B

LETTER BOOK

DESPATCHES

TO THE SECRETARY OF STATE

DATE. 24th July 1841 to 1st April 1844

VOL. I

OUTWARD DESPATCH
& LETTER BOOK
Governor to S of S
24 July 1841 to
1 April 1844

Junior United Service Club
24th July 1841.

Sir

I feel it my duty to accompany my letter of this days date, acknowledging the receipt of yours of the 22nd inst by the following remarks upon two important points contained in your letter.

First, with respect to the men who are to accompany me, I take the liberty of suggesting that an application be made to the Honble Board of Ordnance for men who are actually in the corps of Sappers and Miners in preference to taking men who have been. There would be great difficulty in finding the latter, and when found, the probability is that the very circumstances, on account of which they received their discharge, would also militate against their being efficient for the services they would be engaged in under my direction.

Secondly. with reference to the sum allotted to defray the first expenses of the undertaking, namely 500£ I cannot presume to offer an opinion as to the sufficiency or insufficiency to meet all the expenses attendant upon the outfit, conveyance and maintenance of myself and party, until I receive further instructions, as to what will be the nature of my duties on my first arrival.

You will perceive that I have introduced the word "outfit" signifying thereby stores of different kinds for the purposes of Surveying, Provisions. Clothing for the men, Tools,

P.o

R. Vernon Smith Esqre
Under Secretary of State for the Colonies

Stationary &c &c, although it is only a conjecture on my part as to whether these are included under the General Term "forest expenses" mentioned in your letter.

In making the above observations I hope I shall not be considered as placing obstacles in the way of his Lordship's views. I make them because my duty to his Lordship obliges me to notice everything essential to the success of his project.

It is also proper for me to take this early opportunity of pressing upon his Lordships notice the great value I attach to the service of men in the Corps of Royal Sappers & Miners, in as much as, their employment will enable me to execute many of my duties, with greater economy in a new country, than could do with civilians.

I have the honour to be
Sir
Yr most obedient. Humble Servt
R. C. Moody.
Lieut. R.E.

Junior United Service Club
5th August 1841.

Sir.

In compliance with Lord John Russell's directions, as signified to me in your letter of this day's date, I beg leave to state that I consider £2970..0..0 necessary to cover the expense of the outfit in Surveying Stores, the conveyance, and maintenance, for one year, of myself, and a small party at the Falkland Islands.

Of this amount £1110..0..0 will be required for immediate expenditure, the remaining £1760..0..0 is the annual expense of maintenance, and consequently will be expended at intervals. A portion of this sum for maintenance will however be required at once, by the individuals of the party, to cover the expense of their personal outfit, say £500, therefore circumstances may compel me to draw upon the Treasury for £610..0..0 to cover the first expenses extending over a period of about 3 months.

The accompanying estimate will I hope sufficiently explain the details of the above demand. In drawing it up, I have principally been guided by the supposition, that in the prosecution of my first enquiries, general surveys of the different portions of the country may be requisite, and I anticipate that the small party I have demanded will enable me to execute them with a sufficient degree of accuracy, and to a sufficient extent for the purposes of a report.

R. Vernon Smith Esqre
Under Secretary of State for the Colonies
&c &c &c

The same party will however be engaged in a "running Survey", for the purpose of allotments to future emigrants, during the interval of my report being forwarded, and of my receiving further Instructions. It must be borne in mind that the party is extremely small for this last named duty, and therefore no great extent of Survey must be expected from them, in a short time.

I hope that there will be no difficulty in retaining at the Settlement some small vessel of War with a few Marines for the purpose of assisting me in maintaining order, until a more regular form of Government be established; such a vessel may also be required to enable me to visit all points of the Islands in the prosecution of the enquiries, necessary to assist his Lordship in forming his future arrangements.

In my estimate I have distinguished between the expenses of a Civil, and that of a Military Establishment, but in both I have included a Clerk, to act as Storekeeper, and to carry on all financial details, under my general directions and Superintendance.

The sum of £2870..0..0 demanded in this letter is for a Civil Establishment, It having been proposed that I should take out "men who have been in the corps of Sappers and Miners" if however the Establishment be a Military one, there will be a probable saving of £160..0..0 on the immediate demand and of £344..0..0 on the annual demand. Total £504

The expense of conveyance has been calculated upon information, which I

have lately received of a Merchant Vessel being about to sail in 2 or 3 weeks direct for the Falkland Islands, having passengers on board; if this opportunity be lost, a much larger sum must be added to the Estimate for "immediate expenditure", as all other means of conveyance will be indirect.

I have the honor to be.
Sir,
Your most Obedient
Humble Servant.
R. C. Moody. Lt. R.E.

Probable expense of the outfit, conveyance and maintenance of myself & party for the purpose of making certain enquiries at the Falkland Islands, calculated for one year.

If the party consist of Civilians.

Self.
1 Surveyor.
1 Assistant do
6 Men. (labourers of a superior class.)
1 Clerk as Storekeeper &c.

Conveyance.

	£
4 Cabin Passengers.	600
12. Steerage Do	

including in the latter servants for Self, Surveyor and Commit Clerk, amounting to his number.

Maintenance for one year.

	£ s d
1 Surveyor at 160 per annum & £40 for rations	200.0.0
1 Assistant do at 120 per an. & £40 for rations.	160.0.0
6 Men at 60£ per an. each and £40 per annum each for rations	600.0.0
1 Clerk as Storekeeper at £160 per annum & 40£ for Rations.	200.0.0
Self.	600.0.0
	£1760.0.0

If the party consist of Sappers & Miners.

Self
1 Sergeant.
1 Corporal.
6 Men.
1 Clerk as Storekeeper &c.

Conveyance.

	£ s d
2 Cabin Passengers.	490.0.0
13 Steerage Do	

Including 5 Servants.

Maintenance for one year.

	£ s d
1 Sergeants pay and rations.	104.0.0
1 Corporal's Do Do.	90.0.0
6 Privates	417.0.0
1 Clerk	200.0.0
Self.	600.0.0
	£1411.0.0

Stores for the purpose of Surveying. £130.
2 Framed Houses. £100.

Summary of the above.

If Civilians	£ s d	If Military.	£ s d
Conveyance.	600 . 0 . 0	Conveyance.	490 . 0 . 0
Maintenance for one year.	1760 . 0 . 0	Maintenance for one year	1411 . 0 . 0
Stores.	250 . 0 . 0	Stores	250 . 0 . 0
	2610 . 0 . 0		2151 . 0 . 0
? About to. MRR. Contingencies 10/0.	260 . 0 . 0	? Contingencies 10/0	215 . 0 . 0
	£ 2870 . 0 . 0		£ 2366 . 0 . 0
Immediate Expenditure including 500£ for the personal outfit of the party deducted from the annual expenditure.	£ 1610 . 0 . 0	Immediate expenditure including personal outfit.	£ 1450 . 0 . 0
Remainder of Annual Expenditure.	1260 . 0 . 0	Remainder of annual expenditure	916 . 0 . 0
	£ 2870 . 0 . 0		£ 2366 . 0 . 0

Difference in total expenditure between the Civil and Military Establishment. ? £ s d 500 . 0 . 0

? Should be £504 . 0 . 0. MRR.

Note. If 15 Additional Sappers and Miners of the following trades be added, they would be of infinite service to the Settlement besides adding a total of 23 armed and disciplined men, to maintain authority if necessary. viz 4 Carpenters, 4 Masons 1 Plumber, Glazier & Painter, 1 Assistant Do; 1 Blacksmith, 1 Assistant Do. 1 Tailor, 1 Shoemaker, 1 Collar Maker, also Shoemaker. Making a total of 15 Sappers and Miners available for the Survey as well as their Trades.

The additional expense of the above would be £425 to the Maintenance £300 to the conveyance, and say £50 for their Tools. Total. £775.

R. C. Moody. Lt. RE.
6th Augt 1841.

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Junior United Service Club.
6th August 1841.

Sir.

I take the liberty of requesting that you will be kind enough to bring before the notice of Lord John Russell the great importance of my availing myself of the present opportunity of a vessel bound direct to the Falkland Islands, and to sail in 2 weeks or 3 at the farthest from this day's date, as I learn that in spite of all warning, the crews of many American and other Foreign vessels are at this moment killing the Cattle especially the young Heifers, in such numbers, that the Herds are rapidly deteriorating, the great majority being Bulls. I also learn that a few Settlers are about to sail from Guernsey in the very ships in which I wish to embark and I infer that more are contemplated from the fact that a Medical man is also a passenger in her.

To enable me to avail myself of the above opportunity I respectfully suggest that as early a sanction as possible be granted to me to have at my disposal for present disbursement, at least the £500 named in your letter of the 22nd July, should there be any difficulty in my being able to obtain the grant of £610. estimated for in my letter of yesterday's date in order that I may at once procure the necessary surveying stores and other supplies for myself and party. It is also advisable for me to proceed to select the men best qualified for the duties they will have to perform.

R. Vernon Smith Esqr
Under Secretary of State for the Colonies.

My desire to carry out his Lordship's intentions with as little delay as possible must be my apology for the liberty I have taken in pressing this upon his immediate attention.

I am, Sir
Your most obedient
Humble Servant
R. C. Moody.
Lt. R.E.

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Junior United Service Club
29th August 1841.

My Lord.

I have the honor of forwarding for your Lordship's consideration the accompanying offer of a vessel (The Hebe) to convey myself and party to the Falkland Isles.

After many enquiries I find that altho' it amounts to £660 this is the most acceptable. I therefore propose unless I am directed to the contrary by your Lordship to close at once with the owners.

I have the honor to be,
My Lord
Your most Obedient Servant.
R. C. Moody, Lt. R.E.

The Right Honorable
Lord John Russell.
&c &. &.

17 X

The Hebe off Gravesend
Octr 12th 1841.

My Lord

I have the honor to report that I embarked on Saturday evening the 9th of October from the Royal Arsenal at Woolwich and propose to leave this port in the course of a few hours.

I beg leave to enclose for your Lordships information a list of the names professions and trades of the party proceeding to the Falkland Islands under my command.

I have the honor, to be
My Lord
Your most Obedient
Humble Servant
H. Moody.

The Right Honorable
Lord Stanley
&c &c &c

The Names. Professions and Trades of the Party proceeding to the Falkland Islands under the Command of Lt. Govr. Moody.

October 9th 1841.

Murrell. Robinsone. Robinson Esqr.
acting as Store Keeper and Clerke
but by profession a Surveyor.

Royal Sappers and Miners.

Serjeant. Robert Hearndone.
Corporal William Richardsone.
Privates Alexander Sibbald. Miner or Quarryman.
" James Biggs D: D:
with Wife & 4 Children.
Christopher Mc Rae. Carpenter
Thomas Yates. Bricklayer
with wife and 3 Children
John Herkes Smith
with Wife and 2 Children.
William Robinson. Carpenter
Samuel Turner Smith
David Readdie Carpenter.
William Watts. Sailor.
John Campbell Mason.

Thomas Hearndon. (Civilian) Brother of Serjeant Hearndone to assist in the Surveying department as a chainman but by Trade a Butcher.

R L Moody
Lt Govr.

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Port Louis, Falkland Islands
16th January 1842.

No 1.

My Lord.

I have the honour to inform your Lordship of the safe arrival of myself and party at these Islands, happily without any case of Sickness or accident of any description.

We came to an anchor in this Port yesterday afternoon and as this dispatch will be forwarded by the Brig. Susan, Alley Master bound for Rio de Janiero and to sail early to morrow morning, I am unable to convey to your Lordship any further information of importance by the present opportunity.

I have &c
R.L. Moody
Lt Gov.r

To
The Right Honorable
Lord Stanley
Secretary of State for the Colonies.

Government House. Port Louis
Falkland Islands.
Feby. 10th 1842.

No 2.

My Lord.

I have the honour of informing your Lordship that I forward the accompanying dispatch by the Brig "Hebe" Anderson Master via Monte Video and that I also forwarded a dispatch dated 16th January 1842 by the Brig Susan. Alley Master via Rio de Janiero informing your Lordships of my arrival at these Islands on the preceding day which dispatch I omitted to number as No 1 nor did I docket it.

My Journal of proceedings as well as the commencement of my report will be forwarded to your Lordships by Her Majesty's Ketch Sparrow. Lt. Tyssen Royal Navy. Commander.

I have &c
R J Moody
Lt Govr.

The Rt Honorable
Lord Stanley
&c &c &c.

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No. 3

Government House. Port Louis.
Falkland Islands. Feb.y 10th 1842

My Lord.

I have the honour of informing your Lordship, that I have this day drawn a bill upon the Lords Commissioners of Her Majestys Treasury in favour of C. I. Anderson Esqre amounting to one Hundred and forty Pounds, which sum is to pay for Sundry articles purchased from him for the general Service of the Colony, and the demurrage arising from my being obliged to detain his Vessel beyond the 10 days specified in the contract made with him for the conveyance of myself party and Stores to the Falkland Islands. C. I. Anderson Esq. being the Master of the said Vessel.

A part of the abovementioned bill amounting to £21 „ 19 „ 2 s d is for Dollars in exchange, at the rate of 4/4 the dollar to be expended in the general Service of the Colony.

I have the honour &c
R. L. Moody
Lt. Govr.

To
The Right Honorable
Lord Stanley.
&c &c &c

No 4

Government House. Port Louis.
March 5th 1842.

My Lord.

I have to report that I forwarded by dispatch on the 12th February by the brig "Hebe" Anderson Master via Monte Video, in which I informed your Lordship of my having drawn a bill (dated 5 by 10th) upon the Lords Commissioners of Her Majesty's Treasury amounting to 1140£ of which sum 118.0.10d was as payment for Sundries to Mr. Anderson, Master of the Hebe, & £21.19.2d for exchange in dollars.

Her Majesty's Ketch "Sparrow" Lt Sypcew Royal Navy, Commander leaves these Islands for Rio de Janeiro on the day after to Morrow and I avail myself of this opportunity to forward the undermentioned dispatches.

No 5. An account of my proceedings since my arrival at the Falkland Islands

No 6 A Report of my being under the necessity of visiting to Rio de Janeiro for a further supply of Rations.

No 7. A Statement of the difficulties I am likely to meet with for sometime to come, in the maintenance of myself and party and the mode by which I propose to remove them.

No 8 Stating the most direct route for the transmission of Despatches to the Falkland Islands.

I regret that I am unable to forward my detailed report upon the Colonization of these Islands by the present opportunity I only arrived yesterday from a cruise among the Islands in Her Majesty's Ketch Sparrow and as Lieut Sypcew is under the necessity of sailing for Rio de Janeiro as soon as possible I am unwilling to detain him, he has already rendered me very great service in the prosecution of my enquiries and in conveying me from place to place. I am however engaged upon the Report and I hope to be able to forward it in about a month from this time by H. M. S. Arrow.

I have &c
R. C. Moody
Lt Gov.

The Right Honble.
Lord Stanley.
&c &c

No 5

Government House. Port Louis
5th March 1842.

My Lords.

I have the honor of forwarding for your Lordship's information the following account of my proceedings since I arrived at these Islands

The Brig Hebe anchored in Port Louis on the 15th of January and I immediately went on shore to confer with Lieutenant Sypsey the Naval Officer in charge of the Islands. I expressed to Lieut Sypsey my wish to visit Port William with the view of ascertaining whether it might not be advisable to make my selection at once between it and Port Louis as the place of immediate residence and as it formed part of my instructions to obtain the aid of a judicious Naval Officer in forming my opinion as to which port is the best adapted to be the chief one, I requested Lieut Sypsey to accompany me thither over land and he dispatched 2 Marines to recall H.M.K Sparrow from Port Pleasant.

1842
Sat.y 15th Jan.y.

Sun.y 16 Jan.y.
Mond.y 17 "
Tues.y 18 "
Wed.y 19 "

In the interval of waiting for the Hebe I occupied myself in reading the official correspondence connected with these Islands, during the period of there being under the charge of the Lords Commissioners of the Admiralty referring to Lieut Sypsey for such further information, or elucidations as he could afford me.

This is an error. I started to Pt Wm on the 19th

The Sparrow arrived on the evening of the 19th and got under weigh the following morning for Port William, having on board a portion of the detachment of Royal Sappers & Miners. Lieut Sypsey and I started at day break on the same day and rode leisurely over land, enabling

Thurs.y 20th Jan.y.

This is an error started on the 19th

me to inspect the Country on our route: from the length of the day we arrived in sufficient time to examine a portion of the Harbour at Port William.

Friday 21st Jany. This is an error. Should have been the 22d.

Assisted by Lieut Sypsen I continued my inspection of the port landing at many points and turning up the ground to examine the nature of the soil and subsoil: while thus employed Mr Halloren the Master of the Sparrow was engaged in sounding the Harbour and particularly the entrance and inner waters of the Lagoon. I take the liberty of referring your Lordship to my general report in which my observations on this subject will be fully expressed, at present it may be sufficient to mention that after a careful inspection of the Port and consideration of the subject, I am of opinion that Port William is much better adapted as the scite of the chief town in this Colony than Port Louis. I did not consider that it would be advisable for me to act upon this conviction and fix my residence there at once, from the lateness of the Season which would not afford me sufficient time to settle myself and party before the winter commenced. I was moreover desirous of availing myself of the short time which remained before it would become necessary for Her M. Ketch Sparrow to sail for Rio de Janeiro, to visit in her as much of the Islands as possible Lieut Sypsen being ready and obligingly anxious to afford me every assistance in his power.

