS
A. CRAIGHEAD
 Justice of the Peace.
or Solicitor
or Notary Public.

3s.
STAMP.

I have examined the above-mentioned animals and HEREBY CERTIFY that they are free from any infectious or contagious disease.

Address: _____
 Date: _____
W. H. B. O'Connell
 M.R.C.V.S.,
 Government Veterinary Surgeon
 and Inspector of Stock.



For Importer's Declaration required by United States of America only.

DOMINION OF NEW ZEALAND.

Declaration of Importer or his Agent to accompany Stock shipped to United States of America.

I, _____
do solemnly and sincerely declare that the stock described on front of this certificate have been conveyed in disinfected cars or vessels from the farm where purchased to the port of embarkation, and that they have not passed through any district infected with contagious diseases affecting their species, nor have they been exposed in any possible manner to any of the said diseases.

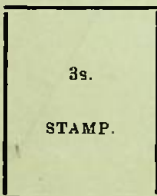
And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at _____, this

_____ day of _____,

192 _____, before me,—

Importer.
or Agent for Importer.



Justice of the Peace.
or Solicitor.
or Notary Public.

DECLARATION AND CERTIFICATE OF HEALTH

TO ACCOMPANY LIVE-STOCK SHIPPED FROM NEW ZEALAND TO **FALKLAND ISLANDS**

I, We, A.&J. Gray, of Taratahi, Masterton., do solemnly and sincerely declare that the undermentioned stock are, to the best of my knowledge and belief, free from all infectious and contagious diseases, and are the produce of the Dominion of New Zealand ~~which have departed from the Dominion of New Zealand for a period of~~ ~~_____~~, and that no disease has existed among them nor among any animals of their kind with which they have come in contact for six months last past, nor has inoculation been practised among them for twelve months last past.

Number of Stock.	Sex.	Description of Stock	Brands or Marks.
46	female	2-tooth Romney Marsh stud ewes ear clips as below A&JG :- 5. 49. 20. 24. 29. 42. 54. " :- 52. 15. 13. 32. 55. 44. 4. " :- 51. 25. 1. 43. 7. 16. 37. " :- 28. 46. 8. 56. 26. 30. 46. " :- 11. 27. 35. 14. 39. 9. 2. " :- 34. 17. 53. 21. 6. 5. 23. " :- 31. 33. 22. 45.	all tattooed N.Z.R.M. in right ear
4	female	4-tooth ditto ditto A&JG :- 36. 48. 18. 10.	EAR MARK
2	male	2-tooth Romney Marsh flock rams ear clips A&JG :- 57. 58.	EAR MARK

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at Masterton, this 17th day of March, 1926 before me,—

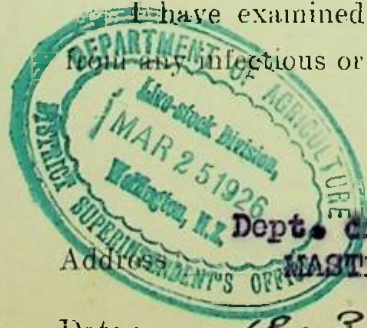
John Gray for A & J Gray

[Signature]

Justice of the Peace.
~~Solicitor~~
~~Notary Public~~

3s.
STAMP.

I have examined the above-mentioned animals and HEREBY CERTIFY that they are free from any infectious or contagious disease.



[Signature]

B. Se., M.R.C.V.S.,
Government Veterinary Surgeon
and Inspector of Stock.

Dept. of Agriculture
Masterton N.Z.

Date: 18.3.26.

DOMINION OF NEW ZEALAND.

Declaration of Importer or his Agent to accompany stock shipped to United States of America.

I, _____ do solemnly and sincerely declare that the stock described on front of this certificate have been conveyed in clean disinfected cars or vessels from the farm where purchased to the port of embarkation, and that they have not passed through any district infected with contagious diseases affecting their species, nor have they been exposed in any possible manner to any of the said diseases.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at _____, this _____ day of _____, 191____, before me,—

Importer.
or Agent for Importer.

3s.
STAMP.

Justice of the Peace.
or Solicitor.
or Notary Public.

DECLARATION AND CERTIFICATE OF HEALTH

TO ACCOMPANY LIVE-STOCK SHIPPED FROM NEW ZEALAND TO FALKLAND ISLANDS.

I, W. R. & F. Gray, of Fairburn, Masterton,, do solemnly and sincerely declare that the undermentioned stock are, to the best of my knowledge and belief, free from all infectious and contagious diseases, and are the produce of the Dominion of New Zealand ~~and have departed from the Dominion of New Zealand for a period of~~ -----, and that no disease has existed among them nor among any animals of their kind with which they have come in contact for six months last past, nor has inoculation been practised among them for twelve months last past.

Number of Stock.	Sex.	Description of Stock	Brands or Marks.
42	female	2-tooth Romney Marsh stud ewes ear clips as below NUMBER :- 15. 21. 21. 14. 24. 17. " :- 44. 41. 50. 53. 55. 15. " :- 28. 49. 5. 2. 81. 13. " :- 1. 6. 28. 12. 22. 25. " :- 20. 4. 3. 34. 26. 8. " :- 19. 18. 33. 42. 46. 40. " :- 36. 42. 37. 9. 23. 27.	all tattooed N.Z.R.M. in right ear EAR MARK
3	male	2-tooth Romney Marsh stud rams ear clips as below NUMBER :- 74 & 75. EAR MARK :-	all tattooed N.Z.R.M. in right ear

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at Masterton, this 17th day of March, 1926 before me, —

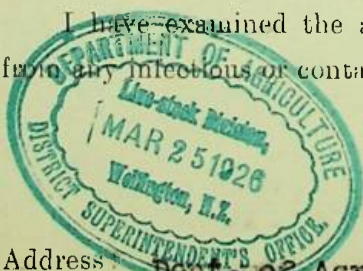
R. Gray
pp Gray Bros (R & F)

R. Brown

Justice of the Peace.
or Solicitor.
or Notary Public.

3s.
STAMP.

I have examined the above-mentioned animals and HEREBY CERTIFY that they are free from any infectious or contagious disease.



Richard Fisher

B. Se., M.R.C.V.S.,
Government Veterinary Surgeon
and Inspector of Stock.

Address: Dept. of Agriculture
MASTERTON, N.Z.

Date: 18. 3. 26.

DOMINION OF NEW ZEALAND.

Declaration of Importer or his Agent to accompany stock shipped to United States of America.

I, _____
do solemnly and sincerely declare that the stock described on front of this certificate have been conveyed in clean disinfected cars or vessels from the farm where purchased to the port of embarkation, and that they have not passed through any district infected with contagious diseases affecting their species, nor have they been exposed in any possible manner to any of the said diseases.

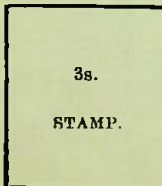
And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at _____, this

_____ day of _____

191____, before me,—

Importer.
or Agent for Importer.



Justice of the Peace.
or Solicitor.
or Notary Public.

DECLARATION AND CERTIFICATE OF HEALTH

TO ACCOMPANY LIVE-STOCK SHIPPED FROM NEW ZEALAND TO Falkland Islands

I, N. PETER NIELSEN, TIAKITAHUNA, PALMERSTON NORTH., do solemnly and sincerely declare that the undermentioned stock are, to the best of my knowledge and belief, free from all infectious and contagious diseases, and are the produce of the Dominion of New Zealand [or have depastured in the Dominion of New Zealand for a period of One year and seven months], and that no disease has existed among them nor any animals of their kind with which they have come into contact for six months last past, nor has inoculation been practised among them for twelve months last past.

Number of Stock.	Sex.	Description of Stock.	Brands or Marks.
12	Rams		Ear Tags Nos. 34, 35 36, 38 39, 40, 41, 42, 43, 44, 45, 46 Red Dot on head

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at PALMERSTON NORTH, this

20th day of March,

1926, before me,—

N. P. NIELSEN

Wm. DURWOOD

Justice of the Peace.

or Solicitor.

or Notary Public.

3s.
STAMP.

I have examined the above-mentioned animals and HEREBY CERTIFY that they are free from any infectious or contagious disease.



[Signature], M.R.C.V.S.,
Government Veterinary Surgeon
and Inspector of Stock.

Address: _____

Date: _____

For Importer's Declaration required by United States of America only.

[SEE OVER.]

DOMINION OF NEW ZEALAND.

Declaration of Importer or his Agent to accompany Stock shipped to United States of America.

I, _____
do solemnly and sincerely declare that the stock described on front of this certificate have been conveyed in disinfected cars or vessels from the farm where purchased to the port of embarkation, and that they have not passed through any district infected with contagious diseases affecting their species, nor have they been exposed in any possible manner to any of the said diseases.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at _____, this

_____ day of _____,

192____, before me,—

Importer.
or Agent for Importer.

3s.
STAMP.

Justice of the Peace.
or Solicitor.
or Notary Public.

DECLARATION AND CERTIFICATE OF HEALTH

TO ACCOMPANY LIVE-STOCK SHIPPED FROM NEW ZEALAND TO Falkland Islands

I, HOLGER VOSS, do solemnly and sincerely declare that the undermentioned stock are, to the best of my knowledge and belief, free from all infectious and contagious diseases, and are the produce of the Dominion of New Zealand ~~[or have depastured in the Dominion of New Zealand for a period of~~ _____], and that no disease has existed among them nor any animals of their kind with which they have come into contact for six months last past, nor has inoculation been practised among them for twelve months last past.

Number of Stock.	Sex.	Description of Stock.	Brands or Marks.
23	Male	Romney Rams 2-tooth	Yellow Shoulder do.
32	Female	" Ewes 2-tooth	

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at PALMERSTON NORTH, this
19th day of March,
 1926, before me,—
HOLGER VOSS
A. J. GRAHAM
 Justice of the Peace.
 or Solicitor.
 or Notary Public.

3s.
STAMP.

I have examined the above-mentioned animals and HEREBY CERTIFY that they are free from any infectious or contagious disease.



[Signature] M.B.O.V.S.,
 Government Veterinary Surgeon
 and Inspector of Stock.

Address: _____

Date: _____

For Importer's Declaration required by United States of America only.

[SEE OVER.]

DOMINION OF NEW ZEALAND.

Declaration of Importer or his Agent to accompany Stock shipped to United States of America.

I, _____
do solemnly and sincerely declare that the stock described on front of this certificate have been conveyed in disinfected cars or vessels from the farm where purchased to the port of embarkation, and that they have not passed through any district infected with contagious diseases affecting their species, nor have they been exposed in any possible manner to any of the said diseases.

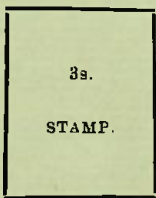
And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at _____, this

_____ day of _____,

192 _____, before me,—

Importer.
or Agent for Importer.



Justice of the Peace.
or Solicitor.
or Notary Public.

DECLARATION AND CERTIFICATE OF HEALTH

Falkland Islands

TO ACCOMPANY LIVE-STOCK SHIPPED FROM NEW ZEALAND TO _____

I, THOMAS NEICH McEWEN, do solemnly and sincerely declare that the undermentioned stock are, to the best of my knowledge and belief, free from all infectious and contagious diseases, and are the produce of the Dominion of New Zealand [*or have depastured in the Dominion of New Zealand for a period of* _____], and that no disease has existed among them nor any animals of their kind with which they have come into contact for six months last past, nor has inoculation been practised among them for twelve months last past.

Number of Stock.	Sex.	Description of Stock.	Brands or Marks.
18	Female	Romney Ewes 2-tooth	Yellow Rump

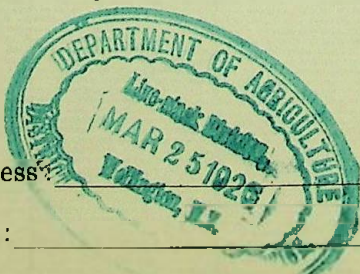
And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at FALMERSTON NORTH, this }
19th day of March, } THOS. N. McEWEN
 192 6, before me,— }
A. J. GRAHAM.

38.
STAMP.

Justice of the Peace.
~~or Solicitor.~~
~~or Notary Public.~~

I have examined the above-mentioned animals and HEREBY CERTIFY that they are free from any infectious or contagious disease.



[Signature] M.V.O.S.
 Government Veterinary Surgeon
 and Inspector of Stock.

Address: _____

Date: _____

DOMINION OF NEW ZEALAND.

Declaration of Importer or his Agent to accompany Stock shipped to United States of America.

I, _____ do solemnly and sincerely declare that the stock described on front of this certificate have been conveyed in disinfected cars or vessels from the farm where purchased to the port of embarkation, and that they have not passed through any district infected with contagious diseases affecting their species, nor have they been exposed in any possible manner to any of the said diseases.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at _____, this _____ day of _____, 192____, before me,— } Importer. or Agent for Importer.

3s. STAMP.

Justice of the Peace. or Solicitor. or Notary Public.

DECLARATION AND CERTIFICATE OF HEALTH

TO ACCOMPANY LIVE-STOCK SHIPPED FROM NEW ZEALAND TO Falkland Islands.

X, We, Dalgety & Co. Ltd., do solemnly and sincerely declare that the undermentioned stock are, to the best of ^{our} ~~my~~ knowledge and belief, free from all infectious and contagious diseases, and are the produce of the Dominion of New Zealand [~~or have depastured in the Dominion of New Zealand for a period of~~], and that no disease has existed among them nor any animals of their kind with which they have come into contact for six months last past, nor has inoculation been practised among them for twelve months last past.

Number of Stock.	Sex.	Description of Stock.	Brands or Marks.
25	Female	2 100th Romney Marsh Ewes	ear tags ✓ 3 red dots on back.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at Wanpanui, this nineteenth day of March, 1926, before me,—

Dalgety & Co. Ltd.
per E. J. Byrne Bond.
Auctioneer.

Justice of the Peace.
or Solicitor.
or Notary Public.

3a.
STAMP.

