

SAN CARLOS SOUTH, PORT SUSSEX, THIRD CORRAL AND BODIE CREEK

San Carlos is thought to have been named after the Spanish sloop *San Carlos* which visited in May 1768. Port Sussex was likely named after the English county and was the port for the area before San Carlos was established. San Carlos was originally known as San Carlos South with **William CAMERON**'s portion known as San Carlos North. This often caused confusion and later colloquially San Carlos South was known as JB after **John BONNER**. Bodie Creek was named after **Mr BODIE**, master of the HMK *Arrow* which was surveying in 1842.

Lieutenant TYSSSEN wrote on 15 December 1840 that the ship's company of HMK *Sparrow* had been employed in rebuilding the 1st and 2nd Corrals situated in St Salvador Bay and were at present constructing a new one near the San Carlos River. [H1; 87]

“Third Corral. This Corral is situated on the north shore of River San Carlos opposite the ford at the spot marked M in the Chart of the Falkland Islands. It is built of turf but, never having been repaired for nearly seven years, is probably in ruins. I am not aware of any report having ever been made upon it. I believe it was used when Mr O’NEIL had charge of the Government Cattle in the summer of 1843-4 but is now utterly destroyed. 16 September 1848.” [E1; pg 173]

The 510 ship *Ellen A Miller* (NB: variously recorded as *Ellen A* or *Helen A*; versions used are as in the records), under **Captain SWEENEY** with 24 crew, 4 passengers and general cargo on route from New York to California, was run ashore leaky on the south point of the entrance to Port San Carlos on 13 June 1859. The *Helen A Miller* was built in Baltimore, Maryland in 1851 and was a coppered and copper fastened clipper built ship. **James LANE**, the Colonial Manager of the Falkland Islands Co Ltd, reported that on 13 June 1859 a boat pulled into Stanley Harbour from Port San Carlos with the mate and 5 crew of the American ship *Ellen A Miller* which had been bound for San Francisco with a general cargo of 600 or 700 tons and coals. The *Helen A Miller* received damage at the Horn so the Captain put back into Port Albemarle to repair then sailed southward but on making water put back and made for Falkland Sound and ran the ship ashore at San Carlos. It was his second wreck in the vicinity. The 165 ton schooner *Nancy* under **Captain SMYLEY** arrived in Stanley 28 June 1859 with part of the cargo of the *Ellen A Miller*. The *Nancy* left again 5 July 1859 and again 1 August 1859 to get goods from the *Helen A Miller*. A number of goods such as tinned peaches, green corn and claret were sold locally. Captain SMYLEY purchased the hull and contents of the *Ellen Miller* for £30 and left for Montevideo 19 August 1859 to charter a vessel for the rest of the cargo. There was suspicion locally that the ship had been deliberately wrecked and on 30 September 1859 James LANE reported that *“The ‘Ellen A Miller’ has been burned by the Capt’n & can tell no tales as to her state when wrecked.”* The 400 ton American barque *J W Friends* under **J W FRIEND** arrived at Port San Carlos 20 October 1859 to collect goods from the *Ellen A Miller*. She arrived in Stanley 7 November 1859 and departed 11 November 1859 for New York with the cargo. [SHI-REG-1: FIC/E1; pg 67, 75, 85, 93, 101, 107, 117]

On 9 April 1861 **John BONNER** was granted a licence to occupy a station at Port San Carlos *“bounded as follows; on the North by the Narrow Arm of Port San Carlos on the South East by a line drawn from a point in the South arm of Port San Carlos to the head of Curlew Creek, and by the said Creek”*. He was also granted a licence to kill 200 wild bulls on payment of 4/- a head, provided that the bulls killed or captured were on the west side of the River San Carlos. John's cattle brand was **B**. [BUG-REG-2, pg 106: D181]

The 23 ton schooner *Victor* departed Stanley 12 April 1861 with building materials for **John BONNER**. On 29 April and 23 May 1861 the 15 ton cutter *Fanny* departed Stanley with building materials and salt for John. Between then and before March 1862 John had built a house on Station 20. [SHI-REG-1: BUG-REG-2, pg 119]

Arthur BAILEY, the surveyor general, visited the station occupied by **John BONNER** on the south side of Port San Carlos in March 1862 and found a house built and 13 horses but no other stock. He advised allowing John to kill 100 wild bulls as they appeared to be still numerous in the neighbourhood. [H18; pg 342]