Friday 21st Jany

I returned to Port Louis over land.

Saturday 22nd Jany

I formerly landed under a salute from H.M.K Sparrow was received at the Beach with due honor by Lieut Sypsen and proceeded to the Government H°, where the few residents being assembled I addressed myself to them explaining as much as I thought proper of the views of H. M. Government

concerning the Islands insofar as I have had the honor to be informed. the only points upon which I deemed it necessary to lay any stress were first to remove the erroneous ideas that might linger in the mind of any one concerning Mr. Vernets fancied claims upon Great Britain. I have been given to understand that some of the residents have claims upon him, many of his paper dollars being in their possession and some even in the Government treasury, the other point was to dispel the dread they appeared to entertain of my being sent to make great changes by which they would all become sufferers, I hope that this fear no longer exists as I took some pains to explain to them that the views of Government contemplated their welfare, peace and security, a French Whaler the "Fanny" of Havre commanded by an American of the United States was in the Port but he did not attend the meeting.

23rd January. Sunday.

24th January Monday. I proceeded to take over from Lieut Sylvey all the stores belonging to Government a list of which with remarks will be forwarded with my general report I also inspected the herd of Cattle and troop of Horses belonging to Government and ordered certain cattle belonging to different individuals and grazing with government Herd to be branded with the owners name. which was accordingly done in my presence. I may here remark that hitherto permission has been granted to Settlers to herd their Cattle with those belonging to the Government this practice originated in kind consideration of the poverty of the Settlers and their inability to keep their own Cattle separate from the want of proper inclosures.

Tuesday 25th Jany.
Wedy 26 "
Thursy 27 "
Friday 28 "
Saturday 29 "

During this period every opportunity was taken to continue the landing of the Stores from the Brig the Weather being in general very boisterous: by Saturday evening however every thing was landed.

30th Jany.

Sunday.

Err

From Monday the 31st of January to the 10th of February I was principally engaged in making general arrangements for the future duties of my party and employed the intervals of the time which elapsed before I could feel myself justified in leaving them, in examining different positions of the country within reach.

10th Feby. Thursday.

Embarked on board H. M. K Sparrow and sailed the same day for the West Falkland.

Friday. 11th Feby.

Arrived in the evening at White Rock Harbour West Falkland.

Saturday. 12th Feby.

Landed and examined the soil also landed at two Islands upon which it was supposed that coal might be found, but only discovered what might be termed charred peat, the Islands having been burnt some years previously.

At midday got under weigh and after repeated endeavors to reach port San Carlos in the East Falkland, we were obliged to return the tide and Wind being too strong against us to enable us to weather Fanning's Head. this might frequently happen to others not so well manned as we were and consequently would be one objection to any place in Falkland Sound as the site for the chief town.

Early on the morning of this day while in White Rock Harbour two men hailed the Vessel from the Shore and on coming on board proved to be two Americans of the United States, who had run away from the American Brig "Enterprize" 14 months ago, she being then at the Southern extremity of the West Falkland. they were examined in my presence, and I take the liberty of enclosing a letter addressed to me upon the subject by Lieut Sypsen. The Medical officer on board the Sparrow reported them to be in perfect health

Vide Miscellaneous Correspondence Book Page

this fact speaks very favorably for the healthiness of the Climate and even of its mildness in Winter in General, because the last, the one to which they were exposed was unusually severe and this past season has been worse than any summer yet known to the inhabitants of 10 years standing, in my general report I shall take the liberty of writing very explicitly concerning the Safsock plant upon which they partially existed it is a large grass of inestimable value to these Islands affording the most nourishing sustainance to Cattle Horses, Sheep and Pigs, and the roots are grateful food for man whether raw or boiled it grows luxuriously in the worst peat bog and loves the spots most exposed to the influence of the Sea air and Spray.

13th Feby. Sunday, We got under Weigh from White Rock Harbour and passing Fanning's Head anchored in Port San Carlos, the remainder of the day was too wet to Land.

Monday, 14th Feby. Tuesday 15 " Wednesday 16 " During these three days the Weather was very fine and I was enabled to inspect some portion of this part of the East Falkland with great care, there were many cattle in the neighbourhood and the Land in many places is of excellent quality. This Port though not extensive will always be a favourite one with coasting Vessels from its great security and the shelter it affords.

Thursday. 17th Feby. We weighed and passing down a portion of the Sound no more correctly speaking Straits between East and West Falkland anchored in Sussex Harbor near Mount Usborne in East Falkland we landed in the evening and I examined the land in the neighbourhood.

Friday. 18th Feby. I started early in the morning and after passing over about 5 miles of remarkably good land ascended Mount Usborne the highest mountain in the Island. I

The view from the summit being very extensive in every direction and the day remarkably fine I was enabled to attain a good knowledge of the general features of the country, with my glass I also saw many herds of Wild Cattle, at one time during our ascent we were quite surrounded by them.

Saturday 19th Feby. Weighed from Port Sussex and sailed for Port Howard in the West Falkland it was nearly a calm and we only reached Port Howard late at night

Sunday 20th Feby. Sunday. Weighed from Port Howard and passed down the Straits (called Sound in the charts) through the numerous low Islands all apparently of good soil and anchored between an Island and the S.W. extremity of East Falkland. Towards the evening the fine Weather with which we had hitherto been favoured entirely deserted us and on the whole of the following day I was compelled to remain on board from the extremely boisterous state of the Weather.

Monday 21st Feby

Tuesday 22nd Feby. The Weather continued stormy and finding it a matter of some uncertainty if not impossibility whether we could proceed further to the South without remaining many days in our present bad position the Commander considered it advisable to bear up for Port San Carlos which we reached in the evening. I was gratified to find H.M. Surveying Vessel the Arrow. Lieut Robinson. Commander in the Port partly in the hopes of meeting us as he had noticed a beacon fire on Jennings Head, which we had lighted in order to attract him but which he had not seen until some days after it had been lighted.

Wedy 23rd Feby Lieut Robinson visited me on board the Sparrow and I questioned him concerning the advantages of Port William as a port as well as the advantages of all the other ports with which he was acquainted. It gives me great pleasure to be able to inform your Lordship that I received

from him and Mr. Bodie Master of the Arrow much valuable information. I feel greatly indebted to Lieut Robinson for the manner in which he took every pains to put me in possession of the local knowledge he has of these Islands, and he has greater advantages in that respect than any one else from being always on the move among them.

From Mr. Bodie I also gained much information concerning the numbers of the Cattle, and I am inclined to rely more upon his report in this respect than that of any one else as he has traversed much of the Islands on foot and is an experienced Cattle Hunter; the crew of the Arrow having supplied themselves with beef by hunting. Mr. Bodie has also been in the Arrow from the commencement of the Survey and from his carrying on much of the outer dock detail he has traversed nearly the whole coast of the East Island and consequently had frequent opportunities of seeing the Herds. He thinks that the number of the Cattle are about 30.000 but at the same time expresses his opinion with hesitation as he justly observes it is a very difficult matter to determine.

Thursday. 24th Feby. Weighed anchor and steered for the South Arm of the San Carlos River which is a deep indentation of the Sea almost unconnected with the river. Her Majesty's Ketch Arrow accompanied us the weather continued to be stormy.

Friday. 25th Feby. Hauled and examined the Ground in the neighbourhood Lieut Sypsen and Lieut Robinson accompanied me.

Saturday 26th Feby. Weather still stormy and the Wind against our getting down the Straits.

Sunday. 27th Feby. The Arrow returned to Port San Carlos.

Monday 28th " We got under weigh and beat down the Straits as far as the North West Islets but hard gales obliged us to put back to the South Arm of the

San Carlos river.

Tuesday 1st March — I determined upon returning to Port Louis as soon as the crew of the Sparrow had killed what Lieut Tessen considered to be a sufficient number of cattle to supply the Ship's company with fresh meat rations.

Wedy. 2nd March — The men brought in the Cattle they had killed on the day before.

Thursday 3rd March — Weighed for Port Louis.

Friday. 4th March — Arrived in the morning at Port Louis.

Saturday 5th Do. — Engaged in preparing dispatches and letters against the time of Her Majesty's Ketch Sparrow sailing for Rio de Janeiro.

I have to regret exceedingly that the unusually bad state of the Weather should have so much pushaled me in the prosecution of enquiries upon which to found my general report to your Lordships. and as there appears no prospect of the weather improving before the Winter completely sets in, I fear that I shall be prevented from making further excursions to any distance by Land, and there are no vessels to convey me by Sea. What I have seen however with the information upon which I think I may rely will enable me I hope to forward a faithful and a full report concerning the adaptation of these Islands to the purposes of Colonisation.

I have &c
R. C. Moody.
Lt. Govr.

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No. 6.

Government House. Port Louis
Falkland Islands. March 7th 1842

My Lord.

I have the honor to inform your Lordship that there are no means of obtaining Rations at the Falkland Islands for the maintenance of myself and party: and as the small supply which I was enabled to procure amidst so many other articles of great importance, with the sum of 1500£ placed at my disposal previous to leaving England, will be consumed by the end of May I am under the necessity of writing to Rio de Janeiro for a further supply that being the nearest Port to which I can send.

I have taken the liberty of addressing myself to H B. M Consul at Rio de Janeiro to request his assistance and to obtain certificates to show that the supplies furnished are at the usual market prices.

I have also enclosed to him a bill of 360£ upon the Lords Commissioners of H. M. Treasury to cover the expense incurred and with a request that the receipts and balance in dollars may be forwarded to me with the supplies.

I hope that your Lordship will be pleased to view the many difficulties of my isolated position in these Islands with kind consideration, and that you will approve of the measures I have been obliged to take for the support of myself and party.

I am sorry to add that from the unsettled state of the Weather during the past Summer Season colder and more boisterous than has yet been experienced by Residents of ten Years standing, as well as from the scarcity

The Right Honorable
Lord Stanley
&c &c &c

of efficient Horses. The Guachos have only succeeded in bringing in very few Cattle for the Winter supply of fresh Beef to the Settlement and Ships that may call. no anxiety as to the consequences, need be felt because from the abundance of Rabbits and Wild Fowl animal food may always be procured, all other kinds of provisions are extremely scarce.

I have &c
R. L. Moody Lt. 90th.

No. 7.

Government House. Port Louis.
Falkland Islands. March 7th 1842

My Lords.

I have the honor to submit for your Lordships consideration the difficulties under which I at present labor with regard of obtaining money in exchange for drafts upon H.M. Treasury and supplies to be issued as rations to myself and party for our actual maintenance.

Not having received any instructions upon either of the above heads I venture to suggest with the greatest deference the measures I propose should be adopted until further steps are taken in the Colonisation of these Islands.

No difficulties in procuring Rations and money have been felt by the Naval Officer and his party residing at these Islands because the small vessel of War under his command brings supplies for them direct from Rio de Janeiro, and returns thither when in want of a further supply. My situation and that of my party is very different I have no resources of the same nature and I cannot obtain supplies from any of the Inhabitants that are here. they are of the poorest class and subsist chiefly upon the fresh Beef sold to them by Government. for any thing further they must to obtaining any of the surplus stores that ships touching at the Port may feel inclined to part with. There is a person residing here who is considered in the light of a merchant but it does not appear that he is always able to supply the demands made upon him

To the Right Honorable
Lord Stanley
&c &c &c

on that his charges are always moderate even for a Colony. There is no person here therefore from whom supplies can be procured and there is also great difficulty in obtaining cash for Government Bills in order to make small payments.

The readiest plan that suggests itself to relieve me from the above embarrassments at present is that of writing to Rio de Janeiro for a 12 months supply of rations at a time, addressing myself H. B. M. Consul to request that he will cause the Merchant furnishing the supplies to produce proper certificates that the prices charged are those of the market, and to make the necessary payments with the bills forwarded to him by me, the balance in dollars being transmitted back with the supplies.

Your Lordship will perceive from an accompanying letter No 5 that I have been compelled partially to adopt this mode already.

In order to obtain cash for payments to be made in the Colony I beg leave respectfully to suggest for your Lordships consideration whether it is not advisable that the Admiral Commanding on the station should be requested to forward such sums as may be requisite in half yearly payments by the small Vessel of War (which I trust will not be withdrawn from the protection of the Colony) the Officer in Command receiving drafts upon the Lords Comm.rs of H. M. Treasury from me to those amounts.

I have suggested that the supplies should be forwarded from Rio de Janeiro because I believe that they would not be more expensive than if purchased in England and from the distance being shorter the charge for freight would probably be less.

I take the liberty of enclosing a list of the

nature of the rations required. and the quantity requisite for one year in case it might occur to your Lordships that probably it would be more advisable to freight a vessel direct from England with stores for the Colony than for me to order them from Rio de Janeiro.

Should the Islands soon become extensively colonised such assistance would be rendered of less importance as there would then be merchants with their stores, but without such assistance at present our means of existence would become to a certain extent ~~[illegible]~~ limited and at all events we may be exposed to hardships which I do not suppose your Lordships would be willing for us to undergo.

I have &c
R. L. Moody Lt Govr

C.

No. 8

Government House. Port Louis.
Falkland Islands. March 7th 1842

My Lords.

I have the honor to inform your Lordships that I have made enquiries as to the best and most direct route by which your Lordships's dispatches may be forwarded to these Islands for the present, and it appears that viâ Rio de Janeiro is preferable either to Monte Vidéo or Buenos Ayres, there being more communications between these Islands and that port than to any other. It is probable that whatever small vessel of War may be stationed here she will have to communicate occasionally with the Head Quarters at Rio de Janeiro and by such opportunities there would be no difficulty in receiving your Lordships dispatches although there may be a delay occasionally in my receiving them, as the periods of communication by the Vessel of War will be few though certain, all other opportunities will be quite accidental.

I have &c
R. C. Moody
Lt Govr

The Right Honorable
Lord Stanley
&c &c &c

57 X

No 9.

Government House, Port Louis.
Falkland Islands.
March 17th 1842

My Lord.

I have the honor to inform your Lordship that 8 distressed seamen from a wrecked vessel of the United States reported themselves to me at Government House Port Louis on the 15th inst and I take the liberty of enclosing the statement made to me by one of the party who reports himself as having been the mate of the vessel. I also enclose a copy of a dispatch from Lieut Robinson Royal Navy commanding Her Majesty's Ketch "Arrow" conveyed to me by said mate.

18th March 1842

March 14th 1842

The Party seem to have undergone great hardships having been in an open Whale Boat for many days during the past severe Weather; some of them are now suffering from different severe complaints and the whole of them are but scantily clothed. Their illness causes me ~~much~~ to regret extremely that the absence of Her Majesty's Ketch "Sparrow" leaves the Colony for an indefinite period without the assistance of a Surgeon.

I have given them shelter and supply them with as much general provision in addition to animal food as our own straitened circumstances will permit

I have &c
R L Moody
Lt Gov.

The Right Honorable
Lord Stanley.

Goovernment House Port Louis
March 18th 1842

Henry Holt 1st Mate of the American Whaling Brig "Frances" of New London, Connecticut in the United States — states

That on the night of the 15th of February last the said Brig "Frances" was totally wrecked on the Northwest Coast of New Island. The vessel on that night was making the said Island for the purpose of remaining and refreshing thereon. All the persons on board but one colored man who was unfortunately drowned, reached the land in safety.

They found in North Harbour, New Island two American vessels at anchor one was the Barque "White Oak" Captain Fitch, Master, the other the Brig Somerset Captain Beck Master which vessels proposed remaining in the aforementioned harbour until May next.

He further states that upon the shipwrecked crew first coming alongside the said vessels the Masters of both appeared inclined to render them every assistance in their power, but afterwards they both refused to take them aboard, but, on learning from the men that they intended to come to the Settlement at Port Louis, Berkley Sound, the Masters then offered to take them on board.

The shipwrecked men a few days afterwards (exact date unknown) left New Island for Port San Carlos which port they reached on or about the 10th of the present month they landed there and attempted to reach the Settlement on foot, but were unsuccessful and were obliged to return to their boat at Port San Carlos.

They then proceeded to Pebble Island, where they fell in with H. M. Surveying Ketch Arrow Lieut Robinson Comm.g. who kindly brought them to Saloador Bay from whence they walked to the Settlement and are now waiting for the first opportunity to convey them to their country.

The Master of the "Frances" was taken on board the aforementioned Barque White Oak six of the crew were left at the wreck and the names of the party who arrived at the settlement are as follows

Henry Holt	1st Mate	American
Nicholas Payne	2nd Mate	do
William Hardy	Seaman	Englishman
Levy Depuis	do	American
John Grant	do	Scotchman.
Patrick Barry	do	American
Jacob Johnson	do	Norwegian
Liman Bruce	do	American.

Signed. Henry W. Holt
1st Mate of the Brig Frances

I certify that the foregoing statement of H. W. Holt 1st Mate of the American Brig Frances was made in my presence on the 15th day of March 1842.

Signed. R. J. Moody
Lieut R.N.

Copy.

Her Majestys Ketch Arrow.
Pebble Sound. March 14th 1842

I have the honor to acquaint your Excellency that the bearer, the Mate of the American Brig "Frances" which vessel it appears was wrecked on the night of the 13th of February on New Island arrived on board H. M. Ketch under my command with his boats crew in a state of distress on Sunday the 13th inst and wishing to be conveyed to the Settlement where they may possibly obtain a passage to some more frequented Port and ultimately reach America. I have consequently conducted them to Port San Salvador where they may easily accomplish their journey to Port Louis.

