

FIC LIMITED

AGENCIES

PACIFIC STEAM NAVIGATION COMPANY

TUMBLED CORRESPONDENCE

1911 to 1914

EXTRACT FROM LETTER TO MR. PHILIP MILLS DATED 12TH DECEMBER 1911

"On arrival you will have to report yourself to Mr. Harding, our Manager at Stanley, and he will tell you what arrangements he has made for your first work. Whatever you may do to begin with, the post of Engineer at Stanley will shortly be vacant, and you will occupy it."

C O P Y .

LONDON 30th, Oct. 1911.

The Falkland Islands Co., Ltd.,
61, Gracechurch Street, E.C.

Dear Sirs,

We beg to inform you that a credit has been opened with us by order and for account of Messrs, J.A. Zachariassen & Co., of Nyxstad, Finland, in favour of Capt. Karlsson, of the sailing ship "Albyn" up to an amount of £2,000, (Two thousand pounds) to be used by the said Mr. Karlsson by his 60 d/s drafts on us to your order, which drafts we undertake shall meet with due honour on presentation.

We are, Dear Sirs,

Yours truly,

(Signed) C. S. Hambro & Son.

Dannerig

23rd October 11



Messrs The Falkland Islands Coy Ltd.

L O N D O N.

Dear Sirs,

We are in receipt of your favor of 13th inst.

We have since received a letter from your house at Port Stanley, whereby they admit having made the error of charging the same amount twice in Bills on us, which were paid by us a long time ago. We would not find it fair and correct to take such or other questions up with any others than the firm we have dealt with and where the error has occurred.

We only now await reply to a letter we wrote out to Stanley about some cash money advanced to the sailor who was on the hospital. This man maintains firmly that he has not got half the amount which was put on the a/c, and as your people out there did not send us any vouchers at all, we are only entitled to get the explanation, as a clerical error might also here have occurred. For your guidance our Company has plenty of money, but if you wish, we are quite willing to settle up at once the approximate amount, leaving the rest to be settled when the matter is explained.

Yours truly

SANDEFJORD.

9th October.1911.

Messrs the Falkland Islands Co.,Ltd.,

L O N D O N .

Dear Sirs,

We have your favour of the 5th inst. and beg to advise that why we have not remitted the amount in question is due to an overcharge being made out at Stanley, thereby that they had some time included one amount twice in bills on us, which we had honored, and which must be deducted. We wrote to them some time ago to have that explained, and await their reply soon.

Besides we have also since written and asked for some explanations in regard to the outlays for the sailor, and we shall also have to await reply to the same before we can settle up.

Yours faithfully,

T. DANNEVIG & COMPANY.

15th October,

11.

Messrs. P. Dannevig & Co.,

Sandefjord,

Norway.

Dear Sirs,

We have your favour of the 9th inst. in which you explain that you have not remitted us the amount disbursed by our Stanley house on account of an invalid sailor, because they had some time ago included one amount twice in bills on your goodselves, and that you were awaiting an explanation for which you had written.

We regret that we are unable to view this reply as satisfactory. We are the Head Office of the Company, and if any manifest clerical error had been brought to our notice we should have rectified it without delay. Moreover, we see that the last of the two bills arrived here on the 15th May last, and was at once forwarded for acceptance: the next mail outwards left on the 1st of June and replies were received on the 7th August, consequently if you wrote, as you state, for an explanation, and have no reply yet, it cannot have been less than two months after the above date, as we have received replies to our letters sent by the mail of June 29th. If there was anything wrong in the accounts, it would seem that you were in no undue hurry to get it set right.

Our Manager at Stanley makes advances freely to the Whalers that put in there, mostly of Norwegian nationality, and with the exception of the account you now dispute there has been absolutely no difficulty or delay in obtaining payment of the bills on this side. We should much regret if we were forced to instruct our Manager to refrain from giving your ships the same facilities as the others receive.

Yours faithfully,

Managing Director.

8th August, 1911.

11, Gloucester Road,

Manor Park,

ESSEX.

The Managing Director,

The Falkland Islands Co., Ltd.,

61, Gracechurch Street, E.C.

Sir,

In reply to your letter of the 27th July, the contents of which surprise me very much. The statement that the Officers of the "Samson" did not know that he was aboard, do not agree with my brother's version, as he told me that he was in conversation with the Chief ~~Officer~~ Engineer before the tug sailed, so I think that the term "stowaway" hardly applies to it. As regards the statement of asking for work aboard, he was ordered by Capt. Thomas to turn too, and the question of salvage was not mentioned at the time. However, I have sent a copy of your letter to him at Sydney N.S.W. and any further statement he may send I will send on to you in due course.

I remain,

yours truly,

Henry Beaven.

P.S.

I should have answered before but have been away.

(COPY)

3 Seaton Buildings,
Liverpool.

July 27th 1911.

Dear Mr. Cobb,

There is always some pitting takes place in the early life of a steel ship and we have been very troubled about it from time to time ever since we had steel instead of iron. There is often some too first when she is new with an iron ship but never much. There is no comparison however between steel and iron.

Iron ships bring higher prices than much younger steel ships purely on account of the suitability of iron ships for hulks whereas steel are unsuitable on account of their certainty to pit a great deal.

I have seen Evans who is having the thickness of "Garland" plating turned up and thinks you need not fear for them.

I have also seen a Shipowner here (Rae, who knows the "Garland" and thinks you need not fear this pitting and that she is good for years. It is certain that heavy pitting in steel is no reason to fear pitting in a heavily built iron ship built in the sixties.

I am to get the plate thickness later and will add a P.S.

Yours sincerely,

(Sgd) R.L. Connell.

Evans says thickness of bottom plating would be $\frac{5}{8}$ " thick. Dougall who is back says "why don't they carreen her or haul her down". They would ~~be~~ easily be able to see enough to

P.T.O

ascertain the action of the salt water on her. It seems to me
this should be quite feasible.

R.H.C.

12

(22)

11th December,

18.

Mr. Carpenter, Esq.,

5, Laurence Pountney Lane, E.C.

Dear Sir,

Owing to a revision of the rates of freight by the Pacific S.N.Co. it has become necessary to make the through rate from W.I. outports to London 3d per lb. on wool and sheepskins, but as they have reduced their measurement rate it will in future be 37/6d & 5s instead of 42/6d & 5s.

The boilers of the "Columbus" have been thoroughly repaired at Montevideo, and the Owner, who was here last week, anticipates that she will now run without any of the annoying delays that have occurred this year. These delays, I may remark incidentally, have proved to be of advantage to the late shippers, as the prices at the late sales show a great advance over those current earlier in the year.

If you have any views as to early or late shipment, I shall be happy to convey them to Mr. Harding by supplementary mail this week, and I have no doubt that he will do his best to meet them.

Yours truly,

Managing Director.

69

13 DEC 1912

12th. Dec'r, 1912.

Dear Sir,

I am obliged by your letter of 11th inst and note the revision of rates on freight by the P.S.N. Co.

I am aware that the Port Stephens wool, which arrived by "Esmeraldas" has realised an advance over prices at the September sales, but I must point out that this produce only arrived just in time and that it would have been very inconvenient if it had not been available until January.

As to the advantages of early or late shipment, the probabilities of higher prices seem to be equal in each case, but an arrival in December deprives the owners of the use of the money for a longer period than is necessary, and clearly involves loss of interest.

I am sending a copy of your letter to the Station where Mr Dean will see it early next year.

Yours truly,



P. E. Cobb, Esq.,
Managing Director,
Falkland Islands Co, Ltd,
61, Gracechurch Street. E.C.

(23)

11th December, 1912. 12.

Messrs. J. L. Waldron, Ltd.,

101, Leadenhall St., E.C.

Dear Sirs,

Owing to a revision of the Pacific S.N.Co.'s freights, which on wool and sheepskins takes the form of a rise in weight and a reduction in measurement, we beg to inform you that the through rates from the U.I. ports will in future be 1/6 per lb. weight and 57/6d & 5% measurement at ship's option. Other classes have been raised 5/- per ton, in conformity with the P.S.N.Co.'s new scale.

If you have any wish as to the time when your wool is to be shipped, we shall be glad to inform our manager by Supplementary mail, and he will do his best to arrange accordingly. We had a call from Mr. Selvorsen of Leith last week, and heard from him that the boilers of the "Columbus" had been thoroughly repaired, so that there is every probability of her carrying on her work without interruption.

Yours faithfully,

(Sgd) F. Miles,

Secretary.

Managing Director.

COPY

JAMES LOVEGROVE WALDRON, LIMITED.

101, Leadenhall Street,

London, december 13th, 1912.

F.E.Cobb, Esq.,

The Falkland Islands Co., Ltd.

Dear Sir,

re cargo homewards.

Your letter of 11th inst., to hand and we note the revision of freights by the P.S.NCo.

