C

LETTER BOOK

Vol I

Miscellaneous Letters to the Colonial Gov^r Governor Moody 1841 to 1846

MISCELLANEOUS LETTERS TO THE COLONIAL GOVERNOR
Governor Moody

[TRANSCRIPTION OF EARLY H VOLUMES]

17 July 1841 to 2 February 1846

1

I.

84 Pall Mall
17th July 1841

Sir.

In consequence of an order which the Master General has received from Lord John Russell. I am directed by the Inspector General to desire that you will be prepared to proceed to the Falkland Islands. and that you will report yourself to the Colonial Office accordingly.

In the event of your being appointed to this duty under the Colonial Secretary of State, you will report the same to the Inspector General for his information.

I am. Sir
Your most Obedient
humble Servant
Edwd Sandham
for the Brigade Major.

Lieut R. C. Moody
Royal Engineers.

1

Forwarded to Lt. Moody for his information and guidance in reference to his letter of the 25th inst.

Office of Ordnance
27th August 1841 8a 1174

Sir.

Having submitted to the Board your report dated 25th instant forwarding a letter from Lieut Moody. Royal Engineers, with a demand of Stores required to accompany the Detachment of Royal Sappers & Miners about to proceed to the Falkland Islands with that Officer.

I am directed to acquaint you the Board have ordered the Demand to be supplied and held in readiness for embarkation as soon as possible

I have the honor to be
Sir
&c &c &c
R Byham.

Lt. General. Sir J Mulcaster
&c &c &c

Copy!
Forwarded to Lieut Moody
for his information.

Office of Ordnance
27th Sept. 1841 8/1313.

Sir.

Having submitted to the Board the letter from the Brigade Major of Royal Sappers and Miners dated 23rd forwarded by you on the 24th instant. inclosing a Supplementary Demand for Blankets & Bedding, for the use of the Falk=land Islands' Detachment of the above Corps

I am directed to acquaint you the Board have ordered the demand to be supplied

I have &c
R. Byham.

To
The Inspector General
of Fortifications

9

This communication as also the annexed copy of a letter from the Master General and Board, are forwarded to Lieut R. C. Moody for his information.

Office of Ordnance
27th Sept. 1841 E 1212

Sir.

Having laid before the Board your Memorandum dated 24th instant forwarding a letter from the Brigade Major Royal Sappers and Miners enclosing an application from Lieut R. C. Moody about to proceed to the Falkland Islands with a detachment of Royal Sappers and Miners for a Medicine Chest for the use of the detachment.

I have the honor to acquaint you the Board have ordered a Medicine Chest complete to be supplied for this Service, and issued to the Surgeon in the event of one being appointed, and if not, to Lieut Moody.

I have &c
R Byham.

(a true copy).
H. Sandham
Brigade Major.

Lt. General
Sir J Mulcaster. K. C. H
&c &c &c

Copy/

Office of Ordnance
27th Sept. 1841. E/1314

Sir.

Having submitted to the Board Brigade Major Sandham's letter of the 21st instant with its enclosure from Lieut Moody of the Royal Engineers, requesting that the stores authorized by their order of 27th ultimo, and destined for the use of the detachment of Sappers and Miners under orders for the Falkland Islands, may be shipped from the Tower on Board the Brig "Hebe" which is to take out the Party/: the same being forwarded by your Mem: of the 24th instant.

I have the honour to acquaint you the Board have directed the stores alluded to, to be shipped as requested.

I have &c
R Byham.

A true Copy/ H. Sandham.
Brigade Major

Lt. General
Sir. J. W. Mulcaster. K. C. H.
&c &c &c

Tenders.

From Lieo: Thos. Whitington of No 20 Adam Street Adelphi for conveying Lt. Governor Moody. Staff &c to the Falkland Islands from the Port of Guernsey by the Brig "Alarm" Captain Stewart — of 220 Tons old Register measure & classed at Lloyds. *A.1 — Height betwixt decks 6 ft 4 in is British Built coppered and Copper fastened & and in every respect a superior & appropriate Vessel, is a good Sailer &c and the Captain has been twice at the Falkland Islands, is a fistrate Navigator and has been with Lord Cochrane in those Seas: will carry an experienced Surgeon a Married Man.

Ship to provide and fit Berths &c except Bedding and Linens & to supply all useful and necessary dietary: Wines. Cider. Beer & Spirits in ample quantity & good quality.

	£ s d
State Room for Governor & friend at	150 .. 0 .. 0
About 20 intermediate passengers at. each	25 .. 0 .. 0
With 8 children being under 4 years of age	free
Each Passenger to be allowed one Ton of Baggage	free.
Extra Stores and Goods at per Ton "	50 .. 0 .. 0

The above mentioned Vessel. Chartered by me. has left Rotterdam for Guernsey, there to fit out & load her Cargo for Thwaites, & to sail wind and Weather permitting on or about the 20th of September.

The cost of conveying by Steam. the Passengers and Goods to be. defrayed by G. J. Whitington.

Lt. Moody may appoint Lloyds agent or Surveyor or any other person to inspect the Vessel &c in Guernsey.

To order the Vessel now to London will expose her to great delay & every probability of detention in the River or Channel for weeks on her outward passage at this Season. & thus risk arriving out early in the summer which is of great importance.

G. J. Whitington

London. 28th Augt 1841

To
Lt. Govr. Moody
&c &c &c

Mr. G. S. Whitington presents his Compliments with the Tender required by Lieut Moody. & being informed by the Right Honorable. R. Vernon Smith that the final arrangement for passage &c rests with Lt Moody. Mr Whitington has only to remark that he will be glad to receive an early answer. & if necessary will wait upon Lieut Moody to make any arrangements desired & to give every assistance to Lt. Moody's views or wishes. and will have the pleasure of looking in upon Lt. Moody at his Club. Wednesday Morn.g at 10 o'clock.

20 Adam St. Adelphi. 28th Augt /41.

To

Lieut Governor Moody.

&c &c &c

Lieut Moody's note of yesterday's date, received by Mr Whitington only this Morning, calls for some comment from Mr W to illustrate that his Words & his deeds correspond. Say in reference to the previous remark to Lt. Moody that from Mr W's long & persevering attention to the Falklands & expensive application to raise them from oblivion & his complete success therein with the Government and the Public, he felt most desirous to have the gratification of conveying the first official party appointed under his instigations to carry out his views for a Colony, & to further those public objects, Mr W preferred to meet the desires & comforts of Lt. Moody in every possible way. and in reference to the expense Mr W.s object was not gain. Mr W must therefore remark upon "the more economical offer" that Mr W's tender was made in conformity with the previous understanding with Lt. Moody that the passengers were to be dieted &c on a superior style similar to intermediate passengers for Australia the charge whereof is £40 per head whilst for steerage it is only 20£. as to the vessel loading from London or Woolwich would have equally served Mr W who is prepared with one of 250 Tons now in the Docks & which was intended by Mr W & his friend Mr Douglas for the purpose. but that the Vessel Mr W has loading in Guernsey was previously suggested to Lt. Moody for reasons then stated. Mr W being desirous as remarked to convey Lt. Moody & Staff will have the pleasure of seeing him to morrow morning when the other points of Lt M's note may be discussed & if Lt. M should not have finally closed that Mr W may repropose &c upon terms, & conditions in every respect agreeable & most certainly more economical &c by 1½ 1/4 to 1/3rd as per style dietary &c

20 Adam St. Adelphi. 31st Augt 41.

to
Lieut Moody
&c &c &c

No 10 South Place. Finsbury Square.
30th August 1841.

Sir.

Understanding from Lieut Moody. RN. that Her Majesty's Colonial Land and Emigr.n Comm.rs howe the fixing of a ship for the conveyance of himself and party to the Falkland Islands, I beg to state that I am authorized by the owner of the "Duchess of Kent" a fine A.1 Vessel of 342 Tons Register to tender her for that purpose. and upon the following conditions presuming that there will be at least 1/3 p.r passengers in the Steerage. and two in the Cabins. viz.

Lieut Moody to howe one of the after Cabins. including freshprovisions. wine &c &c	70 Guineas
other Cabin p.r passengers if two in the same cabins &c &c	55 . do each
Steerage adult Male Passengers in one Berth Place of sufficient dimensions for the whole of the single men. the accomodations the same as on Board Emig.n Vessels.	20 . do do
Married People in the Steerage say two in each Cabins.	23 do do

Children in proportion according to age
Freight on Measurement goods 50/ pr Tone.
D.o on Heavy Goods 40/ " "
The Scale of Provisions for one person in the Steerage for Seven days would be as follows.

Bread	5 lbs	Sugar	12 oz
Beef	3 "	Coffee	2 "
Pork	3 "	Tea	1 "
Flour	1½ "	Rice	1/2 lb
Peas	1 Pint	Vinegar	½ pint
Rump	1 D.o	Water	21 Quarts

Women Allowed two thirds. and Children under 14 y.rs of age half the above quantities. The Children no spirits.

An Agreement

1.o
Staf.n Walcott Esq.
Ys Ys Ys

An agreement to be signed by both parties that the Duchess of Kent shall clear out of the St. Katharine Docks on or before the 1st of October or the Owner to forfeit £5 per day for every day's detention after that period, in which case the Government would be equally responsible for any detention on its part.

The half the Passage money to be paid on signing the Agreement and the other half before the ship leaves the Dock.

I have &c &c
Samuel R. Ewen.

Government Emigrn. Office
3rd Septr. 41

My dear Sir.

Agreeable to my promise of this morning I have forwarded to you a copy of Mr. Ewen's tender to the Commissioners of Land & Emigration.

very faithfly Yours
W. Leane

Lt Moody. RE
&c &c &c

London 6th Sept 1841

It is this day Mutually agreed between Lieut Moody R. E and William Faith Owner of the Brig or Vessel called the "Hebe" of 189 Tons now lying in the London Docks. That the said Lieut Moody engages to hire and the said William Faith engages to let on hire the said Vessel "Hebe" on the terms & conditions following

That the said Vessel being tight, staunch, strong and in every way fitted for the Voyage, shall on the 3rd of October 1841 Wind and Weather permitting after Embarking and having taken on board the Undermentioned Numbers of Passengers & Stores proceed to Port Louis Falkland Islands. Viz.

2 Cabin Passengers
18 Men & Womens } equal to 22 Adults
Childrens }
20 Tons of Stores.

That a Good & respectable Table be kept by the Master for the Cabins Passengers.

That each Cabin Passenger be allowed one Ton of Baggage.

That a between Decks be laid & Berths built up at the expense of the Owner for the Steerage Passengers.

That the Steerage Passengers be victualled by the Owner according to scale of Rations issued to troops when on Board troop Ships (carrying H Ms troops) Bowls, Platters &c to be provided by the Owner, & with Cooking apparatus and all other Mess utensils usually supplied to Emigrants.

That each Steerage Passenger be allowed 1/4 Ton of Baggage.

That the Passengers be embarked either at Woolwich or Gravesend at the Option of Lt. Moody.

That the Vessel do call either at Teneriffe or St Jago at the option of Lieut Moody & there remain 48 hours.

(The act of God, the Queens Enemies, Fire and all and every other dangers and accidents of the Seas, Rivers and Navigations of whatever Nature and kind soever, during the said voyage always excepted)

That the said Lieut Moody do pay unto the said William Faith for the hire of the said Vessel & performance of the foregoing Conditions as under.

			£ s d
For 2 Cabin Passengers	50£ each		100..0..0
" 22 Adult D°	20 do		440..0..0
" 20 Tons of Stores	3£ per Ton		60..0..0
			600..0..0

say total amount as above 600 pounds

That one half of the Freight & Passage money be paid on the Vessels leaving Woolwich & Gravesend.

That the remaining one half of Freight & Passage Money be paid on producing receipts that the Passengers and Stores have been landed as agreed.

That the Passengers, Baggage & Stores be taken from alongside the Vessel at the expense of Lieut Moody.

That 10 Running Days be allowed the said Lieut Moody for discharging the Stores & Baggage.

That 10 Days be allowed on Demurrage over & above the before mentioned 10 Days at 40£ per Day.

Penalty for non Performance of this Agreement 300£.

Signed. W Faith

Should the Vessel not be ready to proceed on her voyage by noon of the 3rd of October the owners to pay the sums of five Pounds for each day the Vessel may be detained, such detention not being occasioned on the part of Lieut Moody. Water and provisions to be found for 15 weeks, Indian Beef, Prime Mess Pork

Biscuit of 2nd Quality, the whole as well as the fittings and general equipment of the ships to be subject to the approval of Lieut Lean or Lieut Moody.

Scale of diet to be that of best found Emigrant Ships & Medicine Chest & Medical comforts to be provided as in Government Emigtn Ships.

A privy to be built on Decks

Medical comforts to be at the disposal of Lieut. Moody

NB. It is understood that all Waterbasks Provisions, Stores or Cargo be stowed under Hatches & the Decks kept as clear as possible & that no other Passengers be taken

Signed { Wm Faithe
R. C. Moody
Lt. R.E.

Government Ship.ⁿ Office
28th August 1841. 4. pm.

My dear Sir.

I have seen Captain Faithe who had shown me his tender previously to my getting yourn note, which has only just reached my hands

I confess it appeared a very fair one. nor do I think under the circumstances that the freight of 3£ per ton is too high I certainly hoardly anticipated so moderate an offer altogether as has been made. Captain Faithe came to my office subsequent to our parting on Thursday hementioned £25 for Steerage, and 60£ each. I told him that would not do at all, that I thought £20 the extent for the one and £30 for the other. he left me saying that he did not think it possible he could do it: however quick dispatch & certain Cash which I pointed out, has had its effect: when I see him I shall be mindful of what you mention. The Reduction from 30£ to 20£ per head is no trifle. the former sum as you are aware being his first proposition, as the price has been governed by the Number and the probable freight of 20 tons of Goods it may be a question whether he will close without being insured the sum he has named. he assured me (which of course must be taken for as much as it is worth) that he did not expect to net more than 350£ for the freight of his Vessel by the transaction: perhaps 400£ would be the extent.

I Leane

To
Lieut Moody. RE
&c &c &c

No 1. A

Port Louis. Falkland Islands
18th January 1842.

Sir.

I have the honour to inform you that Her Majesty has been pleased to appoint me Lieut Governor of the Falkland Islands, and that I am ready to receive from you all such Government Stores and Money as may be at present in your charge for the Service of the Settlement.

I shall also feel greatly obliged by receiving from you at your earliest leisure all such information verbal or documentary that you may be able to afford me concerning these Islands.

I have the honor to be
Sir
&c &c &c
R. C. Moody
Lt Gov.t

To

Lieut Tyssen. R. N
Comm.g Officer
Falkland Islands

Entered in the Other Miscellaneous Letter Book
MRR

Settlement House. Port Louis
East Falkland. 19th January 1842.

Sir

I have the honor to acknowledge the receipt of your letter of the 18th inst acquainting me of your appointment by Her Majesty, as Lieut Governor of these Islands, that you are ready to receive all such Government Stores and money, as may be at present in my charge, and that you will also feel greatly obliged, by receiving from me, all such information verbal or documentary, concerning these Islands, of which, I may be in possession.

I beg leave to acquaint you, that as soon as convenient to your Excellency, I shall be ready to transfer everything belonging to, and relating to the Settlement at this place, and to assure you at the same time, that I shall feel great pleasure in rendering you every assistance in my power, in the furtherance of your intentions.

I have &c
John Sypsen

To

His Excellency.
R. C. Moody Esq.
&c &c &c

Settlement House Port Louis
East Falklands 18th January
1842

Sir.

I have the honor to acknowledge the receipt of your Excellency's letter of this days date, enclosing a copy of one from the Right Honorable the Secretary of State for the Colonies: and requesting to be informed, if I have received any instructions from the Lords Commissioners of the Admiralty, with reference to the subject contained in a paragraph in the said copy.

I beg leave to inform your Excellency, that I have received instructions to cooperate with you in the execution of all such measures, as may be deemed expedient for the preservation of the Lands, Fisheries and Wild Cattle from Trespass and destruction.

I have &c
John Sysons.

To

His Excellency
R. C. Moody Esquire
Lieut Governor
&c &c &c

Settlement House Port Louis
East Falklands 19th January 1842.

Sir.

In reply to your letter of this days date, acquainting me of your intentions to visit Port Williams, I have the honor to apprize your Excellency, that horses will be ready this morning for that purpose, and that Her Majesty's Ketch Sparrow under my command, will proceed to that Port, to attend on your Excellency during your stay there.

I have &c
John Sysons

To
His Excellency
R. C. Moody Esquire
Lieut Governor
&c &c

Her Majesty's Ketch Sparrow
Port Louis. East Falkland
24th of Jany. 1842.

Sir.

I have the honor to acknowledge the receipt of your letter of the 23d inst. requesting me to discharge two boys from Her Majesty's Ketch under my command, for the reasons therein stated;

Thomas Eggott
Boy 1st Class

George Pike
Supernumary.
Boy of 1st Class.