Being much straitened for provisions and anxious to complete the service in which I am ~~engaged~~ employed when every day is of value at this advanced period of the year prevents me taking them at once to Berkley Sound.

I have &c
W Robinson.
Lieut Comm'g.

His Excellency
The Governor of the
Falkland Islands.

41

No 10.

Government House. Port Louis
Falkland Islands.
March 18th 1842

My Lord.

I have the honor to inform your Lordship that soon after my arrival at the Falkland Islands the case of the claim of Antonina Rosa (a Settler in these Islands) for certain Cattle grazing with the Government Herd was submitted to me by her. This case was referred to in an enclosure in Dispatch No 1 which I had the honor to receive previous to my leaving England.

I enquired into the circumstances of the case, and as it appeared that the cattle had been really granted to her from time to time by Lieut Smith the Naval Officer in charge of the Islands from 1834 to 1838 for the services rendered by her in forming a herd of tame Milch ~~Cattle~~ Cows from the wild ones brought in by the Gauchos, and as I could discover no reason why they should ever have been withheld from her after having been granted, I took upon myself to convey to her a formal possession of what appeared to me could only be considered her rightful property.

It is acknowledged that her services have been great and indeed since my arrival I have considered it advisable to employ her as a Gaucha in the field she having been repeatedly employed in that capacity before, being an active person riding as a man and tolerably skilful in the use of the Lasso.

I have &c
R J Moody
Lt Gov.

The Right Honble
Lord Stanley.

Separate.

Government House. Port Louis.
31st March 1842

My Lord.

It is with very great hesitation that I venture to draw your Lordship's attention to the following subject. but I feel impelled to do so by a sense of the high nature of the situation I have the honor to hold. and my desire to fill it in a fitting and becoming manner.

Your Lordship is aware that it is customary to grant all Governors a certain sum of money to fund their own passage to their respective Governments, varying in amount according to the distance of the Colony and rank of the Governor. I believe that I am the only exception to this general rule. Your Lordship will perceive that in the account current for the year ending the 31st of March 1842 (forwarded by the present opportunity) I have merely charged the actual sum paid by me for the passage of myself and 2 Servants namely 90£ as I had no instructions to credit myself with passage money in the usual manner.

Your Lordship will I hope pardon my presenting for your Lordship's consideration. that I was merely a subaltern of Engineers recommended by Lord Vivian the late Master General of the Ordnance for the high and important duty Her Majesty has been graciously pleased to entrust to my care. an officer of the Corps of Royal Engineers having been asked for by the late Secretary of State for the Colonies

The pay of a Subaltern in the army was the whole amount of my income

The Right Hon.ble
Lord Stanley

and to fit myself out I was suddenly called upon to procure a large draught from any resources that I could or resign the prospects of distinction before me. My friends assisted me, but I felt compelled to devote a portion of my income immediately to return that assistance, and this places me in a false position in the Colony considering the very small amount of my income.

Trusting that your Lordship will be pleased to take the above mentioned circumstances into consideration. The request which I now venture to make is that your Lordship will grant me permission to charge in the account current for the year ending 31st March 1843 the balance of the passage money that would be granted under ordinary circumstances for a voyage of three months duration after deducting the £95 which I have already charged

I have &c
R. J. Moody
Lt Gov.t

No. 11

Government House
Falkland Islands
31st March 1842

My Lord

I have the honor to inform your Lordship that on the 24th January I received on account of Government from Lieut-Lyttleton R.N. the officer lately in charge of the Falkland Islands the Stores enumerated in the enclosed lists.

I have &c
R B Moody
Lt Gov.

The Right Honorable
Lord Stanley.

Her Majestys Ketch. Sparrow
Port Louis 24th Jany 1842.

Supplied to His Excellency, Richard Clement Moody Esq Governor of the Falkland Islands the undermentioned, viz.

1	Couch
1	Chest of Drawers
1	Vessels Copper
4	Fry Pots
18 p.a	Yards of Blue Cloths
50	Paper Dollars issued by Mr. Vernet and therefore a debt against the
1	Thermometer
1	Kitchen Table
1	American Cart
1 set	of Harness for do
2	Axes
5	Blanket Rugs
1	Whale Boat
20	Bushels of Salt
1	Bundle of Hay.
4	Bushels of Indian corn
2	Do of Barley.
1	Sheep Bell
6	Lambs
6	Pigs
1	Hens
40	Horses
3	Stallions
15	Mares
8	Colts and Fillies
12	Spanish Saddles
10	Coronas
6	Pellones
6	Sobre Puestos
4	Pans de Lhiellas

22	Yergas
7	Bridles
6	Suchas
7	Halters
2	Canvas Slings
7	Ducks and Drakes
2	Casks empty Puncheons
6	" " Hogsheads
13	" " Barrels
11	" " Tierces
11	" " Casks
6	American Barrels
324	Iron Hoops on the above
45	Staves Puncheons
76	do ½ Hogshead
64	Irish Barrel Staves
00	D° " Tierce D°
20	Small Cask do do
60	American Barrel do
100	Pieces of Heading English
66	" " Foreign
220	Loose Hoops Iron

Signed. John Lyons

An account of Stores supplied to His Excellency the Lieut Governor of the Falkland Islands.

1	Boats Pinnaces
1	" Cutters
1	" Dinghy
2	Gear Boat Hooks
1	" " Staves
24	" " oars
2	" Stantions for Awnings
3	" Travellers Spare
1	" Boomkins
1	" Mast Head Irons
1	Brushes White Wash
4	Casks Iron Bound for Seed.
2	Do. Do. for Lime
12 lbs	Chalk
1	Crow Bar
1	Forges
4	Gear Forges
1	Poker
1	Bellows
1	Anvil
1	Files ½ rounds
1	" 3 Square
1	Hammers Beach
2	" Sledge
1	" Hand
1	Slices
1	Rimmer Stocks
1	Nail Tools
1	Vices Large
1	Grind Stone
"	Hinges Spare Butt

10 lbs	Iron New	
1	Ladders	
5 Bush	Lime	
5	Boats Masts	
7	Sprees and yards	
1/2 lb	Nails Copper Canpho	
5	Iron Boat	
10	Scupper	
"	Sharps	40 d
"	"	30 d
23 lbs	"	20 do
"	"	10 do
"	"	6 d
4	"	3 do
"	"	2 d
1 1/2 Gal	Paint Materials	Oil Linseed.
3 lbs	Do	Black
28 do	Do	Yellow.
6 do	Brushes	
2 do	Paint Materials	Litharge
1	Pots	Watering
1	Stoves	Brodie
1		Cabin
1	Gear	Shpan
1		Nine Guard
1		Slide Cap.
1		Fire Shovel
1		Poker
1		Tongs
1		Coal Scuttle
1		Tenders
10 ft	Funnel	Copper
24 Gal		Tar Mineral
12	Tools.	Files Saw
1		Saws Cross Cut
1		Hand

1	Whip Saw
2	Sillers
1	Stone Hammer
1	Chest Nail and Tool
"	Plank Adze
23	Deals Ordinary
2	Spars Middling
2	Lime Casks
2	Wheel Barrows
2	Grind
4	Pick Axes
1	Ploughs
1	Harrows
12	Spades
6	Hoes
6	Rakes
3	Bags 3 Grained
1	" 4 do
2	Masons Trowels
2	Sickles
2	Meat Saws

Signed { H. S. Love. Addl. Lieutenant
Charles St John. Mate
James Pemberthy. Clerk in Charge

John Lyons { Lieutenant in charge of Settlement.

Copy of list of

Stores supplied to His Excellency the Lieut Governor of the Falkland Island's.

2	Anchors for Boats
3	Blocks Single
2	Buckets Iron Bound
710 Yds	Canvas Old
1	Casks Iron
2	Colors Jacks
6 fath	Cordage Hawser Laid " 3½ inche
28	" " " 4½ do
10	" " " 2¾ x 2½
28	" " " 1¾ x 1½
"	" " " 1¼ x 1
1 Cwt	Junk
1	Glasses Half Watch
2	Hooks Tackle
1	Kettles Copper
"	Lines Cabin
4	Sails for Boats
½ Bar	Tar
2	Thimbles
2	Iron Boat Slings
1	Tents

Signed. { H W Cosc. Asstd. Lieut
Charles St. John. Mate.
Jas Pemberthy. Clerk in Charge

John Systen. { Lieut in charge of Settlement.

An account of Stores supplied to His Excellency
R. L. Moody Esquire Lieutenant Governor of the
Falkland Islands.

5	Axes Pole
2	Barrels Wood Metal lined Half
2	Boxes Cartridge
1	Carriage Car. top or Sliding 12 Pr.
2	Cartridges Flannel empty Car. F C
141	D. D. filled
60	Cartridges Ball Musket
20	D. D. Pistol
2	Cases Metal Lined Quarter
1	Chests for Arms
1	Covers Leads for Lights
9	Flints Pistol
3 Bun	Match Slow
1	Ordnance Car. Strong 12 Pounder
5	Pikes Strong
5	Pistols Flint Lock Single
1	Rockets Single 1 lb
7	D. D. 1/2 lb
43	Shot Round for 12 Pounder
1	Sights Congreve Car 12 Pounder
5	Swords Sea Service Pattern
184	Tubes Symmons
80	Wads
5	Boxes of Grape and Canister
1	Tube Box without Straps
1	Lock for Carronade

Signed. A. L. Halloren
Secd. Master. R.N.

No 12.

Government House.
Port Louis. Falkland Islands
31st March 1842

My Lord.

In. Jany 1842

I have the honour to inform your Lordship that on the 24th of January 1842 I received on account of Government from Lieut Tyssen R.N the Officer lately in charge of the Falkland Islands the sums of money enumerated in the enclosed list amounting in all to 1183 dollars and 8 pence equal at 4/4d the dollar to £256.7.0 which sum I have duly credited in the account current for the year ending 31st March 1842

I have &c
R. C. Moody
Lt Govr.

The Right Honorable
Lord Stanley.

Copy.

Her Majesty's Ketch Spanwor
Port Louis. East Falkland
24th. Janry 1842

Supplied to His Excellency Richard Clement Moody Esquire Lieutenant Governor of the Falkland Islands the undermentioned viz.

	£ s d	$	
A Set of Bills for	8..17..6	drawn by	
the Clerk in charge of H. M. K. Anson		40	50/52
on the Accountant General of			
H. M. Navy ex 52 pence per dol.			
A Set of Bills for	80..0..0	drawn	
on Mr. Charles Frost of Rio de		369	12/52
Janeiro by Charles Melville (for			
rental of rocks) ex 52 d per dollar.			
A set of Navy pay Bills for	36..3..0		
drawn on the Accountant General		166	44/52
of H. M. Navy. Ex 52 d per dollar.			
£ s d			
0..12..3	in English money at do do	2	48/52
4½ Doubloons at	$ 16 each	72	
531 15/52 Silver Dollars.		531	15/52
		$ 1183	8/52

No 13.

Government House
Port Louis. Falkland Islands.
April 2nd 1842

My Lord.

I have the honour of laying before your Lordship the accompanying statement of the expenditure of the Parliamentary Grant for the Falkland Islands for the Year ending March 31st 1842 together with the sums I have received from Lieut Tyssen the Naval Officer lately in charge.

Your Lordship will perceive that there is a balance to the credit of the Colony amounting to £26.. 19.. 5/4.

The account is accompanied by all the bills having the requisite receipts or vouchers attached except in the case of Mr Lopresti's bill No VII amounting to £13.. 7.. 2. The articles therein enumerated were charged in a private account to me and I ordered them to be extracted and charged in a separate Bill to Government, to which unfortunately the necessary receipt was omitted to be attached: the articles have been paid for, being included in my private account the receipt to which I retain. I regret that this omission should have occurred, and I am sure that could I have forwarded the Bill (previous to sending in the accounts) to Mr Lopresti he would not have hesitated to rectify the mistake.

Your Lordship will also perceive that I have charged Government with the

for Maintenance of Lighthouse, pensioners, and Telegraph

The Right Honorable
Lord Stanley.

the expense of a writing table for my office, which I purchased at my own expense from the same place where I procured the Government furniture, I did so because I did not think at that time that the sum placed at my disposal would cover the expense but finding that there is so good a balance I now consider that it might with propriety, be charged to Government and I have accordingly done so.

I have &c

R. C. Moody

Lt Govt.

No. 114

Government House
Port Louis. Falkland Islands
April 14th 1842

My Lord.

I have the honour to lay before your Lordships the following report upon the Falkland Islands in which I have chiefly considered the prospects they offer to British subjects desirous of emigrating.

With regard to the use of which they could be made to Merchant Vessels sailing round Cape Horn and indeed to "whalers" and all other vessels in these seas in affording them a port for refit and refreshment I fully concur in the opinions expressed by the Commissioners of the Crown Land and emigration board in their letter addressed to Mr. Under Secretary Stephen dated the 22nd August 1840.

Advantages to Shipping.—

The Geographical position of the Islands is so convenient, the numerous harbours in them so excellent, especially the most leeward one Port William, that the advantages they could be made to afford shipping in these seas has never failed to strike all persons who have given their attention

The Right Honorable
Lord Stanley
&c &c &c

attention to the subject commencing with Lord Anson the first person that appears to have drawn the public attention to the great value of this portion of the British dominions: it will therefore be only necessary for me to add upon this point that even now many ships actually do call in for refreshment, especially American, and French vessels commanded by Americans, and from all that I have been able to learn from Masters of Vessels trading round Cape Horn and from other sources many more vessels would call if they were sure of receiving the assistance of which they might stand in need in the way of repairs or provisions. By Vessels from the Australian Colonies such a half way port will be highly valued, when the Islands are better known.*

*vide note.

The fear of the difficulty in making these Islands arising from long established prejudices and the want of good charts is now fast dying away. The admirable nautical chart commenced by Captain Fitzroy and continued by Lieutenants Sullivan & Robinson of Royal Navy now affords a means of acquaintance with these Islands not surpassed by that of any ports in the World.

An inspection of this chart will show how full the Islands are of excellent harbours and how completely all the hidden dangers are naturally buoyed by the kelps.

* Vessels can at present obtain plenty of Beef and water the first very cheap 2d per lb and the latter very expeditiously and readily. For further refreshment fresh fish and wild fowl are in the greatest abundance as well as many antiscorbutic plants, wild celery, sorrel & an excellent spinach. These wild vegetables and wild fowl with good water may be obtained in any harbour among the Islands.

The objections that Masters of Vessels make to "calling" is the delay in beating up Berkeley Sound to the present seat of Government the prevailing winds being westerly and generally strong. The same objection does not apply to Pt. Williams which is easy of access and egress at all times, and a few tacks would bring any vessel to a secure and convenient anchorage.

Military Strength

Any comments upon the political importance these Islands derive from their geographical position would be superfluous from me in addressing your Lordships, but it may not be out of place to notice that in addition to their advantageous "position" nearly all the most important harbours in the Falkland Islands possess from their formation and that of the ground enclosing them, exceedingly great natural strength in a military point of view.

Previous to stating the opinions I am inclined to entertain concerning the prospects these Islands afford to persons desirous of emigrating. State the liberty of laying before your Lordships the following general description of them. their climate and natural productions as such descriptions will offer for your Lordships information the chief data upon which I have formed those opinions.

Geographical position.

The Falkland Islands situated between 51° & 53° South Latitude and 57° & 62° West Longitude, consist of two principal Islands the

the East and West Falkland with a considerable number of others of different sizes clustered around them and in the straits between them.

length and breadth of the Islands in the group.

The greatest length of East Falkland is about 95 miles, the mean 85; the greatest breadth about 53 miles, the mean may be averaged at 40. The West Falkland is about 80 miles in length; the width varies considerably but 40 miles may be considered the greatest, and 25 miles the mean.

The remaining Islands about 200 in number vary very considerably from 16 miles in length by 8 in breadth to mere Islets of 1/2 a mile in diameter.

The whole group is deeply and variously indented by Sounds, bays, harbours, creeks and inlets; perhaps there is no spot in the whole world so singularly irregular in its coast line, and so full of harbours and creeks as the Falkland Islands.

This formation diminishes the area considerably but at the same time it presents more than counterbalancing advantages.

The area of East Falkland may be roughly computed at about 3000 Square Miles; the area of West Falkland, the nautical survey of which is not yet completed but in progress may be estimated at about 2000 Square Miles and the whole group of East and West Falkland with all the surrounding Islands at about 6000 square miles. East Falkland is the Island best known at present and with the aid of the accompanying maps I trust I shall be enabled to explain its physical features.

A Chain

Description of the range of East Falkland.

A Chain of High Hills called the Wickham Heights, and which may be almost termed mountains, runs across the Island in a due East and West direction from Port William to Port Sussex. Mount Usborne the highest hill in the range is stated in the nautical Chart to be about 2300 feet above the sea the other hills vary in height from 800 to 2000 feet.

The Hills are nearly continued with but few passes between them their summits are either in ridges or points but seldom rounded and never tabular. They are all formed of stratified Quartz rock and are extremely rugged at the summit, some of the rocks being of the most wild and fantastic form.

To the Northward of the Wickham Heights and in a parallel direction is a lower range of Hills of a similar character, of this range Mount Simon is the highest computed at 1600 feet above the sea.