In the correspondence between you and Mr. Mathews arranging for the homeward shipments a period of 3 years was mentioned, and we took it that there would be no alteration for that time, the 3rd year being the coming season 1912/13.

Will you please look into this point?

As regards wool shipments, we should prefer if possible to get the whole clip lifted early, say in time for the March sales. If this is not practicable, we should wish to get half here for the early Sales (March or May) and the remainder, not later than the September sales.

Yours faithfully,

(Sgd) W. Miles.

Secretary.

(8)

18th December,

1912.

Messrs. J. I. Waldron, Ltd.,

101, Leadenhall St., E.C.

Dear Sirs,

We have your favour of yesterday, and have looked up the correspondence with Mr. Mathews. The only reference to a term of three years was in a letter from that gentleman dated the 17th November, 1910, in which he wrote:- "Personally I am willing to give your Company the homeward shipping of the Port Howard produce for three years, and Mrs. Waldron will also agree, provided"- and here followed three stipulations, none of which referred to the rate of freight.

Naturally this would be governed by the rate for ocean carriage, and would not have been altered if that had not risen. Considering the prosperity of the shipping trade, and the general boom in freights, the addition of 1-16d is not very serious: among the W.I. shippers we are ourselves the greatest sufferers, and we are inclined, in view of the much larger rise in wool, to take it philosophically.

We are communicating your wishes to Mr. Harding.

Yours faithfully,

Managing Director.

C O P Y (8)

41,Charleville Mansions,
West Kensington, W.

Dec. 9th, 1912.

Dear Mr.Cobb,

I am sorry I cannot give you the measurement of piano, but I think if you took £2 off the amount,£7,which I paid for extra luggage on the steamer,that would be about right.

Re the money I paid Mr.Moir for collecting my fees, I would like to hear what decision you have arrived at.

It seems rather hard that I was the only one kept out of every benefit and the only one obliged to pay for his just due. I cannot help feeling very strongly on the subject.

Yours very truly,

(Signed) C.N.Foley.

10th December,

13.

Dear Dr. Foley,

I have had the measurement of Arthur's piano which went out in the "Orissa" looked up, and I find that freight was paid on 78 ft, or nearly two tons measurement. You have no idea how bulky packages of this kind swell the freight accounts, but you may judge from this that as your excess was only 56 ft. at 2/6d per foot, the piano must have accounted for the whole of it, and more. It would have been far cheaper to send it by the first cargo boat at the ordinary rate.

As regards the charge made for collecting your fees, I did not know that you were looking for any decision on the subject, for all I can do is to write out and enquire. I believe that it is a custom that has dated from the first, and was started at the request of Dr. Houston, to save him from the necessity of pursuing each individual patient, and to ensure the collection of every penny that was due to him. I believe that it has been continued ever since, and I do not understand why you question it after so many years' service, instead of during the time you were in the Islands. Your agreement only specified the salary to be paid by the Company, and the collection of your fees was a matter to be settled locally. I imagine that, if it were possible, any general practitioner in England would be only too glad to get his fees

secured in the same way, with absolute punctuality, and the avoidance of any bad debts.

Yours very truly,

Dr. C. H. Foley,

41, Charleville Mansions,

West Kensington, W.

011
2
29th. Oct'r, 1912.

Dear Sir,

Referring to your letter of 2nd September enclosing your Stanley Office's account against Messrs. Dean & Co, I shall be able in a few days to send you a cheque for the balance of £378. 5s. 5d.

I think I ought to point out that the account includes charges for seven mail trips of the "Columbus", but I received no letter at all during May and so under the impression that the "Columbus" did not call at Port Stephens in April. I learn also that the "Columbus" has been again under repair and did not call in August which has delayed the forwarding of our wool by a month. Perhaps you will bring these matters to Mr Harding's notice in due course.

Yours truly,

Wm. G. Carter

F. E. Cobb, Esq,
Managing Director,
Palmland Islands Co, Ltd,
61, Gracechurch Street. E.C.

29th October, 1912.

The Managing Director,
The Falkland Islands Co., Ltd.,
21, Gracechurch Street,
LONDON, E.C. 4.

33 OCT 1912

Dear Sir,

We beg to acknowledge receipt of your favour of 29th inst. On going into the matter of the 2 Casks shipped to you in July inst, we find that the Certificate which we sent you stated that the strength of the Whisky was 4 under proof instead of 4.1 over proof. The Customs Officer at Stanley, therefore, would be quite correct in making the strength 1.6 and 1.9 over proof, and this mistake being entirely ours, we shall be glad if you will let us know what extra Duty has been paid, when we will credit you with same.

Assuring you of our attention at all times,

We are, dear Sir,

Yours faithfully,

30th October,

13.

Messrs. John Bell, Ltd.,
47, Mc. Alpine St.,
Glasgow.

Dear Sirs,

We have your letter of yesterday, and note the error about the strength of Whisky, which is awkward, as our manager has paid the extra duty under protest, and will now have to withdraw. The worst of it is that a doubt will now be thrown upon all Certificates not given by Excise Officers, and we understand that these are not always obtainable.

There is some difficulty in understanding how a Whisky, which left Glasgow 4.1 c.p., weakened to 1.6 and 1.9 on the voyage, and, if the two quarter casks were actually the same Whisky and were racked from the same cask, how they showed different degrees of strength on arrival. We will let you know what has been paid in excess in due time, and would impress on you our desire to ship no Whisky that is over proof at any time, as the excess duty comes wholly out of our pocket.

Yours faithfully,

Managing Director.

THE FALKLAND ISLANDS CO. LTD., LONDON, E.C.

31st October, 1912.

We trust, therefore, that the above statement will
remove any misapprehension in your mind, and be sufficient
evidence of our desire to treat you in every way, and we
appreciate your kind patronage now for so considerable a time.
Always at your service,

Yours faithfully,

31st October, 1912

F. E. Cobb Esq.,
Managing Director,
The Falkland Islands Co. Ltd.,
61, Gracechurch Street,
LONDON, E.C.

1 NOV 1912

Dear Sir,

In again expressing our regret for the clerical
error made here of stating the Whisky to be 4.1 under proof
when as a matter of fact it was 4.1 over proof, we have to
say that we shall, of course, be quite ready to repay the extra
Duty as soon as you advise us what the amount was.

You may take it from us that in a voyage from here to
the Falkland Islands, the strength would easily go down from
4.1 over proof to 1.9 o.p. or 1.6 o.p. Experience proves this.
Moreover, there might easily be a slight difference of .3 between
one Cask and another.

In future we note that we are not to ship you any
Whisky that is over proof, and we shall make special application
to the Board of Customs & Excise to grant leave to the Officer
in charge here to issue a Certificate of the exact strength of
all future shipments to you.

The Falkland Islands Co. Ltd., London, E.C.

31st October, 1912.

We trust, therefore, that the above explanation will remove any misapprehension in your mind, and be sufficient evidence of our desire to meet you in every way, as we greatly appreciate your kind patronage now for so considerable a time.

Always at your service,

We are, dear Sir,

Yours faithfully,

GLASGOW."

Memorandum.

John Begg Ltd
47 M. Alpine Street,
Glasgow.

ALSO AT LONDON AND ABERDEEN

13th. July. 1912

To Messrs. The Falklands Islands
Co Ltd

61. Gracechurch Street,

LONDON. E. C.

Dear Sirs,

We hereby certify that the strength of the whisky contained in the two Gr. Casks shipped by the s.s. "Orcoma" from Liverpool to the Falkland Islands is 4.1 up. Sykes.

Yours faithfully.,

PRO JOHN BEGG, LIMITED.

W. B. Wright

(21)
C O P Y

The Falkland Islands Company Ltd.

4th October 1912.

STANLEY 31st July 1912.

81879.

1 enclo:

Messrs The Western Telegraph Company Limited,

Calle San Martin 287/291.

The Managing Director,

BUENOS AIRES.

The Falkland Islands Company Ltd,

5 OCT 1912

Dear Sirs 61 GRACECHURCH STREET, E.C.

In reply to your letter of the 1st instant, we
Dear Sir, to inform you that a wireless station of 5 kw power is

In reply to your favour of the 3rd instant, we beg to
inform you that, on the 31st July last, your Manager at Stanley wrote
to our connecting Company (The Western Telegraph Company at Buenos
Aires) a letter, a copy of which is enclosed. Our connecting
Company state that any intimation of the opening of wireless com-
munication would be communicated to London immediately, by their
Buenos Aires representative. No such information has reached
London, and we shall therefore be glad if you will let us have the
delivered copy of the telegram to which you refer, in order that
we may, if necessary, institute a further enquiry.

The Falkland Islands Company Ltd.

Yours truly,
For the Managing Director,

Manager.

Traffic Accountant.

C O P Y

The Falkland Islands Company Ltd.

STANLEY 31st July 1912.

Messrs The Western Telegraph Company Limited,

Calle San Martin 287/291.

BUENOSA TRES.