I beg leave to inform your Excellency that the two boys named in the margine, having volunteered to remain, I have discharged them at your request, pending the pleasure of the Commander in Chief on this Stations

I have &c
John Syssens

To
His Excellency
R. C. Moody Esqr
Lieut Governor
&c &c &c

Her Majesty's Ketch Sparrow
Port Louis East Falkland
1st Feby. 1842

Sir

I beg leave to acknowledge the receipt of your Excy's letter of this date requesting that I would leave all articles which are of no further use to the Naval Service with you, as they may be turned to some account in a young Settlement.

I have the honor to inform your Excy, that I shall give you every assistance in this particular, consonant with the regulations of Her Majesty's Naval Service.

I have &c
John Syssens.

To His Excellency
R. C. Moody Esq.

Her Majesty's Ketch Sparrow
Port Louis East Falklands
1st February 1842

Sir.

I have the honor to acknowledge the receipt of your Excellency's letter of this date, requesting information relative to a debt of ninetynine dollars, owing to the Government by Mr. I. B. Whitington and which he refuses to pay.

I beg leave to inform you, that on Mr. I. B. Whitington's refusing payment for cattle, killed by the crew of the Brig Susan whilst employed about the Islands, I wrote him on the subject, and beg leave to refer your Excy to his answer dated 29th Septr 1841. which letter was amongst those transferred to your Excy. on assuming the government of these Islands. I therefore ordered the Master of the Susan, to discontinue the practice of killing the cattle, and the whole of the correspondence has been forwarded to the Commander in Chief.

On the arrival of this Vessel again at Port Louis the master acquainted me that he had been compelled to disobey my orders, by the necessity of the case, which letter is also with those transferred. The debt now amounts to 99 dollars.

I have &c
John Tyssen.

His Excellency
R. C. Moody Esq
Lieut Governor
&c &c &c.

Port Louis. East Falkland
7th February 1842.

Sir.

I have to acknowledge the receipt of a letter from you dated the 5th instant, stating his Excellency the Lieut Governor requested to know if I was the deputed agent of John Bull Whitington Esquire. I beg leave to state, I am fully empowered to act for and on behalf of that Gentleman in any matter connected with his Establishment or business during his absence from this place.

I am Sir
Your Obt Servt
Jno M. Deane

M R Robinson Esq.
Port Louis.

Port Louis, East Falkland
Feby. 15th 1842

Sir

In reply to your communication of the 10th Inst. stating Lt. Sypsen had delivered to you an account of sums of Money due to the Colonial Government from different individuals, you find there is a charge to the amount of ninety nine dollars for Beef, killed for men in the service of Mr. John Bull Whitington, for which he had refused payment, and calling upon me as his Agent for immediate payment of the same.

That you wrote to Lieut Sypsen on the subject, and he referred you to a correspondence between Mr. Whitington and himself, bearing date 27th September 1841.

I beg leave to state I am empowered to pay all just demands upon that Gentleman during his absence from these Islands, but he having corresponded with Lt Sypsen on this account, I do not feel myself justified in discharging it, it being for Wild Cattle caught and killed by the Crew of the Brig Susan during a cruize round the Islands, and not for Beef brought in and killed at the expense of Government upon the conditions as supplied to Settlers.

I must therefore ask you to let the account stand over until the return of Mr. Whitington, when I am sure he will immediately satisfy you either by payment, or good grounds for non payment of the same.

I have &c
Jno M. Deane

To His Excellency
R. Moody Esq
&c &c &c

Her Majesty's Ketch. Sparrow
White rock Harbour. West Falkland
12th Feby. 1842

Sir

I have the honor to acquaint your Excellency, that this morning observing two persons on the beache at this place, I sent a boat for them, and brought on board two seamen late belonging to the American Brigantine Enterprize who left that vessel some time since on this Island, and beg leave to enclose their statements for your Excellency's information.

I have &c
John Sydsen.

To
His Excy
R. C. Moody Esq
&c &c &c

Henry Whiteman. Native of Great Britain. Aged 18 years & Samuel Profit Native of New Providence. U.S Aged 24 years, state;

" That on the 18th or 28th of December 1840, they left the American Brigantine Enterprize. John Green, Master in company with another seaman named John Bray, that to the best of their knowledge they landed with the Brigantine's dinghy in Queen Charlotte Sound West Falkland, that the cause of their leaving the said brigantine was discontent at their treatment, that John Bray, after various disagreements amongst themselves, separated from them about two & a half months after first landing, that they subsisted on the Wild fowl of the Island, Seals, roots of the Tufsock (daily) and the berries of the Heather, that they were healthy and did not experience any very severe weather, (in comparison with the Winters in the United States, that with the exception of two days they eat their victuals raw, being unable to procure fire, that at times they were attacked by the warraks or foxes and killed twelve of them." When they were brought on board H.M.K Sparrow at White rock harbor they were in a good state of health, but from the middle downwards were without clothing and the upper parts were barely covered with rags.

John Tyssen. Lieut Comm.g.

12th Feby. 1842.

Her Majesty's 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 Her Majesty's Ketch under my Command with his boat's 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 Salvador whence they may easily accomplish their journey to Portlouis.

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

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

His Excellency
The Governor of the
Falkland Islands.

Port Louis. East Falklands
April 6th 1842.

I hereby hold myself responsible to his Excellency. the Lieut Governor. Richard Moody Esq for the payment of the amount of the raw hides. which I have contracted for the terms of one year from date of agreement.

John Markham Pearl.

Her Majesty's Ketch Arrow
Port Louis. April 27th 1842.

I have the honour to acquaint your Excellency that in accordance with your Excellency's wish. that I should state my opinions with respect to the merits of Port Williams as a Port of Refuge & Naval Station. I have recently visited & examined it for that purpose, and have duly weighed all its advantages and disadvantages as they occur to me. and I did not consider it to be adapted as the Naval Port, supposing that circumstances should arise to make the Falkland Islands a chief Naval Station, or that Her Majesty's Government should contemplate at any time making it so.—

The great objection to this harbor as a Naval Station. is its incapacity in point of width, to permit a squadron of Vessels of War to work into it without endangering each other. even under the most favorable circumstances, and when we take into consideration the continual high winds which for nine months in the year blow directly out and with such violence as they do. offer I think an insurmountable obstacle to its becoming even a Mercantile port of any consideration.—

I consider that an Eighteen Gun Corvette and a Brig also would barely find secure berths at that part where the security of the harbour commences, namely, from the third inner Islands. to the point about a mile to the Eastward of the cove

His Excellency
R. C. Moody Esq
Governor of the Falklands
&c &c &c

cove on the Northern Shore, supposing it to become only a moderate resort for Merchant Vessels, beyond these points it is exposed to a rolling swell with Northerly and the full force of the Easterly Winds, which, though rarely, do sometimes blow & pretty strongly and the full set of the Ocean.— It is also subject to much heavier gusts & squalls with South West Winds than Berkely Sounds.—

Its situation at its entrance renders it eligible as a Port of Refuge for casual Merchant Vessels in want of supplies proceeding on an ultimate voyage, or to those in distress, as they would soon be descried and assistance afforded them, and the time and fatigue saved of working up a deep sound, beyond this purpose, its utility is I think extremely doubtful.—

On the other hand I consider Berkeley Sounds to be far better adapted for a Naval Station than any other Port in the Falklands.—

Its ample breadth affording sufficient space for a fleet to work into, with good anchoring grounds in any part of it, and a large squadron of any class of vessels would ride securely, altho' not in the Port itself, in the various excellent anchorages in its immediate vicinity afforded by Uranie Bay for Ships of the Line, under Hog Islands for Frigates, and Port Louis & Johnstones Harbour for smaller vessels.— I think these anchorages capable of Uniting the advantages of both a Naval & Mercantile station, the inconvenience of working up to them a matter of not such weight to Ships of War, or even to Merchantmen not disabled, is amply compensated by the security they afford.—

Port Edgar

Ports Edgar, Egmont and San Carlos are all fine harbours but they do not present that facility of access which this Sound does. San Carlos I should say ranks next, but strong tides and rocks occur in the passage to it through the Falkland Straits.

Port Egmont I have recently visited also, it is a spacious and fine harbour, but in its approaches lay several flat Islands with shoals extending off them, and Northerly Winds generally produce thick fogs, while we were in its neighbourhood we experienced a dense one which continued for four days without intermission.

Port Edgar independent of its almost inaccessible entrance to square rigged vessels unless with Southerly winds is the most ill adapted of either of the abovenamed harbors from its out of the way position and other disadvantages.—

— In forming my opinions of the respective merits of these harbors, I have judged them as they stand unaided by art, always bearing in mind that they are placed in a region of almost continual storms, and where a necessary degree of caution is requisite in their approach. Byand Bye should these Islands succeed as a colony and become populated, Light Houses or at least pilots will considerably mitigate the difficulty & danger which at present exists, but even under the most favorable circumstances, Berkeley Sound is the most eligible point in my idea for a Naval Station.

I have &c
W. Robinson
Lieut & Comm.r

British Consulate
Rio de Janeiro. April 6th 1842

Sir

Mr Hesketh having been taken ill and forbidden writing by his Medical Attendant he has desired me to acknowledge the receipt of your two letters dated March 7th 1842 soliciting the assistance of this Consulate respecting the forwarding to the Falkland Islands of sundry supplies ordered through Messrs Watson Spence & Co.

I have the honour to state that these necessaries have to day been shipped on board the British Brig "Champions" Robt S Holt Master who has also taken charge of the Specie required by you as per inclosed bill of lading.

I also inclose a statement shewing the manner in which the Bills inclosed to me in your letter for negociation have been disposed of and I hope the same will meet with your approval.

Your order to Messrs Watson Spence & Co. was handed by them for execution to Mr Charles Ross being the person most likely to furnish the required Articles in a satisfactory and expeditious manner Mr Ross having been for a number of years established in this Place and well known besides being Contractor for the supplying of the Men of War on this Station is more in the way of providing prisons & other necessaries them

His Excellency
Lieut Governor R. C Moodie
Falkland Islands

than any other persons in this Port and therefore Mr. Hesketh would recommend you in future to apply direct to him for any supplies that you may stand in need of, at the same time that he will be happy to render any assistance in his power.

Mr. Hesketh will himself write you more fully by the next opportunity.

I have &c
Jno. F. C. Westwood.

Her Majesty's Ship Erebus
Port Louis, 2nd May 1842

Sir.

I have the honor to acknowledge the receipt of Your Excellency's letter of this day's date, requesting that an American subject of the name of Profit might be removed from this Colony, in Her Majesty's Ketch Arrow, for reasons stated in Your Excellency's letter, and beg to inform you that I have directed Lieutenant Robinson to receive him on board the vessel under his command and to land him at Rio de Janeiro, in accordance with your Excellency's request.

I have &c
(Signed) Jas. C. Ross (Captain

His Excellency
Lieut Governor R. C. Moody

Falkland House. Port Louis
8th June 1842

Sir.

I have to acknowledge the receipt of your letter communications of the 31st ult. May last, containing a request for payment of the sums of nineteen dollars for cattle killed by persons in my employ, during the time Lt Sypkens having charge of these Islands.

I beg to inform your Excellency that in compliance with your request, the above amount has been paid into the hands of your Secretary, although in so doing Sir. I cannot refrain from expressing my sense of the great injustice of this demands being made upon me, as will appear most evident on my laying the facts of the case before you.—

When the Brig "Susan" first left this Port for the purpose of Whaling and Sealing round the Falklands, I was fully assured that the crew might kill Cattle for their support whilst so engaged, nor had I at that time any intimation from Lt Sypkens to alter that impression: and I could not conceive that I, as a British subject and Settler would be debarred from those advantages which the Americans have so long been, and are still permitted to enjoy; but when the Vessel returned, I found that I should be charged for the Cattle so killed, and that charge too, at the same rate as the Cattle supplied to me at the expense of Government; surely Sir, this is not fair or encouraging to Settlers. had I been made aware before the Vessel sailed that I should

would have thus to pay for the cattle caught at my expense, I should undoubtedly have provisioned the Vessel at the Settlement, and so have saved all the time and labor by which I am now a loser. I; under these circumstances I am convinced your Excellency will refund me the money I have paid, and render me that justice to which I feel myself entitled.

Your Excellency will here allow me to suggest the necessity of some immediate measures being adopted for the prohibition of the Americans from indiscriminately Whaling & Sealing round the Falklands, and also of the expediency of some effectual check being put upon their otherwise unjustifiable proceedings in burning the Tussock &c, and thus destroying the Seal Rookeries, to the great injury of British Subjects, and the future prosperity of these Islands.

I have &c
Jno. B. Whitington.

To
His Excellency
Lt Governor Moody
Port Louis.

Her Majesty's Ships Erebus.
Port Louis, Berkeley Sounds.
Falkland Islands, 24th Augt. 1842.

Sir.

With reference to your Excellency's letter to me of the 1st of June last, conveying an extract of a despatch which you received from her Majesty's Secretary of State for the Colonies, relative to the selection of a Port in the Falkland Islands for the resort of Her Majesty's Ships, and requesting to know my opinions, "whether Port Louis or Port William is the best adapted to be the chief port of this Colony, in a Naval and Commercial point of view combined,"

I have the honor to acquaint you that I have recently examined these harbours and the several anchorages in their immediate neighbourhood, and that I consider Port William greatly to be preferred for the specified purposes, and for the following reasons.

1st Port William is much more easy of access from its' situation near the extreme East point of the Island, (Cape Pembroke) so that ships are almost immediately in harbour, "after making the Land," and as immediately at sea, clear of all dangers, on leaving the harbour; whereas to gain Port Louis, they have usually to "beat" twelve or 14 miles against the prevailing Westerly winds, a serious objection, so far as Merchant vessels are concerned.

2d Port William has the advantage of Port Louis in possessing two very secure outer anchorages, where ships calling merely for water and refreshments, may be readily supplied without passing the "Narrows" and in perfect safety and protection from all winds.

3d

His Excellency
Lieut Governor Moody.
&c &c &c

3ly. Vessels of large size may pass through the narrows into the inner harbour of Port William, (known as Jackson's harbour) with any wind: Port Louis cannot be entered by vessels of considerable size, except under very favourable circumstances, of not very frequent occurrence.

This advantage in favour of Port William arises from the prevailing winds blowing through the "narrows" of Port Louis, rendering it necessary to beat through them; but they blow across the narrows of Port William, so that ships may usually sail either in or out: the narrows of Port William also, have bolder and better protected shores than those of Port Louis.

4ly. There is a sufficient depth of water for a first rate in the inner harbour of Port William, and ample room for twenty sail of the line; at Port Louis there is not sufficient depth of water for a large class frigate.

5ly. Port William has a peculiar advantage over Port Louis as a Naval station, from the facility with which a ship or squadron might be dispatched to sea, with the wind blowing from the eastward, which could not possibly be the case from Port Louis under such circumstances.

From these considerations, it appears to me sufficiently manifest, that, should a large Naval force be assembled & stationed at the Falkland Islands, the head-quarters of the Squadron would most assuredly, be fixed at Port William rather than at Port Louis.

With reference to the other point on which you have requested my opinion, namely, "as to those places which it would be proper to reserve for Naval purposes, at each of these ports," I beg to refer you to the accompanying plan, on which the situations that I consider best adapted for those purposes are marked "Naval".

I have &c

(Signed.) Jas. C. Ross. Captain.

Crebus. Saturday Evening

My dear Sir.

I should undoubtedly prefer the result obtained by Profr Airey from the combined experiments & measurements of so many foreign and British Philosophers to the single determination of Capt.n Mudge.

There is doubtless in many cases an advantage in actual measurement in a given Latde over the Theor Vertical deductions to a mean position, from measurements on either side of it. but it does not follow as a matter of course that the figure of the earth in this Hemisphere should be exactly similar to that of the Northern Hemisphere at the same latitude

My pursuits have not required me to enter into these minute details. Discovery (not surveying) has been my object, except only so far as the preliminary Survey of newly discovered lands &c. which do not require such precision.

In 1827. the Ellipticity of the Earth was assumed to be 1/312.5 nearly. I was then employed with Parry to attempt to gain the North Pole and I computed the fathoms length of a degree of latitude at the pole to be 10175,008 the minute of latitude = 6105.0048 feet.

For 89° N.th it was 10174,977 fathoms & the minute of Lat = 6104.9862 feet. I did not go beyond that and have ever since employed 60.755 feet as the mean length of a minute of latitude. I do not know whether any standard is adopted at the Hydrographer's office but in the Naval Service generally 6080 feet used to be considered as a mile, but that was too rough for any precise purpose

His Excellency
Lieut Govr Moody &c.

The assumed ellipticity has been changed by philosophers as more accurate observations multiplied. In 1837 it was considered to be $\frac{1}{300}$ and by the most recent observations of Sabine and Foster $\frac{1}{289}$ whilst those of the French Freycinet, Duperry & Lauthe make it $\frac{1}{257}$. This would slightly modify the average given by Airy, but until the question be more completely determined, I think you cannot go far wrong in adopting it

Yours &c
Jas. C Ross.

copy.

Memorandums respecting the Patagonians.

There are 5 tribes of Patagonians, one to the North of Rio Negro, three south of that river & one on the Sea Coast West of the Cordeerilla. -

These tribes are respectively as follows.