Having applied for permission to capture wild bulls **John BONNER** was granted permission 26 March 1862 to kill 100 old bulls on payment of 4/- a head on the lands lying north of the Bodie Peak range of hills and south of the River San Carlos including the Stony Camp Peninsula and bounded on the east by a line running from Bodie Peak to the source of the River San Carlos. [D202]

Station No 20 Port San Carlos – On 9 September 1862 **John BONNER** was granted a lease for ten years at £10 a year payable in advance “*bounded as follows. On the North by the Narrow Arm of Port San Carlos, on the west by the South Arm of Port San Carlos on the South east by a line drawn from a point in the South Arm of Port San Carlos to the head of Curlew Creek and by the said Creek as shown by the Chart of the Colony in the Office of the Surveyor General, and has built a house upon it and has stocked it.*” [BUG-REG-2, pg 119]

On 26 November 1862 **John BONNER** was granted a licence to occupy a station at Port Sussex “*bounded as follows; On the N East by the South Eastern Arm of Port San Carlos, on the East by the 59° longitude West from Greenwich, on the South west by Port Sussex, and the West by Falkland Sound*”. He is also granted a licence to kill 100 old wild bulls on the lands lying west of Bodie Peak between Port San Carlos and Port Sussex on payment of 4/- per animal. [BUG-REG-2, pg 122; D , pg 317]

In 1864 **John BONNER** was re-engaged as Camp Manager for the Falkland Islands Company Ltd for three years. [Dean History; pg 122]

Station No 28 Port Sussex – On 21 May 1864 **John BONNER** was granted a lease for ten years at £10 a year payable in advance being bounded “*On the North East by the South Eastern Arm of Port San Carlos, on the East by the 59° Longitude West from Greenwich on the South West by Port Sussex, and on the West by Falkland Sound as shown in the Chart of the Colony in the Office of the Surveyor General, and has built a house upon it and has stocked it..*”. [BUG-REG-2, pg 137]

On 13 October 1866 **John BONNER** was granted a licence to occupy Station 39 at Port San Carlos, South of Curlew Creek “*bounded as follows:- On the North by the San Carlos River starting from Curlew Creek to the freshwater pass. On the East by a line running South five and a half miles and on the South by a line running West four and a half miles and on the West by a line running North to the head of Curlew Creek three miles: and containing about 6000 acres.*” [BUG-REG-2, pg 167]

On 6 June 1866 **John BONNER** was granted a licence to kill 200 old wild bulls on the lands lying west of Bodie Peak between Port San Carlos and Port Sussex at four shillings per animal. [D]

John BONNER, a farmer of Lancashire, England and living at Port Sussex East, was to married **Susan REDDIE**, minor (*under the age of 21*) and a British subject 19 December 1866 at Trinity Church Stanley according to the Rites and Ceremonies of the Church of England by Governor's Licence by Charles Bull MA Colonial Chaplain. The witnesses were Samuel Bonner, C Pitaluga and Ellen King. John's father was recorded as Samuel Bonner, joiner, and Susan's father was recorded as James Reddie, Soldier.

Station No 39 Port San Carlos (later known as “South San Carlos Station”) – As he has built a house on it and stocked it **John BONNER** was granted a lease 13 October 1867 for ten years at £10 a year payable in advance “*bounded as follows:- On the North by the San Carlos River starting from Curlew Creek to the freshwater pass. On the East by a line running South five and a half miles and on the South by a line running West four and a half miles and on the West by a line running North to the head of Curlew Creek three miles: and containing about 6000 acres.*” [BUG-REG-2, pg 167, 178]

On 27 September 1868 **John BONNER** was granted a licence to occupy a station at 3rd Corral “*bounded as follows:- on the West by a line running South Six miles from 3rd Corral; from thence on the East, West and North by the San Carlos River to the starting point at 3rd Corral*” . [BUG-REG-2, pg 210]

On 27 April 1870 **Samuel BONNER** was granted a licence to occupy a station at the Third Corral for the sum of £5 “*bounded as follows: On the West by a line running South five miles from 3rd Corral, on the S by a line running two miles East till it meets the San Carlos River on the East and North by the San Carlos River to the starting point at the 3rd Corral.*” [BUG-REG-2, pg 247]