Dear Sirs,

In reply to your letter of the 1st instant, we beg to inform you that a wireless station of 5 kw power is in course of erection about 2 miles from the settlement of Port Stanley, and is now very nearly completed.

Up to the present time the Colonial Government has **not** made any authoritative statement as to when the station will commence working, nor we have any indication as to what the charges will be. We will not fail to advise you as soon as we are in a position to afford full information on these points.

We are, Dear Sirs,

Yours faithfully,

The Falkland Islands Company Ltd,

(sgd.) W. Harding,

Manager.

• • • • •

10th October 1912.

81879.

1 enclo:

11 OCT 1912

The Managing Director,
The Falkland Islands Company, Ltd,
61 GRACECHURCH STREET, E.C.

Dear Sir,

In reply to your favour of the 7th instant, we beg to return the telegram sent to you from Montevideo on the 25th ultimo, and to inform you that our connecting Company (The Western Telegraph Company) have enquired of their representatives at Montevideo and Buenosaires, and, so far as can be judged, the connection of the Falkland Islands by wireless telegraphy is not yet effected. The aforementioned representatives are endeavouring to obtain further information from official sources, and we will at once notify you upon the receipt of definite information here.

Yours truly,

For the Managing Director,

Traffic Accountant.

Copy 19

3rd October, 1912.

The Secretary,
Eastern Telegraph Co., Ltd.,
Electra House, E.C.

Dear Sir,

On the 25th inst., we received a cable from Montevideo as follows:- "Wireless established with Montevideo". There was nothing on the form to show the place of origin, but as we know that the Wireless system at Stanley had been completed, and that an operator from England was due there shortly before the receipt of the message, we conclude that it came through from that place, especially as, had it originated in Montevideo, the fourth word would almost certainly have been "Stanley".

Assuming that there will now be a through service to the Falkland Islands, it will ^{now} be necessary to register the address "Fleetwing, Stanley", and we shall be glad to know if this can be done to denote messages sent by wireless; also what will be the through rate per word, and if homeward cables which have been transmitted by Wireless from Stanley will be specially marked.

Yours faithfully,
(Signed) Fredk.E.Cobb.
Managing Director.

17 March 1913.



F. Cobb Esq.,

Managing Director,

The Falkland Islands Co., Ltd.

Dear Sir,

I beg to inform you that in view of the increasing quantity of South American wools arriving here for sale, it has been decided by the Committee of the above Association that in future all such are to be subject to the same Rules & Regulations as govern the admission of Colonial wools to any given series of Sales.

This rule to come into operation with the July series of the current year & will apply also to Falkland Island wools.

Yours faithfully,

Secretary.

COPY

18

J. RHODES & SONS, LTD.

Grove Iron Works,

Wakefield.

Sept. 26th 1912.

Messrs. The Falkland Islands Co., Ltd.,

Dear Sirs,

We are in receipt of your letter referring to the dies you sent us as per your letter of the 8th ulto., and beg to say that we hope to submit samples for approval towards the end of next week.

We note your remarks regarding greasing of the dies, and we can assure you that this is always done without exception. We think the rust preventative which we use must have dried and become stiff and your friends are under the impression that it was actual rust.

To remove this rust preventative a little paraffin is only necessary and perhaps you will mention this to your friends when next writing.

Yours faithfully,

(Sgd) Joseph Rhodes & Sons, Ltd.

The Managing Director,
The Falkland Islands Company,
61 Gracechurch St. E.C.

August 30th 1912.

Dear Sir,

I beg to enclose herewith the letter and form of receipt received this morning from Messrs Thos. Cook & Son, the amount being made up as follows:-

£217. 0. 0 3½ passages from Fremantle to Monte Video.

30. 0. 0 to cover Hotel & other expenses at ports where steamers have to be waited for.

7.10. 0 paid on a/c to Messrs Thos. Cook & Sons for cable expenses in connection with the arrangement of passages.

£ 254. 10. 0

which we paid to Messrs Thos. Cook & Sons yesterday. I have further incurred certain cable expenses as per receipts enclosed amounting to £6. 3. 0. total £260. 13. 0.

I trust this matter is now satisfactorily settled.

Yours faithfully,

23 AUG 1912

August 22nd 12.

Messrs. The Falkland Islands Co.Ltd.

61, Gracechurch St.

E.C.

Dear Sir,

Re 100 ton Lighter.

I note your Colonial Manager considers steel lighters unsuitable. I should be glad if you would ask him if he would consider a composite lighter, i.e. I would supply the frames, floors beams etc ready for him to erect and then plank up with wood and also lay wood decks. The frames would be punched to take the ^{bolts} ~~planks~~ for the planks. I have sent a number out Abroad arranged in this way to places where steel is found unsatisfactory.

Yours faithfully

Copy

CHR. SALVESEN & CO.,

29, Bernard Street,

Leith, 13th August, 1912

Managing Director,

The Falkland Islands Co., Ltd.,

London, E.C.

Dear Sir,

Outstanding a/cs.

We have to thank you for yours of yesterday, giving extract of letter received from your Stanley House regarding above, and note explanation.

Under the circumstances we think it well to let you have all the particulars and are therefore sending you same herewith. Of course the sum of £13.18.0 received from the Govt may be to a/c of fares as charged, but as to this we are unable to say. Perhaps you will be good enough to ask Mr. Harding to get the matter squared for us.

The account against Mr. Langdon should have been paid ere this and would like if your Stanley House would enable us to secure a settlement.

The item of £35 is now in order.

Yours truly,

(Signed) Chr. Salvesen & Co.

W. O. J.
Langdon

(5)

The Government of the
Falkland Islands

LEITH.

Dr. to Chr. Salvesen & Co.

1910	To	following passenger fares:-			
Sept 28	"	Bloggeman from Stanley to Port Stephens. Ramma	2	-	.
"	"	M ^r . Larsson " " to New Island do	3	-	.
Nov 27	"	M ^r . Buchanan " Port Stephens to do " Vaila	"	12	.
Dec 23	"	do. " New Island to Port Stanley " Swona	3	-	.
Jan 13	"	do. " Stanley to Port Stephens " Luga	2	.	.
Feb 16	"	Bloggeman " do " New Island " Vaila	3	10	.
Mar 11	"	do " New Island to Stanley " Ramma	2	10	.
			£	17	12
				80	6

7 10/10 paid Oct 31st 1911

Copy

Chr. Salvesen & Co.

29, Bernard Street,
Leith, 16th August, 1912

The Managing Director,

The Falkland Islands Co., Ltd.,

London, E.C.

Dear Sir,

We have your favour of the 14th and carefully note contents. "Columbus" s/s. We shall try to get accounts for first trading year made up next week before writer goes away on holiday, but are just afraid that they will have to stand over till his return in the end of September. The Montevideo expenses are going to be extremely heavy. We have paid £1200 to our agents but have of course not received any a/cs yet.

Pacific S.N.Co. We carefully note what you write and think with you, that this company will be ill advised to raise the freight from Stanley on wool. Of course, if they decide to do so the rise must not come off the "Columbus"s share of the through rate. Taking into account the extra ~~heavy~~ ordinary want of facilities in the ~~Islands~~ Islands and the unusual work that the inter-insular steamer is called up on to perform in the way of gathering and loading wool we think, that the Islanders have a very cheap rate indeed and that no better arrangement than when the "Columbus" is running could be made for their convenience. The heavy expenses and high cost of coal will tell just as much against the Columbus as against the Pacific steamers proportionately and in justice the "Columbus"s

rates should be raised in sympathy all round. However, we can discuss this when we see the result of the first year's trading.

Yours truly,

(Sgd) Chr. Salvesen & Co.

We don't think you have replied regarding dwelling accommodation for Capt. Saunum at Stanley.

19th August,

12.

Messrs. Chr. Solvesen & Co.,

Leith.

Dear Sirs,

I have your favour of the 16th inst., and regret to find that the expenses in Montevideo are so heavy, but it is only what was to be expected. Possibly Buenos Ayres would have been worse.

I have persuaded the Pacific S.M.Co. to delay the rise in freights until after the next two shipments, which will practically mean bringing all this season's produce at the same rates. There would have been a great outcry if they had persisted in their intention. It is an unfortunate fact that freights will have to go up, and the P.I. people will not readily understand it. What I want to prevent is the renewed chartering of steam or sailing vessels independently by farmers clubbing together.

I am sorry that your question about Captain Searum has been overlooked, but I have been away. I cannot tell you what houses are to be had, but will ask Mr. Harding by this week's mail.

Yours truly,

Managing Director.

(COPY)

Freshfield,
Chester Road,
Erdington.

13th June 1912.

Dear Sir,

Perhaps you will remember my writing a few weeks ago enquiring if you knew anything of the £25 which my mother, Mrs. Hansen, mentioned as having sent me. Yesterday I received a letter from her with this passage in it: "I hope you have the £25". I had a letter 4th Feb. date saying "I was able to send £25 to Mrs. Reeves last mail".