The hills on the South Side of Berkeley Sound are in the same line as the Mount Simon range but separated from it by an arm of Saloador Bay. Between the Simon range and the Wickham Heights is a longitudinal valley about 3 Miles in width and 20 in length* extending from the arm of Saloador Bay to the northern base of Mount Usborne from thence it inclines to the Northward and completely separates the two ranges.

These two ranges may be considered as the Mountain Land of East Falkland and extending completely across the Island they render the communication from North to South difficult by Land not so much on account of their height and steepness as from the rugged-

-ness

* Note

* which I have named "Matson Valley" in the map

of what can only be styled "the streams and fields of stones" which together with patches of Mountain Bog cover a great portion of the tops and sides of the hills. hereafter however good roads may be constructed with facility and of a gentle ascent the stones on the mountain sides are of a convenient size for the bed of a roadway and to form dry stone embankments: often broken they would also make good road metal for a macadamized surface.

There is another chain of hills to the Northward of the Wickham Heights only partially continuous the general direction of which is also East and West. It extends along the North side of Berkeley Sound and from Port Louis trends away to Manville Bay: further on to the Westward are occasional hills and high ground in the same general direction.

Between these last mentioned hills marked a & b in the maps and the Simon Range is the opening of Berkeley Sounds and the extensive Port Salvador with its numerous arms.

Between Berkeley Sounds and Port San Salvador the ground is comparatively low and undulating with many valleys and water courses from the shores of Port San Salvador to the mountains on the South and the hills on the North the ground is of the same character, the North coast of East Falkland from Cape Dolphin to Cape Bonypart and extending back to the hills a.b is but slightly elevated with a rocky shore and continuous line of cliffs of from 40 to 60 feet in height the surface of the ground is undulating.

The

The ground round Fanning's Head is generally hilly and the "Head" is a fine bold hill rising abruptly from the sea, it is a prominent object from all parts of the Straits between East & West Falklands.

The character of the country to the South of the Beckham Mountains is extremely simple: from the base of the Mountains to Eagle Island inclusive it is one continued undulating plain deeply indented by Sounds harbours & creeks: there is no decidedly flat land but a series of shallow vallies, each with its rivulet.

The shores are either muddy or sandy.*

All the Islands to the South and in the Straits partake of the same character — The contrast between the Country North & South of the Beckham Mountains is very remarkable: Port William readily communicates with either being at the eastern extremity of the dividing range.

General description of the Interior of West Falkland.

Of the interior of West Falkland there is not much known the information I received from the Americans who were taken on board of Her Majesty's Ketche "Sparrow" while I was at White Rock Harbour° was of too vague a nature to be much relied upon although from their account they must have crossed and recrossed it in many places during the 14 months they were wandering upon it.

From the coast the Island appears upon the whole to be more hilly and the hills to be more rounded, lumpy, and isolated than those in the East Falkland those which I have seen appear to

pass[illegible]

* Chiefly Muddy.

° Vide Dispatch No. 4 March 1842

possess the same geological character viz varieties of Quartz rock. and their height may be assumed as varying from 800 to 1800 feet but none appear to be so high as Mount Usborne.

S. Note

The principal range S. is on the Eastern side of the Island and runs in a contrary direction to those in East Falkland its general bearing being North & South and extending from White Rock harbour to Fox Bay parallel to the Coast line and at a distance from it of about 3 Miles.

There is also a very remarkable rugged ridge of quartz rock about 150 feet in height which rises abruptly from the sea, and follows the coast line from above Port Howard to Fox Bay, a distance of about 40 miles. Between this ridge and the range of hills is a longitudinal valley intersected occasionally by high land ("the "roots" of the range"). Port Howard and Shag Harbour are in this valley and their entrances are through very narrow openings (about 400 & 200 Yards in width respectively) in the ridge.

Edgar ridge further to the South appears to be of a similar character — and the opening into Port Edgar is not more than 280 yards in width.

The North coast of West Falkland consists of long Islands extending east and west with narrow openings between them, one of which Samar pass and the entrance to Port Egmont are the most remarkable.

Upon these Islands are isolated hills of conical and lumpy forms rising abruptly from gently undulating ground.

The Islands farther to the West and called the Passons are hills of this abrupt character

S. Which I have named the "Worsley Hills" upon the accompanying map.

and from 800 to 1200 feet in height.

The two Americans before alluded to described many extensive plains which they crossed but I am inclined to think that there is not by any means so great an extent of plains or gently undulating ground in the West as in the East Falklands.

The West Coast of West Falklands is not much known except to Whalers and Sealers Mr. Melville an active and enterprizing settler at the Falkland Islands who has sealed much in all the Bays and is better acquainted with the Coast than any one in the Colony describes it to be more variously and deeply indented than even the Coasts of East Falklands.

The single line defining the boundary of North, King George, Queen Charlotte and Solat Bays I am informed is not to be depended upon

The Nautical Survey now in progress has not yet extended to this portion but it is sincerely to be hoped that nothing will occur to prevent its entire completion. This is the most valuable side of the whole group for whaling & sealing and a correct chart would be of invaluable service to vessels so engaged.

I am informed that the hills on the South coast of West Falkland appear to be in masses and their termination at the coast line to be lofty rugged cliffs.

Sounds & Harbours

The Sounds on the East Coast of East Falkland are Berkeley, Choiseul, Adventure, and the Bay of Harbours (which may be considered as a Sound) all running into the Land in a Westerly direction.

Berkeley Sound the most Northerly is about

about 4 Miles wide and 7 miles long; at the head is Port Louis the site of the present Settlement there are two other bays also at the head Uranie bay and Johnstones Harbour.

The entrance to Port Louis is intricate through the narrows particularly with the prevailing Wind, but the Port through Loops is secure with good holding ground and sufficient depths of water throughout for the general class of Merchant Ships Uranie Bay and Johnstones Harbour are more open but have good anchorages. Choiseul Sound is about 35 Miles to the Southward of Berkley Sound it is 5 miles wide at the entrance and 27 Miles in length it is full of Harbours of which Moore Harbour, Victor Harbour, Darwin Harbour, and Arcor Harbour are the principal & besides many sheltered coves and creeks.

Lively Island 7 Miles in length by 5 in width extends partly across the entrance but there is a good passage both to the Northward and Southward of it.

Adventure Sound is 16 Miles to the South of Choiseul Sound and has within it the following good Harbours, Fox, Barnon, & Sullivans besides others on the North Shore not named in the map.

Long Island extends across the entrance of the Sound and the only passage 4 Miles in width is to the Northward the South opening is full of reefs and rocks &. the Sound extends into the interior to the distance of about 18 Miles.

Y. Notes.

Y A complete barrier without the smallest opening

The Bay of Harbours is about 4 miles wide at the entrance and 11 miles in length and as its name implies is made up of good harbours.

Besides these Sounds on the East Side there are the following excellent harbours. Port William the most leeward port in the Islands, Port Harriet, Port Fitzroy and Port Pleasant, Low Bay and Bull roads.

Generally the coast is much indented and to a stranger there is some intricacy in the passages to the different anchorages on the East coast, excepting in the case of the Bay of Harbours, and Port William and Berkeley Sound.

On the South side of East Falkland there are some anchorages one particularly on the North side of Eagle Island called Jacks Harbour. + Note

On the West coast of East Falkland there is no good port to the North of Fanning's Head but immediately round it and within the Straits is Fanning's Harbour which is a very excellent one in every respect.

The San Carlos river falls into the Straits a little to the Eastward and at a short distance up the river about 6 Miles from Fanning's Harbour is Port San Carlos a secure and well sheltered Port with deep water but rather small. ○ Note

The South Arm is in the same neighbourhood and is also an excellent harbour. ‖ Note

24 Miles to the Southward of Fannings Harbour is Sussex harbour running due East to the foot of Mount Usborne this like most of the others

+ Adapted for small vessels.—Marked in the maps. C
○ Adapted for small coasters
‖ These three are in fact one fine harbour.

Note it

thers possesses all the requisites of a good harbour
well sheltered deep water and good holding ground
it is also easy of access and egress excellent land
and many herds of Wild Cattle are in the imme-
diate neighbourhood.

Grantham Sound immediately adjoins
Fussea Harbour it appears to be dangerous
and difficult of navigation and has no good
harbours within it. The Waters of Grantham
Sound nearly meet those of Choiseul Sound at
Darwin Harbour, the little isthmus that di-
vides them being only 3/4 of a mile in width
and having 2 fresh water lagoons 400 yds in
diameter upon it. Sealers frequently carry their
boats across it.

To the South of Grantham Sound are
the following good harbours. Swan Island Har-
bour, Port King, Wharton Harbour, Lindlay
Harbour, Ruggles's Bay having within it Mof-
fits Harbour and Dawson Harbour.

The North side of East Falkland
is deficient in good Harbours the only one
being Port San Salvador the entrance to which
called Manille Bay is intricate and narrow it may
also be called a blind harbour difficult for Strangers
to make out from the Sea. There are no dangers
within Port San Salvador, deep water throughout
and it has many sheltered anchorages it is very
extensive being about 20 Miles in Length: no exc-
act breadth can be assigned to it as by a glance
at the Chart it may be seen that it is composed
of a number of arms running up into the country
in every direction.

X. The Land also is only elevated 20 feet above the sea in the highest part

On the East side of West Falkland are the following harbours.

White Rock Harbour which is well sheltered and easy of access and egress.

This Harbour is particularly serviceable to vessels from the Northwards endeavouring to pass through the Straits when the tide sets to the Northwards through the entrance as it generally runs with such velocity that without a commanding breeze in their favour most Merchant Vessels would experience great difficulty. White Rock Harbour is close at hand and can always be made, is at the same time very convenient to wait for the turn of the tide.

Eight Miles to the Southward of White Rock Harbour is Many branches Harbour which is well sheltered with deep water but it is confined and difficult of access from the narrowness of the entrance.

Port Howard the next port to the Southwards is at a distance of about 10 Miles from Many Branch Harbour it is an excellent Port in every respect except its entrance which is very narrow being only 400 Yards in Width

To the South of Port Howard is Shag Harbour, the inner portion of which through the remarkable ridge before alluded to is too narrow and confined to be of much service to vessels but the outer portion is a secure anchorage.

Fox Bay is very much exposed affording no sheltered anchorages for large vessels nor has it sufficient depths of Water throughout, there is however a small harbour within it available for small vessels and which will be clearly pointed out in such new editions of the Nautical Chart as may be published.

Port Edgar - to the West of Fox Bay and only 6 miles distant is a remarkably good harbour - when once entered but it has the defect of being difficult of access with the prevailing winds the entrance being only 280 Yds in width* between the bold head lands as to the security and roomy[sic] when within it is surpassed by none in the Falkland Islands perhaps not equalled. Port Albemarle and Albemarle Roads are secure and sheltered anchorages likely to be of most service to vessels entering the Straits from the Southwards.

Port Stephens is an extensive port being about 10 miles in length by 2½ Miles in average breadth with deep Water throughout but it has a narrow intricate entrance of ○ Yards in Width there are many well sheltered harbours within it.

Of the coast on the West Side of West Falkland I have already mentioned that there is but little authentic information therefore the outlines showing the different bays on the accompanying map cannot be relied upon, it merely indicates that the coast is of the general form.

In the North the principal harbour is Port Egmont the Site of the former Settlement it is a good anchorage but as a harbour it is defective from its great expanse.

Samar Harbour is not a good harbour as the entrance is narrow rapid tides prevail and there are rocks in the passage: Pebble Sound is studded with Islands which would render its navigation difficult to strangers.

* Note.

* Carefully measured by Lieut Robinson R.N this last summer.

Of the harbours in the Islands to the West of West Falkland the most important one to be noticed is Coffin Harbour in New Island.

New Island is about 6 miles in length and about 3/4 of a mile in width it is the most windward Island of the whole group and Coffin Harbour is on the Leeward side of it within the harbour is a small Island which completes the shelter of the anchorage from all wind.

This is the favourite place of shelter for all Whalers in these seas Weddell writes favourably of it as a wintering place.

By the foregoing notice of the harbours in the Falklands it is shown that there is no less than 10 or 15 known good ones *besides the multitude of coves and inlets which will be of service to coasters it is also highly probable that other good harbours on the West Coast of West Falkland may come to light in the progress of the Nautical Survey the whole of them possess watering places easy of access.

Of Rivers there are but few in the Falkland Islands. The San Carlos in the West Falkland is the largest known one; it is very winding and only about 30 Miles in length, navigable for boats to a distance of about 8 miles and for that distance the width may be averaged at 100 yards.

The sources of the San Carlos River appear to be many small Streams draining all the Country to the West and South West of the Western extremity of Port San Saloador also part of the

*Not including the small harbours which have been enumerated.

of the country to the Northward. The river is fordable at the 3rd Kraal marked d in the map but it is in general a deep stream with high banks. The bed is of a red sandy gravel and in spots Muddy.

The Arroyo Negro or Watson River is another large stream which drains the long valley described as separating the Senior Range from the Wickham Heights it rises from the foot of Mount Usborne and running in an Easterly direction falls into an arm of Port San Salvador a distance of about 18 Miles it is not navigable and as it is completely a mountain stream it often becomes difficult and dangerous to cross by reason of sudden floods swelling it into a deep and rapid river.

These are the only two rivers in East Falkland I am informed that there is also another in West Falkland of about the same size as the San Carlos which falls into King Georges Bay at a spot marked E in the map; rivers however can scarcely be needed in a country so fully and variously indented by the sea as these Islands are.

Fresh water ponds & streamlets

For the purposes of fresh water, the the want of rivers is amply supplied over the whole country by many small fresh water-lakes or ponds varying in size from 30 yards to 3 or 4 miles in circumference and by innumerable springs and rivulets.

Geological formation.

As I have not yet been able to traverse the Islands sufficiently I cannot give as complete an account of their Geological formations as I could wish, and as the importance of the subject demands; but I am inclined to suppose from general causes

that.

the formation of the whole of the Islands is of a similar character to those portions which I have examined.

In East Falkland the mountains and hills are formed of stratified Quartz Rock the strata in is general highly inclined in many places quite vertical and sometimes contorted in a singular manner. the tops of the hills are generally very rugged crowned with pinnacled rocks giving an air of great wildness to the scene.

At the base of the hills and on the plains the formation is clay slate of every variety alternately with strata of sandstone much of which is extremely friable, especially at the South of West Falkland where it occurs in beds of great thickness.

The Shinner beds to the northward in East Falkland are much more compact among the slates are many well adapted for roofing.

The inclinations and bearing of the strata are various and sometimes singularly upturned contorted and displaced; the whole of the lower lands appear to be of clay slate and I think it may safely say that it accordes to the higher hills which are invariably of Quartz Rock.

A peculiar feature in the Geology of these Islands are the streams of stones which appear as though flowing down the sides of the hills. no other term can convey the idea better than that of streams sometimes the streams are only 20 or 30 feet wide and in some places they spread out to be ¼ of a mile in width.

The stones

The stones are of a Quartz Rock and are of every size from 1 foot cube to 4 or 5 but generally about 3 feet cube. This will convey an idea of their size not that I mean to say that they are always cubical in form the edges of the stones are but little worn and they lie together in the greatest confusion, edges and angular points uppermost; though the general surface is uniform and never in ridges.

There are a few Islets here and there of turf and heather which have managed to take root but generally the interstices are not filled up in any way either by smaller stones or earth and consequently walking over them requires care as it is stepping from one angular point or edge to another. The streams are of a great depth and water the sound of which can be distinctly heard is generally flowing at the bottom of the stones. A valley about 10 miles from the Settlement is entirely covered with these stones. an area of about 3½ miles by 1 mile.

The character of the rocks of these Islands being so decidedly primitive and the same appearing to prevail throughout I am inclined to fear that although mines of valuable ore may be discovered yet that those useful materials limestone and coal will be sought for in vain.

I can only state this with uncertainty until I shall have been able to visit the North and West Coast of West Falkland because caves of stalactite formations have been described to me as existing on Pebble Island and elsewhere besides extensive sandstone formations to the south I do not however

build much hope upon the first because the pebbles from Pebble Island are all siliceous many of them being very beautiful specimens of Onyx and Bloodstones.

Climate

The climate of the Falkland Islands is peculiar in one respect namely the almost constant winds of a drying nature. The first circumstance however which deserves notice is its extreme salubrity; the enjoyment of perfect health is experienced by every one after they have resided here for a few weeks and become accustomed to the diet which consists almost entirely of animal food.

My own party who have had to undergo great exertions and frequent exposure in the later rainy weather have suffered from severe colds resembling influenza.

The two Americans who had been wandering for 14 months in the best Falkland living upon Wild Geese and the roots of the Tussak grass were found in perfect health although the seasons had been unusually inclement.

The illness of another party who had been wrecked and had suffered much arose from constant exposure in a small open boat and much bodily fatigue with want of food. accidents are as likely to occur here as elsewhere, nor can I say that constitutional ailments would be mitigated, in the case of pulmonary complaints most probably not.

Temperature

The temperature is more equable than in England seldom rising to the same heat

heat in summer nor falling so low in winter it ranges from 30° to 50° in winter and from 40° to 70° in summer but during the past summer which by the united testimony of every person in the Settlement has been unusually inclement only the temperature only once reached 70° and was seldome above 65°.

In Captain Fitzroy's works it is stated that the temperature has been known to be as low as 22° in winter and as high as 80° in summer. The log books of the Settlement shows the temperature to have been as low as 18° one night during last winter.