I have examined the above-mentioned animals and HEREBY CERTIFY that they are free from any infectious or contagious disease.



W. R. C. V. S.
Government Veterinary Surgeon
and Inspector of Stock.

Address _____
Date: _____

For Importer's Declaration required by United States of America only.

[SEE OVER.]

DOMINION OF NEW ZEALAND.

Declaration of Importer or his Agent to accompany Stock shipped to United States of America.

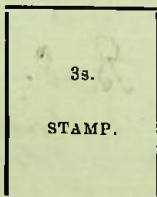
I, _____
do solemnly and sincerely declare that the stock described on front of this certificate have been conveyed in disinfected cars or vessels from the farm where purchased to the port of embarkation, and that they have not passed through any district infected with contagious diseases affecting their species, nor have they been exposed in any possible manner to any of the said diseases.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at _____, this _____
_____ day of _____,
192 _____, before me,—

Importer.
or Agent for Importer.

Justice of the Peace.
or Solicitor.
or Notary Public.



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DUPLICATE

DECLARATION AND CERTIFICATE OF HEALTH

TO ACCOMPANY LIVE-STOCK SHIPPED FROM NEW ZEALAND TO FALKLAND ISLANDS

I, John William Smith, do solemnly and sincerely declare that the undermentioned stock are, to the best of my knowledge and belief, free from all infectious and contagious diseases, and are the produce of the Dominion of New Zealand [or have depastured in the Dominion of New Zealand for a period of Bred in New Zealand], and that no disease has existed among them nor any animals of their kind with which they have come into contact for six months last past, nor has inoculation been practised among them for twelve months last past.

Number of Stock.	Sex.	Description of Stock.	Brands or Marks.
10	Male	Corriedale Rams	EarTattoo "C.S.N.Z."
25	Female	Corriedale Ewes	

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at CHRISTCHURCH, this 22nd day of March, 1926, before me,—

J. W. Smith

A. Selwyn Bruce

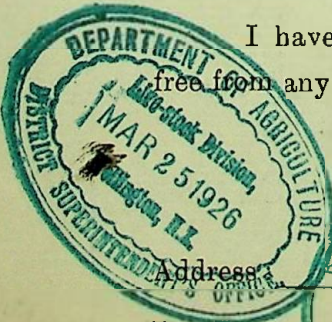
Justice of the Peace.
~~or Solicitor.~~
~~or Notary Public.~~

3s.
STAMP.

I have examined the above-mentioned animals and HEREBY CERTIFY that they are free from any infectious or contagious disease.

E. Lukey B. 2. 5.

Government Veterinary Surgeon and Inspector of Stock.



Date:

For Importer's Declaration required by United States of America only.

[SEE OVER.]

DOMINION OF NEW ZEALAND.

Declaration of Importer or his Agent to accompany Stock shipped to United States of America.

I, _____
do solemnly and sincerely declare that the stock described on front of this certificate have been conveyed in disinfected cars or vessels from the farm where purchased to the port of embarkation, and that they have not passed through any district infected with contagious diseases affecting their species, nor have they been exposed in any possible manner to any of the said diseases.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of the General Assembly of New Zealand intituled the Justices of the Peace Act, 1908.

Declared at _____, this

_____ day of _____,

192 _____, before me,—

Importer.
or Agent for Importer.

3s.

STAMP.

Justice of the Peace.
or Solicitor.
or Notary Public.

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VENDORS and PURCHASERS ROMNEY SHEEP

FOR FALKLAND ISLAND ORDER

VENDOR	PRICE	PARTICULARS OF SHEEP	PURCHASER
<u>R A M S</u>			
E. E. Short	14 gns.	4 - 2 tns. Red Dot Shoulder Ear Label EES4 Nos. 222, 227, 228 and 229	Hansen
	30 gns.	15 - 2 tns. Two Black Dots Rump Ear Label EES4 Nos. 68, 86, 95, 102, 104, 153, 170, 187 189, 217, 221, 225, 232, 233 285	Blake
	30 gns.	10 - 2 tns. Blue Dot Rump Ear Label EES4 Nos. 72, 123, 140, 209, 218, 220, 224, 226, 231, 234	Cameron
Est. E. Short	12 gns.	20 - 2 tns. Blue Dot Head Ear Label E. SHORT 4 Nos. 24, 26, 33, 54, 66, 67, 88, 99, 116, 118, 140, 147, 151, 168, 176, 182, 196, 204, 228, 237	Luxton
W. Gibson	9 gns.	6 - 2 tns. Red Dot Shoulder & Blue Dot Rump. Ear Label "B.F.L.D." Nos. 126, 85, 217, 763, 517, 901	Robson
Sandilands	9 gns.	10 - 2 tns. Black Spot Middle of Back Ear Label 437/446 "BENONI"	Bonner
	20 gns.	2 - Stud 2 tns. Red Dot on Tail Ear Label "BENONI" Nos. 410, and 412	Hamilton
A. & J. Gray	9 gns.	2 - 2 tns. Red Dot Shoulder and Rump Ear Label A&JG Nos. 57 and 58	Fenton
H. & F. Gray	14 gns.	2 Stud 2 tns. Black Dot Shoulder & Rump Ear Label FBURN Nos. 74 and 75	Salvadore
H. J. Neilsen, Palmer Nth.	8 gns.	12 - 2 tns. Red Dot Head. Ear Label NPN/ Nos. 34, 35, 36, 38, 39, 40, 41, 42, 43, 44, 45, 46	Pack Bros
Voss Bros.	8 gns.	23 - 2 tns. Yellow Brand on Shoulder Ear Label VOSS Nos. 151 to 173	

VENDOR	PRICE	PARTICULARS OF SHEEP	PURCHASER
--------	-------	----------------------	-----------

E W E S

A. & J. Gray	3 gns.	50 2 and 4 ths. Blue Dot Shoulder Ear Tag A&JG Nos. 1/50	Fenton
R. & F. Gray	4 gns.	32 2 and 4 ths. Black Dot Shoulder and Rump Ear Label FBURN Nos. 16, 21 11, 24, 44, 41, 50, 35, 15 29, 49, 5, 31, 13, 1, 28, 12, 25, 20, 4, 3, 34, 26, 8, 42, 46, 40, 36, 48, 9, 27	Hansen
do.	4 gns.	10 2 and 4 ths. Two Black Dots Rump Ear Label FBURN Nos. 22, 18, 14, 37, 17, 32, 2, 19, 23, 6	Salvadore
Voss Bros.	2/10/0	32 2 and 4 ths. Yellow Brand Shoulder Ear Label VOSS Nos. 39, 46, 37, 101, 11, 12, 38, 42, 104, 48, 10, 35, 43, 8, 40, 6, 106, 41, 49, 13, 44, 7, 2, 45, 50, 3, 24, 1, 23, 4, 107 and 108	Bonner
McEwen	2/10/0	18 2 and 4 ths. Yellow on Rump Ear Label McEWEN Nos. 1, 2, 3, 4, 5, 7, 8, 9, 10, 12, 13, 14, 16, 17, 18, 20, 21, 19	
Feat	4 gns.	25 2 and 4 ths. Three Red Dots on Back Ear Label FEAT Nos 1/25	Hamilton
E. Short	4 gns.	25 2 or 4 ths. Blue Dot Rump Ear Label E SHORT 4 Nos. 648, 626, 356, 480 423, 614, 589, 446, 371, 449, 509, 556, 435, 453, 450 519, 547, 477, 610, 641, 664, 530, 621, 602, 369	Cameron

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C O R R I E D A L B S

Church	117	25 Ewes Red Dot Back Ear Labels Nos. 449, 338, 329, 321, 301, 304, 330, 316, 305, 312, 331, 327, 309, 460, 324, 303, 317, 325, 313 320, 341, 319, 315, 326, 314	Hamilton
	120	2 Rams Red Dot Back Ear Labels 286B, 279B	
	110	8 Rams Black mark rump Ear Labels 478, 459, 469, 467, Nos. 27, 7	

ROMNEY RAMS -

4	Red Dot Shoulder	Ear Label	"EES4"	Nos. 222, 227, 228 and 229
15	Two Black Dots Rump	do.	"EES4"	68, 86, 95, 102, 104, 153, 170, 187, 189, 217, 221, 225, 232, 285, 233.
10	Blue Dot Rump	do.	"EES4"	72, 123, 140, 200, 218, 220, 224, 226, 231, 234.
20	Blue Dot Head	do.	"E.SHORT"	24, 26, 33, 54, 66, 67, 88, 99, 116, 118, 140, 147, 151, 168, 176, 182, 196, 204, 228, 237.
6	Red Dot Shoulder, Blue Dot Rump	do.	"B.F.L.D."	126, 85, 217, 763, 517, 901.
10	Black Spot Middle Back	do.	"BENONI"	437 to 446.
2	Red Dot on Tail	do.	"BENONI"	410 and 412.
2	Red Dot Shoulder & Rump	do.	"A&JG"	57 and 58
2	Black Dot Shoulder & Rump	do.	"FBURN"	74 and 75
12	Red Dot Head	do.	"NPN"	34, 35, 36, 38, 39, 40, 41, 42, 43, 44, 45 and 46.
23	Yellow Brand Shoulder	do.	"VOSS"	151 to 173.

ROMNEY EWES -

50	Blue Dot Shoulder	do.	"A&JG"	1 to 50
32	Black Dot Shoulder & Rump	do.	"FBURN"	16, 2, 11, 24, 44, 41, 50, 35, 15, 29, 49, 5, 31, 13, 1, 28, 12, 25, 20, 4, 3, 34, 26, 8, 33, 42, 46, 40, 36, 48, 9, 27.
10	Two Black Dots Rump	do.	"FBURN"	22, 18, 14, 37, 17, 32, 2, 19, 23, 6.
32	Yellow Brand Shoulder	do.	"VOSS"	39, 46, 37, 101, 11, 12, 38, 42, 104, 48, 10, 35, 43, 8, 40, 6, 106, 41, 49, 13, 44, 7, 2, 45, 50, 3, 24, 1, 23, 4, 107 and 108.
18	Yellow on Rump	do.	"MCEWEN"	1, 2, 3, 4, 5, 7, 8, 9, 10, 12, 13, 14, 16, 17, 18, 20, 21, 19.
25	Three Red Dots on Back	do.	"PEAT"	1 to 25
25	Blue Dot Rump	do.	"E.SHORT 4"	648, 626, 356, 480, 423, 614, 589, 446, 371, 449, 509, 556, 435, 453, 450, 519, 547, 477, 610, 641, 664, 530, 621, 602, 369.

CORRIEDALES -

24	Ewes	Red Dot Back	do.	Nos. 449, 338, 329, 321, 301, 304, 330, 316, 305, 312, 331, 327, 309, 460, 324, 303, 317, 325, 313, 320, 341, 319, 315, 326.
2	Rams	Red Dot Back	do.	286B and 279B.
8	Rams	Black Mark Rump	do.	27, 290, 453, 478, 459, 489, 497, 500.



Shipped in apparent good order and condition by **DALGETY & COMPANY, LIMITED**

the Steam Ship **"TAIROA"** Whereof is Master for this present voyage **W. G. Summers**

now lying in **Wellington, N.Z.** the following Goods, viz. at Shipper's risk. Ship not accountable for mortality. Consignees to bear all risk and expense in connection with official and quarantine regulations after vessel's arrival at port of destination. If the articles are not allowed to be landed or if Consignees fail to take delivery on arrival of vessel, ship has liberty to discharge or otherwise dispose of her cargo at her discretion.

Thirty seven crates containing
Three hundred and thirty-two sheep (332)

NOT RESPONSIBLE FOR BRANDS OR EAR MARKS being marked and numbered as in the margin, and to be delivered (subject to the exceptions of vessel, ship, and conditions hereinafter mentioned) at the ship's anchorage from her deck (where the ship's responsibility shall cease), at the PORT OF **Port Stanley, Falkland Islands** (or so near thereto as she may safely get always afloat), unto **The Colonial secretary, Port Stanley** or assigns.

Freight for the said Goods to be paid in cash without deduction at the rate of **Five pounds (£5) per head**

On gross weight as per margin, plus ten per cent. prime, payable in Port of Shipment/Delivery, in British sterling or equivalent. Ship and/or cargo lost or not lost. Average, if any, as per York-Antwerp Rules, 1924.

CLAUSE PARAMOUNT.—"It is agreed that this Bill of Lading shall be subject to the Sea Carriage of Goods Act, 1922. Every provision or exception herein which by that Act is made illegal or void when contained in Bills of Lading or other documents that Act is hereby cancelled and annulled as effectively as if the provisions of that Act had been set out herein as the overriding and paramount conditions of carriage, and this notwithstanding anything to the contrary herein expressed or implied."

- N.B.
- Shippers are requested to note particularly the Terms and Conditions of this Bill of Lading with reference to the validity of the Insurance upon their Goods.
 - All charges on Cargo comprised in the within Bill of Lading incurred in complying with requirements of Health Authorities at any Port or Ports en route including Ports of transhipment and/or discharge shall be paid by Consignee.
 - Not liable for fading or decaying of marks or numbers or bursting of bands or errors in countermarking.
 - When and so long as a state of Naval War exists and/or so long as any control over the use or movements of the steamers is exercised by any Governmental or other Authorities and/or the insulated space on this vessel is requisitioned or controlled by His Majesty's Government the Carriers and/or their Agents and/or the Master may (if in their uncontrolled discretion they think it advisable) at any time before or after the commencement of the voyage alter or vary or depart from the proposed or advertised or agreed or customary route and/or delay or detain the steamer at or off any port and/or tranship the cargo at any port or ports without claim for loss or damage directly or indirectly sustained.
 - In addition to any liberties expressed or implied in this Bill of Lading the carriers shall have the liberty to comply with any orders or directions as to departure, arrival, routes, port of call, stoppages, transhipment, discharge, destination, or otherwise howsoever given by any Government or any department thereof or of any person acting or purporting to act with the authority of any Government or any department thereof or by any war risk insurance association working under any Government scheme in which the steamer may be entered and nothing done or not done under such orders or directions shall be deemed a deviation.
 - The ship is free to carry contraband explosives, munitions, or warlike stores and may sail armed or unarmed.
 - Nothing in the above Clauses shall in any way restrict or prejudice any other liberties or exceptions in this Bill of Lading.