This paragraph she quotes I presume was written to her by the Falkland I. Co's Manager in Stanley.

Up to now I have not received it, though it was apparently due here three months ago.

Yours truly,

(Sgd) Frederica Reeves.

14th June,

12.

Mrs. Reeves,

Freshfield, Chester Road,

Erdington.

Dear Madam,

In reply to your letter of yesterday, we regret to say that we can find no advice of the remittance of \$25 from Mrs. Hansen to which you allude. From the extract contained in your letter it appears clear that it was Mrs. Hansen's intention to send the money, and as we know her so well we have the pleasure to enclose a cheque herewith.

Yours faithfully,

Managing Director.

us. I am writing by next mail to Mr. Harding on the subject, and in the mean time am getting estimates of cost delivered from Liverpool.

20th May, 12.

Messrs. W. Lowden & Co.,

Liverpool.

Dear Sirs,

I had intended to speak to your Mr. A. H. Connell when I was in Liverpool last week about the lighters we were thinking of sending out, but I was unfortunate in not finding him in when I called on Monday, and on Tuesday, as already explained, I had no time. What we ought to have is one of 100 tons d.w., and as there is often rough water alongside the steamers, she ought to have more freeboard than river or harbour lighters usually have. I had an idea that it was just possible that the PSN Co. could carry one on deck, but this is not practicable for two reasons; they could not take the length, and the freight asked is prohibitive, so that the only course to take would be to ship them in pieces, and have them put together in Stanley. Before we can commit ourselves to this, we must find out if the work can be done on the spot, and on this point what Mr. Lamb told me on Monday was not encouraging. He says that they sent out some years ago some three or four lighters to be erected on the Coast, and that the first one cost such an enormous sum to put together, that the pieces of the rest are still lying where they were landed. If the Pacific Co. with all their resources cannot erect lighters abroad, it is a poor look out for

us. I am writing by next mail to Mr. Harding on the subject, and in the mean time am getting estimates of cost delivered f.o.b. Liverpool.

When at the Pacific office I spoke of the discount allowed us on outward freights having been on several occasions entered on the Bills of Lading, and I was told that this was done in your office, but that it would be discontinued. Notwithstanding this Mr. Harding mentioned by the mail before last that it had occurred again, and I shall be obliged if you will see that it is not done.

Dear Sir: The arrangement is a private one between this office and the PSN, and if any word of the preference shown should leak out in Stanley, it would have disagreeable consequences, and possibly lead to

its withdrawal. I am, Dear Sirs, yours truly,
into the same withdrawal. I am, Dear Sirs, yours truly,
and specification I sent you. The 66' x 16' x 7' depth, and my price for the whole of the barge in steel with steel floors beams, deck plating, tie plates, bollards, fairleads, bulkheads etc, and sufficient timber for the planking of 3" pitch pine, with bolts, oakum and pitch will be Managing Director
Pounds) nett, payable in usual instalments.

The Barge would be of strong design for ranging alongside Steamers in a steady, and an easy shape for your people to do the planking. With regard to the two heavy packages ex "Oropesa" left to be forwarded by goods train, about which I wrote you privately, I have since seen my son, and he tells me that he saw them both

marked by the Customs and addressed to Brighton; I cannot therefore understand the notice from the PSNC that they have still to hold this barge to be about 225 (Twenty Five Pounds) nett.

The barge should be about 20 tons, practically

In the mean time am getting estimates of cost delivered L.O.P.
na. I am writing by next mail to Mr. Hargrave on the subject, and

November 14th 1913

Messrs The Falkland Islands Co. Ltd.

all of which would go deadweight, woodwork 15 tons at 40 sq. ft. and
bolts to say 2 tons deadweight.

November 14th 13.

Yours faithfully,

Messrs. The Falkland Islands Co. Ltd.

61, Gracechurch Street.

E.C.

Dear Sirs,

Lighter of 100 tons D.W.

In reply to your letter of the 4th inst., I have gone into the cost of a Composite built Lighter, similar to the drawing and specification I sent you of the steel one 65' x 16' x 7' depth, and my price for the whole of the framework in steel with steel floors beams, deck plating, tie plates, bollards, fairleads, bulkheads etc, and sufficient timber for the planking of 3" pitch pine, with bolts, oakum and pitch will be £498 (Four Hundred & Ninety Eight Pounds) nett, payable in usual instalments.

The Barge would be of strong design for ranging alongside Steamers in a seaway, and an easy shape for your people to do the planking.

If you wished me to supply the hatch covers and ceiling in hold this would be another £25 (Twenty Five Pounds) nett.

The weight of the steelwork would be about 20 tons, practically

NO 14 SUPPLY J 44 12

2.

Messrs The Falkland Islands Co. Ltd.

November 14th 1913

all of which would go deadweight, woodwork 15 tons at 40 cu.ft. and bolts &c say 2 tons deadweight.

Yours faithfully,

A. R. Brown

COPY

Leith, 16th May 1912.

The Managing Director,

The Falkland Islands Co., Ltd.,

61 Gracechurch Street, E.C.

Dear Sir,

We have yours of date of yesterday, Columbus S/S. Our last letter from the Master is dated on the 14th April when the steamer was at Stanley waiting instructions from us. As we advised you at the time, these were cabled via Punta Arenas, but as they did not arrive on the 17th April, according to your Mr. Harding's statement to you, our cable must have shared the same fate as yours and arrived too late to catch the Pacific steamer from Punta Arenas on the 15th to Stanley. We repeated our cable orders to go by the steamer leaving Monte Video on the 27th April and to arrive at Stanley on the 1st May, so these must ^{instructions} have arrived over a fortnight ago.

We should have heard over a week ago of the Columbus' arrival at Monte Video had she left Stanley for that port on receipt of our cable on the 1st May, but no word has come to hand, so we can only conclude that steamer has gone on to New Island and is now there being repaired under the guidance and supervision of our Mr. Harper, Chief Engineer of our SS "Ramleh" and who is a boiler maker by trade. Of course the "Columbus" may have left for Monte Video and broken down and now floating about navigating with her sails, but we hope that this may not be the case.

As already stated to you, we received on the 4th May a cable from Punta Arenas asking us to stop the allotment of one of the sailors on board the SS Columbus and stating nothing further. This message must have gone with the same steamer on 1st May that brought our wire with instructions. We can say nothing more meantime, but enclose copies of Mr. Wright's, Chief Engineer of our SS "Elenheim", survey of the Columbus' boilers and machinery. You will learn that this is satisfactory and that there is life in the boilers, when the necessary repairs have been executed properly.

We note that you consider Monte Video unsatisfactory. We do not doubt this, but is there any better place in the neighbourhood?

We look for some news of the Columbus on Monday.

SLIP. As mentioned to you we have all the materials for a slip at New Island and large enough to accommodate the SS Columbus. You must have forgotten that we gave you a blue print thereof when ⁷you^{was} Mr. Harding ^{was} here. The slip is designed and constructed by S & H Morton & Co here who are famous for this kind of work.

Our last letter from New Island stated that work had not yet been started on putting down the slip in the new position, the first position proved itself to be faulty and a change was necessary. We do not think that anything will be done before after the whaling season is over about first half of June, but the Manager has our orders at present to leave behind sufficient labour

to

to construct the slip and have it ready by say November.

It occurs to us, as mentioned previously, that it would be better for all concerned were the slip in Stanley and we presume you would want to have it rather than it should be run by the local government.

We are willing to hand over all materials and if you entertain, we shall go into the matter and ascertain what they have cost us. We fancy it will be over £1000.

If you entertain, we must fix up promptly as we require to cable New to stop work at the slip and this we must do on the 24th of this month.

We believe there are some whalers outside of ours laid up at New, but probably these would go to Stanley if the slip were put up there and you would have all the work. Whereas if we let it be laid at New, the whalers, yours and the Gov. tug or launch would probably come to New.

Yours truly,

(Sgd.) Chr. Salvesen & Co.

Copy

CHR.SALVESEN & CO.

Leith, 22nd May, 1912

Private.

The Managing Director,

The Falkland Islands Co., Ltd.,

London, E.C.

Dear Sir,

We have yours of the 20th and 21st inst., with enclosed plan of a slip. We have discussed the matter with the expert of Messrs S & H Morton & Co., here, and he states that our slip material at New would have to be increased by a 100 feet owing to the very small incline namely 1.24 at Stanley. Vessels on a cradle would not be able to launch ⁿ themselves but would have to ~~have~~ be hauled down by steam. Altogether the situation does not seem to be very favourable for laying down a slip at a moderate price, whereas according to the information we have received lately to site arranged for at New Island would appear to be satisfactory and it is perhaps as well that we should not interfere with the orders at present in the Manager's hands of going on with the laying down of the slip at New. We return the plan kindly sent us herewith.