Lellla Muck	Spuan-mannuil	North of Rio Negro	4000 to 5000
Payne Ken.	Gu-kamu	South of Do	1,500
Karmus	Tanwelchi	Port Desire & Santa Cruz	1,200
Harwan-ēki	Wissale ×	Rio Gallegos & Strait of Magalhaen	2000
Tatchwell	Cho-karro	West of Cordeilla	4000

× The last syllable pron^d as sala of a vessel.

The Population given is a rough calculation in round numbers obtained from the United testimony of San Leon, Isaac & the natives, but does not profess to be very accurate.

These tribes all speak one language & call themselves by the general name of Choānik, which may therefore be regarded as the distinctive appellation of the Patagonian nation -

The natives of the North Coast of Sierra del Fuego call themselves, & are called by the Patagonians, Ireys. - Formerly many of these people were made captives on reaching the continent, but now they are not only permitted to live in freedom, but are well treated when they arrive, though the Patagonians invariably destroy the canoes by which they cross over, in order to prevent their return, as they are desirous to increase the population of their tribe - Instances have been known of Ireys breaking up their own canoes immediately on their landing on the North Shore. The Ireys are great thieves when left to themselves but are kept in some degree of order when associated with the Choānik -

The

The Patagonians.

Have no idols or stated worship, but they believe in one good spirit & two evil spirits.

Name of the good spirit ..... Kek-a-once.

It is sometimes called ..... Schurr.

One evil spirit is called ..... Tustkin.

Sometimes ..... U-yon.

The other evil spirit ..... God-lin. {the o pron^d like o in go-a-load.

The good spirit they imagine resides in the sun & the evil spirits in the moon.

The former is called ..... Su-ăni

The latter ..... Kăăni-gerkin

(the g hard as in go)

They consider that the soul does not die with the body but that it then goes, either to the sun or the moon. Those who have lived wicked lives go to the moon.

They have no ideas respecting transmigration of souls, but believe that they remain either in the sun or in the moon after they are separated from the body.

Quansi, who died about 2 years ago, was the principal chief of the three Choănick Tribes south of the Rio Negro as Wiltale is now. & during his rule, killed all the witches & wizards excepting two who are now with the tribe at Oazy Harbour. These individuals are employed in times of sickness, calamity or the interment of the dead to pray to the Spirit in the sun, which they do on their knees with their hands uplifted towards the supposed object of their adoration.

The men who perform these offices are called ... Kuchench

The Women ..... Bawk

The dead are usually buried on the day after their decease. They are laid out straight in the grave but always with their heads placed towards the West. The tents, household furniture, & every article belonging to the deceased that fire will consume

consume is burnt, all other articles, such as spear, knives &c. are buried with the body which is previously wrapped in a new mantle. – They then blow with their breath over the grave, beating their heads with their hands. The horses of the deceased are killed & their skins stuffed & made into Bolsters for sleeping by the relatives.

The emblems of mourning are different – the male part of the relations cutting gashes in the calves of their legs – the young women cutting their cheeks, & the elder women cropping their hair short round their heads. In the blood that issues from these several gashes they dip their fingers, and sprinkle it upwards towards the sun beating their breasts at the same time & offering a prayer to the supposed spirit on their knees.

Three individuals, a man his wife and son, belonging to the Tatchwell Tribe were at Port Harbour, and from one of them I obtained the following particulars.

The district inhabited by the Tatchwell is wet & rainy and heavily timbered with trees of great size – their tents dress and stature is similar to that of the other Patagonian Tribes. They have however canoes but these are only employed for crossing rivers & are merely a light frame covered with Guanaco skins.

They use no paddles but are towed across by their horses swimming before with a lasso attached to their tails.

This country is represented as about N W of Port Harbour. but in order to reach it, it is necessary to travel from thence considerably to the Northward, as the pass through the Cordilla in that part is better suited for horses than one further South, which they do not frequent.

In the neighbourhood of this pass there is a large lake with an Island in it. This part of the country & around the lake is inhabited by a tribe called Thet-titch whose chief is named Tchucăto – They

are

They are more numerous than all the three Choënik tribes collected - wear ostrich feathers on their heads, woolen ponchos & a sort of trowsers, cultivate the ground & have numerous flocks & herds of sheep cattle and horses - Their language is different from that of the Choänik; they trade occasionally with the Spanish American Settlements. Through this people they pass on their way across the Cordilla & then direct their course towards the S.W.

The lake above mentioned they call Chobit, it is about seven days on horseback from Port Desire Harbour & thence to the Satchwell (on account of the ruggedness of the route & the forests) would occupy ten days more.

Another tribe called Caks was also mentioned by the same individual. They inhabited a district north of the Satchwell, between the Cordilla & the sea, but there is little intercourse between the two people as their language differs & in one direction, a considerable river which they cannot cross in their canoes runs between them - The Caks are a shorter race than the Patagonians & are habited in ponchos.

It appears to me probable that the lake called Chobit by these people is the same which from Viedma's testimony is marked on the maps Lap-ar, & the wearing of ostrich feathers in the hair and other circumstances related by the Satchwell man (Bäo) but principally the former, is I think sufficient to indentify the Shet-titch with the Pewenches, of which nation they are probably a tribe.

The above notes were furnished to the Lieut Governor by Captain Allen. F. Gardiner. R.N. who collected them in Patagonia in the early part of the present Year 1842

H.M.S. Nebus. Berkeley Sound
Falkland Islands, July 29th 1842

My dear Sir.

Some months ago I forwarded to you the description of a Sedge (Carex) which, from the information received respecting it, was supposed to be the true Tussac grass of these Islands. Since then, excellent opportunities have been afforded me, chiefly through your kindness, of examining large Tussac patches in a living state; when I found that the Sedge (though common amongst the Tussac), was a very inferior herb indeed both with regard to Quantity and Quality.

You will be kind enough now to substitute the following descriptions of the true Tussac, for that of the plant drawn up before, & to prevent any further errors I send dried specimens of each labelled.

(Description of the Tussac grass of the Falklands.

Genus Dactylis. L

D..... panicula spiciformi, densa interrupta valde compressa, ramis brevissime pedicellatis late ovatis 4floris, glumis subaqualibus, palea inferiore pubescula apice bifida breviter aristata, culmis validis compressis foliisque longissimis distichis glaberrimis — Festuca flabellata, Lam ?. Dactylis caespitosa, Forst ?.

In the neighbourhood of the sea, on peaty rocky, & sandy soil very abundant, forming crowded isolated hillocks, 3–6 feet in height & 3–4 in diam; from which the stems & leaves spring in immense profusion — not seen inland.

Gramen 4–6 pedale. Radices perennantes, fibrosa, fibris validis tortis, tumulos discretos formantes. Culmi densi, recti, imo basi divisi, 3–4 pedales, laves, compressi, foliosi, pallide flavi, intus saccharini, edules. Folia radicalia longissime linearia, disticha, culmo multoties longiora, 5–7 pedalia, plana, concava, demum plana, supra mediam arcuata & pendentia, pallide glauco

glauco virescentia, superne loetiora; culmea breviora, recta, involuta; vaginæ compressæ, læves, striatæ, superne fissæ; Ligulæ tenerimæ paulo longiores quam latæ, apice rotundatæ. Panicula spithamea & infra, valde coarctata & compressa, obtusa, ramis brevibus strictis tortisve plerumque angulatis multifloris glaberrimis. Locustæ ramis unilalterales, pedunculis rectis tortisve 3-4 floras, pallide flavo-virescentes nitidæque, rachi tereti glabro. Gluma lanceolatæ acuminatæ, floribus longiores, vix carinatæ, dorso obscure ciliatæ, 3½ lin longæ, marginibus involutis apicibusque scariosis. superiore paulo longiore trinervi nervis obscure ciliatis. Palea inferior ovata, concava, compressa, acute carinata, ad apicem obtuse trifida, segmento medio longiore subincurvo aristæformi, 3 nervis nervis lateralibus evanidis marginibus scariosis carina nervisque ciliatis, lateribus induplicatis decussantibusque. Squamulæ 2, late obovatæ, oblique bilobæ, lobis ovatis acutis, marginibus lacerates, hyalinæ, ovario vix breviores. Stamina 3 antheris stramineis. Ovarium suborbatum, imberbe. Styli elongati, basi approximati. Stigmata laxe plumosa. Caryopsis elongato-ovata, cylindracea, v obscure trigona, v dorso plana, pallide flava, glabra.

I have been rather minute in this description because I suspect that the plant has been described before, both by Forster (of Cook's voyage memory) & by the French from specimens brought home by the Uranies' officers, under different names, & with such meagre characters that it is impossible to say to what grass the names refer.- D'Urville "flore des Isles Malouines" I have not seen, he ought to have given a good account of so singular a plant & if it be a S. American plant it is doubtless in many of the English & French collections.

I have &c

Signed. Jos. D. Hooker.

His Excellency
"Lieut Governor"
Falkland Islands.

copy

H. M. S. Erebus Berkeley Sound Falkland Islands
September 5th 1843.

My Dear Sir

I shall now according to promise, lay before your Excellency a slight account of some of the more useful plants of this Colony; especially of such as appear to be at present, or may prove in time of much use to man. The remarkable increase and fine condition of the cattle; (comparatively speaking) recently introduced on the Islands, naturally call the attention to the grasses in a country devoid of trees or of any vegetable production likely to prove more important.
Amongst those which are very numerous, and some of the plants hitherto discovered the Tussac holds the first place, as however you have a description of it & know far more of its invaluable properties than I do, it would be useless recapitulate here; suffice it to say, that with proper attention to its propagation in any locality near the coast & preservation from being entirely eaten down where it already abounds, it alone would yield abundant pasturage for as many cattle as the Islands are likely to maintain.
Another grass however far more abundant & indeed universally distributed over the whole country scarcely yields in its nutritious qualities to the Tussac. I mean the Rhizodon aloopecuroides which covers every peat bog with a dense clothing of green in summer & a pale yellow good hay in the winter season. This hay though formed by nature without being mown & dried keeps those cattle which have not access to the former grass in excellent condition, as the beef which our parties for the winter months supplied the Ships with can abundantly testify. The bog however must seems too bad for this plant to luxuriate and as we remarked during our survey of Port William although the soil on the Quartz districts was very unfruitful in many good grasses which flourish on the clay slate & generally speaking of the worst description still the Rhizodon did not appear to

uncertain illegible in original

appears to
feel the change nor did the cattle fail to
eat down large tracts of such pasturage. the
numerous troops of horses also, on the flanks of
the Wickham heights can have little other fodder
whilst those of Mount Love & Mount Vernon
must depend upon it entirely. — Should this
grass disappear from any part of the Island
where stall fed cattle are kept, it might be ad-
visable to treat this plant as hay in Britain;
by which means its nutritious properties would
doubtless be much better secured to the animals
during the winter months, than by allowing
the leaves gradually to wither and not gathering
it until nature has deserted them. — For sheep as
hay it would also do well though I fear that
it is of too wet a nature & thrives best in situ-
tions far to damp for their succeeding on it all
the year round. — Experience only will prove this
at any rate newly imported flocks should
not at once be removed from dry fodder to any
so succulent.

You are aware that many English plants
invariably follow man undesignedly on his
part; many such are common here as the
groundsell. chickweed, shepherds purse. Docks &c
have been distributed chiefly through the agency
of cattle rabbits fowls horses more or less
all over the Island; amongst such a most abu-
=ndant of all is the Poa annua a very common
English grass, which forms a short bright
green sward all the year round on the drier
soil near the settlement mixed with a few
of the smaller native grasses and the common
Dutch clover. Close to Government house
there are many acres of such pasturage &
it the sheep seem very partial and thrive
uncommonly well. a little attention to its
increase especially by sowing it in similar
situations and draining the ground might
produce very beneficial results.

Of other good grasses there are several kinds growing on the hills; but they are not sufficiently abundant to demand particular attention & in general grow intermixed with those of larger growth only one of them appears prejudicial & it is found only in scattered small tufts in a few places generally where the Quartz crops out on the hills, on a poor soil. I do not at all suppose this stiffening little herb to which I allude to be noxious in any degree but it is least rejected by the cattle as a much more common one is in England. the only other use to which the grasses of the Falklands will in all probability be extensively put is for thatching, unfortunately the Tussac is almost the only one size sufficient for such a purpose & it is as you inform me too brittle to last long in short it is too good in the animal economy. The stiff grass growing on the sand Downs of Port William would probably answer better, and might be twice through collecting it & sorting it out would be troublesome.

The Balsam herb (or Bolax glebaria) is a plant whose properties should be put to the test by some medical practitioner in England; I have been assured that its virtues in cases of Gonorrhea are not imaginary & also that applied as a balsam to wounds it promotes the healing process. Its gum is very abundant & easily collected.

The wild Celery (Apium graveolens) so very poisonous a plant in England, before being blanched by the Gardener. is here not only wholesome and agreeable to the taste but an excellent antiscorbutic. Tried in the Garden as the Celery is at home it would certainly succeed when a few stalks of it would be no small boon to a ship. on her arrival from a cruize; & though it may appear trifling to mention it. its seed put into pea-soup wonderfully improve a dish. which those only who go to sea know how to appreciate — I will venture to say that had you found the plant too[illegible] with care in the Govt Garden instead

Instead of growing wild on the cliffs and beaches you would seldom have sat down to table and not taste it in some shape or another.

The little Sea plant (Myrtus Nummularia) a species nearly allied to the classic myrtle is commonly used here as a substitute for the Chinese herb to which many of the Gauchos prefer it singularly enough the first settlers of New Holland or Van Diemans Land selected a shrub of the same natural order (a widely different one from that to which the true Sea plant belongs) whose tea from it to a great extent. This plant is also said to be Diuretic, for which purpose it might prove useful in medicine for which purpose the young leaves should be gathered & dried separately, or rather ~~gather~~ scattered on sheets of paper & exposed to the sun or a moderate fire, after which they should be kept free from damp.

Were it profitable to introduce grouse into the Islands it may be as well to mention that the Diddle-dee belongs to the same Genus as the crowberry (Empetrum nigrum) on which that bird feeds. The taste of the berries of the two plants as far as my memory serves me (& I have eaten abundance of both) is quite the same. The little cress (Cardamine glacialis) to which I directed your attention when at Port Stillman is at any rate worth attempting to raise in quantity, for which purpose I should think the better place would be to plant it in a good & very damp soil where it would probably rapidly propagate itself. Should any conservatory whaler come in with the Scurvy on board it is the plant which should at once be collected & used by the sick raw, as also the wild celery & the following plant.

Scurvy grass of the Colonists (Oxalis Smeaphylla) which should more probably be called a sorrell, it being nearly allied to the little wood sorrell of England whilst the true Scurvy grasses belong to the same natural orders as the cress mentioned above.

It is important that the names be properly applied & universally known, especially in the Town of Anson. The scurvy Though doubtless an excellent antiscorbutic loses its leaves in winter, whilst those of the cress may be found all the year round. The leaves you inform me make a sort of gooseberry fool during the summer when boiled - In cases of fever an infusion of them would probably afford a pleasant & cooling draught, and might be used in lieu of Lemons for sour sauces & Lemonade.

The native spinach (a species of atriplex) is, I am told an excellent pot herb it should also be tried in the garden, where a good soil mixed with a little seaweed would probably suit its habits.

Amongst the Lichens there are some which yield fine colors with pure Ammonia. I am however cautious in giving an opinion about them as they require the test of Chemistry & Manufacture.

The above are the most important plants that have come under my notice; & considering the scanty of the Flora of the Islands & the rapidity with which their several good qualities have been discovered by so small a number of individuals there can remain but little doubt that many of them only require a little care to become eminently useful.

For the most important Grasses, nature has done almost all. The others will want a little art & a very little I presume. Allow me to hope that on the arrival of any gardiner in the Colony his attention may be directed to them by your Excellency.

I believe me with much respect
Yours very sincerely

His Excellency the Lieut Governor
Anson
Falkland Islands

Joseph Dalton Hooker

Note. The scientific names of the different plants mentioned in this letter have been copied as correctly as possible, but it is very probable that ignorance of the proper words may cause some mistake in the Copy.

M.R.R.

Lloyds 2nd June 1842

Sir

At the request of Messrs Watson Brothers of Liverpool I take leave to forward to your Excellency the enclosed Letter from that Firm, respecting the Cargo of the Galston wrecked at Terra del Fuego

I have &c

(Signed.) W. Dobson

Secy.

To his Excellency
R. Clement Moody Esqre
Lieutenant Governor
of the Falkland Islands.

Liverpool. May 26, 1842

Sir.

As the sole owners of the late Brig Galston. Capt.n Strickland, and of her cargo, which vessel was unfortunately wrecked in Valentyne's Bay, Sierra del Fuego. in October 1840, we respectfully beg to address you, requesting that you will be good enough to obtain, and to communicate to us, the following informations as to what became of a quantity of goods, saved from the Galston's wreck, by a vessel called the "Susan", belonging to the Falkland Islands; together with all the particulars that can be given, as to the quantity, description, and state of the goods, if landed at the Falkland Islands, or elsewhere, by whom sold, and the amount of what was done with, the proceeds.

Also, who are the parties appearing on the register, as Owners of the Susan.

It is important to obtain, on account of the concerned, satisfactory documentary proofs of these several particulars, and we forward this communication to you, through the committee for managing the affairs of Lloyds London, with a request that they will be good enough to confirm, on our behalf, this application to you.