On 31 December 1870 for £64 **John BONNER** purchases 160 acres on the north shore of Port Sussex, Section 28 for £64. John also purchases 160 acres on the south east arm of Port San Carlos South, Section 20 for £64. [CG 181; 182]

On 16 October 1871 **John BONNER** was granted a licence to occupy a station at Bodie Peak “*bounded as follows that is to say: on the North by sections Nos. 20, 39 & 3rd Corral extending two miles, on the East by a line running South six miles, on the South by a line running West till it cuts Shepherd’s Brook and from thence to Port Sussex to section No 28 to the starting point at the head of the South East arm of Port San Carlos and containing 37000 acres more or less.*” [BUG-REG-2, pg 270]

3rd Corral – **John BONNER** holds a licence granted to **Samuel BONNER** dated 27 April 1870 and was granted a lease 7 April 1872 for twenty-one years at £6 a year for the first ten years and £10 a year thereafter payable in advance “*known as “Third Corral” and bounded as follows:- On the West by a line running South five miles from 3rd Corral; on the South by a line running two miles East till it meets the San Carlos River; on the East and North by the San Carlos River to the starting point at the Third Corral; and containing Six thousand 6,000 acres more or less, as shewn in the official chart of record, and has built a house upon it and stocked the same*”. [BUG-REG-2, pg 382]

Station No 28 Port Sussex – On 21 May 1875 **John BONNER** was granted a lease for twenty-one years at £10 a year payable in advance “*known as Port Sussex and bounded as follows:- On the North East by the South East arm of Port San Carlos. On the East by the 59° Longitude West from Greenwich On the South West by Port Sussex, and on the West by Falkland Sound, as shewn in the Official Chart of Record, and containing six thousand 6,000 acres more or less.*” [BUG-REG-2, pg 372]

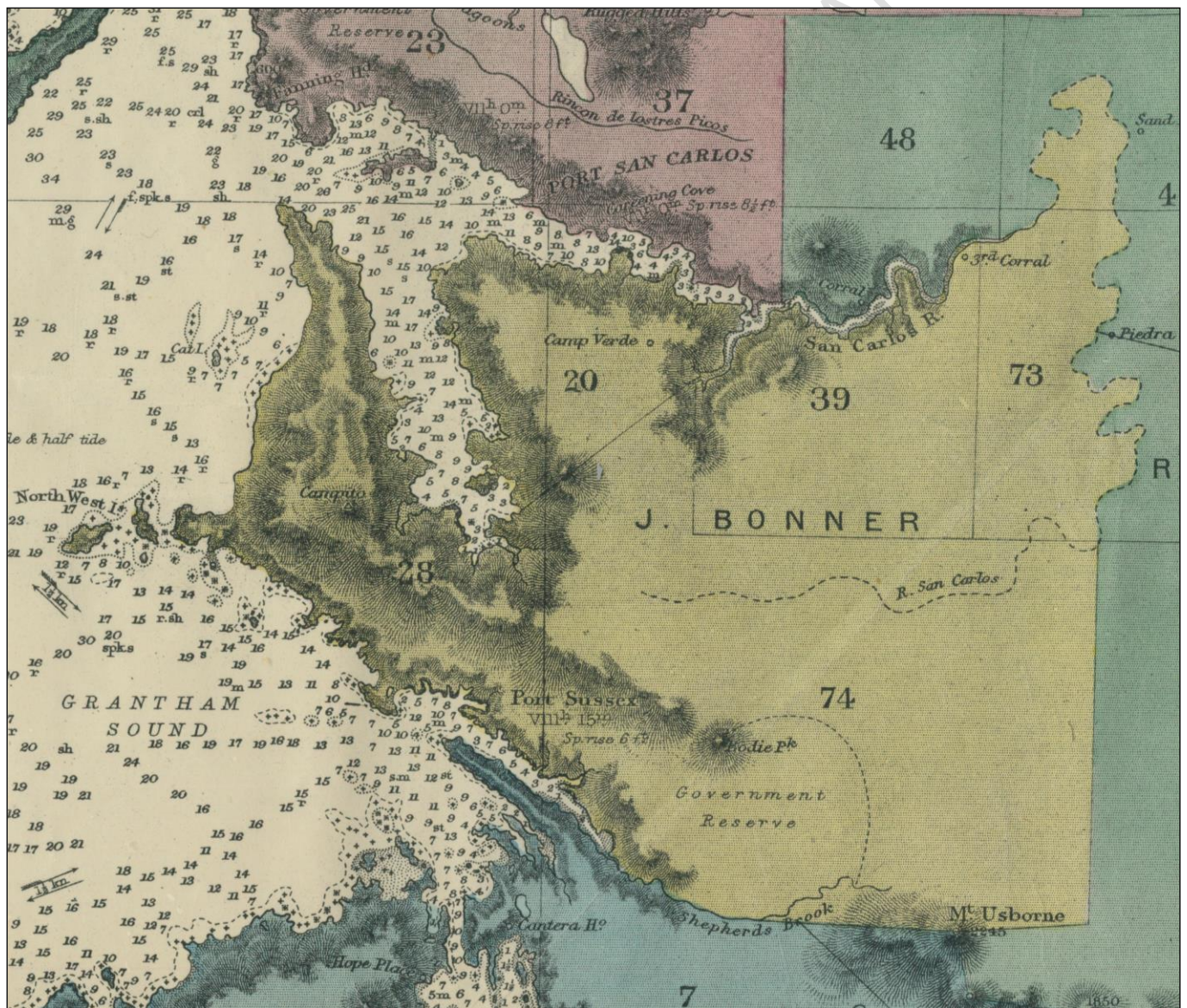
By 1876 **John BONNER** has his headquarters at Port Sussex, a large wool shed just erected and houses at San Carlos, and another house at Third Corral. [Dean History; pg 186]