Yours truly,

(Sgd) Chr. Salvesen & Co.

to the cost.

An important point is the question of the wood permanently under water. The wooden work is laid in the water, and any unprotected wood soon gets rotted with holes.

21st May, 18.

Messrs. Chr. Salvesen & Co.,

Leith.

Dear Sirs,

As briefly mentioned yesterday, our Board are inclined to take up the Slip question, but there are various points that will have to be considered.

I enclose a drawing of a slip made by an Engineer at Sandy Point, to which is attached a plan of the soundings in Stanley. The idea seems to have been to build it obliquely, but there is plenty of foreshore belonging to us to enable it to be run out at right angles to the bank. The total length of the slip you have sent is 350 ft., and the soundings show that we have 10 ft. water 300 ft. out at $\frac{1}{2}$ neap tides. What depth is required to get the "Columbus" on the cradle, and is not your slip unnecessarily large and expensive for Stanley? Your plan does not show the depth to which it is intended to be laid.

Does the slip that has cost \$1750 comprise all necessary materials, or does it consist simply of the ways and the cradle? Have you included means of hauling it up, either by hand or steam power? Mr. Harding speaks of retaining walls, transverse timbers, cement, and other requirements, all of which would add materially

to the cost.

An important point is the question of the wood permanently under water. The terebo worm is bad in the Falklands, and any unprotected wood soon gets riddled with holes.

Another thing to be considered is the probable attitude of the Government. We have the freehold of the foreshore to low water mark in front of our premises, but beyond that we should have to get permission to lay down the ways, and if the Government were destructive, we should be helpless. There is another objection in a harbour like Stanley, even if permission were given, for vessels anchoring near the slip might possibly foul it.

Notwithstanding the opinion of the makers, we should not undertake the job without sending out an expert to superintend the erection, seeing that no one in the Islands has had an experience of slips.

Our feeling is that if you were to erect it on New Island it would answer our purpose better to pay for its use, notwithstanding the drawback of having to send vessels to New Island. Steam launches we can beach in Stanley, but the tug and schooners would use it. If you had one, it would be absurd to set up a competing slip, and for more than one reason we should not do it, although if we set about the construction of one we might not need such an elaborate and costly affair as the one you offer us. Could you obtain an estimate of the probable total cost completed for use in Stanley? It is a thing quite outside our experience, and we should be much more inclined to close with your offer, if we knew

what expenditure we should be in for. There is no doubt that a ship, if practicable, would be of the greatest service in Stanley, provided that all difficulties could be got over. Assuming that it went out in one of your own ships, could you revise the estimate of the freight, and give us a price delivered in Stanley?

Regarding the revenue to be expected, have you any idea of the number of Whalers now cruising in the waters of the Colony and the Dependencies that would be likely to use it? It seems to me that with a fair number we might establish a tariff much lower than at Sandy Point, where the charges are enormous.

You will see that with the difficulties with the Government alone that have to be removed we could not come to a decision at the present time, and I cannot say more than that the Directors are willing to undertake the venture, if the questions I have mentioned can be satisfactorily solved, and the difficulties got over.

As regards coal, our requirements are comparatively small, though sufficient for the needs of the population. We are at present looking for a vessel to carry 600 tons House coal from the Tyne, but the freight you mention, 30/., was quoted us last week by the P.S.N.Co. by cargo boat. The last coal we shipped cost us 30/., or under, but with the rise in freights we should expect to pay 25/.

I am, Dear Sirs,

yours truly,

Managing Director.

26th April

12

The Falkland Islands Co Ltd.

Graaechurch St, E. C.

27 APR 1912

Dear Sirs,

With regard to the Sheepskins sold in public sale today, although these made very fine price, we should like to point out that several parcels shewed slight signs of heating, the wool being discolored. We noticed this especially in the H & B, F B, WED, and to a lesser extent in the FIC and L marks. We daresay it is unavoidable, but at the same time we think best to call your attention to it.

Yours faithfully.

Leith 15th April 1912.

16 APR 1912

15/4/12.

The Falles Islands Co. Ltd.

The Falles Islands Co. Ltd.,

London E. C.

Dear Sirs,

We regret to inform you that we have a telegram from the Master of the Columbus s/s stating that steamers boilers are leaking seriously and that they are considered unsafe in their present condition, presumably for the steamer to carry passengers and the mails, but that the Columbus is able to proceed to Montevideo and the Master asks for instructions. We cabled immediately this forenoon to Fleetwing Punta Arenas, but it is doubtful whether this will arrive in time to catch the Pacific line steamer leaving to day for Stanley.

Our chief engineer onboard our s/s Ramleh, which is due to arrive at New Island, is a boiler maker by trade and very expert and we have instructed Capt. Saanum to proceed to New Island to consult our chief engineer Mr. Harper at the s/s Ramleh, and if he with his staff along with that of the s/s Columbus and our engineering staff at New Island station are unable to effect the necessary repairs, then the Columbus will proceed to Montevideo. Even if Mr. Harper can not undertake the work, he will at all events be able to, with Capt. Saanum and the chief engineer of the Columbus, know exactly what is required to be done in order to effect a permanent job, which we think will be most valuable information.-

15/4/12.

The Falkland Islands Co. Ltd.

-2-

We have being going through, along with our chief superintending engineer, the reports on the Columbus' boilers made by the consulting engineer, who acted on our behalf before we purchased the Columbus and neither he nor we can understand how the boilers should not be in a satisfactory condition. The boilers were also passed before the ship sailed by the German Lloyds surveyor, so that we have had every reason to think that everything was correct.-

We have asked your Stanley house to instruct our Manager at New Island to let one of our whalers perform the monthly mail trip if necessary.-

Yours truly

(Signed) Chas. Salveson & Co.

Report of survey on boilers of s/s "Columbus"

Starboard Boiler

3/4/12

Shell	Good.
End Plates	Good.
Tubes & Tube Plates.	Good. One tube stopped.
Furnace	One small crack starboard side and two small cracks on port side, where furnace flanges up to meet tube plate.
Combustion Chamber	Top & Sides good. Girders good. Bottom plate bad. Original plate apparently corroded away. Has been patched, but patch not made properly. Rivets not driven up tight enough & too much landing left at caulking edge. Old plate has not been cut away enough. Patch all sprung at sides, & after edge through over caulking. Forward side of patch cannot be caulked.
Stays.	Good. Except 4 or 5 in patch.
Manholde Doors.	Good.
Uptakes	Good
Mountings	Good.
Superheater in Furnel	Good.

Small cracks in furnace must be pinned & a baffle plate fitted on firing side to keep away intense heat.
Combustion chamber patch. Repair temporarily here, & proceed to Montevideo or other port & have new patch made and rivetted on by experienced men as no facilities here. Furnace & combustion chamber to have studs and zinc plates fitted. 5 new stays ($1\frac{1}{4}$ ") to fit in through combustion chamber patch.

Port Boiler

Shell	Good. Doubling plate at suction valve to circulating pump leaking badly.
End Plates	Good.
Tubes & Tube Plates	Good. 3 leaky tube ends.
Furnace	Good. Some slight pitting marks firebar line.
Combustion Chamber	Top sides and Girders good. Doubling plate at centre stays in bottom badly corroded.
Stays	All good.
Manhole doors	Good.
Mountings	Good.
Uptakes	Good.

Doubling plates mentioned above to be taken off and larger ones rivetted on.

Studs & Zinc plates to be fitted on furnace and combustion chambers. With the exception of the defects mentioned in these reports, the two boilers are clean and in good order, and with proper treatment should last for some years.

Engine Room

General outward appearance of Engines very good.

Machinery appears to be well looked after as far as I can see.

Engine room well kept, bilges clean and in good order, and underneath boilers the same.

Deck machinery running all right.

Some complaints about main engine pistons not being right. Engineer wants high pressure piston block taken out, and rim trued up in lathe also distance piece.

I have examined the piston and Don't think it necessary to take block out, but distance piece can be trued up in lathe ashore here, and spare rings fitted.

Low pressure piston I did not see. It was partially opened up and then closed again.

There is a splendid ballast donkey on board, also a good pump for boilers, both after the Worthington style, also an injector. There are all in good order.

Tunnel and shaft clean and well kept.

Dynamo, engine and connections good.

6 APR 1912

Leith 2nd. March 1912.

T. Falkland Islands Co. Ltd,

London E. C.

Dear Sirs,

We have your letter of the 1st. inst.-

Regarding the barges we shall wait until we get prices from Norway, but we hardly think that, although probably cheaper, the workmanship would be equal to that of this port. Can you tell us whether the Sandy Point barges are made of Chile oak. Our boatbuilder has worked in that neighbourhood and states that this would probably be the material and that each barge would weigh about 2 tons, which seems rather an unwieldy lift.-

We carefully note what you write regarding his Excellency and may say that we have also our complaints to make. If you think it would be of any use we might put him off by stating that there was no room in our steamer for carrying an extra barge and an extra water-boat, but of course we could hardly make the same statement regarding our second steamer next season to the South.-

Yours truly

3rd April,

13.