37
332 Sheep in crates
(Marks and numbers as per back)

A With liberty to substitute any other or succeeding Steamer and also with liberty either before or after proceeding towards the port of discharge to proceed to and stay at, and/or return to any ports or places whatsoever (although in a contrary direction to, or out of the route to or beyond the said Port of Discharge) once or oftener, in any order, backwards or forwards, for the purpose of dry-docking (even with cargo on board), or loading or discharging cargo, coal or passengers, or for any purpose whatsoever. The Steamer may proceed via a Port or Ports in Australia and/or Suez Canal and/or Batavia and/or Colombo and/or Port Said and/or any Mediterranean and other Continental or U.K. ports; or via Cape of Good Hope, and/or Durban and/or Capetown and/or other African Port or Ports, or via Cape Horn or Straits of Magellan, or Panama Canal and/or any ports or places in America or Islands off the coast thereof. All the said liberties, exceptions, and conditions shall apply (any warranty, implied term, custom or rule of law to the contrary notwithstanding) although the vessel may have deviated from the contract voyage, and although such deviation may amount to change or abandonment of the voyage, all such deviations being deemed within the voyage intended, and nothing in this Bill of Lading, whether written or printed, or implied therefrom, shall limit or affect the provisions of this clause; also with liberty to tow and be towed, and to assist vessels in all situations, and to deviate for the purpose of saving life or property; also to sail with or without pilots, and to carry cargo and live stock on deck. The port of discharge for optional cargo must be declared before the Steamer's arrival at the first optional port, and failing such declaration the Steamer may elect to discharge at the first or any other optional port.

B The ship has the right to drydock before the loading or discharge is complete and with cargo on board and to suspend the loading or discharge during the time so occupied. The Consignees or their Assigns must be ready to take delivery immediately on Steamer's arrival at discharging port, berthed or not berthed, and must so continue ready and receive their Goods as fast as steamer can deliver. On Consignees or their Assigns failing to take delivery of the said goods within the time and at the rate aforesaid, the said Goods, the Shippers, the Consignees, the owners of the Goods and the Holders of Bill of Lading shall be jointly and severally liable to pay the vessel on demand demurrage at the rate of 6d. per gross registered ton per day or portion of a day during the delay so caused; such demurrage to be paid in cash day by day to the Master or Agents; and if the demurrage is not so paid, and/or if in the opinion of the master (whose decision on the subject will be absolute and binding on all parties) the discharge of this and/or other cargo cannot be effected without undue detention, the Steamer shall have liberty to overcarry this and/or other undischarged cargo to another port at Merchants' risk and there deliver, in which case the rate of freight is to be increased by a reasonable rate from the intended to the actual port of discharge, alternatively the Master or Agents may at their option at any time, either at the port of discharge or the port to which the Goods may be overcarried, land and warehouse the Goods, or discharge them into a storehouse or hulk, or into lighters, or on to a wharf, as is customary at the risk and expense of Consignees or their Assigns, but no obligation is imposed upon Master or Agents to follow this course. These stipulations override any conditions otherwise stated on this Bill of Lading if inconsistent therewith.

C The Carriers (which expression throughout includes the Owners, Charterers and Master of the above and any other carrying steamer) shall not be accountable for the condition of Goods shipped under this Bill of Lading, nor for any loss or damage thereto, whether arising from failure or breakdown of machinery, insulation or other appliances, refrigerating or otherwise, or from any other cause whatsoever, whether arising from a defect existing at the commencement of the voyage, or at the time of shipment of the goods or not, or from detention; and Steamer shall be at liberty to jettison the whole of the Goods, or any part thereof, if considered necessary on account of decomposition or otherwise.

D The Steamer has the right to discharge by day or night, but if the Consignees require delivery before or after usual hours they shall pay any extra expense incurred in consequence.

E The Act of God, the King's Enemies, Pirates, Robbers or Thieves by Land or Sea, Arrests or Restraints of Princes, Rulers of People, War, Riots, Strikes, Lockouts, or other Labour Disturbances, or delay or hindrance caused directly or indirectly thereby, and loss or damage resulting therefrom, or from any of the following causes or perils also excepted, viz.—insufficiency in packing, or in strength of packages, loss or damage from coating on the voyage, rust, rot, vermin, breakage, leakage, drainage, sweating, evaporation or decay, or from the leakage or flow of or from contact with urine, manure water, or drainage from animals carried on the said ship or from their stalls however caused or otherwise howsoever; injurious effects of other goods; effects of ventilation, or temperature of holds; risk of drift, or transshipment, and of storage afloat or on shore; fire on board, in hulk, in craft, or on shore; rain, hail, snow, frost or ice; explosion, barratry, jettison; collision, whether with another ship or any other obstacle; stranding, lying upon or touching the ground, perils of the sea, rivers or navigation of whatsoever nature or kind, and howsoever caused; any accidents to or defects latent or otherwise in hull, tackle, boilers or machinery, refrigerating or otherwise, or their appurtenances (whether or not existing at the time of the goods being loaded, or the commencement of the voyage, or insufficiency of coals at the commencement or any stage of the voyage provided reasonable means have been taken to provide against such defects and unseaworthiness, and any other cause beyond the control of the Carriers. Accidents, loss, damage, delay or detention from any act or default of the Egyptian Government or the Administration of the Suez Canal, when proceeding via Suez Canal, or of the Argentine Government, when proceeding via Cape Horn and River Plate are also excepted. It is expressly agreed that all the exceptions and liberties in this Bill of Lading shall equally apply to any other Vessel into which the goods are shipped.

F The Carriers are not to be responsible for faults or errors of navigation.

G The Carriers will not be accountable to any extent or under any circumstances whatsoever for gold, silver, bullion, specie, jewellery, watches, clocks, precious stones, bank notes, or securities for money, bills of exchange, silks, furs, paintings, sculptures, or other works of art, nor in the case of other goods beyond the value of £5 per cubic foot, nor exceeding £100 for any one package, unless the value thereof shall have been declared at the time of shipment, and the bills of lading signed with a declaration of the nature and value of the goods appearing thereon, and extra freight in respect of same agreed upon and paid; nor for loss, injury or detention of packages intended for different Consignees, but made up into one package, unless the contents and value of each separate package be given before shipment, and freight paid accordingly; nor for damage to showcases, glass, glassware, chinaware, or earthenware, or other fragile merchandise, of any description, from whatsoever cause arising. The Carriers are not liable for delays in delivery of optional cargo, or arising from inaccuracies or absence of marks, numbers, or addresses of goods.

H Specie deliverable in London will be landed at a port in England, and conveyed to the Bank of England at the Carriers' expense, but at Merchants' risk. All liability of the Carriers is to cease as soon as the specie is delivered on the Steamer's deck.

I The Carriers shall not be responsible for correct delivery unless each package is distinctly, correctly and permanently marked by the shipper before shipment, with a distinctive mark and number or address, and also with the name of the Port of Delivery, which last must be in letters not less than two inches long. In case of obliteration of such marks, numbers or addresses, or of the same not being sufficiently distinctive to enable the Agents of the Ship to identify the goods, the said Agents will make as far as an allotment of goods to this Bill of Lading as is under the circumstances practicable, and the goods so allotted shall be accepted by the Consignee in full discharge of the liability of the Steamer or her Owners or her Charterers thereunder.

J The Carriers shall not be liable for any delay in delivery or damage caused thereby to any particular portion of cargo which cannot be delivered until other cargo is discharged, or which cannot be delivered without risk or injury, or damage to other cargo, or for any other reason.

K The Carriers are at liberty to tranship and to carry the said goods to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships, either belonging to the same or other persons, proceeding by any route, and whether directly or indirectly to such port, and in so doing to carry the goods beyond the Port of Destination, and to land and store the goods at any port or place, either on shore or afloat, and re-ship and forward the same, either by land or water, at the Carriers' expense, but at the risk of the owners of the goods.

L If chemicals, liquids, or other goods of a dangerous or damaging nature are shipped without being previously declared or arranged for, they are liable upon discovery to be thrown overboard, and their loss, as well as any loss or damage to the ship or cargo, or to any person or interest whatsoever, will fall upon the Shippers and Owners of such goods. Double freight will be charged on all goods not correctly described.

M All fines and expenses or losses by Detention of Vessel or Cargo, caused by incorrect or insufficient marking of the package, or by incomplete or incorrect description or weight (or any other particulars required by the authorities at the Port of Shipment or delivery) either upon the packages or the Bill of Lading, shall be paid by the Shipper or Consignee of the goods, or the holder of this Bill of Lading.

N Any expense incurred by the Carriers in repairing insufficient or damaged packages is to be borne by the owners of the goods, and the Carriers are not to be liable for pilferage of contents of such packages, all risk of lighterage for any purpose to and from the steamer or during the transshipment shall be borne by the owner of the goods.

O In case of quarantine, the goods may be discharged into quarantine depot, hulk, or other vessel, as required for the Steamer's despatch. Quarantine expenses upon the goods, of whatsoever nature or kind, shall be borne by the owners of the goods.

P In case of the blockade or interdict of the Port of Discharge, or if the entering of or discharging in such port shall in his sole discretion be considered by the Master unsafe by reason of war or other disturbances, or other reasonable cause, the Master may land the goods at the nearest safe and convenient port or place at the expense and risk of the owners of the goods, and the Consignees shall take delivery at such Port or Place. The Carriers' responsibility shall cease when the goods are so discharged into proper and safe keeping, the Master giving immediate notice of the same to the Consignees of the goods, so far as they can be ascertained, but the Carriers' lien on the goods under this Bill of Lading shall, notwithstanding their discharge, remain good until discharged by payment.

Q The Carriers shall have a lien upon the said goods shipped hereunder for all freight, advance freight, charges, dead freight, demurrage, lighterage, expenses, damages, or avarage and other charges which the goods or the Shippers or Consignees thereof are liable under this Bill of Lading.

R In cases where the ultimate destination at which the Carriers may have engaged to deliver goods is other than the above Steamer's intended Port of Discharge, the Carriers reserve the right to forward such goods by rail or water. The Carriers act as forwarding agent only from that Port, and in all cases the liability of the Carriers on account of all goods is to cease as soon as the goods are free from the Ship's Tackles. Goods intended for America to be marked with the name of Port of Shipment. Goods for Antwerp to be landed and received by the Corporation appointed by the agent of the Steamer. Consignees paying all reception charges, and to be received in lots or parts of lots. Goods for Dunkirk, Bremen, or other Ports of Discharge to be taken delivery of as soon as they can be discharged from the steamer, notwithstanding the custom of the port.

S The liability of the Carriers in case of any claim for which they may be responsible is in no case to exceed the net invoice cost, and it shall be a condition precedent to the making of any claim for damage, that written notice be given before the goods leave the Steamer's side, and that all other claims shall be made in writing at the Port of Delivery within one month of Steamer's arrival there, and failing compliance with these provisions all claims shall be deemed to be waived.

T All questions arising under this Bill of Lading shall be settled according to the principles of English Law.

U Nothing herein contained shall prevent the Carriers from claiming in the Courts of any country the benefit of, or derogate in any way from any statutory protection or limitation of liability afforded to Shipowners or Carriers by the laws of such country.

V Any difference in freight due to steamer on excess weight landed, corrected measurement or through incorrect description of cargo, to be collected from Consignees.

W Weight, measurement, contents, condition, quality and value unknown.

In Witness whereof the Master, Purser or Agent of the said Steamer hath affirmed to **two** Bills of Lading all of this tenor and date, one of which being accomplished the others to stand void. If required by the Carriers or their Agents, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods.

Dated in **WELLINGTON, 29th March, 1926**

SHAW SAVILL & ALBION CO., LTD.
Per **LEVIN & CO., Ltd.** Agents.

PER *D. Williamson*

Wellington, 30th March, 1926. (149)

THE COLONIAL SECRETARY,

PORT STANLEY, FALKLAND ISLANDS.

In Agc. with Dalgety and Company, Limited

The Charges for Freight, Insurance, Advertising, and Commission are in full, and include the usual primage and/or brokerage, trade rebates, and commission, also payments from Freezing Companies for stock notified to them, allowed to and retained by us

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Cost and charges on 333 Sheep shipped to Port Stanley per S.S. "TAIROA"

PURCHASER. ROMNEY RAMS.

Hansen	4 - 2	Tooths	14 gns.	58	16	✓
Blake	15 - 2	Do.	30 gns.	472	10	✓
Cameron	10 - 2	Do.	30 gns.	315		✓
Luxton	20 - 2	Do.	12 gns.	252		✓
Robson	6 - 2	Do.	9 gns.	56	14	✓
Bonner	10 - 2	Do.	9 gns.	94	10	✓
Hamilton	2 - 2	Do.	20 gns.	42		✓
Fenton	2 - 2	Do.	9 gns.	18	18	✓
Salvadore	2 - 2	Do.	14 gns.	29	8	✓
Pack Bros.	12 - 2	Do.	8 gns.	100	16	✓
Pack Bros.	23 - 2	Do.	8 gns.	193	4	✓

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ROMNEY EWES.

Fenton	50 - 2 & 4	Tooths	3 gns.	157	10	✓
Hansen	32 - 2 & 4	Do.	4 gns.	134	8	✓
Salvadore	10 - 2 & 4	Do.	4 gns.	42		✓
Bonner	29 - 2 & 4	Do.	2/10/-	72	10	✓
Hamilton	21 - 2 & 4	Do.	2/10/-	52	10	✓
Hamilton	25 - 2 & 4	Do.	4 gns.	105		✓
Cameron	25 - 2 or 4	Do.	4 gns.	105		✓

192

Carried forward

2302 14 -

148
1926.

Wellington, 30th March,

2.