We will feel obliged by your giving us all the informations which you can obtain, and waiting the favor of your reply, and apologizing for thus troubling you; we remain

Sir. Your very Ob.t Servant

pp.o Dobson, Brothers & Co

Wm. Blundell.

To the Governor of the
Falkland Islands.
&c &c &c.

Anson. East Falklands
13th. October 1842.

Sir.

In reply to your letter of yesterday, stating, that in consequence of a communications received from Messrs. Watsons Bros. & Co of Liverpool you desire informations respecting the recovery of some goods by the Brig "Susan" from the wreck of the "Galston" belonging to the above firms.

Beg to inform you, that a small quantity of Goods, much damaged, were obtained from the wreck of the "Galston" in Tierra del Fuego, by the Brig "Susan" belonging to the above firms.

Beg to inform you that a small quantity of Goods much damaged, were obtained from the wreck of the "Galston" in Tierra del Fuego by the Brig "Susan" belonging solely to my Brother G. S. Whitington Esq of 26 Adams Street Adelphi London, which Goods were landed at the Falkland Islands, washed in fresh water, dried and packed in casks by my orders: the whole of them were afterwards sent to Rio and then sold at Public Auction by my agents Messrs. J. Le Breton & Co according to my instructions, the proceeds of which were placed to my credit

All documents and accounts in reference

His Excellency
Lieut Governor Moody
Anson.

reference to this transaction have been forwarded to my brother as above for settlement with Messrs. Watson Bro & Co who will obtain from him every particular, which doubtless they have done ere this as the "Susan" left Rio for London in April last.

The goods obtained from the same wreck by our other vessel the "Mary-Anne" have had so much publicity in England, that any comment thereon, will here be useless.

I have &c

Signed. Jno. B. Whittington.

Anson. December 21st 1842.

My dear Sir.

I beg to resign into your hands the Situation which I have the honour to hold as Government Steward.

If I can assist you in any way in which I should be allowable, for my own actions I should not object to do so

I am &c
John Bailey.

To

His Excellency
The Lieut Governor.

Dear Sir.

In reply to your note of yesterday, requesting me to state my opinion as to the expense of a first rate new Schooner, I have drawn up the following observations for the use of His Excellency. A first rate Schooner off the Stocks will cost ready for sea, i.e. coppered with 3 years copper 2 Masts. Spars. 2 suits of Sails, Boats, cabins fitted up, 3 Anchors, 2 Chains and in fact everything necessary for a vessel; about 20 pounds per register ton, therefore 120 Tons @ £20 per Ton ..... £ 2400 „ 0 „ 0
Chronometer, Telescope & Materials ..... 100 „ 0 „ 0
£ 2500 „ 0 „ 0

The Crew I have supposed to be sixteen in number which would be ample for a vessel of the kind & still not too many considering the shore duty they would have to perform. The rate of wages although higher than what is usually given in the Merchant Service I consider as only fair Colonial wages.

Crew per Month	£	s	d	per annum	£
1 Commander	15	0	0	per annum	180 „ 0 „ 0
1 Chief Officer	8	0	0	———	96 „ 0 „ 0
1 Second Officer	6	0	0	———	72 „ 0 „ 0
1 Carpenter	6	0	0	———	72 „ 0 „ 0
1 Steward	4	0	0	———	48 „ 0 „ 0
1 Cook	4	0	0	———	48 „ 0 „ 0
6 Seamen	3	0	0	———	216 „ 0 „ 0
4 Boys	1	10	0	———	72 „ 0 „ 0
16	£ 47	10	0		£ 804 „ 0 „ 0

Provisions will cost about 1 s 2 d each man daily (some masters of vessels whom I have known to find the crews in food were allowed that sum) for although Beef will be cheap, the other articles as flour, Peas &c will be always dear.

	£	s	d
16 Men @ 1 s 2 per day .. 365 days	340	13	4

After the

After the first year she would require 150£ and after the second year about 200£ annually to keep up the stock of sails, Rop-e, Tar, Pitch, Paint and other articles of Ship Chandleny.— and the topping apes to every 3rd or 4th year would amount to I should think about 200£ as she would be caulked at the same time and it would be done at Rio de Janeiro prob-ably.

Along 4 or 6 Pounder on a swivel amid-ships with 2 small brass swivels on the Quar-ters I have not included, being ignorant of their value. She ought to sail well, yet she will have fair capacity in the hold to carry stores cable &c occasionally, and be able to stand bad weather at sea without much wear and tear.

I am &c
C. F. Anderson.

Port Louis.
Nov. 26th 1842.

British Consulate General
Monte Video January 13th 1845.

Sir,

His Excellency the Lieutenant Governor of the Falkland Islands has requested me to send up, for the use of the Settlement Eight Men and Twenty Horses with Horse gear &c

At the time His Excellency made this request to me I gave him to understand that he had made all the necessary arrangements with the Brig "Clarion" to receive whatever I might send to the Colony but circumstances having occurred to prevent the "Clarion" proceeding to the Islands, I engaged another vessel, and I therefore, now offer to you the Carriage of the Men, Horses &c with the understanding that on your arrival at the Settlement you are to receive from His Excellency the Governor the same rates of passage freight &c as those engaged or promised to the "Clarion"

The expense of fitting up proper Berths for the passengers and stalls for the horses, with water and provisions for both, I will defray in this Port.

I have been informed by Mr Patzcher that Governor Moody had made an arrangement with him to take to the Settlement about one Hundred Tons of Lime, and a quantity of building timber which His Governor wishes purchase on arrival and as I have every reason to believe that these articles required by Government I recommend you to take up on your own account both lime and timber under the full assurance that His Excellency will do all in his power to meet your views and wishes in the purchase thereof.

I have to request that you will reply to this letter, and if you accept the foregoing offer inform me the name of the vessel you will send to the Settlement, and state as nearly as you can the probable length of time it will require to prepare her for the Horses &c

I am Sir
&c - &c - &c

To Thos Silas. E. Burrows
&c &c &c
Monte Video.

(Signed) John Pownall Thale.

British Consulate General
Monte video Feb.y 17th. 1843.

Sir,

I have the honour to inform you, that with the assistance of the Government of Monte video, I have been enabled to execute the orders for "Gauchos", Horses &c. which you sent to Her Majesty's Consul in Buenos Aires.

The British Brig "Adams" with whose owner you had made an agreement to convey men and horses to the Settlement having been condemned in this Port, I have considered it for the advantage of the Crown, to Ship them on board the American Barque "Elizabeth", and to engage on your Excellency's behalf, that whatever rate of Freight you had agreed to pay the Brig "Adams" should be paid for the conveyance of the like Services to the Barque "Elizabeth" and upon these conditions the owner (Mr. Silas E. Burrows) of the "Elizabeth" has taken on board the said Vessel 20 Horses Mares & colts

The fitting up of the Ship to receive the Horses, together with all the hay, Corn, Water, and other expenses incidental thereto have been paid by me; but the Ship is to provide Food, Water &c. for the Men and their families who are going to the Settlement on Government account. The rate of their Passage it is agreed between Captain by me shall be the same as that which the Brig "Adams" would have received had she carried them to the Islands.

On the choice of a Captain, men, and horses and in all the arrangements for the Shipment of the present Expedition, I have devoted my best and strenuous attention and exertions, both on account of the personal interest, which I take in the advancement and success of your Infant Government and because I considered it my duty.

The difficulties attending the execution of Orders of this nature are at all times great, but at this moment with an Invading Army almost at the Gates of the City it would have been quite impracticable had I not received from the Monte Video Government the most obliging and cordial co-operation and

His Excellency
The Lieut Governor
of the Falkland Islands
&c &c

assistance. The condemnation of the Brig "Alarm" added greatly to the obstacles which opposed me.

I trust that my exertions in this matter will turn to the advantage of the Settlement and that you will approve of all I have done.

I beg to enclose the contracts which I have made with the men and copy of my note to Mr. Barrows of the 13th. January. and his reply. which I trust will lead you to do all in your power to purchase the Lime and Timber which he has been by my representations induced to carry down.

I have &c.

(Signed) John Donald Dale

H. B. M. Bs. Consul Genl.

Port William
29th December 1818

Sir

I beg leave to acknowledge the receipt of your Excellency's letter sent by Corpl. Robertson.

According to your Excellency's orders I am finishing Mr Yates' Cottage which it will be finished next Thursday.

I have commenced unpacking the Surveyor's House it takes a good deal of time to unpack it but I cannot say how long it may take to set together. According to your Excellency order I shall pay particular attention to greasing the screws, cleaning paint from joints &c I thought it better to unpack it at once as it may require a little looking at as there is no plan sent with it.

I reported to your Excellency that all our stores would be landed and the 50 tons of ballast shipped on Wednesday last but I am sorry I did not say weather permitting. By placing planks across the gunwales of the two large boats I thought to have made a raft for landing the 42 casks of lime but the weather has been too rough for that undertaking. We have had to land the casks four or five at a time from the bottom of a boat and then haul them out by main strength. I am very much disappointed for had the weather been moderate we could have landed the whole of the lime in less than a day as it would have been very easy to roll the casks off on to the jetty.

The stores are now all landed but we have more ballast to ship I hope it will be all done tomorrow (Yesterday)

His Excellency
The Governor
&c &c &c

Yesterday morning I set the carpenters about Herkes Cottage they will keep on at it till it is finished.

When the weather has been too rough to do anything with the boats I have employed the men arranging the stores stacking bricks, timber, &c.

The conduct of the detachment is good all except Biggs and Yates seem sorry to return to Anson.

As I am ordered not to send any man alone to Anson I thought this a good opportunity to send Herkes to master especially as I know he can return before the stores from the Philomel are landed and thereby insure his being here when his family and things are shifted.

I have sent a report to Mr Robinson concerning the stores

I have
&c &c &c
Robt Kearnder
Sergt RM&M.

Duplicate

New June 12th 1833

To
His Excellency
R. C. Moody Gov.r of
the Falkland Islands
Port Louis

Dear Sir

Permit me to address you in reference to the bills I received from your Excellency in March last all and in proper order with the exception of four which are not correctly endorsed in consequence of which payment is refused viz the Navy Bill drawn by William Chalders and endorsed by him for £61.-.3 is endorsed by you on the back over his signature instead of underneath Also three others drawn by your Excellency for £79.-.- £26.7.8 & £26.7.8 in favor of Augustine Aroba and endorsed by him Augustine Roba leaving out the "A" in surname the whole amount being £192.15.7. If on receipt of this your Excellency have the goodness to write to London in any way that will insure the payment of the said bills you will confer a favor on your humble servant

Wm Cummett

P.S. I arrived at Rio de Janeiro after a pleasant passage of 20 days and all your dispatches were safely delivered to the British Consul. I hope this will find you in the enjoyment of your usual good health and that I shall have the pleasure of meeting you again at the Islands

I subscribe myself respectfully
Wm Cummett

Port Louis, Falkland Islands
April 1843.

Sir.

I have the honour to inform you that in obedience to your Excellency's instructions dated the 8th of January 1843 directing me to proceed to the town of Carmen Rio Negro on the coast of Patagonia for the purpose of reporting on subjects contained in a memorandum of the same date and more particularly on the means and facility of procuring Guachos and trained lassoing horses for the service of the Government of this Colony I beg now to lay before your Excellency an account of my proceedings since I left this Port on the 8th of January last.

In accordance with your Excellency's orders I embarked on board the "Princess Royal" Schooner Parker Master; and after remaining two days at Port William the Vessel left these Islands for Carmen off which town she anchored after a tedious passage of nine days.*

*Note. The passage from the Falklands to the Rio Negro averages from 5 to 8 days.

Immediately upon my arrival I endeavoured to procure every information necessary to the fulfilment of your Excellency's instructions.

Upon enquiry I found there existed much difficulty in obtaining permission for either Guachos or horses to leave the country and more especially for the Falkland Islands as I was informed General Rosas had sent orders to the Commandant of the Garrison that no trade was to be allowed with the Falkland Islands as to the truth of this report I cannot vouch but the difficulty

His Excellency
Lieut Governor Moody
&c &c &c.

difficulty I experienced in procuring the necessary license for their embarkation was very great.

In obedience to that part of Your Excellency's instructions authorising me to enter into any arrangements I might "think proper to secure a due supply of both by the 31st "of March 1843. I offered to the most respectable trading inhabitants the contract of sending horses and Peons down but none of them were willing to undertake it except the Master of a small Danish Brig the "Desmud" then laying in the Port who however would not take them down unless for a much higher price than I felt myself authorised to offer nor would he on his own risk take a sufficient number. Upon duly considering these facts and seeing the inconvenience loss of time and probable ultimate expense arising from not obtaining horses and Gauchos I took upon myself to freight the aforementioned Brig "Desmud" and purchased for the service of this Government 38 very fine horses well broken for the use of the Laso.

I exerted myself to obtain permission for a few experienced Spanish Gauchos to leave the Colony but was unsuccessful and could only procure liberty to take away two Indian Gauchos who though skilful men were not in my humble opinion so well adapted from their habits and peculiar mode of living to mix with a civilised English community as the Spaniards but as I could not possibly obtain other I was induced to secure these owing to the scarcity of men in that capacity at the Falkland Islands.

I have the honour to enclose a copy of the Charter party entered into by me on the part of the Colonial Government with L. C. Nielsen Master of the Danish Brig "Desmud".

Upon the completion of the purchase of the horses, fodder and corn for their maintenance during the voyage, the Brig sailed from the Rio Negro

Rio Negro on Saturday the twenty fifth of Febru-
ary with a fair breeze from the North West which
increased towards evening and before midnight
blew a gale of wind. The wind previous to midnight
had chopped round to the South West which caused
a heavy head sea. When the pumps were sounded
the following morning there was found to be 3 feet
of water in the hold & which was to all appearance
increasing rapidly: the men were ordered to work
the pumps and on attempting to do so they were
found to be choked by the sand which had been placed
in the vessel to assist the horses in keeping their footing
and which had run down to the bottom of the vessel.
It continued to blow hard during the whole of Sun-
day with a heavy cross sea running and the Cap-
tain considered it necessary (after throwing many
things overboard to lighten the vessel) to put back
to the Rio Negro off which river we arrived on the
following Tuesday. The men and all on board
being by this time much exhausted by the continued
labour of baling out the water which had been
slowly but gradually increasing.

I trust Your Excellency will excuse this trifling
and apparently unnecessary detail but I have
entered into it for the purpose of accounting
for the length of my absence.

Upon arrival in the Rio Negro it was found
necessary to discharge the whole of the cargo for the
purpose of examining the state of the vessel and
accordingly the whole of the horses were put on
shore.

By great good fortune I obtained a convenient
place near the river for the horses to feed on during
the time the vessel was getting ready for sea
again I mention it was fortunate because
feed was very scarce at that time owing to the
very

very little rain that had fallen during the previous year.

The horses did not appear to have suffered very much from the voyage and disembarkation but were not in such good health and condition as when first put on board which caused me some anxiety as to their being able to bear the second voyage. With a view of garding against as much as possible any loss I changed away all the most sickly for fresh horses.

After some little delay from adverse winds the Brig again sailed on Monday the 20th of March for Berkeley Sound which Port we anchored in on Tuesday the 28th but I regret exceedingly to add that seven horses died on the voyage and two in the harbour.

I attribute this loss entirely to the misfortunes of our having been obliged to put back for the Rio Negro thereby causing the horses to be an unlooked for time at sea.

In accordance to that part of your Excellency's instructions directing me to report on various subjects contained in an accompanying memorandum I have the honor to lay before you a report of what little came under my notice during my stay at the Rio Negro I regret it is not more full but my time was much taken up in the purchase of horses &c well adapted for these Islands which was rendered difficult and harassing from my ignorance of the language and habits of the people.

I have &c

M R Robinson.

Page 1

Report on the Town of Carmen and Rio Negro.

~~Extract from the original by~~

~~William Hall~~

~~R.N. 1st R.S. & Mc.~~

July 1843.

The Town of Carmen is in 40°. 36' South Latitude and 63°. 12' West Longitude and is situated on the North Bank of the Rio Negro 16 miles from the mouth of that river, which discharges itself into the South Atlantic Ocean in 41°. 4 South Latitude and 62°. 56 West Longitude.

The Settlement was formed by Francisco Viedma an officer in the service of old Spain in the year 1779: not so much with the view of founding a Colony as to establish a Military Post for the protection of the Spanish Settlements on the Western Coast of S. America it being supposed (the River Negro then being unexplored) that a hostile naval force might proceed up the River into the interior of the Spanish territories.

This supposition when the River was explored by Basilio Villarino in 1782 was found to be erroneous for although he proceeded to within 60 miles of Valdivia on the opposite coast, yet the shallowness of the Water and numerous other difficulties would militate against a hostile invasion proceeding by that means.

Upon the declaration of Independence of the South American Provinces, the Settlement on the Rio Negro remained under the Government of the Buenos Ayrean Republic.

The town

The Town and Settlement contains at present a population of about 1230 persons. who may be divided into the following Classes

Spaniards including Men. Women &	800
Children	280
Africans	150
Indians / Slaves /	
Total	1230

This number includes the Soldiers of whom there are about One Hundred & Seventy Principally Africans.

These men are commanded by a Major in the Buenos Ayrean Service who is also Commandant of the Settlement and is the highest authority in the place.