Messrs. Chr. Salvesen & Co.,

Leith.

Dear Sirs,

I have your favour of yesterday, and regret that I cannot give you any information about the wood of which the barges are built at Sandy Point, but I am writing to Mr. Harding for information.

Regarding the water boat, while I have no wish to influence you in the matter, I may say that what you suggest might give us time to thrash the matter out, either by writing to his Excellency himself, or making a protest at the Colonial Office.

I am sorry to hear from my daughter, who is spending a few months in the Islands, that Captain Saaman has broken his arm. She happened to be present, and has given me a full account of the accident, in fact she rendered first aid. You will be glad to hear that she reports him to be tactful and a general favourite, knowing everything and everybody, but abstaining ^{from} ~~from~~ gossip, and only saying agreeable things of people.

I am, Dear Sirs,

yours truly,

Managing Director.

19th March,

12.

Messrs. Chr. Salvesen & Co.,

Leith.

Dear Sirs,

I have your favour of yesterday with sketch of a barge recommended by Captain Saanum. I remember hearing something about these boats much in their favour, and I understand that they are used by all the coasting boats running from Punta Arenas. With the schooners the difficulty would have been twofold: they were not large enough to carry two, and hoisting them in and out by hand would have been difficult. With a steam winch and a larger deck space, they ought to be just the thing for the "Columbus". The raft formed with planks on two boats was the best way of managing with the schooners, but ~~was~~ of the nature of a make-shift. I am returning the sketch, but should like to show it to Mr. Blake next week, as he has been up and down the coast a good deal, and I have no doubt he has an opinion on the subject.

The mail has been delivered here today, the "Orcoma" having been delayed.

Mr. Harding has sent over one of the passage tickets, on which he has marked the fares charged by the schooners, and you will find it enclosed.

Yours truly,

Managing Director.

(COPY)

London, 26th March 1912.

Messrs Chr,Salvesen & Co.,
Leith.

Dear Sirs,

Since writing last I have seen Mr.Blake,and have shown him the sketch of the proposed barges. He says that all the Punta Arenas Steamers are supplied with them,and they would be suitable with the "Columbus",as they are got out quickly by steam and are at work long before a raft could be built. They get a good deal of knocking about,and should be strongly constructed; bottom boards are essential,as they are liable to leak. It may be worth your while to consider the average dimensions of the majority of the F.I. bales,4' 10" x 2' 6" x 2' 6", as there would be an advantage in having them built to stow as well as possible.

May I ask ifyou have heard anything about shipping out a water boat for the Government?

I am,Dear Sirs,

yours truly,

(Signed) Fredk.E.Cobb.

Managing Director.

(COPY)

CHR. SALVESEN & CO.

29 Bernard Street,

LEITH 29th March 1912.

The Falkland Islands Company, Ltd.

London E.C.

Dear Sirs,

We are much obliged for your letter of the 26th inst., and regret that our Mr. Salvesen did not have the pleasure of seeing you yesterday.

We have got a quotation from one of our best boat-builders here for the barges proposed for the Columbus. The price asked is £40 each when strongly built of oak frames and larch planking or £34 if with hard wood framing and Norwegian fir for planking. Capt. Saarnu wrote that these barges cost £40 each in Punta Arenas, so that if the specification and the construction at Punta Arenas are equal to our requirements as mentioned to our Leith boatbuilder, then it would be cheaper to have them built at Punta Arenas and shipped from there to Stanley. We are however going to try a couple of boatbuilders in Norway and shall advise you of their replies. We shall not have any opportunities of sending them out before end of September beginning of October so there is time to go carefully into the matter.

We have been asked by the Governor of the Falkland Islands to have constructed and sent out to Stanley for Government use one barge as proposed for the Columbus and also a 20 foot wooden water-boat of the ordinary type as used by the floating factories and the steamers employed in the modern whaling industry. We do not know

that we can very well refuse to carry out the Governor's wishes,
but you may have your views in the matter which are unknown to us.

Yours truly,

(Signed) Chr.Salvesen & Co.

We presume it would not be satisfactory to make the barges of Steel with wood ceiling and sparrings. Can you advise? Steel buckles and gets indented, but does not crack. We have several steel lighters in the south 10, 20 and 30 tons dead weight capacity and they seem to be doing well. They require careful upkeep in the way of keeping them coated with paint to prevent corrosion. We might take an estimate for the sake of comparison of price.

1st April,

19.

Messrs. Chr. Salvesen & Co.,

Leith.

Dear Sirs,

I have your favour of the 29th ult., and am very sorry that my absence on Thursday prevented my seeing your Mr. P. E. Salvesen.

It seems that you would have an advantage in buying the barges in Sandy Point, unless you can get lower quotations from Norway. Steelones I should expect to be more difficult to repair, even if they were equally handy for getting in and out. It seems to me that there would be an advantage in a wooden barge in case of filling through bad weather or overloading, as it would float.

I may tell you in confidence my reason for asking about the water boat. The Governor, who in many ways has benefited the Colony during his stay, has a curious way of mixing himself up in mercantile matters. As agents for the mail boats, we have to run our steam launch while they are in port, and we have managed to meet the expense by making her a passenger tender, just as other agents do in the South American ports, charging, I think, 1/4, for each person going ashore. We have also been put to some expense in providing water tanks for shipping that visits the port, and are about to construct a large concrete reservoir for storage. A few years ago the Government

A few years ago the Government got out a launch of their own, and they are not content to use her as the visiting boat for the Port officials and the Doctor, but actually tout alongside for passengers. The Governor is now going a step further, and proposes to compete with us for the supply of water to ships, all of which do their business with us without exception. If we were subject to this competition from another mercantile house, we should think nothing of it, but it does seem to us undignified on the part of the Government to enter into this kind of business, a thing that I believe is not done in any other port in the world. Mr. Harding wrote me that he believed the idea was going to be carried out, hence my question.

I am, Dear Sirs,

yours truly,

Managing Director.

23rd Feb: 1912

F. E. Cobb Esq.,

The Falkland Islands Co Ltd.,

61 Gracechurch St.,

E. C.

Dear Mr. Cobb,

Re your 'phone message, from enquiries made I understand that going ashore does not of itself entitle Owners to remetall at Underwriters' expense, but it invariably happens that even if the ship got off without apparent damage, there will have been a certain amount of working, and the metal at all events be more or less damaged. You would of course dock for sighting bottom, and the Surveyor would almost certainly find the metal buckled and some plates gone, and would presumably recommend the ship to be remetalled to enable you to get a certificate of seaworthiness. The cost of remetalling would then be a matter of General Average if vessel in cargo at time of grounding, or P.A. if light, but if the vessel's metal was old there would probably be some question of "New for Old &c."

Yours faithfully,

Ro. H. Stark

P.S.N. Co

23 FEB 1912

22nd. Feb. 1912.

Messrs. The Falkland Islands Co. Ltd.,
L o n d o n.

Dear Sirs,

We are in receipt of your favour of yesterday, from which we regret to note that the rebate of 20% on the freight per "Orcoma" appeared on the Purser's copy of the Bill of Lading.

We find, upon enquiry, that our own Office copy on which the rebate is shewn, was inadvertently sent to the ship. The clerk responsible for the error has been admonished, and we will see that you have no further cause for complaint on the same score.

Yours faithfully,



Leith 23rd. February 1912.

The Managing Director of

The Falkland Island Co. Ltd,

London E. C.

Dear Sir,

We are favored by your letter of yesterday giving cover to enclosures as stated therein and also cheque for £ 438-7/- for which we hand you separate stamped receipt. We hope to find everything in order on examination, but we would be much obliged if you would be good enough to remind Mr. Harding to let Capt. Saanum design all accounts and vouchers connected with *Columbus* as arranged with you. We notice especially that the account amounting to £48 for material and labour supplied by you for assisting repairing one of the boilers in *the Columbus* is not signed by the Captain, and as the account is not detailed in any way it is an absolute impossibility for us to check. -

Regarding the claim for 79 fencing posts we do not recollect that we have been informed of any such, but we agree with you that the matter should be left to Mr. Harding and Capt. Saanum to settle and the Master should be informed how to act for the future in similar cases in order to clear the steamer for responsibility. -

In his letter received by the last mail no mention of any trouble whatsoever is made by the Master or Engineer as regards the boilers, and the steamer seems to have been doing good work judging

22/2/12.

-2-

by the logs so we hope that everything is going smoothly and will con-
tinue to do so. When you write to Stanley will you kindly mention
that we wish to close the accounts for the Columbus' first years' tra-
ding as per the 31st. of March 1912 and for this purpose that we get
accounts ^{to} ~~from~~ that date when convenient.~

We are Dear Sir,

Yours truly

(Sgd) Chr. Salvesen & Co.