There are conflicting opinions about the temperature and as much depends upon the position of the Thermometer and the regularity of the observations I cannot give an opinion as to which is the most accurate: my own observations will be the means of 5 Thermometers but the positions of the house is elevated and exposed.

Snow & Frost

There is but little ice or snow in the winter the first seldome exceeds ½ inche in thickness excepting in very severe winters the latter is rarely more than ancle deep and remains a very short time upon the lower lands: there is very little foggy weather and thunder and lightning are extremely rare.

Rain

Light passing showers are frequent but a day of constant rain seldom happens the total amount of rain which falls in the year is probably less than in England certainly not more.

Wind

The prevailing direction of the wind

wind at the Falkland Islands is from the west from its almost daily occurrence and frequency from one quarter. it may be compared to the regular breezes in tropical climates like them also it generally commences at 9 blows strong often amounting to a gale through the day and dies away about 4 or 5 in the afternoon the nights are generally calm and the contrast of the bright still early morning and calm evening with the stormy mid-day is very great so frequently is this the case that I arrange my working parties at least those connected with the water accordingly. I have however seen many days perfectly calm and serene throughout during a residence of 3 months and a summer admitted by everyone to have been unusually bad, it is also true that there have been many stormy days and nights throughout.

I have before me two accounts of the directions of the winds at different times of the year and the kind of weather accompanying them the two accounts are diametrically opposed to one another and from the opportunities possessed by the observers as well as their character both are entitled to be considered as correct, at present therefore I cannot offer further information upon this head than that the prevailing wind is from the North West to the South West and very seldom easterly: that northerly winds bring gloomy wet weather & that hard gales may be expected from the South East to the South West but that they are generally over within 24 hours

both

both accounts agree in stating that there is more wind in summer than in winter.

I have now to describe what may be considered as the most important item in the calculations of the farming settler: viz the quality of the soil, and its productions.

Character of the Soil

I have dug up the ground in many places, and where the surface presents different aspects, and I have found the following general causes.

The soil is of a very fine dark almost peaty quality compact and from 6 inches to 2 feet in depth, lying upon a subsoil of red gravelly clay where the underlying rocks are the clay slate, this gravelly clay is of course the rock in different stages of decomposition, the stones being pieces of rock which crumble between the fingers; this soil and subsoil extends over by far the greater portions of East Falkland + and the subsoil varies very much in its tenacity and fineness. in many places from the nearly equal mixture of silicia and alumina it may be called sandy clay. on the Quartz rock formation the subsoil is chiefly a stiff dirty white clay, and this prevails upon the mountain lands, nowhere have I seen sand as a subsoil; although the seashores of the Quartz districts are of the finest white sand: these shores of the clayslate are generally mud mixed with shingle.

As may be expected from so tenacious a subsoil upon the Quartz hills and the

prevalence

+ Note

+ Of the West Falkland I cannot at present report so positively.

prevalence of springs and clouds the soil upon the Quartz formation is generally wet and swampy yielding coarse, rushy grasses and mosses with frequent deep beds of peat.

The subsoil at the bottoms of the deep beds of peat where any opportunity has occured of examining it is very tenacious clay and nowhere white sand as is generally the case in Ireland.

As the subsoil upon the clayslate is more porous the surface of the ground in those districts is generally dryer, the soil more earthy and the grasses are of a good quality, although even there are many spots of swampy land and peat bogs of a few feet in depth. The first arising from springs and little rivulets not finding a ready escape, causes quickly removed by even a partial draining.

Where the soil is very thin the grasses are few and heaths, balsam plants and a kind of wild unproductive strawberry plentiful.

+ Note Such land as this+ though capable of great improvement by cultivations, and would at once yield good crops of turnips and potatoes is not adapted for immediate occupation by settlers (requiring labor).

The soil of this poor land is not stoney and sterile but light gravelly clay, the stones in which are extremely friable. I understand from an experienced sheep farmer, lately arrived, that 2 acres of it would probably maintain Southdown sheep, but that by the ordinary process of paring and burning and

+ See No. 3. Page 76

and sowing it with artificial grasses it would at once become medium pasture land and eventually good pasture, much of the land in the immediate neighbourhood of the Settlement was evidently of this character formerly the sward upon which is now thick and verdant.

In all cases where the peaty soil has become mingled with the subsoil as in the bottoms of many of the vallies, by the sides of streams and almost always at the embouchures of the streams into the different arms of the sea, running in-land, the soil is of the richest quality and the grasses remarkably ~~thick~~ and verdant. I fell in with much of this land in the neighbourhood of Port San Carlos, Port Sussex and at the base of Mount Usborne (South side) it is also frequent on the shores of Port San Salvador, and I am inclined to suppose that there is much of it on the plains to the South of the Withams heights both to the Fox report and from the circumstance of the formations being clay slate with broad shallow vallies and also on account of the many herds of large cattle in fine condition which are always found there.

I find it a difficult matter at present to give a mean approximation to the truths in stating the proportions of good and bad land, but judging from the information I have derived from different sources and arguing upon the principles which I am inclined to generalize from the observations I have personally been enabled to make. I am of opinion that the following division may be considered tolerably exact. *

Note

Nol

* A colonial schooner has just arrived in the port from Patagonia and has on board an abundance of beef loaded with fat which the crew procured with ease on the plains at the South East Falkland by hunting with dogs. We have sent her back for a supply for the Settlement

No 1 $\frac{3}{20}$ of remarkably good land in the openings of bollies by the arms of the sea and at the sides of some streams, being a mixture of peaty soil and gravelly clay resembling dark brown loams and yielding luxuriant pasture of which one acre even in its present wild state would probably feed 4 sheep.

No. 2 $\frac{8}{20}$ Medium Land good soil though of a peaty nature from 1 to 2 feet in depth upon a subsoil of gravelly clay more or less tenacious; at present yielding an abundance of nutritious grasses (though rather coarse) and capable of very great improvement merely by the close feeding and manuring of sheep & cattle and partial draining where water lodges. The acre of this land would at present feed from 3 or 4 sheep in Summer and 2 in Winter.

No 3 $\frac{5}{20}$ Poor pasture land yielding a scanty herbage and an abundance of Heaths and balsam plants, but capable of very great improvement by labour in paring and burning and sowing with artificial grasses. at present it would require 2 acres of this land to maintain 1 Southdown.

No 4. $\frac{4}{20}$ Deep Bog and stoney land wholly unfit for cultivation, but generally useful in supplying peat for fuel and stones for walled enclosures and roads: fortunately much of the first is generally diffused in spots so that fuel would always be attainable at an accessible distance in any part of the Islands. There are no low lying level swamps or salt marshes at least none has yet been met with, all the wet swampy land lays in such manner that it can be drained without the least difficulty; and this kind of land is generally in spots or patches of a few acres in extent and not in extensive districts.

Grasses.

the surface of the country is covered with a long and apparently coarse grass but the Horses, Cattle, and Sheep feed upon it very readily, biting it very close where the soil is of a superior quality, and I suppose that the grass must be very nourishing from the size and fatness of the Wild Cattle, the excellent appearance of the Sheep and the sleek coats fine limbs and plump condition of the naturally wild & fleet breed of Wild Horses. Where the Sheep and Cattle constantly graze and feed it down close, this long grass gradually disappears and a short thick sward of sweet grass mixed with white clover takes its place, this occurs particularly in the neighbourhood of the Settlement, and the appearance of the Sheep fully testify to the excellence of the pasture.

The brown moorish look which the country presents always deceives the casual visitor it arises chiefly from the Wild uncultivated state of the pasturage, the Cattle have so wide a range that the grass is never thoroughly fed down, but grows in lumps, fresh shoots continually springing from the same root and running to seed, leaving the withered stalks and blades standing for a considerable time.

In the favourite haunts of the Cattle and Horses the surface though still in a wild neglected state has a greener and more luxuriant look than the general appearance presents.

I have remarked that wherever the surface of the ground has been fired, the old roots being destroyed a tender sweet young grass springs up, and the Cattle and Horses frequenting the spot the pasturage is much improved.

Even the worst peat bogs are covered with grasses, though coarse and many of them wiry but in no place have I seen the

surface

surface of the boglands uncovered as in Ireland and Scotland.

I may remark, that the bogs in the Falkland Islands are the black peat bog in contradistinction to the "red bog", that they are very compact, that the peat cut from them burns with great intensity when dry, the spots where a horse cannot cross are few, and a man may traverse the bogs any where without difficulty.

Such is the general character of the pasture in these Islands, but there is another indigenous grass of inestimable value and which deserves the particular attention of every person connected with the grazing and sheep-farming men in England but more especially Scotland and Ireland Latitude for what is here called Tussac.

Before *Note. The Tussac is a gigantic sedgy grass of the genus Carex *

* The Antarctic expedition under Captain Ross is at present at the Falkland Islands for the purpose of wintering and carrying on a series of interesting observations. At my request Mr. Hooker a pt. Surgeon on board H.M.S. Erebus and botanist to the expedition has kindly favored me with the following full description of the Tussac.

Copy

Tussac Grass of the Falkland Islands

Genus Carex

§ Spicæ sexu distinctæ, masculæ una plures.

Carex spicis masculis sub 2 lineari elongatis obtusis, femineis 6–8 summis sessilibus infimis pedunculatis erectis ovali oblongis, squamis lanceolatis ad apicem bifidis, longe aristatis. achenio obovato obtuse trigono bidentato, stigmatibus 3.

Carex trifida Cav? Sprengel Syst. Veg. v. III p. 829 "Tussac grass" of Weddel. "Tall sedgy grass called Tussac" Fitzroy's voyage p. 260. Probably the "Tussac grass" found on Philip Barnevald's Islands Lennox & Noir-Islands also on the Islas de Fonsas & Diego Ramirez. vide Rugg's voyage passim. The strong bladed grass, found in South Georgia by Cook. Thought to exist in the Herbaria of Sneyginet's & D'Urville's voyages.

A large species of handsome growth & appearance, often lining the coasts from a little way inland to high Water-Marks in large close & dense tufts. Flowers in January & February Roots densely matted, of thick fibres, forming large hemispherical or conical tufts raised 1 foot above the ground.

Stems very numerous, 50–60 together stout, erect, creeping or ascending, sometimes branching at the base, 2–4 feet long pale green, 1 inch in diameter.

Leaves sheathing at the base; the sheath smooth, triangular with the angles smooth, 5–8 inches long, pale glaucous green; ligula short, membranous, pale brown; lamina 5–7 feet long, linear, gradually acuminated, keeled below, plane above, the margins slightly

recurved

recurved & as well as the keel scabrid under the lens, surface smooth but not glossy, soft & succulent, livid green, trigonous towards the point. Spikes leafy the leaves longer than the spikes, suberect aggregated or generally distant, conspicuous 8–10 in number. The upper male, slender erect or inclined, pedunculated, generally 2 in number of which the terminal one is the longest, linear, cylindrical, obtuse, 1½ inch long, 3 lines broad; female spikes, robust, larger & much broader than the male, generally 6 in number, the upper shorter & sessile. The lower pedunculated, peduncle short obtusely trigonous, ¾–2 inches long 4–5 lines in diameter. Scales membranous or scarious, lanceolate, concave, entire at the margin, bifid & awned at the point, dark chesnut-brown shining with paler stria the awn twice as long as the scale scabrid.

Achenium pedicellate, obovate, turgid, smooth obscurely striated, trigonous, the angles rounded, pale brown when ripe acutely bifid at the summit, shorter than the scale; styles 3 in number.

The other common grass is a well known one in Europe first described as Arundo alopecuros by M. Gaudichaud in the Annales des Sciences Naturelle 6 V p 103 from specimens brought home by Captain Freycinet.

+ I measured the lengths of the blades and found them to average 1 foot in lengths & 3/4 of an inches in widths: some in favorable situations are long-=er and if cultivated with care they would probably flourish still more vigorously.

The plants grow in bunches close together and as many as [illegible] roots spring from one bunch. In old plants the decayed roots of successive shoots form a cushions of dry entangled fibres which raise the bunch from the ground. This cushions sometimes attains to a great size and height so that a person standing in a patch of old Sussock may be quite checked and concealed.

The cushion is dry and inflam-=mable and where the wild cattle and horses have completely destroyed the plants by eating down to the very roots inclusive. These lumpy accumulations of decayed fibres are left encumbering the ground with a multitude of Hummocks easily removed however by fire.

The grass growing in large tufts upon the high base of decayed roots re-=sembles at a distance a diminutive grove of thickly clustered Palms and from the dark green and luxuriant appearance given to the smaller Islands clothed with Sussa the richness of tropical vegetation is for-=cibly recalled to the memory.

All the other species of the genus Carex are described in botanical works as coarse and rank and by no means adapted for fodder, but it is very different indeed with this species: that it is sweet

flavoured

flavoured tender and most nourishing is evident from the avidity with which all animals feed, and the rapidity with which they fatten upon it. Cattle, Horses. Sheep. Pigs alike.

For about 3 or 4 inches the roots are very agreeable to mouth being crisp and of a sweetish nutty flavor, very much resembling the heart of the Palm-tree in the West Indies which is called the Mountain Cabbage.

There is an Island close to the Settlement which is fringed with the Tussac-grass for a breadth of about 200 to 300 Yards, the remaining portion being very coarse grass and moss on wet land, lean cattle turned on this Island become fat in 2 or 3 months, and the miserable old Horses that returns from the cattle hunting expeditions dreadfully out of condition, soon pick up and become quite fat upon the Tussac which grows there.

The two Americans who wandered upon West Falklands for 14 months lived upon the root daily and formed their huts of what I have termed the cushions, rolling one to the small doorway or opening, when night came on.

The long blades of the grass make but an indifferent thatch as it is much too brittle to last when dry, there are no fibres sufficiently toughe or coarse for this purpose.

I may notice that cattle and Horses will readily eat dry Tussac when they cannot procure it fresh: but an ample supply of it can always be obtained as it is green & luxuriant all the year round.

The bounty of Providence causes this extremely nutritious grass to grow most luxuriantly

luxuriantly in the rank peat Bogs by the sea shore where ~~many~~ any other even of the most inferior quality could scarcely live, I may say that by far the greater part of the coasts of these Islands are fringed with it, in many places to the breadth of 1/2 a mile, all the smaller Islands are completely covered with it. It grows readily between clefts of the rocks out of shingle and sand close down to high water mark, but it is most luxuriant where there is a depth of wet peaty bog.

Whether it will grow upon boggy land further than 1/2 a mile from the sea can only be determined by experiment, at the proper time I shall try it, and I entertain the most sanguine hopes that it will succeed though perhaps it may not grow so luxuriantly as by the sea shore.

If it should succeed upon inland bogs, such land could be made to yield as much nutriment for cattle as any other.

I am informed that a similar species of sedgy grass is to be found in the Straits of Magellan, the Auckland Islands and many other places in the Southern Hemisphere, but unlike its Northern allations the southern carex appears every where to be tender, full of nutriment and the favourite food of all cattle.

Ferns

A serious blank in the vegetable productions of these Islands, is the total absence of trees excepting upon some spots on the West coast of West Falkland where there are a few dwarf evergreen trees, of a hard

hard close grained woods; they are about 12 feet in height and their trunks which are very much contorted are about 20 inches in circumference. They bear bunches of beautiful and fragrant flowers.

I have not seen them but from the description given to me. I can only consider them as shrubs and neither of sufficient size nor numbers to be serviceable to the colony.

Driftwood suitable for fuel, and some few pieces perhaps available for posts and rails is in abundance upon the southern shores of these Islands. It is most probably washed from Staten Island & Tierra del Fuego.

Tachinal

There is a very bushy shrub called here the Tachinal which grows very thickly in the vallies. The height is from 2 to 5 feet and the thickness of the stem varies from 1/2 to 2 inches in diameter.

These shrubs form admirable covers for the Myriads of rabbits in the neighbourhood of Port Louis and I am inclined to think that they would not be a bad nursery for woods. I have remarked that wherever the Tachinal grows luxuriantly the land is of an excellent quality. (Peaty soil in intimate union with the gravelly clay soil) so that it may be taken as a general rule by the first settlers that where the Tachinal bushes are plentiful and look vigorous the land is very good.

The wood is brittle and therefore will not form good booms nor watling for hurdles. They might be planted in rows in gardens and potatoe grounds to break the force of the winds.

There

Heaths

There are a few varieties of heaths one of which is much used to light the peat fires and for fuel generally it is very inflammable and burns with intensity even when green. Of another variety ~~it made~~ a tea is made which is much used and apparently relished by the settlers hence it is called the tea plant. Of the other vegetable productions the Balsam plant+ may be noticed; it is a roundish and lumpy plant growing to 4 or 5 feet in diameter of a pale green color, and appparently of a smooth surface but upon examining it it is seen to be composed of a multitude of small stems closely compacted together (the surface is sufficiently smooth and firm to form an excellent natural ottoman for the tired pedestrian) the plant is very inflammible and when dry may be used for fuel. In the summer a thick glutinous substance exudes from it which is here used as a balsam for wounds. Of what value it may be in itself I know not but I observe that the soil upon which it grows is generally thin and apparently poor. I believe that the plant is very common in the Andes and many parts of Patagonia.

+ Note.

Sorrels &c.