THE COLONIAL SECRETARY

In Ag. with Dalgety and Company Limited

The Charges for Freight, Insurance, Advertising, and Commission are in full, and include the usual primeage and/or brokerage, trade rebates, and commission, also payments from Freezing Companies for stock notified to them, allowed to and retained by us

52

	Brought forward				2302	14	-
	<u>CORRIEDALES.</u>						
Hamilton	25 Ewes	17/-/-	425				
Hamilton	2 Rams	20/-/-	40				
Ryecove	8 Rams	10/-/-	80		545		
	<u>35</u>						
	Cost of Crates		343	17	6		
	Wharfage on do.		30	10	-		
	Freight 333 sheep Wellington-Pt. Stanley		1665				
	Wharfage 333		1	7	9		
	Wharfage 35 from Lyttelton			5	10		
Railage	35 Rams & 50 ewes from Longburn		6	14	4		
"	25 Ewes from Feilding)					
"	49 Rams Do.)					
"	6 Rams Do.	)	11	8	6		
"	12 Rams Do.)					
"	4 Rams from Masterton	)	5	11	6		
"	92 Ewes " Do.	)	4	12	11		
"	25 Ewes " Aramocho	)	9	14	6		
	Freight 35 sheep from Lyttelton						
	Gratuity to Bosun "Wahine"			10			
	Fodder at Wanganui Peats Sheep		2	7			
	Travelling Expenses Inspecting & Selecting sheep		27	4			
	Agency Fee Selection, & shipping sheep		15	15			
	Export Entry			4			
	Gratuity to crew of ship		50				
	Bills Lading			2	10		
	Cost Cables & Telegrams		39	10	4		
						2214	16 50
	Carried forward					5072	10 0
						(5062	10 0)

52 40 85 94

THE COLONIAL SECRETARY

In Ag. with *Dalgety and Company, Limited*

The Charges for Freight, Insurance, Advertising, and Commission are in full, and include the usual prime and/or brokerage, trade rebates, and commission, also payments from Freezing Companies for stock notified to them, allowed to and retained by us

52

Brought forward						5062 10 0
<u>Cost of Fodder etc. for voyage</u>						
250 B/s. Lucern Hay Tons	11-13-3-0	8/10/-	99	6	11	
53 B/s. Clover & Meadow Hay Tons	2- 8-2-0	8/10/-	20	12	3	
24 B/s. Wheaten Straw Tons	0-13-2-0	5/15/-	3	17	8	
6 Sks. Bran		19/3	5	15	6	
12 " Mangolds 1 Ton	@	4/-/-	4			
12 " Carrots 1 Ton	@	5/5/-	5	5		
12 " Mixed Sheep feed		12/3	7	7		
8 Gals. Molasses				9		
1 Cwt. rock salt				7		
7 lbs. Epsom salts				4		
5½ " Castor Oil				12		
3 Galvanised Buckets		2/3		6	9	
200 Bundles Green Feed		9	7	10		
<u>J.O'Brien & Coy's charges on Sheep at Wellington</u>						
Driving Sheep (25) ex Wahine to stables				15		
Carting Rams (10) ex Do. to stables				10		
Driving 92 Sheep ex Rail to stables			2			
Driving 206 Sheep ex Rail to stables			3	10		
Stabling 24 Sheep & 10 Rams 5 days @ 1/- per day			8	10		
Do. 92 Sheep 5 days @ 1/- per day			23			
Cartage 24 Sheep ex stable to Tairoa				18	9	
Driving 100 Do. ex stable to Tairoa			2			
1 Days stabling on 124 sheep			6	4		
2 Days do. on 38 sheep			3	16		
4 Days do. on 34 sheep			6	16		
Driving 38 sheep ex stables to Tairoa			1			
Do. 160 sheep ex stables to Tairoa			2			
						216 12 10
Carried forward						5279 2 10

146
19126.

Wellington, 30th March,

4.

THE COLONIAL SECRETARY

In A/c. with Dalgety and Company, Limited

The Charges for Freight, Insurance, Advertising, and Commission are in full, and include the usual prime and/or brokerage, trade rebates, and commission, also payments from Freezing Companies for stock notified to them, allowed to and retained by us

52

Brought forward				5279	2	10
Cartage on 10 Rams ex stables to Tairoa			10			
Exchange on Demand Draft £1% on						
Crown Agent for Colonies	53	6	6	53	16	6
				5332	19	4

Insurance effected with Lloyds in London at £8/8/-% Premium to be collected in London.

DALGETY & COMPANY, Limited
[Signature]
AUCTIONEER

E. & O.E.

WELLINGTON. N.Z.

30/3/26.

THE SOLE AGENT FOR THE COLONIES,

LONDON

in account with **DALGETY and COMPANY LIMITED, WELLINGTON.**

A/C Colonial Secretary, Port Stanley, Falkland Islands.

DATE	PARTICULARS	DEBITS			CREDITS			DR. OR CR.	BALANCE
30	To Invoice sheep and charges	5332	19	4					
	Invoice Chaff pollard hay etc. & charges	1686	11	0					
	By D/Draft No. 438 through Dalgety and Coy. Ltd. London				7019	10	4		
		<u>£7019</u>	<u>10</u>	<u>4</u>	<u>£7019</u>	<u>10</u>	<u>4</u>		

E. & O.E.

VU.

The Crown Agents for the Colonies,
4, Millbank,
WESTMINSTER, S.W.1.

In Account with
Dalgety & Company Limited.

1926

- Dr -

April 28

To Insurance Premium on 333 Sheep,
Fodder, etc. per s.s. "TAIROA" to
the Falkland Islands.
Insured at Lloyds against mortality.
~~55,771~~⁵⁵⁴⁶ @ 8 guineas per cent ...
Policy and Stamp ...

465 17 3
~~484 15 4~~
6 3

466 3 6
~~2485. 1 7.~~

E. & O. E.

LONDON, 28th April, 1926.

For DALGETY AND COMPANY LIMITED.

J. Haggard

From DALGETY AND COMPANY LIMITED,
WELLINGTON.

No. 9859.

30th March, 1926.

Messrs. Dalgety and Company Limited,
65, Leadenhall Street,
LONDON, E.C.3.

Dear Sirs,

LIVE STOCK
FALKLAND ISLAND ORDER FOR ROMNEY AND CORRIBDALE
SHEEP

We have at last succeeded in getting the valuable order which we received through the Colonial Secretary at Port Stanley, shipped, the sheep having left this Port at daybreak this morning per s.s. "TAIROA".

We enclose the following documents in connection with this shipment :-

- (1) Invoice, £5332/19/4
- (2) Particulars of Insurance effected on 333 Sheep
- (3) Particulars of Vendors and Purchasers
- (4) Copy of Bill of Lading.
- (5) Copies of Health Certificates.

We are drawing, according to instructions, through your Office on the Crown Agent for the Colonies, London.

We sincerely trust that the "TAIROA" will have a good passage, as a great deal will depend on the weather as to how the sheep land at their destination. They have been very carefully housed in large well-built crates, and if no rough seas are met on the voyage we see no reason why the consignment should not land in a satisfactory condition. We, of course, will be very anxious to learn later how the different purchasers were pleased with the sheep sent. We sincerely hope that they will all be satisfied. If so, we will look forward to a repeat order of greater magnitude next season.

In making our selection we were specially asked to secure the finest woolled Romneys possible, but we think that the breeders in the Falklands are making a mistake in stipulating for this class of wool, and hope that if another order follows we will be allowed to choose a slightly stronger woolled sheep.

INSURANCE: This has been effected through your Insurance Department with Lloyd's, and premium is payable in London:

We are, dear Sirs,

Yours faithfully,

PARTICULARS FOR INSURANCE ON 333 SHEEP FOR SHIPMENT

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PER S.S. "TAIROA" TO PORT STANLEY

NO.	PARTICULARS OF SHEEP & MARKS	PURCHASER	INSURANCE			AMOUNT		
			£	s	d	£	s	d
	<u>RAMS - ALL 1 SHEAR</u>							
4	Red Dot Shoulder Ear Label EES4 Nos. 222, 227, 228 & 229	Hansen	22	15	0	91	0	0
15	Two Black Dots Rump Ear Label EES4 Nos. 68 86, 95, 102, 104, 153, 170, 187, 189, 217, 221, 225, 232, 233, 285	Blake	39	10	0	592	10	0
10	Blue Dot Rump Ear Label EES4 Nos. 72, 123, 140, 209, 218, 220, 224, 226, 231, 234	Cameron	39	10	0	395	0	0
20	Blue Dot Head Ear Label E SHORT 4 Nos. 24, 26, 33, 54, 66, 67, 88, 99, 116, 118, 140, 147, 151, 168, 176, 182, 196, 204, 228, 237	Luxton	21	0	0	420	0	0
6	Red Dot Shoulder & Blue Dot Rump. Ear Label "B.F.L.D." Nos. 126, 85, 217, 763, 517, 901	Robson	17	10	0	105	0	0
10	Black Spot Middle of Back. Ear Label "BENONI" 437/446	Bonner	17	10	0	175	0	0
2	Red Dot on Tail Ear Label "BENONI" Nos. 410 & 412	Hamilton	29	0	0	58	0	0
2	Red Dot Shoulder & Rump. Ear Label A&JG Nos. 57 & 58	Fenton	17/10/0			35	0	0
2	Black Dot Shoulder & Rump. Ear Label FBURN Nos. 74 & 75	Salvadore	23	0	0	46	0	0
12	Red Dot Head. Ear Label NPN. Nos. 34, 35, 36, 38, 39, 40, 41, 42, 43, 44, 45, 46	Pack Bros.	16	10	0	198	0	0
23	Yellow Brand on Shoulder. Ear Label VOSS Nos. 151 to 173	do.	16	10	0	379	10	0
						<u>£2496</u>	<u>0</u>	<u>0</u>

<u>NO.</u>	<u>PARTICULARS OF SHEEP & MARKS</u>	<u>PURCHASER</u>	<u>INSURANCE</u>	<u>AMOUNT</u>
	<u>EWES - 2 & 4 THS.</u>		£ s d	£ s d
		FORWARD		2496 0 0
50	Blue Dot Shoulder) Ear Tag A&JG Nos. 1/50	Fenton	11 0 0	550 0 0
32	Black Dot Shoulder) & Rump. Ear Label) FBURN Nos. 16, 21, 11 24, 44, 41, 50, 35,) 15, 29, 49, 5, 31, 13) 1, 28, 12, 25, 20, 4) 3, 34, 26, 8, 33, 42,) 46, 40, 36, 48, 9, 27)	Hansen	12 10 0	625 0 0
10	Two Black Dots Rump) Ear Label FBURN) Nos. 22, 18, 14, 37) 17, 32, 2, 19, 23, 6)	Salvadore	12 10 0	125 0 0
32	Yellow Brand Shoulder Ear Label VOSS Nos.) 39, 46, 37, 101, 11,) 12, 38, 42, 104, 48,) 10, 35, 43, 8, 40, 6) 106, 41, 49, 13, 44,) 7, 2, 45, 50, 3, 24) 1, 23, 4, 107 & 108)	Bonner	10 10 0	336 0 0
8	Yellow on Rump Ear Label McEWEN Nos. 1, 2, 3, 4, 5, 7, 8, 9, 10, 12, 13 14, 16, 17, 18, 20 21, 19	do.	10 10 0	189 0 0
5	Three Red Dots on Back. Ear Label PEAT Nos. 1/25	Hamilton	12 10 0	312 10 0
25	Blue Dot Rump Ear Label E SHORT 4 Nos. 648, 626, 356, 480, 423, 614, 589, 446, 371, 449, 509, 556, 435, 453, 450, 519, 547, 477, 610, 648, 664, 530, 621, 602, 369	Cameron	12 10 0	312 10 0

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CORRIEDALES

25	Ewes Red Dot Back. Ear Labels Nos. 449, 338 329, 321, 301, 304,) 330, 316, 305, 312) 331, 327, 309, 460) 324, 303, 317, 325) 313, 320, 341, 319) 315, 326, (314) <i>marked with</i>)	Hamilton	25 0 0	625 0 0
2	Rams Red Dot Back. EarL. 286B, 279B		28 0 0	56 0 0
	Black mark rump Ear 159, 27, 290, 453, 478 459, 489, 497, 500	Ryecove	18 0 0	144 0 0
				<u>£5771 0 0</u>

225
5546

S/5069

COPY OF A LETTER FROM MESSRS. DALGETY & CO. LD. TO THE CROWN
AGENTS FOR THE COLONIES

65 Leadenhall St.
E.C.3.

28th April 1926.

Gentlemen,

We have pleasure in enclosing herewith debit notes and other particulars received from our Wellington Branch for cost and charges in connection with Sheep and Fodder shipped by them to the order of the Colonial Secretary, Port Stanley, Falkland Islands. The total amount of the combined debit notes is £7019.10.4. and our Wellington Branch's draft for this amount will be passed through the Bank to-morrow in the ordinary way.

You will note from the copy of our Wellington Branch's letter on the subject, enclosed herewith that the insurance premium was to be collected in London, so we also hand you debit note in this connection for £485.1.7.

We regret to advise that one Ewe, Earmark No.314 insured for £25 broke away from the mob near Wellington Wharf and was killed by a passing train. We have received a certificate confirming the casualty and will collect the insured value of the animal from the Underwriters and credit you in due course.

We understand that the remainder of the Sheep were got on board in splendid condition and we sincerely hope that they

arrived safely at their destination.

We are, Dear Sirs,

Yours faithfully.

for Dalgety & Co.Ld.

(Signed) F.D.Haggard



ALL COMMUNICATIONS TO BE ADDRESSED TO THE CROWN AGENTS FOR THE COLONIES, THE DATE OF THIS LETTER BEING QUOTED AND THE FOLLOWING REFERENCE: 778/5080. TELEGRAMS, "CROWN, LONDON." TELEPHONE, 7730 VICTORIA.

4. MILLBANK, WESTMINSTER, LONDON, S.W. 1.

7th June, 1926.