All former Officers in this capacity had the power of life and death granted to them by the Government, and they appear to have exercised that power freely; as many as 6 men having been shot in a morning for trivial offences.

This power is not granted to the present Commandant.

The officer next in authority is a "Justice of Peace" who adjudicates on all Civil misdemeanours in the Settlement.

He has two Civil officers of an inferior degree to assist him; these with a Custom and Excise officer constitute the whole of the Official Authorities in the place.

All these officers keep small stores and no one but the "Justice of Peace" is able to read or write and his knowledge of the latter art consists in little more than his signature.

The Town or Village is built on the side of a steep Sand Stone Bank rising

above the

above the River to the height of fifty feet.
The most prominent object in the Town
is a ruinous mud fort built by Vicdma
at the formation of the Settlement.
There are Seven peices of ordance mounted
upon it which are occasionally discharged
to the great peril of the Fort and Gunners.
The town is irregularly, and wretchedly built. The
houses are low of one story and built with mud
bricks some few are lime washed.
Only the most wealthy persons have
glass in the windows frames of their houses.
The principal Street if it can be called
by such a name runs along a slight ridge
on the Bank before mentioned is about
600 yards in length and 18 in width, it is
almost impassable for any description of
carriage owing to the depth of the sand.
The inhabitants however experience
little inconvenience from that circumstance
as they are always on horse-back and
there are but 3 wheel conveyances in the
place and those the clumsy bullock carts
of the country.
The total number of the houses and
huts in the town may amount to one
hundred on the North Bank and thirty on
the South of the River.
There are also about a dozen Farm
Houses on either side of the river between
its mouth and the Town.
This perhaps may be a correct estimate
of the number of dwellings in the town
and its vicinity but not more than two
thirds of those are inhabited.
Soon after the construction of the Fort by
Vicdma, Several good stone and brick houses
were built on the East side of it by the
Command of the King of Spain at an immence

expense.

expense. These houses have not been inhabited for some years, and now though in good repair / at least all the important parts / are almost buried in sand the roofs of many are alone visible.

Probably being so much exposed to the clouds of sand continually driving over exposed situation was the cause of their being abandoned The drifting sand has also filled up a well which was sunk at considerable expence by the Spanish Government in the centre of the Square

Among the cultivated products of the Settlement at the Rio Negro wheat is the chief article by which the inhabitants derive their subsistance. It fetches a very high price at Buenos ayres to which town the whole growth is annually sent.

The price of Wheat at the Rio Negro varies from 25 shillings to 3 £ the Fanegu a Spanish measure containing rather more than three English Bushels.

Occasionally it fetches even a higher sum than this. Flour when I left was selling at 5d. per lb, but this was an extraordinary case owing to the war between Buenos Ayres and Monte Video.

I am informed that the cause of the Wheat fetching this price does not arise from any great expense attending its cultivation but because no wheat but that grown in the Province is allowed to be imported at Buenos Ayres: and at present very little wheat is grown in the country.

The average quantity of wheat grown annually at the Rio Negro may amount to 10.800 Bushels of these Seven Thousand Bushels are sent to Buenos Ayres.

Barley is grown but not so largely

it also

it also fetches a high price varying from 14 to 28 shillings the Fanega. It is principally consumed in the Settlement as food for the horses.

These are the only two kind of grain grown in sufficient quantity to be worthy of notice. The quality of both is tolerably good.

Indian corn is grown in small quantities, but it is generally used as a vegetable when green, its arrival at maturity being uncertain in that climate owing to the frequency of frosts in Autumn. The following fruits are grown and in favourable seasons, I mean when any rain falls arrive at great perfection.

Peaches, nectarines, Quinces, Apples, Pears, Walnuts & Figs. with Grapes perhaps the latter succeed better than any other fruit grown in the place. In fact they are in profusion.

I saw one olive and one orange tree and though the trees were strong and the fruit upon them of its usual size yet they never ripened owing as I was informed to the frequency of sharp frosts at night towards the end of the summer.

Grapes are grown in large quantities and some little wine is made for home use; what I tasted seemed to be inferior to the worst description of common English cider and somewhat similar in flavour.

Melons, and also Pumpkins, vegetable marrow &c &c are grown in great abundance and when there is any rain as is the case with everything connected with agriculture succeeds well.

Some hides and Tallow are exported but not in a sufficient number to create a trade of any importance.

Many Skins of Guanaco, Lion Nutria,

Skunk

Skunk, ostrich feathers and Patagonian mantles and ~~fur~~ all animals peculiar to that part of South America are exported. The inhabitants receive good remunerating prices for them from Masters of the Small Vessels which occasionally visit the Rio Negro for wheat or Salt for the River Plate.

Beef is occasionally exported to the Brazils. but it does not generally find a good market, as beef salted in that country except during the months of June and July does not always keep well and the salt of the country is not particularly well adapted for curing Beef.

The Inhabitants jerk their beef for home consumption only.

Formerly and indeed to within the last three years much salt was exported from the Rio Negro, but the trade has greatly fallen off since that period; the salt having been found to be neither so good or so cheap as that procured from Spain and the Cape verde Islands.

The Salt exported from the Rio Negro is of two discriptions specimens of both of which I have the honour to lay before your Excellency with this report.

It is collected from "Salinas" at various distances inland the principal Salina or Salt-lake being twenty four miles to the North of Carmen and others at greater and less distances.

The Specimen No. 1 is of the description used for curing hides and is I was informed well adapted for the purpose. The other Specimen No 2 is used for meat but as I have already mentioned it is not considered good owing to the quantity of Salt Petre in it which injures the fat and makes the meat

hard

hard and dry.

The salt lakes from which the salt is obtained are natural being large flat spaces of ground containing a great quantity of salt in the earth on which the water lodges, after any quantity of rain has fallen and quickly absorbs the salt. The water soon evaporates in that warm and dry climate and leaves the salt on the surface of the ground to the depth of nine or ten inches; which is cleared away as required, and after more rain has fallen fresh salt appears.

The earth in many parts of the country is strongly impregnated with Salt Petre.

I have now to report on the two most important articles to future Settlers in this Colony namely sheep and horses The horses at the Rio Negro are fine animals and I believe are considered generally to be of a superior description to any in that part of South America: indeed both mares and Stallions are frequently sent to Buenos Ayres and Monte Video for the purpose of improving the breed in those towns.

Upon the first Settlement in 1779 much pains were taken to establish a good breed of horses. Stallions of a superior description were sent there by the King of Spain for that purpose.

Both horses and mares are exceedingly plentiful and comparatively cheap.

Good horses, well broken and trained for the "Cuffo" may be purchased for six to ten Spanish dollars each by inhabitants of the place; but, foreigners known to come there for the express purpose of purchasing horses will not obtain good ones under 10 to 13 dollars equal to £ s d 2 .. 3 .. 4 and 2 .. 16 .. 4

Common horses and good breeding mares may be purchased at from £ s d 1 .. 5 .. 0 to 2 £ each.

Mares are very plentiful and are of little value

value to the owners. They are never ridden and (excepting breeding) are used only for treading out corn. They are however extensively bartered with the Indians for Ponchos. Horse Rugs &c of Indian manufacture and skins of the wild animals of the country.

The Indians consume numbers of them for food their flesh being much preferred to that of bullocks.

To persons purchasing large numbers of horses from the Rio Negro it may be important to know, that the depth of the river in many places will allow vessels to lay alongside the banks without danger and that any quantity of grass for horses on the voyage can be cut close to the river with no greater expence attached to it than the labor.

It is my humble opinion that good horses may be landed in this Colony from the Rio Negro if brought in large numbers from 10£ to 12£ each.

Judging from the horses I have seen in this Colony procured from Buenos Ayres and Monte Video and those I purchased for the service of this Government at the Rio Negro, it appears that those obtained from the latter place are much superior and also cheaper.

It is probable that the Rio Negro or Bahia Blanca a Settlement of a similar description to Darmen about 120 miles to the north are the best places for Settlers in this Colony to procure horses and sheep, not only because the animals are of a superior breed, but because the climate approaches somewhat nearer to that of these Islands and the change if landed in spring would be less felt. The length of passage is also one half that from

Buenos Ayres

Buenos Ayres. or Monte Video.

Sheep are bred in large quantities in the Settlement of the Rio Negro and are generally cheap averaging two shillings each.

They also appear to be a finer animal than those which have been brought to this Colony from towns in the River Plate.

I think that sheep can be brought from that place to the Falkland Islands pro 1½ to 2½ dollars each. but not by regular trading vessels unless there is a return cargo. but by some of the numerous Sealing Vessels and Tenders to Whalers which occasionally go there from the South for refreshment and touch when going to their whaling or sealing grounds, which is generally in the neighbourhood of these Islands or on the adjoining Continent. and consequently would be glad to obtain such a cargo. which would cost them a mere trifle there/sheep being purchased from* 6 to 9 paper dollars each equal to 1.. 7½ and 2.. 5/ and from the shortness of the passage which averages seven days little risk of losing any would be ventured.

The size of the vessels that go to the Rio Negro would not allow them to carry more than from three to four hundred but the amount arising from the sale of that quantity of sheep would amply remunerate the Master of a vessel of that size.

I do not think a Merchant vessel could afford to bring sheep from that place to Berkley Sound if she has no other trade in view under 3½ dollars each. equal to 15.. 2

I may

* Note

*The value of the paper currency varies considerably: when I was at the Rio Negro 45 paper dollars were equal to one Patacon or Spanish dollar, but in times of distress of the Buenos Ayrean Republic they have been at as much greater discount 31 Paper Dollars having only been equal to one Spanish dollar.

It may appear strange that with so many sheep in a country like the Rio Negro that there should be no wool exported. The only reason that I can assign for it is the indolence of the Inhabitants.

The wool of the Rio Negro is certainly not good; the climate producing hair in the wool and the country is full of "burr", yet the first evil seems principally to arise from want of clipping* and the inferiority of the breed, and the latter though it would militate against the sale of it might be much removed by careful washing.

In the time of the war between the Brazils and Buenos Ayres much Pork salted was exported from Carmen, for the use of the shipping engaged, but latterly all trade in that article has fallen off.

There are many in a semi-wild state in the country but they are considered of no value.

The climate of the River Negro is remarkably healthy. From the short time I was there I had no means of forming a true opinion of the temperature, but from enquiry I ascertained that the thermometer rises as high as 95° Farhenheit in Summer and that it is frequently slightly below the freezing point during the months of April, May, June and July, that ice is frequently formed during those months but usually disappears before midday.

Winds are almost continually and very changeable, generally blowing from all points of the compass during the 24 hours.

They are usually fresh and come in strong and sudden gusts, I think I am not wrong in stating

---

* Sheep are seldom clipped at the Rio Negro

in stating that it is decidedly more windy than at the Falkland Islands. Whirlwinds of much force are common.

The nights and early mornings are frequently as at these Islands beautiful and calm. The wind usually rises at about 10 am and continues till p.m

The great evil of the climate is the great scarcity of rain: occasionally none falls, or perhaps only a trifling quantity for two and even three years and it seldom happens that more than one or two heavy showers fall during the year.

Slight showers of snow fall occasionally during the winter. but seldom remain on the ground beyond an hour.

Thunder and lightning is frequent but generally harmless.

"Pamperoes" occur frequently but however the force of those which happen in the Negro River and its immediate neighbourhood. Heavy dews are not uncommon they generally precede a northerly wind.

The mouth of the River Negro is situated in 41° 4' South Latitude and 62° 50' west longitude and supposed to rise at the foot of the "Andes" and runs generally in an Easterly direction towards the Sea. The width of the river at its mouth is about two miles, but it rapidly narrows and at the town of Carmen only 16 miles from its mouth it is about 200 or 300 yards. It does not decrease much in width above the town for the next 20 miles but it is entirely unfit for navigation even for the smallest class of merchant vessels beyond 4 miles above Carmen.

The river is full of small Islands and banks the latter generally of Sand.

The former when at all elevated, which is rare are valuable for agricultural purposes, as the soil upon them is rich and the proximity of water renders it moister than that along the banks of the river

river and elsewhere.

They are however generally flat and are partially if not totally inundated every high tide.

There are eight hours ebb and four hours flood tide. The current down the river is very strong.

Floods occur twice during the year once in December or January occasioned by the melting of the Snow on the Andes and the other flood frequently takes place in June or July; this is caused by heavy rains in the interior

The summer flood when very strong does much injury to the Cattle and Crops along the banks. They are however usually considered by the Inhabitants especially if they occur early in the season to be of great importance and benefit as that is the only water they can depend upon to moisten the parched land and render it fit for cultivation.

The Rio Negro is a bar river, The bar is situated about 2½ miles from the entrance and is exceedingly dangerous to vessels passing over it. There are as many as six channels by which the water of the river discharges themselves into the sea.

Three of them have sufficient depth of water to allow vessels drawing 11 feet of water to pass safely over, another has water for vessels drawing nine feet. The two others are of little depth and are continually shifting.

Vessels drawing as much as 12½ feet have occasionally passed and repassed the bar, but it is considered highly dangerous and can only be accomplished at peculiarly favourable periods.

No vessels drawing more than eleven

feet

feet of water should attempt to enter the river, and not then unless there is a local pilot on board.

It is necessary to be remembered that though vessels drawing as much as fourteen feet would occasionally be able to cross the bar upon entering the river, the unusual depth of the water over the bar being occasioned by a succession of South Easterly or Easterly gales and which winds would be favourable to enter the river, yet the wind necessary to enable you leave it would have an opposite effect and would lessen the depth considerably. Therefore, if a vessel drawing that water should ever be taken in, it is a great chance if she leaves it again.

The Bar and the numerous banks at the mouth of the river are composed of quicksand, and their position is continually shifting. Therefore no plan however accurately surveyed can be depended upon for more than a few months.

The local Pilot has two landmarks fixed on the North bank at the entrance of the river to assist him bringing vessels through the channels. He informed me that he is obliged to change their position frequently, especially after a severe gale or heavy floods.

Many places that were dry land a few years since are now covered with water and vice versa. I was informed that soon after the first Settlement was formed, a lighthouse was built on the North banks of the river its site now is entirely covered by the Sea.

There are many flat shoals and banks in the river between the mouth and the town of Carmen, they are composed of sand and in some few places on the North side of the River of sandstone rendering the navigation of the river dangerous to strangers. There is however a local pilot paid by the Buenos Ayrean Government. This person has orders to board vessels before crossing the Bar.

Before

Before the appointment of any regular Pilot many vessels were lost on the bar, and in the river. indeed the banks of the river and the whole coast for some few miles on each side of the mouth is strewed with wrecks.

The ground on the North side of the river is steep; the Sandstone banks rising from 50 to 100 feet above high water mark. The South side on the contrary is perfectly flat from the entrance to beyond the town.

Fish are plentiful in the River and of various descriptions. two kinds of trout. 2 kinds of cat fish. Smelt. Eels. Perch and a fish called a sucker are numerous at. and above the town all of which readily take a bait. Salt water fish are abundant at the mouth of the river but are not frequently taken except by nets. No fish is salted for exportation.

A kind of gigantic Rat. "Nutria" is very common in the river which animal is very distructive to the fish.

Many nutria skins are exported but the sum received for them is not considered very remunerative.

In the commencement of this Report I gave the number of the people in the Town and Settlement of the Rio Negro.

I saw nothing in them worthy of notice but their excessive ignorance and idleness.

The Commandant of the Garrison as I have before mentioned is unable to read or write and the education of the Inhabitants is no better.

The men always and occasionally the women are expert "Guachos" beautifully skilful in the use of the "Laso" and "Bolas" and first rate horsemen.

They

They are all ambitious of being good "Guaches" but that is their only attainment.

The plough used by the Farmers is made of hardwood, in shape somewhat similar to an English plough which is drawn by oxen, but it rather scrapes than ploughs the ground.

The grain is sown broadcast in the months of April and May and roughly raked over it is then left to take its chance nothing else being done to it until harvest.

The harvest generally commences towards the end of December and continues to the middle of January. The corn is cut with sickles close to the ear which are all immediately threashed or rather trodden in the following manner.

The ears of the corn are all placed in the centre of an enclosure of about 30 yards in diameter and a number of mares, horses and colts as they driven in, these animals are made to run round in this enclosure trampling over the corn and treading out the grain, making it as can be easily imagined most abominably dirty.

After these animals have sufficiently trod it out, the grain is sifted by manual labour through sieves of various sizes to clear it from the straw and dirt. If it is sold in this state which they consider cleaned I think it would be dangerous. I experienced it with the Barley given to the horses which were purchased for the use of this Government though every care was taken to procure the cleanest.

The land cultivated for the growth of corn is invariably along the banks of the river on low and flat land, which could be irrigated with little labour, yet year after year they suffer from the scarcity of rain and frequently lose their crops.

The Religion of the Inhabitants is entirely Roman Catholic. There is at present one Priest in the town, but previous to his arrival in the beginning of the present year they had been without one for the

five

* For the cultivation of the Vineyards & the different kinds of Grapes &c &c see Extracts from the diary of Mr. Kennedy enclosed.

five previous years. The morality of the inhabitants is at a frightfully low ebb. incest is not uncommon.