There are a variety of mild sorrels all of which when boiled or baked with sugar is scarcely to be distinguished from gooseberries. There is also an excellent mild spinach which is plentifull by the sea; it is not surpassed by the garden spinach. Wild celery is also in abundance. There is a small berry called here a strawberry which grows upon a plant resembling the strawberry, but the fruit itself is similar to and tastes like a half ripe mulberry

+ Bolax Gummifera

It is commonly reported that the Nettle Weed is to be found in the Falkland Islands, such perhaps is the case but hitherto I have been unsuccessful in my search for it. nor have I been able to obtain a specimen of any found here by any one. Of the cultivated vegetable productions. Turnips. Cabbages of all sorts lettuces. Radishes and Potatoes grow to great perfection especially the first.

Cultivated Vegetables.

The swedes grow remarkably well and give an abundant crop I have scarcely any where in England seen turnips to equal them.* I am of opinion that with proper attentions and cultivations and good seed all the common garden productions would succeed.

Note *

Of the probable success of fruit trees I cannot give a decided opinion but there is no reason to suppose, why. The hardy sorts such as apples, gooseberries and currants should not answer.

It has been proved that flax will grow well but hemp has not been tried.

Wild Animals

The number of the different species of Wild Animals indigenous to the Falkland Islands are very few the only quadrupeds is the Warrah or wolf fox which is about the size of an English hound but slender with long legs. It has always been supposed that they are dangerous from the fearless manner in which they will venture to approach any person but I am informed by many well acquainted with their habits that they will do this more from ignorance of the power of man than ferocity and that they may be very easily driven away from

*The same opinion was expressed to me by a practical Shepherd immediately after his landing.

They will advance and take a piece of meat from the hand if offered to them young ones are easily tamed. There are not many in the northern part of East Falkland and all of them could be easily and should be soon exterminated as they are large enough and sufficiently daring to attack lambs, upon the West Falkland I am informed that they are more numerous and smaller with finer fur than in East Falkland; the fur of the East Falkland fox is very thick and handsome though not remarkably fine.

Rats and mice There are not many and they are chiefly in the neighbourhood of the Settlement. The Rabbits which together with the rats and mice have evidently been imported are literally in myriads in the vallies near the Settlement and are easily caught by dogs; many skins were formerly exported and it appears to have paid well.

Seals. The hair and fur seals which were formerly so abundant in these Islands have decreased considerably in numbers in consequence of the wanton destruction at all times of the year when they can be met with, neither old seals nor pups are spared by the sealers.

The hair seals are the most numerous and although their skin is not of great value yet combined with their oil which is of a very good quality the taking them may still yield a good returns. I am informed upon very good authority that the common or Black Whales are still numerous in the vicinity of the Falklands particularly upon the West Coast of West Falkland and that vessels from New Island, the present rendezvous of many whalers can be upon good fishing ground in a few hours. *

Whales

Note *

*There are but few if any British Ships engaged in the Whale Fishery round these Islands but the fact of the Black whale being plentiful is well known & appreciated by many foreign vessels who pursue their occupation with great secrecy and success

Fish.

There is an abundant supply of fish at the entrance of most of the creeks opening into the Harbours, but there is no great variety, those generally caught are a kind of grey mullet and the Smelt both are very excellent and grow to a great size, the first often weighing 14 lbs but averaging for 8 lbs and the latter 1½ lbs but averaging ¾ lb.

I may notice that a small kind of trout is very plentiful in some of the streams and fresh water lagoons.

I have not seen or heard of any shell fish except clams and Muscles but both of those are in great abundance the latter have the inconvenience of being full of very minute pearls about the size of a pins heads.

Wild Fowls.

Of Wild Fowl there is a great abundance of the following kinds: The Kelp, Brent, and Upland Goose all very fat and the two latter excellent food.

2 Kinds of Wild Swans.

2 Kinds of Snipe one very large.

4 or 5 kinds of Duck one of which the loggerhead is not good to eat as it lives almost entirely upon fish. Seal are very numerous upon the fresh water ponds.

These wildfowl are so tame especially the Geese that the most indifferent sportsman may speedily load himself with more than he can carry. In unfrequented places they may be knocked down with a stick.

Of other birds the most common are Shags, Penguins, Rock Hoppers, Sand Pipers, Gulls, Capepetrels, Whale Birds, Albatrosses, Mollys, and a large kind of Carrion Hawk and Rooks both very daring and destructive in the Poultry Yard. The latter is well described by

Darwin

Darwin (See Voyages of the Adventure & Beagle Vol 3 page 67.)

A common bird in the neighbourhood of the San Carlos river is the Hell Diver a beautiful species of grebe. The land birds are very few one like the English Robin but much larger has a note similar to a Thrush. The extraordinary degree of familiarity shown by the birds of these Islands impresses itself very much upon the mind of a stranger at his arrival.

Of Insects except a very few flies and spiders, I do not think that I have seen or heard of any. an Entomologist would find the Falkland Islands a very barren field indeed.

I have seen no frogs nor reptilia of any kind.

Domestic Animals which have become wild

Of the animals brought to these Islands and now become wild those of the first importance are the Cattle and Horses, the rabbits I have already noticed. there are some pigs of an indifferent breed upon a few of the smaller Islands, but I do not believe that their increase keeps pace with the unsparing attacks made upon them by the Sealers and whalers frequenting these seas. I cannot obtain any authentic account of goats being upon these Islands, if there were any formerly it is probable that they have shared the fate of the Pigs. it is reported that there are still some few wild dogs in the interior but many were destroyed last winter in consequence of the reward set upon their heads and it is probable that very few remain.

Cattle & Horses

The Wild Cattle the progeny of the tame ones which have been landed upon the Islands from time to time may be estimated at about 30,000 in number this number is the

mean

mean of many reports which have been made to me by persons who have traversed the Islands in different directions. That there may be more is very probable because many would always be concealed from view ‡ by the formations of the ground in general ☒ which is a succession of longitudinal vallies varying from 100 yards to ¼ mile in width separated by rising ground of the same width the depths of the vales may be about 40 feet. It is in the bottom of these Vallies that the best grass and shelter is to be obtained and a view into several of them at one time is almost impossible.

‡ Note

☒ Note

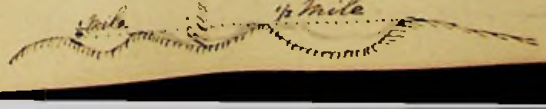
Colonel the late Capatoz of the Guachos and who was considered very active and intelligent in his vocations computed the number at that time (4 years since) at 40,000 such is also the opinions of the majority of the Settlers.

It may appear strange that there should be so few after the lapse of so many years with such excellent pasture (evidenced by their fat conditions) but allowance must be made for the wanton destructions that has been carried on until very lately by the crews of whalers and Sealers.

There is good foundations for the report that one person in particular killed great numbers for their hides alone.

‡ It frequently occurs that neither the tame Cattle nor Horses can be found for 2 days although grazing within 2 miles of the Settlement the hollows are so numerous.

☒ particularly in the districts where the Cattle are most numerous and it is a common circumstance to come down suddenly upon a large herd in some shelterd valley that is perhaps not ¼ mile wide. a description of the ground would be somewhat this.



out of this number of cattle it is probable that fully ½ are Bulls.

The latter appear to be of several breeds but all are long horned with fine clean limbs and stout.

The greater number would be admired even in England: I am informed by those who have seen the herds on the banks of the River La Plata that these which must be descended from cattle imported from thence greatly surpass them. The Bulls attain a great size and are magnificent looking animals. They are all very wild and difficult to capture at least so say the Guachos of these Islands but I am inclined to think that the regular Guachos of the Pampas upon properly trained horses would neither find it so difficult or dangerous as it is reported.

The cows are easily tamed for milking by a fearless person but they are apt to decay unless constantly watched. The Beef is fine grained, firm and exceedingly well flavored and cooken cut from a wild animal in the contour particularly fat cooken there is tussac in the neighbourhood of their grazing ground, when first brought into the settlement they are generally out of condition from the treatment they receive in the capture and afterwards, but they very quickly recover and eventually fatten.

The cream from the milk is very rich and the butter equally so but the cows only yield a small quantity of milk under the present system of management.

The cattle are found in the greatest numbers and in the finest condition upon the plains South of the Wickham Heights but there are many herds upon the shores of Port Jan Salvador

*Note

+ The present hunting ground for the supply of the Settlement.

Salvador and in the neighbourhood of Port San Carlos. formerly there were a great many to the North of Berkeley Sound but Sportsmen hunting and the close neighbourhood of the Settlement have driven them away there are a few however still remaining.

I may notice that the hides are considered by competent judges to be much superior to those shipped from Buenos Ayres but that they are spoiled by the manner in which they are taken from the animal and afterwards prepared.

The number of Wild Horses 3000 may be considered a near estimate this is the opinion of Lt. Tyssen The Naval Officer lately in charge of the Falkland Islands and he devoted much attention to the subject.

The Wild Horses are always in good condition with fine coats and clean limbs but they are naturally a poor ugly breed about 14 hands high, low shouldered, Cat rammed & with large coarse heads. This is the general character but there are some very fair exceptions. The Colts reared at the settlement turn out serviceable and hardy.

It is generally supposed that they have but little stamina but there can have been no fair means of judging whether they have or not. the treatment of them being such that few horses in the World could undergo it without giving way.

The wild horses are found in the country on both sides of Berkeley Sound but chiefly on the South side between Port William and

Sheep.

and Portlouis and never south of the Wickham heights. The few sheep that have been imported into the colony feed upon the short sweet grass immediately round the Settlement and are in very fine conditions especially some leicesters and South Downs belonging to Mr. J. B. Whitington (a settler) which are in remarkably good order with long heavy fleeces the weight of which I cannot state. ✝

Note ✝

There are two breeds belonging to the Government one the poor long legged indifferent breed of South America and the other a great improvement upon the same presented to the Government by J. Sheridan Esq. of the Estancia de los Sajones. Buenos Ayres.

Such is the conditions of the few sheep at present in the Colony but there can be little doubt that sheep farming would answer well upon a large scale as there is an abundance of nutritious pasture the winters are much milder than in England although the summers are not so warm, and with regard to the wetness of much of the land there are large districts where the surface is always firm and dry enough to remove all fear of foot rot.

In nearly every allotment of land there would be both high land & meadow for alternate grazing which is an advantage not to be overlooked. I am informed that the breeds that

✝ These sheep have not suffered from diseases of any kind since their arrival.

o Since writing the above a Mr Culey a Lincolnshire sheep farmer has arrived with a flock of 200 and he expresses himself exceeding well satisfied both with much of the land and the grasses in their adaptation to Sheep Farming.

that would be best adapted to the climate are Leicesters and South Downs.

The value which in England is beginning to be attached to the Wools of the Alpacker and Vicunia and the great similarity that exists both in climate and plants between the rocky hills between the Falkland Islands and the Native ground of the Alpacker is worthy of the attentive consideration of the enterprizing settler.

Poultry

Fowls, Turkeys, Ducks, Pigeons and Guinea Birds thrive well in the Poultry Yards and Pigs fatten upon the Tussac grass.

By the foregoing general descriptions of the Falkland Islands together with notices of the climate and natural productions I have endeavoured to lay before your Lordship the informations upon which I have chiefly formed the opinions I entertain concerning the prospects these Islands afford to persons desirous of emigrating and which opinions I now venture to lay before your Lordship.

Summary.

It appears by the foregoing descriptions that the greater portions of the Islands are clothed with grasses which must be very nutritious judging by the size and condition of the live-stock feeding upon them, that there is an indigenous grass the Tussac which grows in abundance by the Sea-shore and upon pure Peat which is peculiarly nutritious.

It appears also by the character of the soil and subsoil is not so generally indicative

of

of fertility namely peaty upon a gravelly clay subsoil, but it also appears that the depths of the soil averages 18 inches and that when mixed naturally or artificially with the subsoil it becomes very fertile yielding abundant herbage of excellent quality, that turnips and all common vegetables thrive extremely well that the amount of rain is not greater though perhaps more frequent than in England; that the summer temperature is lower than in England and the weather uncertain, but that the winters are much milder generally there appears to be a want of shelter arising from the total absence of Woods and that winds are almost constant — so far therefore I am of opinion that from the want of sufficient summer heat and shelter from the wind (the perfect growth and ripening of corn) at all events wheat) is at present questionable but there can be no doubt as it is now practically proved that the Islands are well adapted for grazing, breeding and rearing all kinds of stock as well as sheep farming, and I further think that such farming would yield an ample returns to a large body of settlers without any great outlay of capital as there is a considerable extent say 4000 square miles of land yielding a good pasture at this moment there are no obstructions to be removed from the ground before agricultural operations could be commenced, the plough might be put into the ground at once.

The Islands adapted for sheep farming & grazing.

It is also evident that a material improvement in the soil will rapidly follow the commencement of the simplest agricultural or even pastoral operations such as the folding of

cattle

cattle in successive inclosures, the short bite constant close treading and droppings of sheep, but if to these be added partial draining *paring and burning manuring with peat ashes and kelp which may be obtained in any quantities all along the coast & turning up the strong fine gravelly clay with the lighter soil upon it, the ground will then be converted from moderately good land into extremely fertile grass lands a greater portion of the surface of the country will become constantly dry and a considerable amelioration in the Summer temperature take place. I am inclined to suppose that this change of climate would be produced more rapidly in the Falkland Islands than elsewhere with similar operations because of the constant and unmistakably drying winds which prevail throughout the year the rapid evaporation of moisture in these Islands has always attracted the attention of casual visitors it is probable that had it not been for these drying winds, the want of a higher temperature in summer and the tenacious character of the subsoil would have caused the whole country to have been little better than a succession of swampy bogs.

I am inclined to entertain the idea that a progressive improvement has been going on in the soil and climate of these Islands judging from the gloomy accounts formerly given, and in many places the earthy layer and nutritious grasses above what is little better than peat. This gradual improvement I attribute partly to the extensive grazing

*Note

*The surface of the ground is undulating and lays well for draining and all that would be required is to cut outlets for springs where the water occasionally lodges, and to clear the channels of the rivulets which are always full of water and frequently choked.

growing of the wild cattle and horses as well as the higher average temperature caused by the greater variety of heights in the neighbourhood than formerly ‡.

‡ Note Absence of wood & how it is to be procured. ⊙ Note

It appears also that there is a total absence of wood for the purposes of building, forming enclosures, and to afford shelter. this is certainly a great disadvantage ⊙ and would become a serious evil were it not that wood is abundant in the straits of Magellan about 7 days sail from hence and 4 days back and there are many steamers with which to work such simple saw-mills as are constructed in North America.

There is also a wood cutting and sawing Establishment at St Catherines on the coast of Brazil about 18 days from these Islands and at Chiloè round Cape Horn a distance of 20 days sail, at either of these places planks and timber can be procured very readily and at low prices, timber may also be brought from New Zealand by vessels homeward bound it might also be imported from bonded yards in London ready sawn into proper scantlings for building saving thereby the great expense of colonial labour the price also would be reasonable as the freight would scarcely equal certainly not exceed the duty paid in England upon the importation of foreign timber.

‡ Of the truth of this I have no further evidence than a universally prevailing opinion.

⊙ In consequence of there being no trade in wood at present the first Settlers should all bring some description of portable house if only one room of 10 feet square so arranged as to be easily put together.

For the rougher work of posts and rails dry stones walls must be substituted and stones are abundant everywhere in the streams of stones before alluded to they are of very convenient sizes for the purposes.

The want of shelter which would have been afforded by extensive woods is not so easily remedied for many years to come shelter can only be obtained in the vallies and by the construction of high embankments.

Plantations

There appears to be no reason why in proper situations and under proper management trees should not grow. The plantations must be upon a large scale, with trees adapted to the soil and climate, planted at the proper seasons and protected by high embankments.

The sorts Larch & Firs, Poplars, Alders, Willows & the Winter Barks and Birches from Sierra del Lugo would probably thrive the best.

The experiment was tried before and failed but I should not be inclined to despair upon that account many experiments which perhaps fail at first succeed by some apparently trifling alterations in the mode of conducting it under the management of a person accustomed to the business should not entertain the least doubt of success.

Building materials

It appears that good building stone and roofing slate can be obtained with ease, the varieties of clay slate and sandstone are the best adapted for houses

The common furze (~~English~~) thrives luxuriantly at Port Egmont growing very bushy from the ground and to the height of 5 or 6 feet. some young plants near Port Louis are also very vigorous.

for houses but the angular fragments of quartz rock in the streams so often alluded to afford ready materials with the stiff clay for the immediate constructions of shepherds huts; necessity will quickly produce ingenuity in forming arched roofs of stone and clay covered with sods as a substitute for wooden ones such massive little huts would be quickly constructed and would offer great resistance to the strong breezes.

Excellent bricks may also be made from the clay, to be found almost every where and would probably yield a good profit as an article of export to the River La Plate.

Lime

It has been shown that there is no probability of lime stone being found upon the Islands from which to obtain lime for building and for agricultural purposes

It is true that clam shells may be gathered upon the shores and burnt into lime, but this as I am enabled to state from present experience can only be done at a great expense. From the many interstices it requires large heaps of shells to make a small quantity of lime and the high price of colonial labour to collect them would always cause lime to be a very dear article if obtained in that manner. It is stated in Captains King and Fitzroys work the voyages of the Adventure & Beagle at Silly's roads in St George's Bay on the coast of Patagonia the principal part of the soil is composed of loose sandy clay with large fossil shells (some of them weighing 8lb) imbedded in it I fear that although this spot may afford an abundant supply for very many years yet as the shells would have

have to be collected by hand after being dug out the price of lime obtained thus would be very expensive more so than if imported from England either ready burnt or slacked as ballast. The substitute for lime in building at present is stiff tenacious clay well worked up with chopped straw and it answers well in thick walls almost all the lime used here is imported from Rio de Janeiro being cheaper than collecting shells to burn

Fuel

Fuel is abundant in the form of excellent peat which is of the black kind and is extremely compact, when well dried it makes a bright fire and gives out great heat.