Sir,

I have the honour to enclose a copy of a letter dated 28th April, which we have received from Messrs. Dalgety & Co, together with enclosures in original, in respect of the consignments of sheep and fodder, shipped from New Zealand to the Falkland Islands, and referred to in your letters Nos. 434/25, and 513/25 dated 1st September, 1925, and the 1st March, 1926.

2. The exact amount of Messrs. Dalgety & Co.'s claim was £7504.11.11. which amount was made up as follows:-

Expenditure on account of sheep, excluding insurance,	£5,332.19. 4.
Expenditure on account of fodder, including insurance,	1,686.11. 0.
	<hr/>
	£7,019.10. 4.
Insurance of sheep,	485. 1. 7.
	<hr/>
	<u>£7,504.11.11.</u>

We recovered from the Falkland Islands Company the sum of £6,839.0.11. being the total amount claimed for the sheep, namely £5,818.0.11. plus the sum of £1021. referred to in the second paragraph of your letter of the 1st March. The Falkland Islands Company were willing to refund the whole of the expenditure incurred in connection with the fodder, but we informed them

that

The Colonial Secretary, Falkland Islands.

- 2 -

that we were content for the time being to receive the sum of £1021, subject to your further instructions.

3. Subsequent to the recovery from the Falkland Islands Company of the amount named, an error was detected in the amount of the insurance premium on the sheep, which was reduced from £485.1.7. to £466.3.6. so that the sums actually paid to Messrs Dalgety & Co., and debited in our accounts with the Government of the Falkland Islands will amount to £7,485.13.10.

4. You will note that one of the sheep was accidentally killed prior to shipment. Messrs. Dalgety & Co., propose to claim this loss from the insurance Underwriters in conjunction with any which may occur during the voyage. Should there be any loss during the voyage a certificate should be obtained from the Ship's Agents and sent to us as evidence in support of the claim.

5. We have pointed out to Messrs. Dalgety & Co., Ltd, that the amount paid to them included freight on 333 sheep (including presumably the one already reported to have been accidentally killed) although the Bill of Lading signed for 332 only. The firm state that they are in communication with their Wellington branch on the subject. We will report the result to you in due course.

I have the honour to be,

Sir,

Your obedient servant,

W. A. Wichham

for Crown Agents.



The Falkland Islands Co.Ltd
Stanley

20th July 1926

Sir

I beg to advise you that we have received information that the Head Office of this Company has paid the following amounts to the Crown Agents for the Colonies in liquidation of Messrs Dalgety & Co's Draft for sheep etc. from New Zealand -

For sheep	£5818. -.11	
" Fodder	<u>1021. -. -</u>	£6839. -.11

2. I am informed that the Crown Agents have sent full particulars to the Colonial Government in this connection and, as the figures quoted above do not agree with those furnished in your letter of 5th May last, I shall be obliged if you will furnish me with information to enable me to reconcile the amounts to be borne by the various Farmers.

I am,

Sir,

Your obedient servant,

W. H. B. Graham
Manager.

The Honourable,

The Colonial Secretary
Stanley.



The Falkland Islands Co.Ltd
Stanley

20th July 1926

Sir

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I am,

Sir,

Your obedient servant,

Manager.

The Honourable,

The Colonial Secretary

Stanley.

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SHIPMENT OF SHEEP FROM NEW ZEALAND

APRIL 1926.

Statement showing difference between charges paid by Falkland Islands Company Limited and charges advised in Enclosures to Colonial Secretary's letter of 5th of May, 1926.

Charges as advised.

Charges paid by Falkland Islands Company.

Cost of Sheep delivered at Stanley £5332.19.4.

£5332.19.4.

Insurance premium at 28.8.0% on £5770. £484.13.8.

Insurance premium charged in error on £5771 instead of £5770. 484.15.4.

Difference 7.11.

Cost of policy and stamps 6.3.

£5818. 0.11.

£5818. 0.11.

434/25.

26th July, 26.

Sir,

With reference to your letter of the 20th of July, I am directed by the Acting Governor to attach a statement in explanation of the charges, amounting to 7/11 which have been paid by your Head Office in London in excess of the charges detailed in the statements furnished to you under cover of the letter from this office of the 5th May. The allocation of this additional sum of 7/11 is left to your discretion.

2. I am also to enclose a copy of a letter received from the Crown Agents which may be of further assistance to you in your final adjustment of these accounts.

I am,

Sir,

Your obedient servant,



for Colonial Secretary.

The Manager,

The Falkland Islands Co., Ltd.,

STANLEY.

Cuttings from "New Zealand Farmer" of 1st May, 1926 relating to shipment of sheep to Falkland Islands.

(Pages 678, 699 and 741.)

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tarnips. That was a fairly big amount
ence.

Another Peterbro user in South Canterbury, writes:—

The tractor is a wonderful tool with which to get over the gruelling work of ploughing, such as is so hard on horses, such as ploughing, cultivating, harrowing, and such like hard work. It really is, in my opinion, the most valuable thing I have ever owned. When weather and ground are favourable very long hours which are usually of the driver and see by daylight. I consider that the tractor would have saved my horse team tired of first-rate work. Herford and I expect you will find no grade is so good, but, for the job, they give good results, or even a driver has no sense to apply. Well, the tractor does the hard work, the horses practically do the class of work of the driver. I do away upon a team of six horses for one team of a tractor (drilling, etc.) At any rate I am a Peterbro tractor, and I shall have plenty of turnips, and I shall have plenty of turnips, and I shall have plenty of turnips. I not bought the tractor.

Okuku (user of a tractor) writes:—
is of such a nature that extra rush of work in the early summer months, and the six-horse team could manage

New Zealand Romneys for the Falkland Islands.

ANOTHER SHIPMENT OF NORTH ISLAND SHEEP.

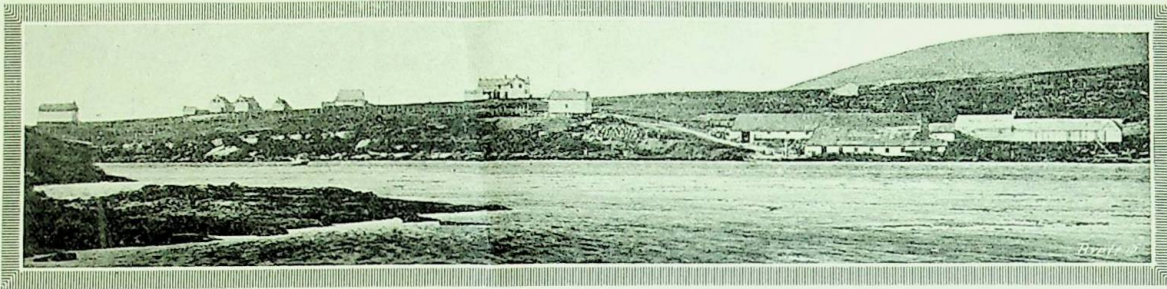
During the last week of March the world-wide value of New Zealand's Romney-bred sheep was again demonstrated when Messrs. Dalgety and Company

100 from the Wairarapa, and the balance from Wanganui, Karere and Tiakitahuna. The particulars of the selections were as follow:—

T. McEwen, Karere, 18 2 and 4-tooth ewes.
W. Peat, Wanganui, 25 2 and 4-tooth ewes.



MR. JAMES ROBERTSON, OF NEW ZEALAND.
Manager of Port Stephens Station, Falkland Islands.



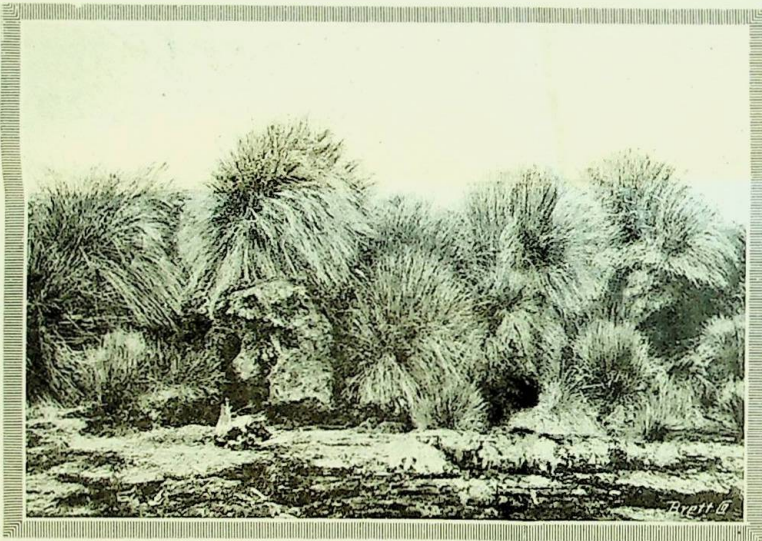
PORT STEPHENS SHEEP STATION, FALKLAND ISLANDS, MANAGED BY MR. JAMES ROBERTSON.

dispatched to the Falkland Islands, South America, about 300 Romney ewes and rams to a group of buyers there. The actual selection of the sheep exported was made by Mr. J. B. Moadie,

E. E. Short, Feilding, 20 2-tooth rams, Estate, E. Short, Feilding, 20 2-tooth rams, and 25 2 and 4-tooth ewes.
W. H. Gibson, KIWITEA, 6 2-tooth rams.

A. and J. Gray, Wairarapa, 2 2-tooth rams, and 50 2 and 4-tooth ewes.

is not necessary to go into any details of its history. The line of 25 shearling stud ewes drawn from this flock is of the type that comes from Parorangi, being full of character and style, beautifully even in the fleece, carrying a fine



TUSOCK GRASS ON THE FALKLAND ISLANDS.

of Dalgety's, Wellington staff. The sheep were drawn from the flocks of ten different breeders in the North Island, and of the total number of nearly 300, about a third were selected from flocks in the Feilding district, about

A. E. Sandilands, KIWITEA, 12 2-tooth rams.
N. P. Nielson, TIAKITAHUNA, 12 2-tooth rams.
M. Voss and Sons, KARERE, 23 2-tooth rams, and 22 2 and 4-tooth ewes.



MR. W. H. GIBSON'S SIX TWO-TOOTH RAMS.

R. and F. Gray, Wairarapa, 2 2-tooth rams, and 42 2 and 4-tooth ewes. Total, 298.

dense wool, and every ewe is alike. Of the 20 shearling flock rams it can be said that they are well-grown, low set,

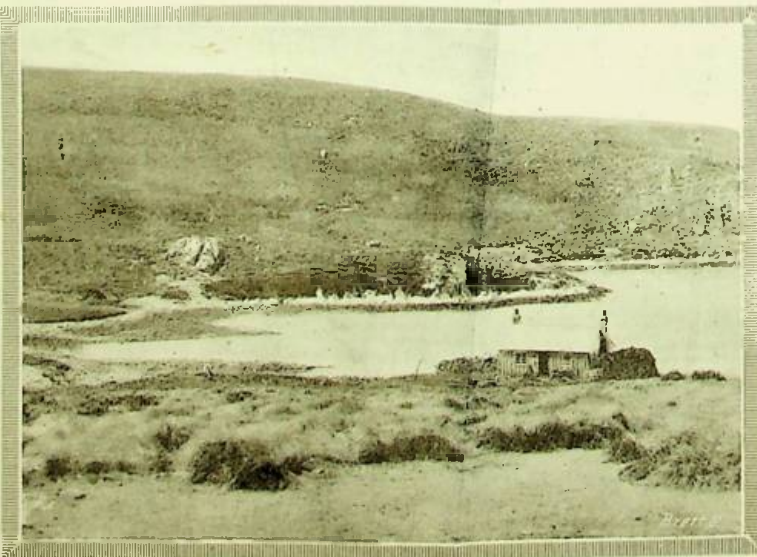


MR. W. PEAT'S TWO AND FOUR-TOOTH EWES.

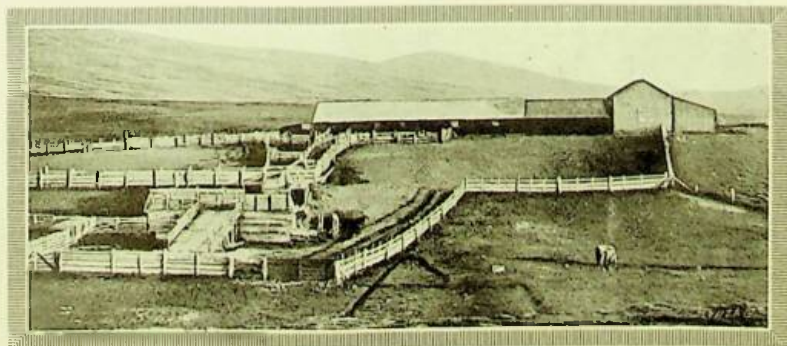
The Various Breeders.

The flock of the Estate E. Short, "Parorangi," is so well known that it

robust sheep, carrying great fleeces of wool, with great bone and constitution and with beautiful heads. They are a



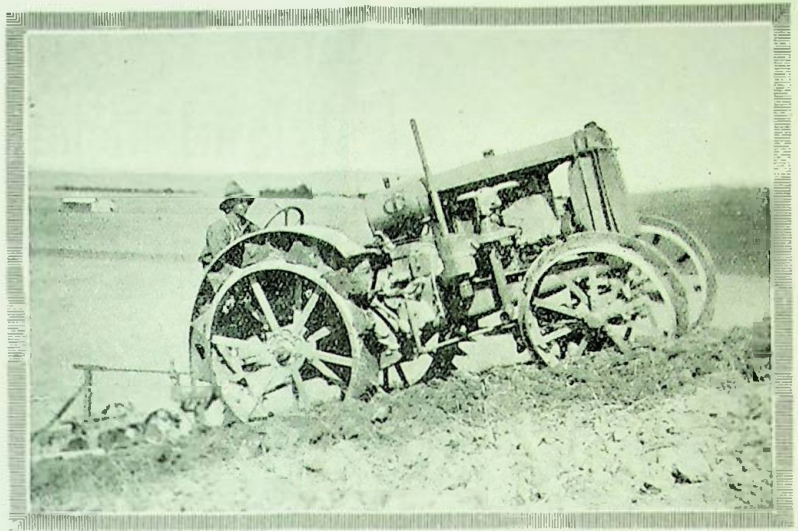
SHEPHERD'S HOUSE, SHOWING THE TYPE OF SOME OF THE FALKLAND ISLANDS COUNTRY.