O.E.

RECEIVED

* 26 FEB 1912

Leith, 24th February 1912.

Messrs. The Falkland Islands Company Limited,
61, Gracechurch Street,
London, E. C.

Dear Sirs,

We have your letter of yesterday contents of which we have noted.

S.S. "Columbus." The accounts per this boat will be closed on the 31st March and will include the earnings on all produce brought in up to that date and we note that you cannot ascertain the amount of this until after the Wool sales in May.

Yours truly,

(Sgd.) Chas. Salvesen & Co.

(Copy)

Leith, 1st March 1912.

The Managing Director of

The Falkland Islands Co., Ltd.

London, E.C.

Dear Sir,

Reference your account for £48 to cover labour and materials supplied in assisting the engineer of the s.s. "Columbus" in putting on a patch on the steamer's starboard boiler. We should much like if you would write your Stanley house to send a new detailed account of labour and material and have it signed by Captain Saanum.

Our engineer superintendent has at our request gone into this matter very closely and from the information supplied us about work done by the Captain and Chief engineer of the s.s. "Columbus" our superintendent states that the total cost here of such a patch would be £11 and all work and material executed and supplied by the repairers men without any assistance from the ships staff.

You will remember that the account is not signed by Captain Saanum as agreed and think there must be some mistake.

Please therefore get the detailed account made out according to the terms in our arrangement.

We had a call from a Falkland resident here the other day and he spoke in the highest possible terms of the "Columbus", her crew etc., which was most gratifying. He had been a passenger many times.

Yours Truly,

(Signed) Chr. Salvesen & Co.

Telephone No. Avenue 443.
Telegraphic Address: "FLEETWING, LONDON."

MEMORANDUM.

London, 10th February, 1912

From

THE FALKLAND ISLANDS COMPANY, LIMITED,

61, GRACECHURCH STREET, E.C.

To W.A. Harding, Esq.,

Stanley.

We enclose herewith Messrs Browne & Lilly's general specification and quotation for the Hospital dated 16th October last.

Messrs Lowden have just wired that they have been unable to obtain in time for this mail, the information we had hoped to have been able to send you, with regard to the "Garland".

Memo. FROM .

L.D./F.C.E.

February 6th. 1912



GLANVILL, ENTHOVEN & CO.,

Incorporated Insurance Brokers,

17, GRACECHURCH STREET,

Telegrams: CLUBBING, LONDON.

Telephone: No. 1900 AVENUE.

E.C.

(AND AT LLOYDS.)



To Messrs. The Falkland Islands Co. Ltd

61, Gracechurch Street,

E. C.

Dear Sirs,

EMPLOYERS' LIABILITY INSURANCE - FALKLAND ISLANDS CO.

Referring to our previous correspondence, we beg to advise you that although we have made further efforts to arrange this Insurance, we regret we are unable to do so.

Yours faithfully,



Glanville Enthoven

BE

(Copy)

VORWERK GEBR.&Co.

HAMBURG, 30th January 1912

Paulstrasse 11.

The Falkland Islands Co.Ltd.,

London, E.C.

Dear Sirs,

At the request of Mr.Hermann Reddemann of Port Stanley we ask you herewith to advance for our account on the undermentioned goods on delivery to your Falklands branch for shipment to us at the following rates:-

£5 against each 1000 sheep casings

£5 " " ton oil

£5 " " 100 Seal skins

if in good package and condition.

Please reimburse the amounts advanced by drawing upon us at sight against documents.

Kindly inform your Pt.Stanley agency by letter.

We are, Dear Sirs,

Yours truly,

(Sgd) Vorwerk Gebr. & Co.

(C O P Y)

London, 1st February 1912.

Messrs Vorwek Gebr. & Co.

Paulstrasse, 11.

Hamburg.

Dear Sirs,

We have your favour of the 30th ult., and shall have pleasure in instructing our Manager at Stanley to make the advances you mention to Mr. Hermann Reddemann, and assume that the goods are to be consigned to your goodselves on a through Bill of Lading to Hamburg.

Regarding what you say as to good package and condition, we assume that you mean that our people are to satisfy themselves as to the sound condition of the casks and to see that they are properly coopered, also as to the number of the seal-skins, which may or may not be packed in casks. Regarding the Casings, which also will be in casks, are we to accept Mr. Reddemann's count, or do you wish them packed under inspection? You are, of course, aware that the handling of these goods is an unpleasant operation.

Yours faithfully,

(Sgd) Fredk. E. Cobb.

Managing Director.

(COPY)

Vorwerk Gebr. & Co.

Hamburg, 3rd February 1912

The Falkland Islands Company, Ltd.,

61 Grace-church Street, E.C.

Dear Sirs,

We are pleased to note from your favour of 1st inst., your willingness to instruct your Port Stanley house to make for our account the advances as indicated in our respects of 30th ulto., to Mr. Hermann Reddemann through your Port Stanley house. The goods are to be consigned to us to Hamburg on ~~th~~ through Bill of Lading.

We do not pretend to have the casings packed under inspection but feel satisfied if your Port Stanley house gains the conviction that each shipment for us is in a good condition.

We are Dear Sirs,

Yours truly,

(Sgd) Vorwerk Gebr. & Co.

INTERNATIONAL CORRESPONDENCE SCHOOLS, LTD.
INTERNATIONAL BUILDINGS
KINGSWAY, LONDON

STUDENTS' AID DEPARTMENT
ORGANISING SECRETARY'S OFFICE



F. E. Cobb Esq.,
Managing Director,
The Falkland Islands Co. Ltd.,
61, Gracechurch Street,
London.

Twentieth,
January,
1912.

Dear Sir,

Herewith I have pleasure in sending you a progress report on the studies of your employee, who is a Student of these Schools, and who has requested us that you be notified each three months of the progress he is making in his studies.

There may possibly be other I.C.S. Students in your employment whom we have not reported upon. This is due to the fact that in no case do we render these reports to the Student's Employer, except on the direct request of the Student himself.

Should you require any further information concerning the Course of Instruction your employee is studying, I shall be most pleased to furnish it.

Trusting that the information contained in this report will be of value to you,

Believe me to be,

Yours very truly,



Organizing Secretary.

FMP/DMS.

PROGRESS REPORT

CLASS AND NO.	NAME	COURSE OF INSTRUCTION	SUBJECTS COMPLETED DURING THE LAST THREE MONTHS	PER CENT. OF MARKS AWARDED
L/57024	Philip Mills.	Mechanical.	Hydraulics, Part 2.	99
			Elementary Chemistry.	94
			Heat, Part 1.	100
			<u>Mechanical Drawing.</u>	
			Machine Details.	97
			Hand Wheel & Pulley.	97
			Coupling and Bearing.	98

Signed

J. Phillips

Principal, Instruction Department.

Signed

J. M. Scott

Students' Aid Dept. Organising Sec.

(COPY)

CHR.SALVESEN & CO.,

29 Bernard Street,

Leith, 13th Jany. 1912

The Managing Director,

The Falkland Islands Co.,

London.

Dear Sirs,

"Nuuanu"

We are obliged for yours of the 11th inst., and note Messrs Ince Colt & Ince are to act on your behalf regarding "Plym's" claim on the above vessel and that they will discuss matters with Messrs Cooper.

The salvage that may be awarded the "Columbus" will of course go into the general working account of this steamer.

Yours faithfully,

(Sgd) Chr.Salvesen & Co.

Leith 24th January 1912.

The Falkland Island Co. Ltd.,

London E. C.

25 JAN 1912

Dear Sirs,

We duly received your letters of 12th and 23rd. inst. and carefully note contents. We received a letter from your Mr. Harding regarding the carriage of material for the light house to be erected on the Sea Lion Island in which it is stated that the only vessel available for the transport from Stanley, unless the Government engages a small cutter, is the Columbus. We now ask whether you wish the Columbus to do this work and if so what amount is to be charged for her service. It seems to us that it would be preferable for the Government to engage a small cutter, but if one be not available we presume that the Columbus will be morally bound to place herself at the disposal of the Government. It seems to us, that the work will fall just in the busiest season and if the weather be bad, considerable delay may be suffered. However, if the Master do not consider it a too risky job we would suggest that the charge should be 20Guineas a day or at least £20 a day, which would not be so profitable as loading full cargoes of wool. We shall be glad to have your opinion. We have letters to day from Capt. Saanum from which it would appear

24/1/12.

The Falkland Island Co Ltd.

-2-

that the boiler is in a satisfactory condition, and we hope
that this will continue.-

Yours truly

(COPY)

London, 26th January 1912

Messrs Chr. Salvesen & Co.

Leith.

Dear Sirs,

I have your favour of the 24th inst., with reference to landing the Lighthouse materials at Sea~~l~~ Lion Islands.

The chart will show you that there is no harbour there, and consequently anything to be landed has to be put ashore on the lee side of the Island, almost ~~very~~**certainly** with great loss of time.