If compressed with Lord Billoughby D'Eresbys Peat compressing machine the Peat would be materially improved and much quicker dried for immediate use or stacking and if charred after compression would perhaps answer well for Steam Engine furnaces but for the forge I think it would still be necessary to import coal.

That the Peat may be exported with advantage to the river La Plate is probable, as it is well known that fuel is both scarce and expensive at Buenos Ayres and Montevideo.

In addition to the chief occupations to which the attention of the greatest number of settlers would naturally be directed namely grazing and sheep farming there are other branches of industry, the pursuit of which would be attended with profit in the Falkland Islands

91

* Note

+ To prevent danger

Whale Fishery

It appears that there is a great abundance of Black Whales round the Islands but more particularly on the West coast of West Falkland in the neighbourhood of New Island; large Vessels as receiving ships might lie in the principal harbour or call at stated times while the fishery was prosecuted by smaller Vessels such as schooners, upon this principle so much and so successfully carried on by the Americans in this neighbourhood.

It is commonly reported that the Whales are scarce here but the assertion is circulated for particular ends and is disproved by the fact of numbers being caught annually in the Bays and Vessels quickly filling upon this ground.

The fishery is carried on with the great secresy and very successfully by many foreign vessels.

Sealing.

That the fur seal will return to their favourite haunts if a respite be given is proved by Mr Melville who rents from the government the Seal Rocks at the entrance of Berkeley Sound. The rookery was nearly destroyed when he commenced the management of it upon his own account. He has given it a respite of twelve months and watches it constantly and the seals are now returning and will probably reward him very profitably for his enterprize. The same plan could be extended by renting or selling to individuals Sedge Island, Bay, the Jasons, New Island and other rookeries among the Islands. It is well known that the Isle of Lobos in the river Plate

Plate yields a large revenue in consequence of its being carefully preserved.

There is a report but I can find no good foundations for it that cod fish are caught between the Falkland Islands and the main land and that a fishing might be successfully carried on.

Salting fish

There is a small fishing establishment near Bathonis for the purpose of salting the grey mullet which is plentiful in all the creeks and exporting it to Rio de Janeiro, but it does not appear to be valued in the market, it is very fat and delicate fish and I am given to understand that it has not sufficient firmness to stand the salting necessary to keep it for warm climates without losing its fine flavour: probably some mode of drying under sheds may be adopted to overcome this disadvantage if so this would become a very profitable branch of industry to the settler.

Salting beef

The great readiness with which all meats take salt in these Islands and the fine quality of the beef seems very forcibly to invite speculation in that way in order to supply the Brazilian Market and perhaps even as far as the West Indies, at the same time however it must not be forgotten that it would have to compete with the low priced jerked beef from the Pampas and therefore perhaps as an article of food for the negro slave none would be demanded although it might be purchased by the classes of persons above that condition: corned rounds of Beef

from the

from the Falkland Islands have been priced at the tables of a few in Rio de Janeiro to whom they have been sent as presents. Shipping in these seas including the Naval Service could always be supplied from here with salt beef of an excellent quality and at a low price, it might also be sent to parts of Australia where meat will not take salt well.

I have noticed the very superior quality of the milk and butter hence good cheeses could be exported.

Export of wool. The wool from the sheep would always find a market in England.

Imports Among the staple imports must always be flour, timber and lime.

The first might always be imported from the ports in Chile or North America. Rice, coffee, sugar, and farina could be imported at very low prices from Rio de Janeiro.

The expenses therefore to a settler would be but little in the necessaries of life excepting wearing apparel.

Communication There appears to be very little difficulty in forming communications from one part of the country to the other.

There are many passes in the principal chain of hills through which roads could be led without any great ascent, and good materials for constructing them are abundant every where.

Two bridges of any size would be required for many years as the streams are very small and easily passed, the Matson river at times and the San Carlos would be

the only exceptions.

There are only two extensive dis-
=tricts of bog land with which I am ac-
-quainted, but roads could be made across
them without difficulty as they are by
means what are commonly called Flow-bogs,
all the other tracts of bogs are in spots
of but a few acres in extent and can be
passed without making any considerable
detour.

The readiest mode of communica-
-tion will however be generally by boats
and small coasters upon account of the
many deep indentations of the seas.

Disposal of wild cattle.

The disposal of wild cattle to
the best advantage for the Settlers as well as
for the Government is a subject to which
I have given particular attentions and it ap-
=pears that the following are the only modes
which can be adopted, but only the first
and last insures the preservations of the cattle
which for the future welfare of the Colony
is of the highest importance.

Undoubtedly the best mode, if it
can be effected is to sell all the wild cattle,
Horses and Pigs in one mass to a company
or an individual who shall at the same
time become extensive purchasers of land:
an extent sufficient to ensure that the
purchasers of the cattle is not for immediate
profit to the injury of the Colony hereafter,
by slaughtering for hides & tallow but that it
may be a basis upon which to carry on
extensive Farming operations or to retail
with profit to poorer Settlers. The Company
undertaking

undertaking the expense and trouble of capturing and taming in the first instance. The animals should be sold by Government as they stand wild; the only restrictions being that the Company undertake to get them together in herds under management by a certain time or that they be confined to the district of Land purchased and that they be bound to supply beef to Government* and her Majesty's Ships that may call, at a fair contract price which shall be previously agreed upon.

This contract should not be extended beyond a period of 4 or 5 years. but such a contract would be necessary to prevent exorbitant demands as the company for that time would be the only owners of disposable cattle.

The second mode is by granting licenses to capture to any actual purchasers of Land upon the payment of a fixed sum

The third mode is to consider the cattle as wild beasts and allow the enterprising settler to capture at will.

The fourth is for Government to capture and kill as heretofore but upon an extended and well arranged plan.

These are the four methods for the disposal of the wild cattle noticed by the Commissioners of Colonial Land and Emigration in their letter addressed to Mr. Under Secretary Stephen dated March 30th. 1841 and I fully concur with them in recommending the first if a respectable company could be induced to undertake it would at once do away with the

* Uncertain quantities as rations.

the necessity of a Government Farm and it would be an excellent arrangement for a Company, as one great difficulty and probable risk in commencing their farming operations the importation of cattle except a few Bulls and Stallions of a good breed would be removed.

The Company would only require to build a few turf or dry stone huts corrals (quickly run up by the Guachos who are accustomed to build their own on the Pampas) at different places upon their allotment and bring from the neighbourhood of Buenos Ayres an intelligent Capataz or two with a proportional number of Guachos and trained lassoing horses. The allotment also might be so selected that although consisting of 80, or 100,000 acres it may be bounded upon all sides by the Sea excepting an isthmus of a few miles in width. I have stated before that I consider the number of cattle to be about 30,000 in number of which ½ are Bulls. The Horses are reported to be about 3.000. The time which it would take to drive the whole of the above within the allotment must of course vary according to the number and intelligence of the Capataz and Guachos as well as the goodness of the Horses but it is most probable that 20 Guachos and 2 Capitazes with a 100 horses to be purchased at the estancias of Buenos Ayres at 20 shillings a piece if selected by the purchaser * would be able to drive all the herd of cattle and troops of Horses into the allotment in two Summers or at the furthest 3 particularly if the Company purchased 2 allotments one to the Northward and one

* Note

* But they must never be lost sight of when once purchased.

and one to the Southward so as not to have to cross the Wickham Mountains by which some would be lost or injured.

There are a few corrals already built to the Northward of the Wickham Mountains and these would be lent to the Company by Government.

All the Horses are to the Northward of the Mountains but the greater proportions of Cattle are to the South. When the animals are once driven within the allotment half the number of men and horses would be sufficient to watch them and capture them either for the purpose of killing, selling or taming.

I have endeavoured to estimate the price which the Government might fairly expect to receive from a Company for the whole (Wild Pigs on Eagle Island in number about 500) included, and I venture to suggest that they be offered for 30,000 £ this is certainly a very small sum being about the value of their hides the average of which exceed in size and quality those shipped from Buenos Ayres* but I am induced to recommend so low a sum as it would be a great encouragement for a company to undertake the management of a valuable property in a manner conducive to the general welfare of the Colony, and it would at once relieve the Government from extra duties which would be better carried on by private individuals upon their own account. I venture to suggest also that the Goovernment

* Note

* The thickness and weight of the Bulls hides (often weighing 70 and 80 lbs) might perhaps be objected to in the general hide market but the average I am given to understand are of an excellent quality as well as size.

Goverment require the Company to purchase at least 150,000 acres the money to be laid out in the same manner as that derived from other sales of Land namely the conveyance of emigrants, the survey, and local improvements particularly the formations of Bridle Roads of a small width; for the present 100,000 Acres of the above allotment should be in one Block, such a block would be the whole of the Lands to the North bounds of Berkeley Lands including a portion of the Settlement at Port Louis shaded red in the accompanying map; by the Nautical Survey of the Coast Line it appears to contain [illegible] acres as near as possible and it should be estimated at that content in any agreement so as to obviate the necessity of a survey the expense of which might be deducted from the price affixed by Goverment on the Land in the Colony.

Of this allotment $\frac{4}{20}$ may be considered deep bog $\frac{5}{20}$ wet at present but good Lands in itself bearing grasses and capable of great improvement by the extensive operations of a Company $\frac{3}{20}$ thin soil with scanty herbage * $\frac{5}{20}$ medium Lands available for grazing at once but by being systematically depastured would soon be converted into very excellent grass lands $\frac{3}{20}$ remarkably good lands.

* Note

I have drawn the boundary line of the proposed allotment

* 2 acres required for one sheep.

allotment so as to include the present Government House Garden, and out buildings which although much out of repair would yet be very serviceable to an establishment at the commencement, the boundary would also abut upon the allotments of the future village of Port Louis in which a few stone buildings cottages are already constructed. It is also in this house bree to that the Mullet & smelt are caught in the greatest numbers and it is there where a small fishing establishment is at present carried on.

It will be observed that the only land boundary to the above block of land is from Government House to Port San-Salvador a distance of about 2 Miles and easily enclosed.

Should it be considered that the quantity of indifferent land is not counterbalanced by the advantages of site and the possession of the present Government buildings, gardens, and good land in the neighbourhood a deduction from the purchase money could be easily arranged and it is certainly true that much of the land would not be purchased by an ordinary Settler. For the remainder of the company's allotment I would recommend that the peninsulae at the Southern Extremity of East Falkland be portioned off adding Eagle Island upon which are the Pegs all this allotment consists of the best land about the Islands ⊙ and contains 16.880 acres.

Note

I have included the present Government House, because I contemplate a removal to Port William, but should Port Louis be adopted as the site of the chief towns it would be necessary to construct a New Government House and then a better site could be chosen

⊙ By report I have not seen it

I not only advocate the sale of Cattle and Horses and Pigs to a company because it would be a mutual advantage to them and to the Government but because I think it would materially benefit the poorer Settler as he would be enabled to purchase an improved breed and tame cattle from the Company at a much lower price than it would cost him to capture and tame cattle with his own limited means.

The second mode of disposal namely granting licenses to capture upon the payment of a fixed sum would only benefit the wealthy capitalists as far as forming a herd: the poorer Settler unable to capture and keep, ~~[illegible]~~ would kill indiscriminately for present use by the rifle or aid of dogs or both which could be effected and is constantly done at present without any difficulty. The slaughter and waste which would then ensue would be very detrimental to the interests of the Colony generally although affording immediate food to a few Settlers. To regulate the pay of licenses according to the number caught and to prevent indiscriminate slaughter would I fear be quite impracticable. Allowing the animals to be considered as Wild Beasts and suffering any persons to capture and kill without a license would have all the disadvantage of the second mode proposed and be an unnecessary sacrifice on the part of Government.

The last

The cases of Russell land and kill Cattle particularly large Calves without any difficulty, 3 men and 2 dogs are sufficient this is a notorious fact.

The last mode is that of Government continuing to capture and sell as heretofore, but upon an extended and improved plan. This certainly from its speculative character is objectionable when any other equally advantageous to the general interests of the Colony can be adopted: but in case that an arrangement with a company cannot be effected and that the tide of emigration is not likely to flow in too fast it is certainly a mode to be far preferred to either the 2nd or 3rd and it could be conducted without difficulty after a short time and would amply pay the small outlay. It should be managed by a Bailiff or Steward to be paid out of the proceeds* elected for the purpose and who shall have previously visited the Estancias in the neighbourhood of Buenos Ayres to inspect their systems and to procure an intelligent capataz, Guachos and well trained horses. A small Barrack of one room would be required for the men with corrals and enclosures to be built by them with dry stones and sods (no mortar) for the cattle and horses these with plenty of good horse gear would be almost every thing required except a cattle shed, calf House, and a herdsman or two for the same Cattle; neither stables, shoeing forges◊ Barns, straw Yards nor any of the usual accompaniments of a well appointed English Farm would be required; simply well trained horses and a proper number of efficient Guachos, with enclosures to prevent the animals from straying.

There should not be fewer than one Capataz, 10 Guachos and 60 good horses.

* so much upon every animal killed or sold.

◊ So much upon every animal killed or sold.

The supply of fresh and salt beef to ships calling and cattle partially tamed to settlers would far more than repay the cost of the establishment and the interest of the first outlay in proper buildings besides having the effect of greatly promoting the welfare of the Colony.

The farm could be so arranged and situated as to be easily sold by auctions when settlers could take the place of Government in the sale of Beef. I consider that the expense of establishing such a farm would be covered by a thousand Pounds for the first outlay and that it would afterwards more than maintain itself.

I have given the fullest considerations to the letter from the Colonial Land and emigrations Board, to Mr. Under Secretary Stephen dated 30th March 1841 and particularly to that part relating to the sale of land. Their suggestions upon that head being adopted by Lord John Russell and referred to, in the instructions laid downe for my guidance by his Lordship, it is therefore with the greatest deference that I venture to submit the following alterations to your Lordship's consideration.

Sale of Land

In forming my opinions as to the price of land to be sold to settlers, I have considered.

1st That it should be sufficient to bring out labourers with a due proportion of Artificers in the numbers of 9 to a farm of 640 acres.

2ndly That it should pay the expenses of the Survey.

3rdly That a portion should be devoted to the general funds of the Colony, but chiefly to be applied to the formation of roads, bridges and other public works.

Expense of convey. of Emigrants.

With regard to the first it is difficult to say at what price Emigrants from England could be imported, the length of voyage may be considered to average 3 Months, but with the best descriptions of vessel, such as Isaac lately been employed and indeed built expressly & Delicia by the New Zealand Company, the voyage would probably be performed in about 2 months and a half.

The voyage to Australia averages 4 Months and the charge is about 18£.

It is true that at present there is no returns cargo from the Falkland Islands, but cargoes may be always be obtained from round Cape Horn at 3 or 4 Weeks sail from hence (at Good freights): Cargoes are also sure from the River Plate at the proper seasons about a fortnights sail from hence or from Rio de Janeiro. I am therefore inclined to agree with the Commissioners of Land and Emigration in thinking that 12£ per head would be a sufficient remuneration and be the sum demanded after a short time.

This sum at 6 labourers and artificers for a farms of 640 acres would be at the rate of 3s. 4½d, say 4 shillings per acre.

Expense of Survey

The expenses of an allotment Survey in this open Country if carried on by at least 2 parties engaged at once each consisting of 1 Surveyor and 3 chainmen with a lad to attend the tent or small portable house *, baggage and 3 horses

Note *

* Such as is employed upon the trigonometrical Survey in Scotland, and manufactured by Mr. Manning of Stepney for about 24£. They are 12ft in length by 9 feet in breadth and the officers of Engineers have no better shelter upon the summit of Scotch mountains with snow several feet deep.

They would be better adapted for this country than tents which I do not recommend.

baggage horses, and Cocoa, ought to be amply covered by three pence per acre if the lands are bought up nearly as fast as surveyed.

I propose for your Lordship's approval that the plan to be adopted be the one recommended by Capt.n Dawson Royal Engineers in the report made by him to Lord John Russell dated 22.nd December 1841.

With some modifications it is the simplest and readiest which could be adopted, by Captain Dawson's mode, taking a block of country 10 miles each way, the measurement of 5 linear would allot 1600 acres, this is rather less than by the American plan, commonly followed, but by closing at every mile it ensures great accuracy and prevents future disputes, litigation &c.

Allowing for detailed surveying along the coast line, bad days and winter, suppose that the out of door survey can only proceed at the average daily rate of 1/4 mile * linear measurement, this would allot 400 acres per diem by each party consisting of

	£	s	d
1 Surveyor at 12/ per diem and rations at 2/= do	1	14	-
3 Chainmen (Labourers at 3/ per diem each & 2/ per diem for rations		15	
1 Land to attend horses		3	
Allowance for repairs of Tent, house harness &c &c Camp Kettles &c		3	
	£ 1	15	0

* Note

* This is the very lowest rate at which it ought to proceed in so very open a country as the Falkland Islands, even allowing for all the bad weather proverbial to the place

Thus the actual cost of the out of door party will be $\frac{35}{200}$ = 1d. per acre.