Station No 39 South San Carlos – On 11 September 1879 **John BONNER** was granted a lease for twenty-one years from 13 October 1870 under the Amalgamation Ordinance at £6 a year for the first ten years and £10 a year thereafter payable in advance “*bounded as follows: On the North by the San Carlos River starting from Curlew Creek to the fresh water pass: On the East*

by a line running South five miles: on the South by a line running West Four and a half miles: and on the West by a line running North to the Head of Curlew Creek Two and a quarter Miles". [BUG-REG-2, pg 420]

Bodie Peak Station 37,000 acres – On 11 September 1879 **John BONNER** was granted a lease for twenty-one years from 13 October 1870 at £6 a year for the first ten years and £10 a year thereafter payable in advance "bounded as follows: On the North by Sections Numbers Twenty, Thirty Nine and (Third Corral, extending Two miles;) On the East by a line running South Six miles: On the South by a line running West, till it cuts Shepherd's Brook from thence to Port Sussex to Section Number Twenty Eight to the starting point at the head of the South East Arm of Port San Carlos and containing 37,000 acres more or less". [BUG-REG-2, pg 422]

Lease of "2224 acres more or less and bounded as follows, viz on the North East by Port Sussex, and Shepherd's Brook one mile and three quarters, on the East by a line running South one mile; on the South by a line running West 2 ½ miles and on the West by a line running North to the head of the Creek forming the Rincon de los Terramotos" 2224 acres of land at Port Sussex was granted to the **Falkland Islands Company Limited** 9 February 1880 at a yearly rent of £3-14-0 [BUG-REG-2, pg 427]



Farm boundaries 1883 – part of Hudson Chart, JCNA

John and his family left for England on board the *Ramses* 29 April 1884. By 5 July 1884 John had taken a house at Liverpool and received £2,031-3-10 being the balance in the FIC Stanley books. [FIC LO-St 1878-1888, desp 643, 644] John and his family moved to Birkdale, Southport, Lancs, England in 1884.

On 8 September 1885 **John BONNER** purchased 160 acres on 3rd Corral Station for £32 and 86 acres on Bodie Peak Station, Station No 74, for £197-4-0. [CG 275; 277]



Mr Bonner's Port Sussex House – Blake album, JCNA

In June 1889 the houses recorded as being on South San Carlos Station were:

- Port Sussex: a house valued at £40 occupied by **Samuel BONNER**, manager, wife and two children.
- Port Sussex: a house valued at £40 occupied by **A BONNER**, shepherd
- Port Sussex: cook house valued at £10 and occupied by **C LANE**, shepherd.
- South San Carlos: cook house valued at £18 and occupied by **W ALAZIA**, general worker
- South San Carlos: house valued at £20 and occupied by **Samuel BONNER junior**, shepherd.
- Campo Verde House valued at £10 and occupied by **L WHITMAN**, shepherd; and **M MACKENZIE**, shepherd.
- Third Corral House valued at £15 and occupied by **John BONNER**, shepherd; and **R REEVES**, shepherd.
- San Carlos House valued at £12 and unoccupied.
- Head of Port Sussex House valued at £10 and unoccupied.