Girls are frequently married by the time they attain 12 years of age. The men seldom are married before Twenty Five.

The duties imposed upon foreign goods of all descriptions are the same as at Buenos Ayres: excepting an additional five percent which is the perquisite of the custom and excise officer.

Slight taxes are imposed upon vendors of any description of goods or spirits &c.

The few public officers are nominally paid by the Buenos Ayres Government but the receipts of their salaries is uncertain, which may probably account for the system of bribery so generally adopted by the small traders to the place.

I had but little means owing to the harassing duty with which I was engaged and the short time I was in the country of procuring any detailed information of the country beyond the immediate vicinity of Carmen

The soil along the banks of the River Negro is rich and productive of a fine dark brown almost approaching to black of from one to three in depth with a substratum of tenacious blue clay from which bricks of an inferior quality are made. Manure is never used though successive crops of grain are growing it being enriched annually by the alluvial deposits.

There are some few trees / principally willow of two kinds red and white and a description of poplar / grow along the banks of the river in sheltered situations.

Timber is scarce near the town although at some distance up the river it is plentiful

good

good and easily obtained. when required at the town it is made into rafts and floated down the river.

The soil in other parts of the country in the vicinity of the Rio Negro is a sandy earth of from 6 inches to one foot in depth upon very soft sandstone.

I saw no stone adapted for building purposes. indeed there is no stone in the neighbourhood but sand-stone and that is of too soft a nature to be of use.

The country is covered with thick prickly bushes of four different descriptions which average from five to seven feet in height. of these the "Piccolen" is the most important as it affords the inhabitants of the country fuel of a peculiarly excellent description. It is very hard and burns without blaze producing as great if not a greater heat than coal.

The other sorts though occasionally used for fires are not so good but are well adapted for hedges, growing very thick with long and sharp thorns.

I think they would be well adapted to make hedges in these Islands. I collected seeds of each specimens of which I have the honour to lay before you with this report.

I saw no hares except along the banks of the river and as I have before observed they were scarce there: indeed the force of the wind and the aridness of the climate would militate against their growing except in sheltered situations.

The animals in the neighbourhood of the River Negro are of the same descriptions as those usually found in that part of South America, but the most valuable are scarce in the immediate neighbourhood of Barcellos, they being much hunted for their skins and flesh.

The "Puma" or Lion of the country occasionally commits depredations upon the flocks of sheep, calves and colts near the town seldom leaving a flock after having once commenced upon it. They are however great cowards and are easily destroyed.

One great fault in the general character

of the

of the country is the great scarcity of fresh water. Springs there are none and the only water that can be obtained when away from the river is rain water caught in wells dug for that purpose in places where the ground is not impregnated with salt. These though they hold water for some considerable length of time are frequently useless owing to the great scarcity of rain.

The Indians who formerly and indeed to within the last seven years were the great scourge of the Carmenites. constantly making incursions on the various "estancias" or farms in the neighbourhood of Carmen and occasionally even on the town itself; murdering and committing many atrocities on the people; and carrying away all live stock which they could find. are at present more amicably disposed but their friendship is rather purchased than freely given.

Large numbers of mares. Cattle and quantities of "Yerba" and tobacco are annually given to the Cacique "Cachel" who is the most powerful in the neighbourhood of Carmen and the less powerful chiefs are propitiated in a similar manner.

Two or three different tribes varying from 100 to three hundred in number visit the town twice during the year, but are not allowed to enter it in a body. They are made to encamp fifteen miles up the river and are allowed to come into the town in parties of 20 and 30. for the purpose of exchanging the woolen Ponchos. Horse Rugs. Bolas. Lasos Skins &c &c which they manufacture, and which are highly prized by the Spaniards, for Aguardiente. Yerba. Tobacco. Wool and horses.

Formerly much silver was brought to Carmen by these Indians at their annual visits. but. now it is uncommon among them in any quantity. Their Spurs and bits are

occasionally

occasionally I was informed now made of that metal which they readily exchange for Iron ones perhaps requiring a small quantity of Yerba. Aqua-diente or tobacco in addition.

The Indians frequenting the neighbourhood of the River Negro seldom have many good horses. Though they possess mares in numbers. They are not kept for the purpose of breeding, but solely for food. their flesh as I have before mentioned being much preferred by the Indians to that of cattle.

They purchase many horses annually from the Settlers at Carmen, but the latter are not allowed neither is it their wish to sell them young or serviceable animals, so that in case of an "emeute" breaking out at any time with the Indians. they may be badly mounted and as they never fight except on horseback. they would labour under serious disadvantages.

It appears to be the policy of the rulers of the province never to allow the Patagonians to have ready good horses, but at the same time not to allow them to be in want of them, as then they invariably attack some "estancia" where there are probably some hundreds or perhaps thousands kept and carry away the best.

There is a friendly tribe of Indians residing on the South bank of the river immediately opposite to the Town, who during the attempt of Indians extermination by the Buenos Ayreans were induced by bribes to become their allies. They are however not much depended upon except as "Spies" when from their intimate knowledge of the country their services are of great value.

Many Mares cattle &c &c are annually given to the "Cacique" of this tribe.

The Spanish settlers have many Indians slaves, male and female, who have been taken in battle by others and sold by their conquerors at their visits at the River Negro. This slavery is not authorized I believe by the Buenos Ayrean laws but it is so far from the

from the seat of Government that little notice is taken of it.

The Patagonian Indians are passionately fond of ardent spirits and many are reduced to perfect skeletons by using it constantly and immoderately it seems to have a fearful effect upon them and when under its influence, they become perfectly mad for the time. This friendly tribe is harmless and not so treacherous as the other Patagonean tribes. They seldom commit any offences beyond the pilfering of ornaments or trifles.

They are all excellent horsemen and well skilled in the use of the lasso and bolas and the usual accomplishments of a "Paon del campo". The intercourse between the sexes appear to be almost promiscuous. The greater authority a man has, the more wives he is entitled to.

Conceiving that a list of the prices of the most important articles / the produce of the settlement at the River Negro / might be useful to the first Settlers in this Colony I have the honour to enclose a list of prices of goods &c at Carmen when I was there in January last.

/ Signed / Murrell Robinson Robinson

10th April 1843.

List of Average Prices of the following at Carmen Rio Negro February 1843

	£	s	d	
Horses broken in & trained for the Lasso	2	10	0	each
Mares	1	12	0	do
Bullocks	1	0	0	do
Mules	2	10	0	do
Sheep		2	0	do
Goats		1	6	do
Pigs		8	6	do
Wheat per Fanega containing rather more than 3 Bushels	2	0	0	
Barley do do do	1	4	0	
Indian Corn do do do	3	0	0	
Onions per thousand	1	7	0	
Potatoes do not thrive well				
Garlic per thousand	1	5	0	
Pumpkins each			4	
Melons do			5	
Vegetable Marrow do			3	
Salt Per Fanega		2	0	
Apples, Pears, Nectarines, Peaches, Grapes, Figs — Average Price per Bushel		6	0	

Signed

Murell R. Robinson,
April 10th 1843.

Government House. Anson.
Nov.r 29.th 1843.

Sir.

I am directed by His Excellency
the Governor to inform you that he cann

Messrs Whitington & Co. taking the liberty of forwarding two Boxes addressed to his Excellency —

Messrs Whitington and Co. present their Compliments to Lieut Governor Moody, and solicit indulgence for the liberty of addressing the two accompanying Boxes for Mr. J. B. Whitington under Cover to his Excellency, for greater security in the transit via River Plate under the present uncertainty & pending the intestine Warfare in that quarter —

Messrs Whitington and Co. trust the cause above assigned will be deemed a sufficient excuse for the present proceeding, and that an additional plea of justification will be then Mr. G. F. Whitington having conveyed the Box free for His Excellency by the Princess Royal.

London 15th March 1843
Gt St Helens.

To
His Excellency.
Lieut Governor Moody.
&
Falkland Islands

"Anson" Falkland Islands.
January 25th 1844

Sir,

I beg leave to inform you that Captain Stewart Patrick Master of the Barque "Venture" of Dundas has applied to me to act in the capacity of Auctioneer and dispose of the above Vessel by Public Auction she now lying in this Port condemned as unseaworthy.

Will you be so good as to lay before His Excellency the Governor this Statement as I wish to act hoping his Excellency will be pleased to grant my request.

I am Sir
&c &c
J. Dean.

To
Mr. J. H Slaughter

Falkland House Anson.
2 Jan.y 1844

Sir,

I Mr Wilcox acting Master of the "Princess Royal" has just put into my hands a letter received from you containing a report that a Boy about to be shipped on board the above Vessel had signed articles without a proper witness also that two apprentices had been permitted to leave the said Vessel.

I as the agent of the "Princess Royal" beg to state in reply to the above that the whole of such information given to His Excellency Governor Moody is ridiculously incorrect as I should not at any time do or cause to be done, anything illegal, more particularly at the present moment and under existing circumstances.

I have also to state that the letter received by me from you this Morning, containing another report that Goats belonging to me had been trespassing in the Church Wood is as incorrect as the foregoing in reference to the Princess Royal.

I have further to state that I have called several times at Government House for the purpose of transacting public Business, and have each time been refused an interview, consequently am compelled to manage my affairs without the assistance of Government.

I am Sir
Your Obt Servt
John B. Whitington

To Mr Slaughter

Colonial Surgeon's request for certain Medical Instruments

Stanley Falkland Islands
Jan 3rd 1864

Sir.

I think it highly important for the welfare of this Colony that the following instruments should be supplied for cases of difficulty

1 Pair of Mid-wifery Forceps.
1 Hook
1 Knife.

I have therefore to request that your Excellency will allow them to be provided immediately.

I have
&c &c
Henry J. Hamblin
Colonial Surgeon

To
His Excellency
The Governor

Government Office
Anson
Janry. 8th 1844

Sir

I have the honour to acknowledge the receipt of your Excellency's letter of this Day's date informing me that the Right Honble Lord Stanley Secretary of State had been pleased to grant my salary to commence from the date of embarkation.

I have
&c &c
J. H. Slaughter
Lt & to Colo. Govt.

To
His Excellency
Governor Moody
&c &c

Government House
Jany 8. 1844

Sir

I have the honor to inform you in reference to Lord Stanley's dispatch No. 3 dated 23rd July that his Lordship had given directions for your salary to commence from the date of embarkation which has accordingly been attended to

I have
&c &c &c
Rl Doody
Governor

Mr Slaughter
&c &c &c Lol. Govt

I hereby certify that the 2 boys John Reedd and Henry Bunn left the "Princess Royal" with my consent and at their request on the 1st of January 1841 and entered into the service of Mr J B Whitington of Anson, Falkland Islands.

I further certify that at the time I gave permission to the above boys to leave my vessel I was not aware that I was acting illegally by not obtaining the sanction of the authorities of this Port.

Benjamin Willcocks

Acting Master of
British Schooner Princess Royal
Port Louis. Anson. January 5th 1841.

Signed in
the presence of Mc. R. Robinson
J.P.

Anson Falkland Islands.
1st January 1844

I John Bull Whitington, Settler at Anson, Falkland Islands, agree and bind myself to hire John Rudd and Henry Bond as domestics for a period of 12 months from the above date and we the said John Rudd and Henry Bond agree to let ourselves on hire for the above time and on the following conditions, viz.

The said John Bull Whitington agrees to pay unto each servant the sum of ten pounds sterling per annum to be paid in monthly instalments of eighteen shillings and tenpence punctually on the first of every month.

The said John Bull Whitington further agrees to find them in good and sufficient Clothing, Board and Lodging, all of which if required by the aforesaid servants or J B Whitington are to be subject to the approval of a Justice of Peace.

The said John Bull Whitington further agrees and binds himself to find a passage for the said Boys to England at the expiration of their servitude if they then require it or desire to leave the Islands.

We the aforesaid Henry Bond and John Rudd agree to serve Mr J B Whitington on the aforesaid terms and also agree to conduct ourselves civilly and respectfully towards him and to obey all necessary orders which we may receive.

Jno B Whitington
John Rudd
Henry Bond

Signed in the presence
of M R Robinson
J.P. 6th Jany 1844

Bras Rio de Janeiro
21st October 1843

Sir

I have the honour to forward you a Bill of Lading of Provisions shipped in the Sarah Ann, Schooner Mr Smylie, Master consigned to you agreeably to the order of Commodore JB Purvis commander-in-Chief on this station dated 25th March 1843 and beg to inform you that the reason of no letter being sent with the last by the same conveyance was in consequence of having forwarded to the Commodore a Bill of Lading who, I imagined, would have intimated to you from the River of the provisions being shipped the opportunities of communicating with the Falkland Islands occurring much oftener than at this place

I am
& & &
W.G. Tomlinson Clerk in Charge

To
Governor Moody
& &
Falkland Islands

His Majesty's Ship Algerine
City of Monte Video December 5th 1842

Sir

I do myself the honor to acknowledge the receipt of your two letters dated the 11th and 13th ultimo, together with the documents enclosed therewith.

In answer to the former wherein you represent the pressing necessity for the employment of a small vessel of War at the Colony, and request that one may be sent there for that duty, agreeably to the Orders of the Lords Commissioners of the Admiralty. I am sorry to have to acquaint you that affairs in the River Plate still remain in such an unsettled state that to secure the protection of British Interests in Life and Property I must retain the whole of the force which I have at present with me, but you may rest well assured that the moment that the necessity for my doing so ceases, one of my first objects will be to meet your wishes by sending a vessel down to the Falkland Islands.

Referring to your second letter acquainting me that you had duly received the stores which I forwarded by the "Sarah Ann" in June last and enclosing your demand for a further supply, I find that the Senior Naval Officer at Rio de Janeiro has in my absence nearly anticipated the wants of the Colony by sending down in the vessel before named most of the articles you require such as he has not I should order to be sent by the earliest opportunity at the same time I shall instruct the Storekeeper at Rio not to forward any more Stores in future until he receives your requisition as I perceive upon a comparison be-

tween your

To
His Excellency
Lieut Governor Moody
&c &c &c

tween your Excellency's order and his account of those shipped on board the Schooner that a quantity has been sent down that will not be wanted for the ensuing six months

I have
&c &c &c
J B Purvis
Commodore

Government House Anson
Falkland Islands 15th Jany 1844

Gentlemen

You are hereby appointed to consider all circumstances relating to the management of the Government Farming Establishment for capturing Wild Cattle and forming tame herds and to report to me upon its actual state.

You are empowered by this Commission to call before you for examination all persons, papers, reports &c necessary to obtain the fullest insight into the present state of that establishment and the causes which has produced it as well as to make comparisons between the present & former periods and the systems pursued elsewhere

Signed—

M. R. Robinson Esq. Chairman
R. C. Moody Lieut.

H. Hamblin Esq
J. H. Slaughter Esq
} Members

Copy of a protest made by the Master of Barque "Venture"

Be it known to all whom it may concern that Stewart Patrick Master David Brathe Mate John Young Carpenter and Alexander Paul Seaman of the British Barque "Venture" do voluntarily depone upon solemn oath that they sailed and departed in and with the said Barque "Venture" upon the fifth day of October one Thousand Eight Hundred and Forty two laden with Coals and bound for Gibraltar that at the time of sailing as aforesaid the said Barque was staunch, tight, & strong, well and properly manned, fitted and equipped for the performance of the voyage.

That upon the fifth day of October one Thousand Eight Hundred and Forty two the said Barque weighed and made sail and proceeded on her voyage without any material occurrence and came to an Anchor in Gibraltar Road upon the twenty second day of the same month and (remained until the last day of December) upon the twentieth day of November she left Gibraltar bought up in Gibraltar Roads upon the twenty second day of the same month and remained until the first day of December upon the twenty second day of the same month then weighed anchor and brought up at the same day where they took in a Cargo of Salt and weighed anchor upon the twentieth day of the same month and proceeded on their voyage to Monte Video where they arrived upon the fifteenth day of January One Thousand Eight Hundred and Forty three without sustaining any material damage upon the twenty fourth day of the same month they left Monte Video with a pilot on board and proceeded to

ceeded to Buenos Ayres and brought up in the outer Road - upon the twenty sixth day of the same month the Ship touched the ground and on the days following floated without having sustained any apparent damage. - That upon the fifth day of April they weighed Anchor and proceeded to Valparaiso when in Lat 56.0 they experienced very heavy gales with hail and snow and arrived at Valparaiso upon the eleventh day of June upon the twenty third day of July weighed Anchor & came to in Huasco Road upon the twenty eighth day of the same month. That upon the twenty sixth day of August they weighed anchor and put back again the same day upon account of light winds in Huasco Road; that upon the twenty eighth day same month they weighed Anchor and came to in Huasco Road where the said Barque took in a Cargo of Copper Ore and upon the sixteenth day of September weighed Anchor bound for Swansea in Wales. That upon the twenty second day until 28th of the same month they experienced very heavy gales with a heavy cross sea which caused the Ship to roll and labour much that upon the twenty fifth day of September they first found her to make more water than usual that accordingly all hands were set to the Pumps the said Barque then being in Lat 31:5 south that upon the twenty eighth day of same month the ship was making six inches of water per hour and upon the 1st day of October she was making eight inches of water per hour from thus until the twentieth day of the same month they experienced unvaried bad weather with a heavy cross sea which caused the ship to roll much and it was very apparent she was straining /

straining herself greatly that upon the twentieth day of the same month the said vessel was making two feet of water per hour that upon the twenty first the water increased on the twenty second and twenty third days the ship was hove to in heavy gales and cross seas the water still increasing that the pumps were regularly attended to every half hour that upon the twenty fifth day of October the Crew came aft and declared to the Captain that they were unable to stand to the pumps any longer and requested him to go to the nearest port of safety — Being then in Lat 52.½ South it was deemed requisite to bear up for the straits of Magellan for the safety of Crew Ship and Cargo that the course was accordingly shaped for that place that upon the twenty-eighth day of October after entering the Straits of Magellan they experienced very much weather with Rain sleet heavy squalls got entangled among the Islands and dropped Anchor in Buckle Bay the Ship touching ground before it brought her up that upon the twenty ninth day of the same month they got clear and proceed to Port Famine and anchored upon the first day of November and heard there from H. B. M. Ship "Cormorant" that there was a British Settlement at the Falkland Islands.