If the survey proceeds at the average daily* rate of 400 acres: the five parties will lay out for allotment 62.000 acres annually. Therefore if 3d per acre be charged for the survey 1 would cover the expense of the out of door parties and the remaining 2 would give an annual sum of rather more than £5000 sufficient I should imagine to cover the expense of Surveyor General 2 or 3 clerks in the office besides the cost of instruments, stationery and wooden building for an office and dwelling.

* Note

The total area of the Islands I have computed at 6,000 Square Miles it is probable that for a long time it would not be necessary to allot more than $\frac{1}{3}$ and this could be done by 5 parties at the above rate in four years. The number of parties must depend upon the influx of Settlers but I do not think that there should be fewer than 5.

I have alluded in terms of praise to the Nautical Survey now in progress and near its completion, and I have examined into its accuracy to ascertain whether it might be rendered available to supercede the necessity of a survey of the coast line, and I am of opinion that although invaluable for nautical purposes it is not sufficiently accurate in its minor details to calculate correctly the areas of the coast allotments.

The survey has been carried on for nautical purposes solely and the method pursued has been that usually adopted in such Surveys, namely determining the positions of a few leading points by observations of Longitude & Latitude, the

* Working days (Sundays not included)

the intermediate prominent points by angles taken with the instruments (both of which have been done in this case with great accuracy) I believe and filling up the outline joining these prominent points partly by observed tangent lines and partly by sketching with the eye, but not actual measurement with the chain and taking offsets in the manner usually pursued in Land Surveys where greater accuracy is required in the detail. The plotting is also upon far too small a scale to determine the areas of reduction on the drawing.

The Nautical Survey as a general guide will be very valuable however to the Officer to whose charge the surveying department may be entrusted.

Expense of the Bridges would not be great

I have stated that but few bridges would be necessary in these Islands; the harbours generally are excellent needing no breakwaters nor improvement of channels and but simple landing piers or jetties as there is deep water close in shore and only a rise of tide of about 8 feet. The country is open and accessible in every direction good materials for roads are abundant every where and in a pastoral country with a great facility of water carriage, bridle roads would be sufficient at present, therefore the public works for the improvement of the Colony which would be required for many years to come can be neither numerous nor expensive, if 3 shillings & 9 pence per acre be put upon the land for this purpose and two thirds of the whole content of these Islands be sold, it will raise a sum of four hundred and eighty thousand pounds for this service alone.

* One inch to a mile.

Crown land fix
ing.

I have now stated that I consider 5/ per acre is sufficient for the conveyance of emigrants to the colony, that 3d per acre is sufficient to cover the expenses of the survey, and that 3/9d per acre upon ⅔ of the land in the colony will yield a sum of £480.000 for general expenses, this gives a total sum of 8 shillings per acre which I venture to suggest for your Lordships consideration as the price to be fixed upon the land in this colony instead of 12 shillings per acre proposed by the Commissioners of Colonial Land and Emigration. The sum I have ventured to propose is undoubtedly very low but still it appears to be sufficient to cover the expenses it is intended to meet and every endeavour is requisite to overcome the deeply rooted and generally prevailing prejudices against these Islands, the first head against which appears to have been made by Captain Fitzroy in his excellent and generally correct account, contained in the 2nd Vol of the Voyages of the Adventure and Beagle.

I have also given my attention to the area and prices proposed by the Commissioners of Colonial Land and Emigration, for the allotments in the chief town and suburbs and I take the liberty of suggesting the following alterations for your Lordships consideration, as being better adapted to the place and the circumstances of persons likely to become colonists.

That 600 allotments of a rood each (*50 feet by 218) be laid out, that those round the market place and in front of the principal landing be sold for 25£ each and the remainder for 15£. That 500 Suburban Allotments of 25 Acres be laid out in the neighbourhood of the chief town and sold for 50£ each;

and

*50 feet of frontage.

That the allotments in the country towns and villages be laid out in half acres, at £ each.

Site of chief towns

The selection of the site of the chief towns is a subject to which I have given my attentive consideration and upon which I have the honour to report in an accompanying dispatch No 17

I regret I should feel myself under the necessity of delaying the formation of my opinions upon this point but it is one of such grave importance and the report which I have lately received from Lt Robinson R.N. Commanding H.M.S. Arrow differs so much from the opinions expressed by the Lords Commissioners of the Admiralty conveyed to me in a dispatch which I had the honour to receive from the Right Honorable Lord John Russell dated 25th August 1841 and in which opinions I fully concurred after my visit to that Port in company with Lieut Lyttelton soon after my arrival, that I am induced to wait until a Survey shall be made (it being a question of capaciousness) and I shall have visited the Port again in company with the Captain R.N. commanding the Antarctic Expedition and at present in these Islands for the purpose of wintering.

The choice however lays between Port Louis and Port William, and allotments will be laid out in either long before the arrival of Settlers is likely to take place, a few of the suburban allotments will also be prepared, but from the smallness of my party the many indispensable duties to be performed by them and the intervening winter, it can scarcely be expected that many country allotments will be laid out.

The Settlers

Settlers best adapted for the Colony

The Settlers best adapted to colonize these Islands would be from among the industrious population of the Orkneys and Shetland Islands; accustomed to a hardy life and as much to seamen as landsmen, but all Settlers from grazing and Sheep-farming districts would find land and climate admirably adapted to the kind of farming they have been most accustomed to.

Brickmakers from the districts where Bricks are burnt with Peat as in Huntingdonshire would also be very useful.

Since my arrival I have received a notifications of the desire of many English residents at Buenos Ayres and Monte Video to emigrate to these Islands and requesting to be informed of the terms upon which Land would be sold. They would probably bring many sheep from thence as they are cheap* although of an indifferent breed and the passage is short.

*Note

I will take the liberty of concluding by recommending that Settlers should arrive at these Islands in the interval between the 1st of October and the 1st of January but not later than February and that they should reckon upon a voyage of three months duration in the common class of merchant ships.

Period of the year at which Settlers should arrive.

I have &c

R C Moody
Lieut Governor.

* From 6d to 7d a piece if selected.

No 15

Government House.
Port Louis, Falkland Islands
April 18th 1842.

My Lord,

I have the honor to inform your Lordship that a Mr. Culey (a sheep farmer from Lincolnshire with his wife, 3 children and a farm servant arrived at these Islands in the Brig Alarm on the 16th instant with the intentions of settling.

Mr. Culey has brought with him 200 sheep and I regret to say lost upwards of 100 upon the voyage.

I have &c
R. L. Moody
Lt Govr.

The Right Honorable
Lord Stanley &c.

No 16

Government House
Port Louis. Falkland Islands
April 23rd 1842

My Lord.

I have the honour to report the safe arrival at these Islands, on the 6th inst. of H.M.S. Erebus and Terror. the antarctic expeditions under the command of Captn Ross. RNo.

It gives me great pleasure also to be able to state that all on boards are in perfect health, and that no losses were experienced in their arduous and dangerous enterprize.

Captain Ross succeeded in penetrating a few miles further to the South in the same neighbourhood as in the preceding summer; but no further discoveries have been made beyond what has already been made public.

It is Captain Ross's present intentions to spend a few months in these Islands for the purpose of wintering and to carry on a series of highly interesting and valuable observations by which many important facts concerning the climate and rate of evaporation, force of wind &c will be recorded. I only regret that the period over which such observations will extend will be so limited (probably 3 months) and during the worst time of the year.

I have &c
R. C. Moody
Lt Govr.

The Right Honble
Lord Stanley.

No 17

Government House
Port Louis, Falkland Islands
April 30th 1842.

My Lords.

In obedience to the orders which I had the honor to receive from the Right Honble Lord John Russell conveyed in a dispatche from His Lordship 25th August 1841. No. 3. I proceeded soon after my arrival to Port William accompanied by Lieut Sypsen R.N. commanding H.M. Ketche Spavror for the purpose of examining the Port to ascertain whether it was better adapted as the site of the chief towne than Port Louis. The result of which examination was that we both coincided in the opinions expressed by the Lords Commissioners of the Admiralty conveyed to me in the abovementioned dispatche.

The selections of the site of the chief towne is however a matter of such grave importance, that I considered it advisable to request Lt. Robinsone R.N. Comm'g H.M. surveying Ketche "Avon" to visit Port William and after giving his attentive considerations to the subject to acquaint me with his opinions. Lt Robinson having been engaged for 3 years in surveying the coasts of these Islands and being well acquainted with the faulties of most of the harbours. He has done so and reports that he does not consider Port William sufficiently capacious within the points of security to be available

The Right Honorable
Lord Stanley.

available for a Naval or even a Mercantile station of importance but that it is merely adapted for a few vessels at a time touching on their passage or for vessels in distress unwilling or unable to beat up Berkeley Sound, and concludes by recommending Port Louis as more advantageous in respect to capacity and security for a port of importance both in a naval and Mercantile point of view (and it is to be presumed that it may become so eventually) than any other porting the Falkland Islands it is therefore my intention after making a careful survey of the Port (the chief objection being its want of capaciousness) to visit it again in company with so distinguished an authority as Captain Ross, Commanding the Antarctic Expedition now wintering in the Falkland Islands, after which I shall again have the honour of reporting to your Lordship upon the subject and proceed at once to lay out the streets and town allotments in one or other Port so as to be ready for the reception of Emigrants when they may arrive

I have &c
R. C. Moody
Lt Govr

No 18

Government House
Port Louis, Falkland Islands
April 30th 1842

My Lord

In the report upon the Colonisation of these Islands dated 11th April 1842 which I have the honour of forwarding by the present opportunity I have touched upon the allotment Survey its probable cost 3d per acre and the mode in which I propose that it should be conducted.

I have also stated what I am inclined to consider should be the strength of the party to conduct it efficiently, rapidly and economically.

Namely. 1 Chief Surveyor.
3 Assistant Surveyors continually employed in the field.
2 Clerks for the Office
15 Labourers & Chainmen
3 Lads to assist D°.

If your Lordship be pleased to approve of the above I am further desirous of drawing your Lordships attention to the importance of forwarding the party to the Colony as soon as your Lordship may consider it convenient with a proper equipment of stores for their maintenance and the performance of their duties including portable wooden Cottages.

I hope in the course of the winter and before their arrival to have some land surveyed and ready for allotment in Port Louis and the neighbourhood and also at Port William and to inspect different parts of the Country

The Right Honorable
Lord Stanley.

which I have not yet been able to visit so as to determine previously the districts which should be opened out first but the fulfilment of this latter duty must depend upon a small vessel of war being sent to supply the place of H. M. S. Sparrow recently left for Rio de Janeiro or whether I may be enabled to hire some small vessel which is a matter of great uncertainty. Probably the whole of the town and a few country allotments may be laid out but my party is too small and our duties for too multifarious to expect much beyond that.

I hope I may be pardoned for dwelling strongly upon the qualifications of the Surveyors which may be sent. Scientific Men or Men of General Education are not so much required as persons known to be well practised in the very simplest operations of Surveying and accurate in their work. To carry on an allotment Survey needs no great acquirements but simply steadiness, accuracy and strict obedience to the orders of the Chief Surveyor and I should not hesitate to recommend for this duty soldiers of the Corps of Royal Sappers and Miners who may have been employed upon the Trigonometrical Survey in Ireland but that I am certain they cannot be spared from the important service upon which they are at present engaged; I have a Corporal* in the detachment under my command who has been employed upon the Trigonometrical Survey and who would be available at present for

* Corporal Richardson

* Note

for the office and could in a short time qualify himself for the field.

The surveyors should be desired to name their own chainmen and bring them out from England, as the Surveyors duty would be somewhat facilitated if he had chainmen whom he had already drilled to that duty. I may notice that the Supply of Surveying Stores* which I have brought out with me will not obviate the necessity of an additional quantity being supplied.

* Stores

I do not recommend that the detachment of Royal Sappers and Miners should be employed as chainmen because they are all artificers, Carpenters, Masons & Bricklayers and Smiths & good workmen at their different trades. Their present working pay is 1/6 per day whereas civil artificers in a Colony would require 5/ for 8 per diem and simply Labourers but of an intelligent class would answer sufficiently well for chainmen after a little drilling. I therefore propose to occupy the most part of my detachment in different necessary Government works of construction both on the score of economy and efficiency and to look for chainmen from England should your Lordship be pleased to approve of their being forwarded to me.

Mr Robinson who accompanied me from England in the capacity of Storekeeper and Clerk is a surveyor by profession and in the intervals of his other duties is engaged in carrying out my views by surveying the ground and is

* A list of which I have the honour to enclose.

and is the actual Surveyor engaged at present in laying out the town allotments.

Should your Lordship be pleased to entrust him with the duties of the Surveying Department under my general direction I would only then be necessary to forward from England the 3 Assistant Surveyors, 2 Office Clerks & 20 Chainmen. and he being on the Spot and well acquainted with the ground by that time would at once allot their different tasks; but it would also be necessary that some Person should be sent to relieve him from England from the duties of Storekeeper and Clerk in my office so as to enable him to devote his whole attention to the Survey.

My duties are multiplying upon me and so that a clerk to assist me is almost indispensable. and it would scarcely be advisable that I should act as Storekeeper and treasurer & make small payments to different individuals.

I have &c
Rib. Moody
Lt Govr

Surveying Stores at present in the Colony and available for the Surveying department. List No 1

3 Four Inch best Theodolites and Tripods.
5 Best Gunters Chains and Arrows.
1. Hundred feet Chain and Arrows.
4 Ten Link Staves
2 Twelve feet Staves with Vanes
2 Ash Poles with Shoes.
4 Paper Protractors
2 Angles and Rulers
1 Beam Compass with Pen and Pencil Points
1 3 ft. Brass Standard Scale
2 Sketching Cases
1 Large Drawing Stable for Office.

List No 2

Surveying Stores required to carry on an allotment Survey of the Falkland Islands in addition to the above.

50	1 Twelve Inch Theodolite.
72	2 Seven Inch Do. & 6 Four Inch Theodolites.
15	20 Gunters Chains
6	5 Sets of Mathematical Instruments in Skin Cases. (Elliot. Holborn).
3	6 Sets Angles and Rulers
3	6. 1 foot offset Plotting Scale (boxwood or brass) 6 inch and 20 inch to the mile.
4	8 Ivory Protractors for the Field.
8	8 Sketching Cases.
1	12 Ink Bottles for Button Holes.
1	12 Skins
1	20 Quires of Sissue Paper
5	1 Large Brass Protractor for office 1½ ft. Diam.
5	50 Paper Do.
5	2. Station Pointers
7	1 Pentagraph (Large Size) with many pins
184	

184		
3		1. 6 feet Steel Ruler with Standard inches marked upon it.
2		1 Beam compass (Large size) 5 ft.
3		6 Computing Scales, same as used at the Tithe Office Somerset House.
※ Note	10	150※ Ash Poles with Shoes (from 8 to 12 feet)
15		100 Field Books
15		100 Blank 800 Books
15		20 Do Folio Do
5		2 Dispatch Boxes
30		4 Military Telescopes with Leather cases and Straps.
X5		200 Yds Bunting red and white.
3		2 complete sets of Levelling Staves.

Papers

40	This would be a sufficient supply for the whole Survey of the Falklands	400 Sheets of double Elephant
10		100 Do " Antiquebove
40		400 Do " Imperial

mounted paper the width (being Antiquel in length wise) 4ft 4in and the length

4		20 feet to be obtained from Ruff. Hind Court Fleet Street.
10		200 Sheets of tracing paper
3		50 Sheets of Black lead Paper
8	This would last the whole time	300 Newmans ### Pencils
5		200 Do 4 Do
1		5 or 6lb Indian Rubber
2		800 Duck Quills
15		2000 Common Pens
1		100 Steel pens Writing.
		Tape
		Sealing Wax
5		Wafers
		Lead Weights
435		Wafer Stamps

※ There is no wood in the Falkland Islands

435

10 200 Quires Foolscap Paper
5 50 Quires of Letter Paper
5 50 D° " Note " D°
3 50 D° " Cartridge "
2 50 D° " Blotting " "
10 8 Portfolios 3. Large. 2 Middling and B writing
1 Folio
1 4 Ink Stands
1 10 Penknives
3 20 Bottles of Ink
3 10 Cakes of Indian Ink
3 1 Colour Box complete with saucers. Sponge.
3 50 Sable Brushes of all sizes
1 2. 2ft ivory rulers
1 3 Measuring Tapes
6 6 Sketching Boards different sizes
10 2 Tables (common deal) pannelled tops
6 1 Leather covered office table.

250 5 Portable Houses similar to those manufactured by Mr. Manning of Holborn and Stepney for the Ordnance Survey in Scotland to be made Strong and easily taken to pieces and set up.

* Note * 5. very light low wheeled carts or trucks to carry the houses over rough ground (to be made on purpose). Spare screws, nails, panes of Glass &c for houses and implements for putting them up.

50 Sets of very simple but strong harness for
120 10 Horses (small size 2 sets each. 20 in all)

Camp Equipage, Hammocks, Bread bags, Cooking
50 Apparatus &c.

100 Square feet of Stout Tarpaulin to make
100 into sleeping bags.

40 100 Blankets or rugs.

* These carts should be made very simple and very strong though light with a low wooden trucks and no sides.

A portable wooden House to be set up for offices
10 0 and dwelling at the Chief Towns. - value about 100£

1219