WOOLSHED AT SAN CARLOS, EAST FALKLANDS. Owned by Mr. W. Cameron, to whose station some of the Romneys have gone.



MR. G. W. R. OSBORNE'S PETERBRO' TRACTOR, THAT HAS DONE 7000 ACRES OF WORK IN THREE YEARS.



TWIN CITY MACHINE WITH THREE-FURROW PLOUGH ON A CONSIDERABLE GRADE.

has played a big part in the wave of tractor sales that has taken place in the past two years. Space will not permit of quoting the letters in full, nor of quoting even extracts from a large number. Those given here are taken as

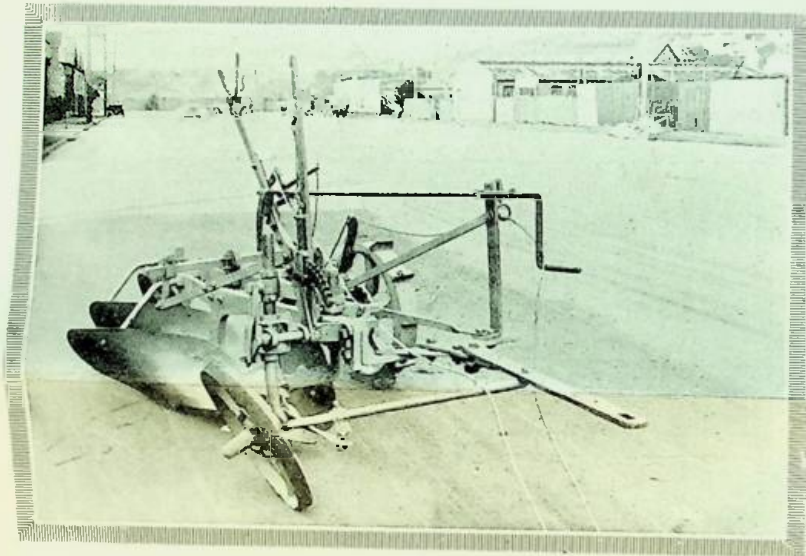
- (2) A comparison of this work with that of a 6-horse team.
- (3) The cost of repairs, renewals, etc., since the purchase of the tractor.
- (4) Whether a skilled operator was required.

with the 12-20 Case tractor, and am thoroughly satisfied with the machine. It has never given me any trouble and is running as sweet as ever. The upkeep on it has been negligible. For the two years I have bought two sets of sparking plugs, and there is a lot of running in the present set yet. I relined the clutch last week in preparation for the hauling season. That is the extent of my upkeep for the two seasons. I have ploughed about 350 acres, doubled-disked 600 to 700 acres, cultivated 300 acres, besides harrowing, clod crushing, etc.; also hauled over 100

makes an allowance for broken time, etc., when a team has to be fed, and the tractor is costing nothing. In one case where the work is practically all done in five months of the year and horses are idle most of the rest of the year, keeping horses is not at all a payable proposition compared with the Case tractor. Depreciation would have to be very heavy to come anywhere near even up to the cost."

Mr. J. Calvert, Roslyn Bush, Southland, writes:--

During the two seasons we have used



A REID AND GRAY TRACTOR D.F. PLOUGH.

This plough is fitted with independent and automatic front wheel lift and depth regulator operated from the tractor.

representative, and in certain instances because they outline some original point of view.

The questions asked the tractor users were along the lines of:--

(1) The amount and class of work done by the tractor, and the cost of different farm operations.

(5) Whether the tractor was satisfactory or otherwise.

Extracts from replies received are given below:--

Mr. O. M. Moseley, Sterling, Otago, writes:--

"I have completed my second season

NOVEL STEERING GEAR FOR TRACTOR USE, INVENTED AND PATENTED BY MR. H. WRIGHT JOHNSTON, A FARMER OF DUNSANDEL, CANTERBURY.

With this gear an operator can sit on the plough seat and regulate depth, etc. By its use there is no need for a tractor owner to have a plough lift. The device can be fitted for use with all farm machines, e.g., reaper and binder, drill, etc.

tons to the railway. Compared with a six-horse team the work can be done by the Case tractor considerably cheaper. Not allowing anything for wages in either case, but just the cost of feeding a six-horse team and fuel and oil for tractor, I consider that ploughing cost by tractor works out at 3/6 per acre, compared with 6/ per acre with six-horse team; double discing with tractor 1/4, compared with 2/9 with horses. This

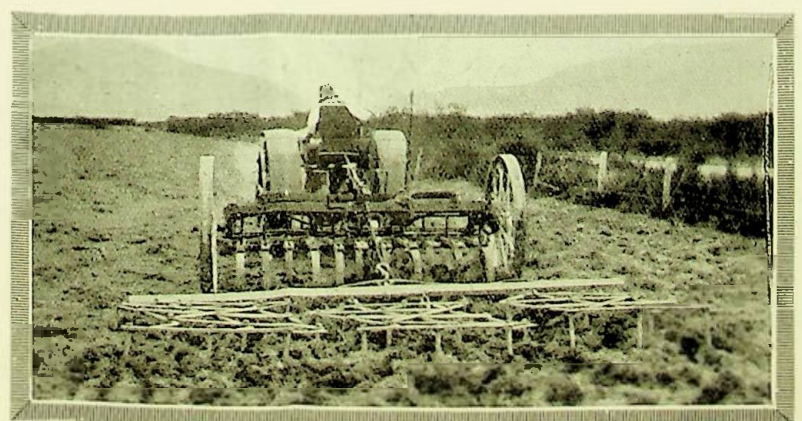
the tractor it has give us the greatest satisfaction, and we find we can get through our work very much quicker and cheaper than previously with two teams. Having kept a record of what the tractor costs us to do different classes of work we are in a position to give you the following figures showing the amount of work we can do in an

Continued on page 741



TRACTOR HAULING THE LATEST TYPE OF CULTIVATOR.

The Hustler machine (made by Storrier and Co., Timaru), with rigid tines, is specially devised to suit tractor work, and is particularly useful in eradicating twitch.



MR. AMYES, OF RUSSELL'S FLAT, GRUBBING AND HARROWING WITH A WALLIS.

New Zealand Romneys for the Falkland Islands.

Continued from page 679.

land, and later on the flocks of Messrs. Max Voss, W. I. Lovelock, A. J. Gallichan and others were drawn upon for ewes.

Mr. W. Peat's contribution to the shipment consisted of 25 two and four-tooth ewes. These were from the Pickwick flock, which consists of 225 ewes, put to rams, 125 ram lambs and 110 ewe lambs, a total of 460. In addition to the foregoing, eight stud rams are at present being used. The Pickwick flock was founded in 1907 by the purchase of 76 ewes from Mr. James Campion, Waitana, these sheep carrying the well-known Ludlam strain. In 1917 a further 22 ewes were purchased from the same breeder, and in 1925, 32 ewes from Messrs. Batly Bros.' flock were added. Notable rams used were bred by Messrs. R. Cobb, A. Matthews and Bayly Bros.

The flock of Messrs. A. and J. Gray (Masterton), was founded in 1910 by the purchase of ewes from Gray Bros., of Fairburn. In 1924, ewes purchased from Mr. R. Buick were added. To keep the flock true to type rams were secured from Messrs. W. Perry, E. J. Riddiford and W. Rayner.

Messrs. R. and F. Gray began their flock in 1882. It now consists of 600 ewes, and was one of the original flocks entered in the first Romney Marsh Flock Book.

Earlier Shipments.

A chat with Mr. John T. Mowat produced some interesting reflections regarding this Dominion's earlier associations with the Falkland Islands. Mr. Mowat went there in 1895 as chief inspector of stock, his mission being to eradicate scab and to advise sheep farmers how to improve their flocks. On his advice a shipment of 500 rams was purchased, and were sent down in the old Mamara in 1896. This was the first shipment from New Zealand to the Falklands or any other South American port. In 1898 Dalgety and Co. sent down another shipment by the Rangitata.

A New Zealand Ambassador.

Mr. James Robertson, a Nelson-born man (whose photograph appears with this article), went down in 1895 with Mr. Mowat's party. He is still there, and has been managing the Port Stephens station for the past twenty years. A photograph of this station helps to illustrate this article, and to this place some of the 1926 shipment of Romneys have gone. This incident illustrates one of the advantages of New Zealanders going abroad to settle, where they may act as ambassadors for the high-grade sheep bred in this Dominion. Mr. Robertson has made a great success of the Port Stephens station, which now carries from 42,000 to 45,000 Romney sheep. Before going to the Falklands Mr. Robertson was with Messrs. Nelson Bros.' Freezing Company in Blenheim.

History of the Breed.

The recognition of New Zealand as a suitable source from which to draw foundation sheep for flocks in other parts of the world makes the occasion a suitable one in which to refer to the history of New Zealand's Romney Marsh sheep. Reference to the sheep returns for 1922, of the figures compiled by the Dominion Government, shows that the total number of stud sheep of the various breeds registered throughout New Zealand totalled 272,145, of which Romney stud sheep numbered 123,453, being 43 per cent of the whole of the registered sheep in the Dominion. It may or may not be generally known that the Romney Marsh breed of sheep takes its name from an extensive tract of land lying between Sandgate and Rye in the south of Kent, England, which was reclaimed from the sea several centuries ago. Although some of the land is sandy, most of it is extremely fertile, but bleak and cold in winter, so much so that breeders usually send most of their young sheep to the Uplands or the adjoining county of Sussex, to remain there during that period of the year.

Youatt states that "a long-wooled and highly valuable breed of sheep has been kept on Romney Marsh from time immemorial." Mr. Price, who lived on the border of the Marsh, describes the Romney sheep as follows:—"The pure Romney Marsh sheep are distinguished by thickness and length of head, a broad forehead with a tuft of wool upon it, a long thick neck and carcase. They are flat-sided, have a thick chine, are tolerably wide on the loin, have the breast narrow and not deep, and the forequarter not heavy or full, the thigh full and broad, the belly large, the tail thick, long and coarse, the bone large and the wool long but not fine. They have much internal fat, and are great favourites with the butchers. They have much hardihood, bearing their cold and exposed situation well and requiring no artificial food during the hardest winter, except a little hay." Youatt adds that the breed demanded a pasture of unusual richness, and found it on the marshes.

The above description, with the exception of their hardihood, scarcely fits in with the sheep now produced and the question is whether the improved form, the better sprung rib and more even carcase, has been brought about by careful selection or by the introduction of outside blood. Youatt maintains that the English Leicester, that great improver of nearly all our long-wooled sheep, was used to some extent in the Romney Marsh and materially improved the breed. The sturdy appearance in rams, ewes, and lambs, their splendid bone and constitution, and the true character (as defined by old standards) often wanting in our early New Zealand flocks, cannot fail to attract notice.

On September 2, 1853, the ship Cornwall arrived in Wellington with some sheep—16 ewes and four rams left Gravesend—and these were sold to Mr. A. Ludlam, of Waitetu, Hutt, who was the earliest breeder of Romneys of whom there is any record in the North Island. Later on a number of Mr. Ludlam's sheep were taken to the South Island, and many years ago Dr. Webster and Mr. J. C. Boys, of Rangiora, and Mr. J. B. Reid, of Elderslie, had celebrated flocks. For some years the breed in the North Island did not improve much as there was a difficulty in obtaining fresh rams, but later on rams and ewes were imported from Kent, which had the effect of imparting the true Romney character to our flocks, and it is now safe to say that in our best flocks we have sheep equal, if not superior in wool, carcase, and symmetry, to any of the breed in any other parts of the world.

The New Zealand Sheepbreeders' Association originated about 1894, and the first flock book was published in 1895, in which 51 Romney Marsh flocks were recorded, 125 Lincolns, 112 English Leicesters and 67 Border Leicesters, representing flocks scattered over the whole of the Dominion.

In 1904, the Romney breeders seceded from the association dealing with a number of breeds, and formed the New Zealand Romney Marsh Sheepbreeders' Association. From 78 flocks registered in that year there are now over 600 flocks entered in the flock book. There has not only been this great increase in the number of registered flocks, but there has also been a marked improvement in the quality of the sheep. Our best sheep are declared to have bone, constitution, symmetry and true character equal to the best that can be obtained from Kent (the home of the Romney), and they are far ahead in the quality and weight of their wool.

The Falkland Islands.

Furthest South! our hearts respondent,
Motherland, we love thee yet!
True to Empire, God and Country,
Furthest South, we'll ne'er forget.

So sang the Rev. C. McDonald Nobley in introducing his booklet on "The Falkland Islands, South America." It is interesting at this juncture to take a mental glimpse of the Falklands, which will doubtless continue to be a customer for New Zealand's Romneys. The islands are the only considerable cluster in the South Atlantic Ocean, and are about 300 miles east of the Straits of Magellan. The colony consists of two larger islands, and nearly 150 smaller ones, comprising in the aggregate 6500

square miles (or about one-seventh part as large as the North Island of New Zealand.) After many changes of assumed ownership the islands were colonised, for the final time, by the British in 1840. The majority of the colonists are either Scottish settlers, or are descended from them.

The main industry of the colony is sheep farming, and there are about 800,000 in the islands. This number was greatly exceeded a few years ago, but large numbers have been used for canning purposes during recent years. The canning works at Goose Green, in the East Falklands, account for about 40,000 sheep annually, and there are also smaller canning works at San Carlos North. Whaling stations, seal skins and penguin oil complete the measure of the islands' industries.

The Falklands Sheep.