Upon the fourth day of the same month they weighed anchor and proceeded to Sea Lepe Lepe bay where they anchored for the night upon the sixth of the same month they cleared the straits of Magellan and shaped their course for the Falkland Islands the hands were constantly at the pumps still experiencing very heavy weather and the ship making more water every day That upon the eighth of November they made the Falkland Islands and that at three A.M. the ship struck

upon

upon a sunken rock three different times and then cleared it; she afterwards made more water and upon the eighth day of the same month they made Berkley Sound and came to an anchor in Port Louis on the ninth. Upon the same day the aforesaid Master duly noted his Protest and called a Survey to ascertain the condition of the Vessel when it was recommended that she should be discharged not being fit to take her Cargo to Swansea to effect which the Master was compelled to go to Monte Video which was accordingly done. That the second Survey was held upon the twenty ninth day of January One Thousand Eight Hundred and Forty Four and it was decided that the said Barque "Venture" was not fit to go to sea without extensive repairs which could not be carried into effect at this Port; under these circumstances they recommended that the said Vessel be forthwith condemned. ---

In consequence of the afore said evil events they do hereby protest against all such loss or damage as the said Ship her Cargo, Tackle, or Furniture hath or have suffered or sustained by the happening aforesaid and all costs charges and expenses attending the same to that the end that all such loss or damage may be borne or paid by those who of right ought so to do as being occasioned by the reasons aforesaid and not by or through any insufficiency or neglect of the said Ship her tackle furniture or crew — and the undersigned persons do make oath and say that the contents of the foregoing protest are in every particular and respect just and true in testimony whereof they do hereby affix

affix their several signatures

Stewart Patrick Master of Barque "Venture"

David his mark Brattie Mate of Barque "Venture"

John Young Carpenter of Barque "Venture"

Alexander Paul Seaman

Sworn to and signed in my presence
at Government House Anson Falkland Islands
on the 31st of January 1844

R. Moody
Governor

Anson, Falkland Islands
4th February 1844

Sir

I beg leave to inform you that in consequence of the condemnation and sale of the Barque "Venture" which has taken place in this port the seamen whose names are mentioned below being British subjects and lately belonging to the above Vessel are now in distress in consequence of the above events I have therefore to request on their behalf that your Excellency will be pleased to afford them the necessary assistance to make their way to England and the Brig "Hannah" being now about to proceed to Swansea from this port I trust your Excellency will grant an order for their conveyance by that Vessel

I have
&c &c &c
Stewart Patrick

The names of the British seamen desirous of being sent to England from the Barque Venture

David Beattie
Alexander Paul
Augustus Rice
Daniel Ross
Robert Wood

To
His Excellency
Governor Moody
&c &c &c

Falkland Islands Anchor
6th February 1844.

Sir

Having purchased the Hull of the "Barque Venture" sold at public auction on the 3rd Inst I am desirous of moving her from where she now is, being much in the way of Vessels entering the Carenage and shall feel obliged by your informing me, if I may be permitted to put her on shore opposite the bottom of the Old Canal.

I am.

S. S.

To
M. R. R. Robinson Esqr.

(Signed) J. B. Whitington

Government Office Anson
February 6th 1815

Received on board the Brig "Hannah" of which vessel I am at present master Her Majestys mail for Monte Video and England consisting of

One Leather Bag directed to - J. P. Dale Esq
H. B. M. Pro Consul Genl
Monte Video

One Long Box directed to - The Secretary
to the Admiralty

One Roll of Paper directed to - Commodore Purvis

John Bailey

Port Louis

Brig "Hannah" February 8th 1844

Sir

In answer to your letter of this days date I beg to State I will receive on Board my Vessel each and every one of the Bayou Ventures Crew being British who will present an order from Governor Moody for his being received on board of my Vessel as a distressed British subject to be conveyed to Great Britain. Each mans name and description being expressed in the order

I am

Sir

Your Obt Servt

John Parkes

Master of

Brig "Hannah"

To

Mr Slaughter

Government Office

Anson, Falkland Islands
February 9th 1844

Sir

In obedience to His Excellency's orders yesterday I conveyed to the Brig Hannah the undermentioned men who arrived at this Port in the Barque "Venture" viz.

D. Beattie } Who had been chief mate on board the "Venture"
Alexr. Paul }
Danl. Ross } Who had been seamen on board
Robt. Wood } the Venture.

My orders were to see them on board the Brig Hannah and to notice to Captn Bailey of having done so

When I took them alongside the Hannah I inquired for the mate when a person representing himself as such informed me that Captn Bailey was not on board and that he could not allow them to come on board without a written order from him

I accordingly took the men ashore again I found Captn Bailey and requested him to give an order to admit the men he said that he would not unless each of them gave him a written order from the Governor by which he might hereafter obtain their passage moneys.

I paid

J. H. Slaughter Esq.

I said that I understood he had received a letter to that effect about the affair. To the best of my recollection he expressed himself as not having received any order.

I have
&c &c &c
Robt. Alexander
R.C. Miners
& Chief Constable

Anson Falkland Islands
5th Feby 1844

Sir

I answer to your letter of the 3rd Feby. I beg to say that I called at the Government Office on the day of the condemnation of the Barque Venture and told you that she had been condemned. I also told you that the vessel would be sold and asked you who was the authorised auctioneer and on the following day the certificate of survey recommending the condemnation of the "Venture" was signed by Mr Robinson and feeling certain that His Excellency would be made acquainted with the facts I did not think any other notice necessary.

The exact period when the men lately belonging to the Barque Venture were left to shift for themselves was on the 2nd Feby.

I have
&c &c &c
Stewart Patrick
late Master of
Barque
"Venture"

J H Slaughter Esq
Government Office

Anson February 5th 1834

Sir

As Thomas Ford has been dismissed from the "Government Farming Establishment" I have examined his pecads and it is all complete

I have
the honor
to be
John O'Neill

To
J. W. Slaughter Esq
Government Office

To His Excellency The Governor
of the Falkland Islands.

I, Michel Heany, a British subject humbly petitioneth that you would be good enough to send on board the American Whaling Brig Sara Louisa a Surgeon or an order to Capt^n Blascott to have me sent on shore that I may consult one I having lost my health for which Your Petitioner as in duty bound will ever pray.

Brig Sara Louisa
Ledge Islands
Jan^y 30th 1844

Anson, Galapagos Islands
10th Feby 1844

Sir

This morning according to orders I went as orderly corporal to the Brig Hannah to deliver his Excellency's letter to Mr Martinez. A person who answered to the name of Chief Mate informed me that Capt Bailey had given orders "that no persons or parcels should come on board" I told him that I had a letter from His Excellency to Mr Martinez on Her Majesty's service but still he ordered me not to come on board I requested him to tell Mr Martinez that I had a letter for him from His Excellency he went from me and when he came back he said he could not make him understand. I immediately climbed up and got on deck when Capt Bailey came to me and said he had a good mind to throw me overboard I told him he might please himself about that at the same time shewing him the letter marked "On Her Majesty's Service" I told him that I must deliver the letter to Mr Martinez and that if he would not cause the Gentlemen to be called on deck to allow me to go into the cabin he said he would not and that if I had any of my nonsense he would throw me overboard. I then went to the entrance of the cabin and called for Mr Martinez but could get no answer.

Seeing that the anchor was nearly weighed and that the sails were being set I made all haste back to Govt House thinking there would be time to take further steps in the matter.

I have

Wm Wall Actg Corpl
R.M. Miners.

J. Slaughter Esqr
&c &c &c Govr

Anson, Falkland Islands.
February 1st 1841

Sir

In obedience to the instructions contained in a Commission dated 15th January last which we have had the honor to receive we have made the fullest enquiries as to the mode in which the "Government Cattle Farm" is at present conducted and more especially as to the causes of the continual loss of the Government Cattle and the bad state of the horses.

We have now the honour to lay before Your Excellency our Report and also the minutes of the evidence of the various individuals whom we have considered it necessary to examine.

From these minutes Your Excellency will perceive that the management of the Cattle was placed under the directions of the present "Major Domo" in March 1843. At that period 160 Tame Cattle were given over to his charge. Since that time six hunting trips have been made into the interior for the purpose of Capturing wild Cattle by which 1100 more were captured and brought into the Settlement (consequently there ought at present to remain 530) of this number 730 have been slaughtered for the use of the Settlement consequently there ought also to remain 530 not allowing any thing for the increase which must have taken place and which might fairly be estimated one fourth more.

Upon enquiry into the number of Cattle actually here it was ascertained that they amounted to

His Excellency
The Governor
&c &c &c

to 27 only leaving a deficiency of 160.

The "Chief Clerk" and other persons connected with the "Cattle Farm" were particularly questioned as to the cause of this loss.

By referring to the different minutes of evidence Your Excellency will see in detail their several opinions.

Mr O'Neil was unable to account for it but stated that most of these at present deficient were lost during the late winter when the Cattle were on Long Island that many escaped when grazing about the Settlement in the early spring and that 80 were missed between the 8th and 15th of the last month. By the minutes of evidence taken in the examinations of the other persons Your Excellency will observe that they all admit the Cattle must have escaped for want of proper care and attention.

We have fully and carefully considered the evidence that has been adduced and it appears to us that although there may be difficulties to contend with in the safeguard of the Wild Cattle when just brought from the interior which would require great watchfulness on the part of those appointed to look after them still nothing more is necessary and it appears that Mr Chief had ample means at his disposal to overcome these difficulties and to have the work efficiently done.

We are of opinion after due consideration that the continual loss of the Cattle has not occurred from any causes whatsoever but carelessness and general neglect of duty.

With respect to the poor and injured state of the horses we have the honour to lay before you the following information.

It appears that there are 71 horses to carry on the regular work of the "Cattle Establishment" 58 of these

these have been imported into this Colony within the last 10 months and are consequently young and good horses. Of the remainder only about 8 may be considered serviceable. There are 8 men therefore there would be 8 good horses to each man and one in reserve one

The horses at present appear to be in a deplorable state from sore backs which appears to be their principal ailment and we beg respectfully to submit our opinion of the causes that have materially produced this and all other evils which may have come under our notice connected with the present state of the horses.

From the information received during the examination it appears that the teamsters are in the continual habit of riding their horses at a hard gallop when there is no necessity for it. They also it appears are in the habit of riding horses that have sore backs and in two instances when lame. Turning horses loose when hot from present work leaving them to stand for hours in the cold wind without food or shelter and we may add a general indifference and carelessness on the part of Mr Rions to everything the property of H. M. Government. The above circumstances are the principal causes of the present weak and bad state of the Government Horses but the necessary hard work they have to undergo combined with bad weather being fresh, are also causes in a less degree.

In conclusion we beg respectfully to draw Your Excellency's attention to the following facts which have been brought before us during the evidence and which in our opinion require attention.

1st " — The number of Cattle Issued to what are actually brought into the Settlement. —

2ndly " Capturing cows when heavy with calf by which both calves and their mothers are frequently destroyed.

3rdly " Not counting the same Cattle in the Settlement daily.

4thly " — The small increase of the Government Same Cattle

5th " — The equally small increase of the Government horses by means of the Same Brood Mares. —

6th " — The extraordinary indifference and apathy on the part of the Peons to the state and appearance of their horses. —

We have

Jn R Robinson
H J Hamblin
J H Slaughter

Government

Government House Jan.y 17th 18[illegible]

John O'Neil examined by Mr R. Robinson

What situation do you hold under the Colonial Government
I am the "Major Domo" or head of the Establishment of
the Quarters.
When did you actually enter upon your duties?
About the end of March last.
What number of Cattle were given over to your charge
upon your arrival?
To the best of my recollection about 160.
What number of hunting trips have you made into the
interior since you have been here?
Six
How many Cattle have you brought into the Settlement?
Four Hundred
How many Cattle have been killed for Beef up to this date?
since you arrived?
Probably 130
How many ought there to be in the Settlement now?
Four Hundred and Thirty
How many are there actually?
Two Hundred and Seventy One.
There have been One Hundred and Fifty nine lost how do you
account for that?
I think most of them must have escaped Long Island
when they were there in the winter. The others must have
escaped here. — There were 80 lost the other night.
How do you account for it?
I cannot account for it.
Whose orders were the men under?
Under mine.

O'Neil

What number of men do you keepon guard to watch the Cattle?
Two men during the day, and three men at night. The Cattle
that have escaped lately were just with the others on the night
of the 7th on the morning of the 8th they were counted and 354
were numbered. On the following Monday they were recounted
and only 272 were there.
What should you say was the actual cause of their escape?
Carelessness.
Are the Cattle on the Estancias counted daily at Monte Video?
They are not counted every day.
Do you lose many Cattle during the year?
We occasionally lost 40 or 50 during the year. The herd might consist
of from 3 to 4000 head.
How many men were required to look after that number?
Fourteen persons were employed.
What punishment is inflicted on Peons for not attending to
and loosing Cattle?
Dismissal from the Estancia. No other punishment is inflicted.
What is the pay of Guachos at Monte Video?
Their pay averages about 16 dollars per month.
How many horses are they allowed each to work with?
About 20 each.
How many working horses have you here altogether?
We have about 70 working horses some are not serviceable.
How many persons are there altogether in your Department?
Eight men. — More than 60 of these horses were good horses 18 months
ago, though poor.
Have you ever received Instructions respecting the manage-
ment of the Government horses in your charge?
I have
Have you been told not to allow your men to ride their horses
fast continually. To wash their legs &c?
I have, and I have frequently ordered the men, not to do so.

The men continue to ride their horses unnecessarily fast. I have never reported their disobedience of orders to the Governor.
Why have you not done so?
Because I have continued to hope they would attend to what I directed.
What do you consider is the cause of the horses having sore backs?
I consider it arises from hard work and the "Pinchia"
I have noticed that some of the Peons' horses are in a better state than other mens'. What is the cause of that?
Using better recados and having less work to perform.
When hunting how many cattle do you lose more than you bring in?
We generally lose one half more than we bring in. One third of that half die in the camps from cramps or cold.
Do the men ever capture Cows heavy with calf?
Frequently many slip their calves and the cows sometimes die. I have since given orders not to do so.
How many animals do you actually kill for food during the three weeks you are out, say for seven men?
Generally about 6 animals and 2 or 3 old Bulls which are not fit to eat.
Do the horses in Monte Video when they are hard worked have very sore backs?
Yes.
Are they ridden in that state?
Yes. But the quantity of horses they have seldom obliges them to do it.
Do you consider the men under you good Guachos and do they obey your orders thoroughly?
I consider them good Guachos and expert in the use of the Lazo They obey my orders thoroughly.

Do/

Do you ever see the horses tied up in cold and exposed situations remaining in that state without food for 24 hours?
I have seen the horses tied up without food or grass both hours together.
They are then mounted and worked. It does them injury.
Have you ever adopted any strong measures to prevent it?
I have spoken to them about it.
Are the Guachos at Monte Video fond of their horses?
They are fond of their best horses.
What means do they adopt to capture them when they require their services?
They generally lazo them unless very tame.
Do they ever throw the bolas at them?
Never.
If such a thing did occur how would the man be punished?
By dismissal.
What proportion of horses die in Monte Video from castration?
One in ten.
Have you received orders to break in oxen for the cart?
Yes.
Have you done it?
I have attempted it but have not yet succeeded.
Why?
Their horns have been so sore that it has not been possible to put them in the cart.
What has been the cause of the sores of their horns?
The wood that sets on their heads rubbing them.
How long does it take to break in Oxen for the Cart at Monte Video?
About 3 weeks but they have tame oxen to lead before them.
To prevent Cattle from running away those I mean which are continually straying what means do you adopt?
We partly cut through the tendon above the knee. If that is not sufficient we then saw away a small portion of the front of the foot.

What?

What is the longest period you have ever kept Cattle in a Corral without food or water when hunting in the interior?
Three days and 3 nights.
What is the usual time?
We generally leave them in 2 days and 2 nights. The Cattle appear exhausted when let out but we seldom lose any.
How many wild horses have been caught altogether since you have been here?
Twenty five.
How many of these now remain in the Settlement?
Seven. Five have died and the rest have escaped.
Have you ever seen or heard of a Wild horse being killed for food by the Guachos?
Two or Three of the Guachos killed a colt for that purpose at Port William. I was not there.

Government.