[H44; 235]

John and **Harry BONNER** arrived in the Falkland Islands 16 January 1890 on the ss "Memphis". **John BONNER** senior sailed on board ss "Totmes" for Montevideo 23 May 1890.

[FIM May 1890: Jul 1890]

Harry BONNER died from pneumonia at Sussex 28 April 1891 and was buried in Darwin Cemetery. **John BONNER**, age 66, died at 17 Park Street, Southport, UK May 1891 and willed all his estate to his wife Susan. [FIM Aug 1891: BUG-REG-4, pg 272]

Susan BONNER appoints her son **George BONNER** manager of all her lands in the Falkland Islands and grants him Power of Attorney 13 February 1893. [BUG-REG-4, pg 353]

The 1,503 ton American ship *P N Blanchard* under **P J COURTENAY**, with 20 crew and a cargo of coal, arrived in Stanley from Baltimore, USA 13 July 1900 for repairs, departing for San Francisco 13 August 1900. When trying to round Cape Horn the captain found that his cargo was on fire so put back and arrived in Falkland Sound on the morning of Friday 7 September 1900, a very snowy, squally day. With it snowing and dark there was no possibility of taking soundings and the ship struck bottom and in an instant the flames burst through the decks. The crew all left her that morning with both anchors down in or about in line with Great Island. The chains were supposed to have given way when hot and the ship drifted to the north afterwards and finally sank in Port Sussex. The crew all landed at Hill Gap, West Falkland and camped out all night. Next morning they saw the two houses on Swan Island but on reaching them by boat found them empty. They stayed there the night and then went over to Cygnet Harbour on the Sunday and found out from **Charles HYNAM** where they were. Eight of the crew left on foot for Stanley on 11 September 1900. The remainder of the crew arrived in Stanley from Darwin 22 September 1900 on board the *Allen Gardiner*. [SHI-REG-1: FIM: FIC]

Susan BONNER died in Lancaster 4 April 1906. She bequeathed her interest in the 5 leases to her two sons and her five daughters. Under the terms of the will George was given the option of purchasing the whole property and he formed a limited liability company to do so with the reservation of the option to purchase the whole or any part of the issued shares of the Company not held by him after five years from the formation of said Company. [589/25]

George Bonner & Company purchased the 5 leases of land 22 January 1909. [589/25]

On 12 November 1924 **George Bonner & Company Limited** purchased the two islands (North West Islands) off the coast of Port Sussex comprising of 315 acres for £49. [391/24]

In 1925 **George Bonner & Company Limited** goes into liquidation and the property (known as San Carlos South Farm) and assets are transferred to Mr **George BONNER** the sole owner. [589/25]

Crown Grant 407 for 59,534 acres was issued 6 February 1928 on the completion of the purchase of the lands at San Carlos South for £8,930-2-0. San Carlos South Farm consisted of 61,000 acres in all, the remaining 1,466 acres having been already purchased under Crown Grants 181(Nth Shore Port Sussex), 182 (Sth East Arm Port San Carlos), 275 (3rd Corral) and 276 (Bodie Peak). [589/25: CG 181, 182, 275, 276, 407]

San Carlos farm was offered by **San Carlos Sheepfarming Co Ltd** to the Falkland Islands Government for sub-division 23 February 1983 with the requirement that they were to be offered first to the manager, then to employees then to other Falkland Islanders. In September 1983 the FIG advised SCS Co Ltd that instead of buying the farm and selling it on in sections that they would advise the company on subdivisions to Islanders. SCS Co Ltd issued a final sales prospectus 30 January 1984. San Carlos was sub-divided into 8 sections (two of which were sold together): Kingsford 24,416 acres; Wreck Point 11,900 acres; Campito 8,100 acres; Sussex 6,350 acres; 3rd Corral 15,650 acres, Outer Verde 15,550 acres; Inner Verde & Salt Point 11,400 & 5,842 acres and sold 8 October 1984 with FIG providing mortgage facilities.