The sheep in the colony are mainly of the Romney Marsh breed, for after years of experimenting this breed has seemed to suit the climate better than others. Records show that in 1847 the total number of sheep in the colony did not exceed 200. In the following year it fell to 78. In 1862 the number was 15,369. The year 1867 has been stated as the date when the first strenuous efforts were made to establish the industry on a permanent footing. In 1871, the number was 78,400 and yearly increases brought the figures to the amount already indicated. At present, perhaps 1,000,000 sheep may be regarded as the standard stock. The industry is carried on only in the Falklands, the Dependencies being unsuited for it.

The general aspect of the country is mountainous, and chiefly bog land upon which the sheep appear to thrive well. The climate, though extremely bleak, is usually considered very healthy, sickness being almost unknown. The average rainfall is 21 inches, but though it is reputed to rain on the average for 230 days in the year yet, owing to the high winds, the climate is not damp.

Plant Life.

There are two forms of plant life in the Falklands that prove of more than usual interest, the first being the Balsam Bog (or Bolase glebana). In a popular paper these have been described as trees growing upside down. In reality they are mounds covered with hexagonal markings, which are the leaf buds, on the extremities of the branches, which, ever since the plant started as a single root, have gone on branching out dichotomously. So slow has this process been that the branches have widened out more than they have lengthened. The result is a solid mass of plant life, each branch of which continues to divide, and each division growing in width to fill up the intervening space. The transverse growth being greater than the vertical, the branches begin to press against each other. The more the plant grows the greater becomes the pressure, and the branches become hard—in fact, so hard that it is almost impossible to cut them. The bog exudes a pale yellow gum, which is reputed to be useful for wounds. Balsam bogs are practically unknown in any other part. The tussock plant also forms a feature, for, with the exception of a few small islands in Tierra de Fuego, the grass is almost unknown. It is a species of the carex (dactylis caespitosa). The bogs grow from 12 to 20 feet high and are invaluable for fodder.

There is a great absence of trees in the colony—with the exception of a small cluster at Hill Cove and one or two odd ones here and there, all of which have been planted and are well fenced in to protect them from the winds; these attain no height whatever.

Such, then, is the general character of the country to which Messrs. Dalgety and Co. have sent their latest consignment of New Zealand Romneys. From the sweet grasses and sheltered surroundings of beautiful Pararangí, the fine pastures of Kivitea, the excellent fields of Messrs. Voss Bros., of Karere, from the Wairarapa and Wanganui, the assorted flock will experience a great change, and a review of their behaviour during the next 12 months would be of intimate interest to every breeder of Romney sheep in New Zealand.

A Chat with the Jersey President.

Continued from page 687.

tion per cow was 227.52lb fat in 239 days, compared with an average return absolute necessity of every dairy farmer of 207.81lb fat in 237 days for the previous season. The highest herd averaged 372.66 lb fat in 288 days, and the lowest averaged 80.94lb in 110 days. The highest cow gave 746.98lb fat in 302 days, and the lowest 28.61lb in 233 days.

Darkey, the highest of all the 55,745 cows tested, is a grade Jersey owned by Mr. Matt. Shaw, of Matamata. Mr. Shaw carried her test on for the full period of 365 days, and the little cow finished up with the highly creditable record of 816.32lb fat. A photograph of Darkey appears in this issue, along with that of a pedigree Friesian cow owned by Mr. John Ward, of Te Aroha, which had the honour of putting up the second highest record of all cows tested, namely, 699.96lb fat in 342 days. The Friesian cow in question is Dewdrop of Willowdale. Burford Eileen Sultano and Buttercup's Daisy, two pedigree Jerseys tested for the full period of 365 days in Mr. Shaw's herd—under the Herd Testing Association—returned 716.17lb fat and 642.23lb fat, respectively—a tribute both to the breed and their breeder.

Power Farming in New Zealand.

Continued from page 677

eight-hour day and cost per acre: Ploughing 7 acres, 2/11 per acre; discing 20 acres, 11d per acre; harrowing 20 acres, 11/ per acre; harrowing 60 acres, 3/ per acre (double cut). In the tractor for clod-crushing, cultivating, belt work and all other classes of farm work with very satisfactory results. Although we have done a lot of work with the tractor, repairs have been practically nil, and we have experienced very little trouble."

Mr. James Logan, Owaka, writes:—

"I have been the owner of a 10-18 Case Tractor for 6 years, and I find the tractor very suitable for farm work. Before purchasing a tractor I had a six-horse team, and decided to quit the horses as they were running idle five months of the year, and when the busy time came in the spring they could not stand up to the hard work. With a tractor there is no expense when idle, and when a busy time comes you can make up time. For ploughing, discing and harrowing the tractor will do as much, if not more in the same hours as six horses, and when the day is done cover up your machine and you are done for the day. On hilly country the power of the tractor is, of course, reduced, say, by two horses, but it is surprising where you can take them, provided you have suitable wheels. Re the upkeep: The tractor requires careful attention and a good operator can get more out of his tractor and have less repair expenses. The tractor is also handy for belt work such as sawing wood chaff cutting, and dressing oats."

Mr. T. Miller, Oreti (user of a Case tractor) writes, inter alia:—

"It pulls the three-furrow Reid and Gray plough, any depth and any width, and the acreage for about nine hours is eight acres, on three and three-and-a-half tins of kerosene, and we also use two sets of cut-in and cut-out Reid and Gray discs harrows, and have disced from 25 acres in the day, with about the same amount of fuel. It does not require a skilled hand to work the machine so much as one to keep an eye to the working parts of the machine. It has pulled the drain plough which is a 14-horse lead, 20 inches deep."

J. Smith and Sons, Greenfield, Otago, write:—

"We have just completed the third season with a 15-27 Case tractor, and got through quite satisfactorily. Below is a list of last season's work, and considering it is a three team job, and all

ridgy country, I do not think the cost is unduly high.

	Acres	Hours	Kerosene	Benzine	Oil
Ploughing	403	313	442	173	55
Top Work	1531	520	714	353	—
Drilling	181	67	36	15	—
Sawing Wood	—	104	—	13	—
Hauling	—	2	3	1	—
Totals	2115	930	1195	618	55

This, with grease, gear oil and repairs, amounts to £252 4/6, or under 2/6 per acre for the 12 months ending January 30, 1926.

Mr. W. R. Grant, Wayby (user of a Case tractor) writes:—

"In a 10-hour day with a R. and G. double furrow plough she will do eight acres at about 4/ per acre cost. We pull a 32-20-blade disc harrow doing from 15 to 20 acres double cut in 20 hours at a cost of 1/ per acre. It will take a six-horse team eight hours to plough from two to three acres, and the same to disc six to eight acres, beside the cost of feeding them when they are not at work, whereas the tractor will stand in the shed. Another point in favour of the tractor: If we are specially anxious to get a crop in, we can work as many hours as we wish, an impossibility with a horse team, as they cannot stand the long hours. It does not require a skilled workman. My boy, 19 years, has done everything with her, and manages splendidly. Our repairs have been nil since purchasing the tractor some 18 months ago."

Messrs. R. and G. King, Winton, write:—

"I have great pleasure in expressing complete satisfaction with the machine. I have been using same for two years, and it has given no trouble, the only repairs being a few plugs. It is much more economical than a team and very convenient to work. There is an ample reserve of power and it will do all kinds of team work as well as belt work. No particular mechanical knowledge is required to drive it. I have used the tractor (a Case) ploughing, discing, harrowing, rolling, clod-crushing and topdressing with the best of results, and more than twice as fast as an ordinary team. It will conveniently pull a ten horse load at a speed that averages more than a team. I have ploughed 58 acres in 62 hours, using about one and a-half gallons of fuel per hour and have double-diced 30 acres in 12 hours. The tractor is light on oil and is always easy to start even in the coldest weather. I worked a team several years before buying a tractor, and I would not consider working another on land that is suitable for a tractor. The tractor does the work for about one-third cost and in less than half the time."

Mr. L. T. W. Wright, of Oxford (user of a 15-27 Case tractor).

"My experience with tractors is rather different from most farmers, as my country is manuka scrub, and it was mainly to plough this that I bought a tractor. The work I have done so far is wonderful, and quite a lot of farmers that are experienced in this class of work will not believe the work that can be done until they see it for themselves. The scrub varies from four to twelve feet in height and this tractor pushes its way, pulling two swamp ploughs and turning two furrows 18in wide by 8in deep, completely burying all the scrub. Last winter 225 acres of this class of scrub land was ploughed, and the cost was surprisingly low, comparing it with any blocks ploughed before, with either horses or traction engine. A six-horse team would plough about 75 acres in the same time as tractors ploughed the 225 acres, and a traction engine would do the same amount or more as a tractor, but would be more expensive and a lot more work carting coal, water, etc. The comparison of costs as near as I can give are as follows:—Tractor: Four acres per day, average 8/ per acre. Six-horse team: 1.1-3 acres per day, average 15/ per acre. Re one tractor engine, I can only give contract price, £2 per acre. The tractor and team prices just include the cost of running; no wages or depreciation allowed. Two winters ago my six-horse team ploughed 75 acres, tak-

ing all winter, and I also engaged a steam plant to plough 50 acres, which cost me £1000, and this last winter, with the tractor I turned in 225 acres and just cost me £90, and did not employ any extra labour."

Mr. F. Dixon, of Loburn (user of a Case tractor) writes:—

"I can confidently recommend the use of a tractor on the farm, but I would say here, don't do away with all the horses. I find that with both it is a very great help. We can plough an acre an hour with a three-furrow plough on a gallon and a half of kerosene or distillate. We have ploughed and worked in 10 months 156 acres for crops and 180 acres for turnip and rape and green feed. One more great advantage is that you can go straight away any time. We have had two acres ploughed before the horses were yoked in the morning, and can get two rounds on them at dinner time. For cultivating it beats the horses hollow, and in many cases such as rolling and harrowing you can do it in the one operation. Re skilled labour, you don't want skilled labour, but at the same time you want a man you can depend upon to do the necessary greasing and oiling. The repairs for the ten months would not amount to more than £1."

Messrs. J. Gibson and Sons, Cheviot (users of a Case tractor) writes:—

"The tractor has this great advantage, that when the land is in proper order the work can be done with much greater facility. We had kept on the farm before introducing the tractor, one six-horse team and one four-horse, and we reckon the work has been better done and much quicker time than the teams could have done it. We are satisfied that the tractor has done more work in given time than the 10 horses could have done, and the saving of labour is immense. In having no horses to groom, feed, etc., it makes the life on the farm much more inviting."

Mr. R. Oakley, Doverdale, Rakaia (user of a Case tractor) writes:—

"It is giving me entire satisfaction; in fact it has exceeded my expectations. I find it exceedingly useful in sowing turnips and grass seed, as it hauls the drill, roller and harrows at the one time, and in reaping it beats the team every time, for with my 8ft reaper and binder we can easily cut three acres per hour. The cost of my ploughing works out at 3/8 per acre, and the other ordinary farm work costs about 3/ per hour. My repair bill has been practically nil, although I have had all kinds of ordinary farm work done that a team does, and had it done easier; and will do as much in seven hours as a team would do in eight hours. I think that anyone with ordinary intelligence and a knowledge of machinery can work a tractor, as my son, who is not yet 21, has worked it all the time, and does excellent work with it."

Mr. H. Voss, Willowbridge (user of a caterpillar tractor) writes:—

"For years I have owned and worked an English wheel tractor on my farm. I have also worked an American wheel tractor at tractor trials, so therefore lay claim to having some knowledge of the various makes of tractors. I can assure you that after having worked the caterpillar tractor I would never go back to the wheel machine again—I would rather go back to horses. There is a vast difference between the wheel and Caterpillar type of tractor, and I can say with confidence that one can go almost anywhere with the Caterpillar without doing any harm to the soil. I reaped my grain crop with the Caterpillar and consider that, without a doubt, it is more efficient than anything I have ever hitched on to my binder. It cut the corners quite square without any loss of time in turning, just with the usual binder attachment. With the Caterpillar in front of the binder one does not require any special binder attachment. While ploughing this tractor travels in the grass out of the furrow, and is quite easy to steer. The Caterpillar does not lose its steeringway like the wheel tractor, and it does not pulverise the ground; therefore the work done by the plough is not spoiled by the tractor before and after the furrows are made.

On top work, such as grubbing, drilling, cultivating, rolling, etc., the Caterpillar does not pack the soil down. Although the machine weighs two tons, it hardly leaves a mark anywhere. Quite a big feature of the Caterpillar is the turning, and it is, without a doubt, the quickest tractor I have ever seen at the headlands. There is another noticeable feature with the tractor, and that is its silence both with the engine and tracks. This in itself is a great boon to the driver, especially if he is a bit nervy. The Caterpillar is very light on oil, and the fuel consumption is also very light. These engines are run entirely on benzine, therefore there is no trouble heating up and changing over as with the kerosene engine."

Mr. Grey P. Chewings, Mossburn (user of Fordson tractor), writes:—

"Mine has been in use now for over five years, being one of the first delivered in Southland. During that time it has done a tremendous lot of work, and, beyond tightening the big ends and fitting new piston rings, it has had no other adjustments than an occasional clean up and grinding in of the valves; and it is running as sweet and true as ever. I may say that it has always been in charge of careful men and has had the oil changed in the crankcase after every six, or at the most, eight days' work. This, I am sure, is the secret of running either a tractor or a car engine to get satisfaction."

A Fordson owner writes:—

"I find the tractor a great boon. Fifty acres that would have been used for horse feed are now being put to productive use. I also save 800 sacks of oats and chaff each year. I have been able to dispense with horses and five ploughmen."

Another Fordson owner writes:—

"Have had mine for four years and have not had a mechanic near it, except for the first day or so to teach me to drive. My neighbour and myself are at present drain-ploughing with our two tractors, averaging from four to seven miles of drains at a depth of eighteen inches to two feet."