Government House Jan.y 17th 1845

Thomas Ford ex.d by Jno. R. Robinson

How long have you been in the service of Government?
I have been 10 months actually employed here.
In what business were you at Monte Video?
I was an Estanciero. I had 332 head of cattle of my own.
What number of persons were employed to manage these cattle?
Only myself and a lad.
How many horses had you to manage these
Thirteen or Fourteen
What pay do persons receive per month there?
From 25 to 30 dollars per month.
What number of Peons are generally required to manage a hundred head of cattle?
Three or four. They have 500 head of cattle of different sexes.
What is the usual rate of increase of a herd of cattle of different sexes?
About 1/3 of their number per annum is considered a good increase.
What number of cattle were lassoed by the Guachos the last time they were in "camp" and what number were actually brought in?
There were 130 lassoed but only 100 were brought in.
Have you been in the habit of managing the Wild Cattle when mixed with tame and what system did you adopt?
I have. The wild cattle were continually watched but they are not allowed to mix with the tame cattle for several months.
There is always a man on watch.
If you were a cattle farmer here would you allow your horses to be tied up exposed to the cold and Wet without food for hours?
I would not. I think it does them injury. I frequently see it done here.

What

What number of men would be sufficient to manage the cattle at present in the Settlement and how many horses would they require?
Two men would be sufficient if the cattle were put in the Corral every night. Seven horses each would be enough.
Could you and another manage the cattle with 14 horses?
I am not certain we could do it satisfactorily with 14 horses the horses cannot bear more than half the work horses do in Monte Video. Many of the horses' backs are very sore and galled here.
What does that arise from?
Bad saddles but all principally the grass gets into the sore in winter if they are sore and then they are a very long time recovering.
What do you know about the cause of the cattle escaping lately?
I do not know anything about the cattle escaping lately When I was on duty last Thursday the cattle appeared quiet. Carelessness on the part of whatever men may have been on duty at the time of their escape must have been the principal cause of it. Cattle seldom escape at Monte Video. But the valleys are extensive there and you can see a great distance. They do not work the cattle much up country at Monte Video. In Monte Video the horses' backs are occasionally raw. It arises from letting the horses loose when hot and bad recados. Orders are given to the Guachos not to do so. I always wash my horse's rugs the other Guachos do the same.
What state were the horses in that were left at Port Stevens?
They were very thin and very sore backs.
Do you ever gall your own horse unnecessarily?
Frequently I gall my horse when I might walk them all the

Guachos

Syces &c. do.

Do you not think that that is partly the cause of them being so ill and thin?

I do

What time does it take for a horse to recover after a hard days work?

A week, he is not fit to ride for that time.

Are the same horses sometimes used 2 nights running by the men on Guard?

They are. It is not right but sometimes the others cannot be procured without much trouble. I would not ride many of the horses here in their present state.

In Inside Cities are the horses of the Syces I mean the working horses kept separate from the others which are not continually worked?

They are

Could that be done here?

Certainly with a little care and attention.

Look at the Wellington's

Penyan

Peruvian Coast Indian Guardia ex^a
by Dr. R. Robinson January 9th 1881.

How long have you been in the Government service?
I have been 10 months in the service.
What do you know of the loss of the cattle lately?
When they were brought upon Friday night Nelson told me there were some missing.
Have you been in the habit of looking after Cattle in the Rio Negro?
I have.
Could these Cattle have escaped if they had been properly looked after?
They could not.
What is the cause of dreadful sore backs the horses have at present?
The cold and turning them loose when warm.
Do many horses die from castration at Rio Negro?
Yes many cold is the usual cause of their death.
Do you ever ride your horses very fast when there is no occasion for it?
No notice was taken of that at the Rio Negro.

Jany 9th

January 17th 1844

Ciriaco Benitez examined by Mr R Robinson

How long have you been in the Government service?
Ten months
What were you before you came here?
I was a Peon
What number of Cattle were there on the Estancia on which you were employed?
There were 1000
What number of men are required to look after that number of cattle at Monte Video?
Ten are sufficient to mind them when tame: 30 are necessary to tame that quantity.
What number of horses had each of these men?
They had 8 or 9 horses each.
Had these horses bad backs?
Many had bad backs.
What was the cause of that?
Hard work. Cold was partly the cause.
What number of Cattle were actually lassoed the last time you were in "Camp"?
About 133
What number did you bring into the Settlement?
About 105
How many died in the camp?
Five died when mantied I suppose from cold.
Do you ever gallop your horse unnecessarily?
No
What do you know about the cattle escaping?
I am certain none of the cattle escaped while I was on duty. Felix told me on Friday night that some were

were missing). They were brought up late. It was not reported until Sunday night. On Saturday I thought some were missing.
What is the cause of the horses having such bad backs and being so very thin?
A great deal of work. — Bad Recados. — Unsaddling the horses when hot and leaving them to stand in the cold. It is not right to allow them to do so.

Tomas Colon Ex. by Lt R Robinson Jan 17th 1844

What do you know about the cattle escaping lately?
I know nothing about the loss of the Cattle they did not I am certain escape when I was on duty.
Do you ever delay going on duty after you are called?
I never delay more than ½ an hour after I am called.
If the Peons had done their duty could the cattle have escaped?
They could not
What wages do Peons get at Corrientes?
About 8 dollars per month.
What pay did you get at Monte Video?
I got one dollar per day.

Louis!

Louis Delpecan examined by Mr Robinson Jan'y 15th 1844

What do you know of these cattle escaping?
Nothing. — I was in confinement at the time. — I missed cattle on Friday. — I told Rolon of it.
Do you see Peons riding their horses unnecessarily?
I saw Conat riding the horse unnecessarily on Thursday
Did you make "major" when the Iguaches were in "camp" and what state was he in at the time?
I made "Major" when Bernabez was in "camp" he was lame at the time and had a bad back. — Rolon gave me permission to do so.
If the Peons had done their duty could the cattle have escaped?
They could not. —

John

John Dalby examined by Mr R Robinson. Janry 18th 1844

Have you ever been employed by the Government in capturing Wild Cattle?
I have been employed as Cabalero[illegible] here for 4 or 5 years.—
Will you state how you generally managed in Capturing Wild Cattle?
We came in a very similar manner to the present mode
What number of men were employed?
We had four men and one boy altogether for more than two years. We then had about 20 horses
What number of Cattle were caught with these men?
We used to capture from 50 to 80 in about 20 days.
We made 6 trips during the [season] but the last was a short one.
Of the number actually caught what number were brought into the Pallament?
About two thirds.
What was the usual time to leave cattle in the Corral when first caught?
Two days and 2 nights.
How long have you been on the Islands?
Nine Years.
In that time when were the cattle best managed?
They were best managed in Mr. Smith's time we had close upon 500 Cattle tamed.
What number of men had he to do this?
Four persons altogether three were Lads the other a sailor. Only one of these could throw the Lazo.
What in your opinion was the cause of his having so many cattle tamed?
This. He looked after them very much himself. He was always round them 4 or 5 times during the week. He made

made every one attend to his duty thoroughly.
What number of horses were here then?
About 40 horses fit for work
When did the Cattle first begin to decrease. I mean the same herd?
In Mr. Lowe's time. He did not attend to them so well. He brought down Guachos from Monte Video who did not understand their work. He killed some milch cows for Beef. I have seen in his time wild animals such from camp kept 2 days and nights without food or water.
What Dale were the horses backs in then?
They were bad but not so bad as they are at present.
What number of horses were there then in the Settlement?
About 1/3
What is the cause of their being in such a bad state now?
I think it is caused by working them in the winter then backs get slightly sore then and the frost gets in which injures them much. I frequently now see the horses tied up without food for hours exposed to the Wet and Cold that does them injury.
Did Mr. Smith allow them to ride their horses &c?
Mr. Smith was here 4 years so the first two he was not acquainted with the habits of the Guachos and their work. When he was he never allowed such a thing nor would he pay the wages due to a Peon if he ever left a horse in the Camp until it was brought in again.
Were the Cattle occasionally watched in Mr. Smiths time?
They were never lost sight of.
Did Mr. Smith ever capture many wild horses?
No. No means were ever taken to capture wild horses until Mr. Lyons time.
What number of wild horses have been broken in since you have been on the Islands?
Not more than 10 to the best of my recollection.

Wheeler

What is usually done with the Wild animals when first brought in from Camps?
They are kept Separate from the Tame herd for some time and are (continually) watched.
What number of Cattle do you think there are in the South Camps?
Should say between 600 and 700 head one half of which are Tame at least they have been in the Settlement Tame herd.
Do you think that Wild Cattle could be driven into the Settlement by a large number of decoy Cattle?
I cannot say. I have never seen it attempted.
What is the greatest number of Cattle which you recollect having been brought in during the year?
In Mr. Stephenson's time we brought in during the season 306 head there were 2 men 2 boys and a Woman. We only had about 6 good horses and 20 bad.
What number of men do you consider sufficient to manage 300 Cattle and how many horses?
I consider that two men would be sufficient with 6 horses each.
Do horses soon recover and get fat here after hard work?
They soon get fat and recover from fatigue after severe work if allowed to rest
What is the cause of the present wretched state of the horses?
Keeping them saddled too many hours. Working them too hard and galloping them unnecessarily fast.
Do the horses die frequently here from Castration?
I never knew but one horse die from it when I was in the Government Service.

Andrew

Andrez Petalugo Exd by Mr R Robinson Jany 18th 1851

What time have you been in the service of Government?
I have been working six years for Government.
What is the reason these Cattle have escaped lately?
They are not looked after well that is the reason.
Do the men relieve each other regularly and without delay?
No. When I call the day guard in Robin and Louis they will not goon duty if one sleeps. Frequently when they go out the Cattle are at the foot of the mountains. On Friday they did not goon duty till nine O'clock I called them at sunrise I think that the Cattle escaped on Friday morning owing to the men not going on duty.
Do you ever gallop your horse unnecessarily fast?
Yes. I frequently gallop my horse when there is no occasion for it. I do it to keep myself warm. I never sleep upon Guard.
How many of your horses have been killed?
Three one broke his back when I was jumping him across a ditch. One was killed by a Cow, and One died from lying in a big all night I had ridden him last.

Mr R Robinson

Mr. O'Neil

Mr Weil Examined.

Do you make a point of counting the Cattle every morning?
No, only once or twice a week.
When you had 3 or 1000 head of Cattle under your charge what assistance had you?
Had only 12 Guachos
When a horse has a bad back do you allow him to be ridden?
Yes
When horses have been standing 2 or 3 hours at the Ferns house for two or three hours are they ridden before getting food?
Yes.

Thomas Ford Examined

What number of men had you to assist in the management of Cattle when you kept 330?
Five
Was he a Spaniard?
No an Englishman and a Tailor by trade & only 17 years old
What did you give him per month?
12 dollars
How many men do you think it necessary to look well after the present number of Cattle in the Settlement?
2 men allowing each man 7 horses and shutting Cattle up at night in corral.
What do you think is the cause of the horses looking so bad and their backs being so sore?
Hard riding and not allowing them to cool previous to taking the Saddle off.)

Bourke

Bernetz examined

Why do you feel certain that the Cattle were right on the Friday because several of them missing were then in the herd

Mr Scully Crd.

How many horses were allowed to catch and manage the Cattle during the time you had the management of them?
20.
How many Cattle could you catch and bring in with that number?
Could catch from 30 to 60 in 18 or 20 days and bring in 2 out of 3
Did your horses look so bad as they do now?
No.
Had they sore backs?
Occasionally they had but they were never ridden, until quite well
Do you think it injures horses allowing them to stand so long at doors in the rain and without food?
Yes: it does injure them and there is no necessity for it.
Out of 100 (Brood) Mares how many Foals were dropped?
about 5
What do you think was the cause of the Cattle getting away the other day?
Neglect on the part of some persons or persons.
How many tame Cattle did you take into the Camps to decoy the Wild Ones?
6 and as few as 4
How many men do you think could manage 300 head of Cattle and how many horses would they require?
Two men with 6 good horses each.

Do

Do you think that the Horses could do more work and look better if they had a little Corn?
Yes: and Horses should not work on Fussac but be fed on Grass for at least 6 days
Do you think that the Horses are ridden too long and too fast?
Yes.

H J Hamblin

Wm. O'Neill

Mr. O'Neil's Evidence. Govt House Jan.y 9th 1838

On your return from the Camp what number of Cattle did you bring into the Settlement?
I think about 103
What number do you suppose there were on the night of the 7th when driven altogether into the Corral?
About 350
Did there appear to the best of your judgment any missing out of that number?
One there might have escaped but not more.
On your visiting on the morning of the 8th at the Corral did you perceive any alteration previously to there being counted?
I did
Do you recollect as far as you could form an idea how many might have escaped?
I thought about 20 or 30
You state that you brought into the Corral including those which had been captured 350 and on their being counted there appeared to be only 272 leaving a deficiency of 82. Can you assign any reason or cause for this great decrease?
Partly owing to the then very bad state of the weather and partly for the want of a proper look out at the time.
Can you ascertain any other cause which in your opinion appears to have arisen?
Owing, I think, to great carelessness.
Do the men under your orders while on duty report any casualties which may occur?
Sometimes but not always
Do the men remain together or advise each other before returning into the Settlement?
No: the man who is to be relieved generally comes in without waiting for the relief.

Then

Then the Cattle during that time are entirely left at their own will?
Yes.
Have you never caused an order to that effect to be given?
No
At what hour of the night do you visit the men on guard?
From 10 to 12 o'clock.
Have you ever detected them sleeping during their watches?
No
How long does it generally take before the next relief goes out to watch the Cattle?
About ½ an hour
During that time do you think that the Cattle stray away?
Yes: but not far.
Have you ever in the execution of your Duties had cause to make complaints respecting the duties not being carried out properly?
No: the men generally behave very well.

Thomas

Thomas Nolan's evidence

Do you know anything about the loss of the cattle lately brought in?
No
When you were last on duty did you discover any alteration in the number of the Cattle?
No
Do you think if any number of 200 or 30 had escaped you would have discovered it?
Yes
What do you think has been the cause of their escape?
By the Guns not properly doing their duty
Did any escape while at any time you might have been on duty?
No
When you were on duty last was it day or night?
Night: I was on duty from 12 to 2 o'clock in the morning during which time I am certain no cattle got away.
Have you received any orders from Mr O'Neil to report to him any casualties which may occur
not lately but generally do so without receiving orders.
Do you remain where ever you might be relieved?
Sometimes but not generally
Have you at any time received orders to that effect?
No.
When on duty how long is it before you are relieved?
About 3/4 or 1/2 an hour
Have you reported that to Mr O'Neil?
No
Were you aware on the morning that the Cattle were numbered if any at the time were missing?
I thought two or three might be but not more
Did you hear any person immediately connected with your duties

make[illegible]

make any remarks respecting the loss of them?
I heard some of them say that some of the Cattle brought in were missing but did not hear the number. I told Reds who I met in the Camps that some Cattle were straying but did not know how many. We went as far as Fisher mans Creek in search of them but saw nothing of the missing ones.

Louis Desperaux's Evidence

Did you know anything respecting the loss of the Cattle?
I do not
Where were you during that time that the Cattle were missing?
I was at the time in confinement I missed some on the Friday and named it to Kolon.
What orders have you received when you have been about to be relieved or have you received any at any time?
Nothing about waiting to be relieved but if any thing occurred I always reported it to Mr O'Neil

---

Ignace Ramirez's Evidence

What do you know respecting the escape of the Cattle?
I am certain some of the Cattle escaped while I was on duty

duty Felix told me on Friday that some were missing).
Was it late at the time when they were brought into the Corral and at what hour?
I think it was between the hours of 9 & 10 but cannot be quite certain. I know it was very late.
Do you or have you been in the habit of waiting till the next relief comes up to relieve you from duty?
Sometimes I wait till the man who has been on duty with me goes into Settlement and sends another but we very often come away together without waiting leaving the Cattle there
Have you ever received orders from Mr Weil to wait before you leave?
Not that I recollect.

Penyan Coocat's Evidence.

Do you know any thing respecting the escape of the Cattle?
When they were brought up on Friday Kelon told me some were missing but did not know how many but that he had reported it to Mr Weil.
Do you think that if the different men had done their duty the cattle could have escaped without having been seen?
Could not.

Felix

Silas's Evidence

Do you know or can you give any information respecting the present escape of the Cattle?
Rolon told me on Friday night that some of the Cattle were missing but did not know the number that he also went with Rolon as far as Fisherman's Cove to see if they could see anything of them but could not.
Could you form any idea what the number might have escaped?
I could not say
Do you think by a proper attention to duty with watchfulness the Cattle would stray away?
Certainly not.
Have you received any orders about relieving each other when on duty?
I do not recollect hearing of any such orders

J. H. Slaughter

Falkland House. Jason
12th March 1845.

Sir

In reply to your letter of this days date requesting to know if I have a boat to let out by the day, one being required for Government purposes I beg leave to state that I have two boats that are kept for pleasure one a Long Boat or Launch the other a Whale Boat for the former the charge is five dollars per day for the latter three dollars per day and any damage they may sustain to be made good by the parties using them; they may be had at any time required.

I am Sir
&c &c &c
Jno B. Whitington

J H Naughton Esqr