Mr. D. McDonald, of Bankside, writes:

"A Fordson tractor was purchased by us in May, 1919, and it is working well and in good order at the present time. This is some of the work it has done: Ploughing three furrows, ten inches wide, and for eight hours it will consume nine gallons of kerosene at a cost of 12/ per case of eight gallons, also half gallon of oil in eight hours at 7/ per gallon. We have ploughed, disced, rolled, harrowed, drilled, grubbed and reaped on our farm. Fuel consumption varies according to load, but not more than the particulars above—reaping ten hours on eight gallons of kerosene. The Fordson equals horses for any farm implement, and to make up time if you are behind in your work, you can go ahead day or night. My two sons started drilling turnips with a 15-coulter drill at 12.30 on New Year's Day, and just finished at 10 p.m., covering 54 acres. Of course, they had to use lights part of the time, and there is not a coulter missed in the paddock. The tractor can be used on any sized farm the same as horses. The amount of work done in a season with our tractor was as follows: Ploughing, 997 acres; discing, 1250 acres; grubbing, 290 acres; rolling, 507 acres; drilling, 490 acres; harrowing, 90 acres; reaping, 90 acres."

Mr. W. N. Price, Waihou Downs, writes:—

"I had now had my tractor (a Peterbro) over two years, and in that time I had never had any trouble or breakage to cause delay in the work. During the wet weather I ground in the valves without any cost. I also fitted new piston rings, costing 42/, not because they were needed, but to keep the compression good, and in preparation for work to come. I had to replace a small casting, a matter of a few shillings, but in two years of work this is the sum total in repairs for the ploughing and working up of 400 acres. Although I still have a team for additional work, I shall not replace it when it has outlived its usefulness, for I have found that for handi-

ness, speed, and cheapness, the tractor is ahead of the team. For myself I have worked it out this way: I can do more work and quicker with the tractor on kerosene to the value of a pound than I can do with a six horse team on chaff to the value of a pound. So much ground has to be put aside every year for oats just to feed the horses, when it might be utilised for feed for fattening sheep, or for wheat or for something that will return actual money to the owner. If the proceeds from the oats that some put in for horse feed were used to buy kerosene one would find that one could do more work with a tractor using that kerosene than on an original crop by feeding a six-horse team—in fact that kerosene would last nearly twice as long."

Mr. John McDuff, Kelso, writes:—

"The fuel per acre is about a gallon for the heavy doubling discing, and the oil consumption is very small, as the 'Peterbro' keeps her oil clean. Any man who is careful, and who will carry out the maker's instructions will just be as good as the owner at driving the tractor. Repairs are not needed yet, and indications are for real good life with proper treatment. We are well pleased with the tractor, and hope to use her for lime carting and draining in the future."

Mr. L. H. Campbell, Happy Valley, writes:—

"Given a good big straight-out paddock it can run rings round a six-horse team in ploughing and discing. In discing I consider it a bit better than two six-horse teams. It pulls two sets of discs and moves faster than horses, and, of course you can run it as long as you like. Taking everything into consideration my repair bills have not been heavy, and I am well satisfied with my machine (a Peterbro). I may say that on this farm I have usually put in about 100 acres in oats for horse feed, that is when I had two six-horse teams and some odd hacks, and in addition to grass, rape, etc., usually got about 100 acres into turnips for winter feed. After selling one team and buying the tractor, I required only 50 acres of oats, and got 250 into turnips. That was a fairly big difference."

Another Peterbro user in South Canterbury, writes:—

"The tractor is a wonderful tool with which to get over the gruelling work which is so hard on horses, such as twitch-killing. For ploughing, cultivating, grub-harrowing, and such like hard toil, there really is, in my opinion, nothing to touch it. When weather and conditions are favourable very long hours can be worked, hours which are only limited by the ability of the driver to stick to the job and see by daylight what he is doing. I consider that the work done by the tractor would have made at least two six-horse team tired even if they were in charge of first-rate men who thoroughly understood and attended to their horses, and this is something of a point as I expect you know. I will not say that no grade is too steep for it, and this is not so, but, given the land in good order for the job, the machine will certainly give good results on a grade of 1 in 6, or even steeper, particularly if the driver has experience and enough sense to apply. To put the thing in a nutshell, the tractor is a splendid machine to do the hard gruelling work, thus saving the horses and working it one can practically do with up to two six-horse teams less than otherwise, according to the class of country and the ability of the driver. It will not, in my opinion, do away upon most farms with the need for one team of horses, as the horses can do many of the farm operations (drilling, etc.) better than the tractor. At any rate I am quite satisfied with my Peterbro tractor, and can truthfully say that I shall have at least double the quantity of turnips, and less than half the twitch this year than I should have had I not bought the tractor when I did."

Mr. J. W. Warren, Okuku (user of a Wallis tractor) writes:—

"Our work is of such a nature that there is an extra rush of work in the spring and early summer months, and while the six-horse team could manage

Stanley, July 26th 1926

~~xxx~~ The Colonial Government.
Stanley.

To the Falkland Islands Company, Limited.

To Balance of cost of 6 Corriedale Rams
on account of Messrs Bertrand & Felton
not covered by Insurance.

£ 1 -

163

Stanley, July 26th 1926

~~xxx~~ The Colonial Government.
Stanley.

To the Falkland Islands Company, Limited.

To Balance of cost of 6 Corriedale Rams
on account of Messrs Bertrand & Felton
not covered by Insurance.

£8 1 -

168
L.C.S.

The attached account for £ 8. 1/- is in respect of the difference between the insured value and the actual cost of 6 casks purchased for Messrs Bertrand & Felton and lost on the voyage from Wellington. Vide Red 96. The Government has undertaken to bear this loss Vide Encl 121.

Will you please instruct how the amount has to be charged.
G. H. B. 18/X/36

FALKLAND ISLANDS. P No. _____

HEAD OF SERVICE } XV. MISCELLANEOUS. (Other Charges).
(or A/c.) }

SUB-HEAD 22. Miscellaneous Contingencies.

COLONIAL GOVERNMENT, 26th October, 1926.

Dr. to The Falkland Islands Company, Limited.

in the sum of EIGHT POUNDS ONE SHILLING

being the amount due to the Falkland Islands Company Limited in reimbursement of expenses incurred on behalf of the Colonial Government in connection with the shipment of sheep from New Zealand, April 1926.

M.P. 434/25.

Authority for Expenditure

General Warrant.

I CERTIFY that the above account is correct, the expenditure incurred under the authority quoted, ~~and that the same has been charged to the account and is reasonable~~

£ 8. 1. 0.

Ag. Colonial Secretary Head of Department.

Received from the Colonial Treasury the amount specified in the foregoing warrant; to the correctness of which I hereby certify.

Witness.

DALGETY AND COMPANY LIMITED

HEAD OFFICE:
65-68 LEADENHALL ST., LONDON, E.C.3



BRANCHES:
NEW ZEALAND.

AUCKLAND, CHRISTCHURCH, DUNEDIN, GISBORNE, INVERCARGILL, NAPIER,
TIMARU, WELLINGTON.
WITH SUB-BRANCHES AT
BLENHEIM, CHEVIOT, GORE, HAMILTON, MASTERTON, NELSON, OAMARU,
OPOTIKI, PALMERSTON N'TH, TE KUITI, WANGANUI, WAIROA, WHANGAREI.

VICTORIA

MELBOURNE, GEELONG.

WITH SUB-BRANCHES AT

CAMPERDOWN, COLAC, TERANG

NEW SOUTH WALES
SYDNEY, NEWCASTLE, ALBURY.
WITH SUB-BRANCHES AT
BROKEN HILL, WAGGA WAGGA.

QUEENSLAND

BRISBANE, ROCKHAMPTON,
TOWNSVILLE.

WITH SUB-BRANCHES AT
BLACKALL, CHARLEVILLE,
HUGHENDEN, LONGREACH.

WESTERN AUSTRALIA

PERTH, FREMANTLE,
KALGOORLIE, GERALDTON,
CARNARVON.

WITH SUB-BRANCHES AT
ALBANY, PORT HEDLAND,
ROEBOURNE

WELLINGTON, N.Z.

27th July, 1926.

JBM:MRH.
SOUTH AUSTRALIA

ADELAIDE

WITH SUB-BRANCHES AT

JAMESTOWN, KINGSTON,

MILLCENT, MT. GAMBIER,

NARACOORTE, PORT ADELAIDE,

QUORN.

The Colonial Secretary,
Port Stanley,
FALKLAND ISLANDS.

Dear Sir,

We were very pleased to receive your No.454/25 of the 6th May, and to learn that the consignment of sheep which we forwarded you per s.s."Tairoa" arrived on the 15th April, apparently having been well cared for during the voyage.

We were naturally very sorry to learn that 8 of the Corriedales and one Romney Marsh Ram died shortly after the vessel left New Zealand.

Before the carrying vessel left our port we gave strict instructions to the officer, who was to superintend the feeding, to instruct his men to carefully watch the eyes of the sheep, as from previous experience we knew that the sheep would probably become affected from the eating of dry hay, but hoped that the men in charge would generally remove any foreign matter which got into the eyes of the sheep. The blindness we hope will only be temporary.

We can assure you that we appreciate the message which you have passed from His Excellency, thanking us for the attention which we gave to the order, and for the manner in which the business was carried out. If at any time we are again entrusted with a shipment of any stock to your Islands you may

2.

rest assured that the same careful attention will be given to the business.

Later on we would feel obliged if you could let us know how the sheep are doing on the different purchaser's properties. This information would be of considerable interest to the Breeders from whom we purchased in the Dominion.

We are, dear Sir,
Yours faithfully,

DALGETY & COMPANY, Limited

A. Wood

(168)

Weddell Island
14th September 1926

The Honorable.

Colonial Secretary

Stanley.

Sir,
I regret the unavoidable
delay in sending you definite
reply to your letter concerning
the sheep from New Zealand.

My first report in connection
with the business was not sent
because it did not correspond
with facts available at a later
date. We carried all ewes

want of ships passing
between these Islands
and Staules.

While thanking you and the
Government for your
help and kindness on all
occasions. I am, Sir,
Yours

Guy Charles Rivard

John Keruectin

S/77.

MESSRS. THE FALKLAND ISLANDS COMPANY LIMITED TO CROWN AGENTS.

61, Gracechurch Street,

E.C.3.

2nd December, 1926.

Gentlemen,

Referring to our conversation over the telephone this afternoon, we beg to confirm that the sum of £210. 12. 7. was received from Messrs. Dalgety & Company on the 10th August, 1926. and remitted to Port Stanley. in respect of sheep lost ex s.s. "Tairoa". This amount is made up as follows :-

Reds. 89. 96. 98

9 sheep which died on board	£186. 15. 0.
Lloyds fee	1. 0. 0.

Red 98.

Loss of one of Mr. J. Hamilton's ewes. No. 314. which was killed before shipment.	25. 0. 0.
	<hr/>
	£212. 15. 0.

Less Brokers Collection Commission.	2. 2. 5.
	<hr/>

	£210. 12. 7.
	<hr/> <hr/>

We are, Gentlemen,

Your obedient Servants,

For THE FALKLAND ISLANDS COMPANY LTD.

(signed) E. B. GODDARD.

Managing Director.

(intd) per R.B.H.

dy

EXTRACT FROM LETTER FROM CROWN AGENTS, dated 9th December, 1926
Reds 205-204 in M. P. 262/26. *(Original filed as Red 205-204 in M.P. 262/26)*

2.12.26.

3. I also enclose a copy of a letter which we have received from the Falkland Islands Company regarding the insurance claim in respect of the sheep shipped by the s.s. "Tairoa".

4. Messrs. Dalgety & Company are still in communication with their Wellington branch regarding the overpaid freight referred to in the last paragraph of our letter No. 77 dated 7th June.

Red 157.

.....

WATERBURY & CO. LTD.
LIMITED

(170)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902

Darwin Harbour.

March 1st 1925

The Chief Inspector of Stock

Stanley

Dear Sir

Your circular of Feb 2nd reached me yesterday the 28th .

Re Rams imported from New Zealand. We had twenty rams which were put to maiden ewes shortly after arrival here.

The percentage of lambs was not very good but this was caused more by the bad spring than any fault of the rams.

The lambs were a very nice lot, even and well grown, fine in the wool and with practically no coarseness on the hips.

The rams though down in condition when taken off, wintered very well and I am quite pleased with them and their lambs

I am

Yours faithfully

J. G. Slange

Camp Manager F.I.C.

171a

Photographs



Stock Department
Stanley
25/4/27

Sir

I have the honor to submit for His Excellency the Acting Governor's information a confidential report on the sheep imported from New Zealand

2 I cannot say that I am altogether satisfied with treatment given ~~to~~ the progress made by these imported sheep since their arrival in the colony.

3 Farmers who have imported both ewes + rams have as ~~the~~ is generally the case in the colony paid more attention to the rams than to the ewes with the result that the ewes are not looking as well as they should at this time of the year

4 A number of the imported sheep which I saw require medicinal treatment but I doubt if any of the farmers have animal medicines in stock.

5 I did not see the rams imported by the Falkland Is. Co. Ltd. and am pleased to note that Mr. Slaughter is very well satisfied with them

6 No letters other than the one from Mr. Slaughter have been

received in answer to a circular letter sent out on 1/2/27.

In envelope.
Filed
as 171a.

I attach hereto photographs of some of the New Zealand sheep these photographs will no doubt serve to give an idea of the present condition of the imported sheep

The sheep imported by the Government for the experimental farms are all doing well + are in good condition I believe

I have the honour to be
Sir

Your obedient servant

T. G. Carter
Chief Inspector of Stock

The Honourable
The Colonial Secretary
Canterbury

No.

(It is requested that, in any reference to this minute the above Number and the date may be quoted).

MINUTE.

May 31st 19 27

From Col. Treasurer.

To

Stanley.

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

Hon. Col. Sec,

In May 1926 the Crown Agents received from the Falkland Is. Coy, Ltd a sum of £485--1--7 in connection with Importation of Sheep from New Zealand, of that sum £466--3--6 was paid out by the C.A's leaving a difference of £18--18--1.

2. As it appears desirable to adjust the matter of the excess of £18--18--1 perhaps you will be good enough to state whether that amount is to be paid to the Falkland Island Co, Ltd. , or otherwise dealt with.

M. Stanley Harker

Col. Treas.

31.5.27