If you were not interested in the light I would say charge 20 Guineas a day, or as much more as you please, for I fear it may interrupt the collection of Wool considerably. But I think I may point out that it will be very useful, not only to the "Columbus" but to the Whalers, and you might be inclined to take that into consideration. When the new lighthouse was erected at Cape Pembroke some years ago, Trinity House asked us to land the materials there, and we did so for as little as we could to cover cost, though we hated the job all the time, and I believe lost over it. But we knew the light would be of infinite service to us, and we also took into consideration the possibility that if it cost too much to put it up, light dues might be permanently imposed, and that would not have suited us. I think that if the Government are inclined to give and take, an arrangement which I admit they are not fond of, I would say that if you are allowed to land the materials at a time suitable to you, and not ~~to~~ be called on to put everything else on one side directly they are ready, there

may be a slack time after the bulk of the wool has been collected when you could do it. I suppose that the steamer, unless the weather is unusually fine would have to lie off and on without anchoring, and Capt. Saanum will judge whether he can do this safely or not, and also when he learns the actual weight or bulk to be landed he will know if he has hands enough to spare from the ship. A barrel of cement, although small, is weighty, and is not a trifle to land in a little boat on a rocky beach with a swell on, and of details of this sort we cannot form an opinion here.

I am very glad to hear that the boiler is in a satisfactory condition; if it remains so the first shipment of wool will be a record one.

I am, Dear Sirs,

yours truly,

(Sgd) Fredk. E. Cobb.

Managing Director.

O. S. Leith 30th January 1912.

The Managing Director.

The Falkland Islands Co., Ltd.

31 Gracechurch Street.

London. E. C.

Dear Sirs,

We have yours of the 26th and carefully note what you write. According to our information the South Passage is used by our vessels as seldom as possible and consequently a light on the Sea Lion Islands is not of the same interest to us as if it had been placed on another spot.

In our mind a light on the Sea Lion Islands is almost exclusively for the benefit of the Pacific Line and it would be interesting to know if they are carrying out the material free of charge or even at a reduced rate of freight. You will doubt remember that we endeavoured to get the Pacific Company to reduce the freight on the Crank Shaft for the S.S. "COLUMBUS" but were met by a direct refusal. If the Pacific Company is to have almost the exclusive benefit of the light we hardly think it is fair that we should be called upon to great risks and make many sacrifices in order to benefit them.

However we intend to follow the lines suggested by you and let your Stanley People arrange if not for a Cutter then for the "COLUMBUS" at a time when she is not so busy. If the quantity of material is small we would think that the best plan would be to load up the goods in a Cutter or Lighter and await a favourable opportunity to be towed by your "SAMSON".

Yours truly.

Chas. Salmon

(13)
EXTRACT

23. January. 1913.

Bertrand has probably forgotten all about the arrangement he made before he left the Falklands, I have nothing in writing from him but W.W.B., Clement, and myself met at Sullivan House and talked over the situation; W.W.B. agreed that at the end of every year a division should be made of the net profits, after carrying forward a certain amount for current expenses. As W.W.B. was leaving the Falklands it was to be left to Clement to act for him in conjunction with myself or Jack Felton as Trustees for the J.J.F. Estate to decide how much was to be divided. I remember distinctly saying that whatever sum was decided on must be drawn out at once and not left in the name of Bertrand & Felton. The account is kept by the F.I.Co. and practically every transaction goes through them, there is no other Banking a/c, thus when the division is made Bertrand can have his share paid where he likes, we the Trustees have the 1/3rd share transferred to the J.J.F. Estate a/c with the F.I.Co.

Clement has to ^{Keep} keep and render to us the usual Station a/cs but until he gets the Account Current for the year from the Stanley Office he cannot send in his statement or declare the dividend, and we shall probably not get this before April or May at the earliest.

Judging from the amount the wool realized last year, just about the same amount as the year previous, and taking the

Skins and Tallow at the same value, the amount to be divided should be £3000 to £3500, so that W.W.B's share for 1912 would be at least £2000.

The division should be made at Stanley where the accounts are kept provided either Jack Felton or myself are there to agree. Clement and I did it last year and when we had agreed on the amount to be drawn Clement signed the order to Harding to transfer the amounts. Clement as Bertrand's authorized agent and manager of the Station is the only person who should draw on the Account. And this I understand Bertrand Agreed to.

Copy

5

Rhederei-Aktien-Gesellschaft von 1896.

Hamburg, 16th January, 1913.

Messrs. The Falkland Islands Co., Ltd.,

61, Gracechurch Street, E.C.

Dear Sirs,

"Terpsichore"

We are in receipt of your favour of the 13th inst., and in reply we beg to say that the original account of your Port Stanley House has not been received by us, nor have we received any vouchers for the final account aggregating £280.15.8. Please, therefore, follow this matter up, as we require the accounts for our books.

Meanwhile we enclose cheque, value £80.15.8, being final amount due, for which we await your acknowledgement.

Yours faithfully,

(Signed) Rhederei-Aktien-Gesellschaft von 1896.

Copy

Rhederei-Aktien-Gesellschaft von 1896.

Hamburg, 22nd January, 1913.

Messrs. The Falkland Islands Co., Ltd.,
61, Gracechurch Street, E.C.

Dear Sirs,

"Terpsichore"

We are obliged for your letter of the 20th inst., Handing
us original of the Port Stanley Account. The Captain arrived
here on the 26th ult. already and ^{we have} ~~we have~~ asked him again regarding
the missing vouchers, but same have not been handed to him and we,
therefore, request you again to kindly follow the matter up
further,

Yours faithfully,

(Signed) Rhederei-Aktien-Gesellschaft von 1896.

24th January,

15.

Rhederei-Aktien-Gesellschaft von 1896,

Elbhof, Steinhof 8/11,

Hamburg.

Dear Sirs,

We have your favour of the 22nd inst., and are at a loss to understand where the vouchers belonging to the "Perpsichore's" account have gone; we will enquire by the next mail out.

This morning we have received from our manager a letter from Dr. Browne of Stanley, enclosing two accounts which appeared to have been overlooked, and we beg to forward them for your consideration.

In place of the vouchers. Yours faithfully,
If we can do anything else to serve you we feel that you will not
tice it. We hope that the "Victoria" is on board the "Victoria".
and in respect towards Managing Director. We will
have the documents with you.

Yours faithfully,

Managing Director.

9
20th January,

13.

Handerei-Aktien-Gesellschaft von 1896,

Elbhorf, Steinhof 8/11,

Hamburg.

Dear Sirs,

With reference to your favour of the 16th inst. enclosing cheque, receipt of which has already been acknowledged, we are concerned to find that you are still without the original account of the "Perpsichore" from Port Stanley and the necessary vouchers. It is clear to us that our manager must have delivered all the papers to your Captain, and that the latter has furnished you with the carbon copy given to him for his own information, in place of the others. We now beg to enclose our own copy, and if we can do anything else to serve you we beg that you will mention it. We hope that the Captain is on board the "Victoria", due in Liverpool towards the end of this week, and that he will have the documents with him.

Yours faithfully,

Managing Director.

(9)
29 JAN 1913

29th January 1913

Dear Sir,

As you may remember we acted for the late Mrs. Williams and Captain Williams one of the Executors of the Will has asked us to act for the Executors here. The principal part of her property is of course Weddell Island, and we shall require some information which we think you can give us with regard to this.

Will you kindly let us know what is the amount now due to the Falkland Island Company in respect of the mortgage, and the amount of any interest to the date of death which was on the 23rd instant? Please also supply us with particulars of any accrued income due to Mrs. Williams and in the hands of the Company at the time of her death; also particulars of any apportionment of the same income which may be necessary up to the date of her death.

Since we acted in the transfer of the mortgage to your Company, Mrs. Williams we think told us that there either had been an extension of the lease, or that the property or some portion of it had been made freehold. Will you please also let us know as to this.

If it would be more convenient we shall be happy to arrange an appointment to call upon you.

Yours faithfully,

F.E.Cobb Esq.
The Falkland Islands Co.Ltd.
61, Gracechurch Street,
E.C.

(11)

Leith, 9th January 1913.

The Managing Director,

The Falkland Islands Co., Ltd.,

London E. C.



Dear Sir,

We much regret that the reply to your letter of 5th inst has been overlooked.

We have had no communication from Messrs W. Lowden & Co. on the subject of Capt Pool, but we regret that we cannot avail ourselves of the kind offer of his services as we shall have a suitable number of masters, mates, engineers & crew returning home the South Shetlands from which we can pick the requisite crew to man the Columbus.

It is our intention to let the Columbus await the arrival of our s/s Neko from the South Shetlands towards the end of March & then let her proceed home either under her own steam, or else towed by the Neko should the Falkland authorities raise any objections as to her seaworthiness for steaming by herself.

Yours truly,

(13)

Leith, 5th. January 1913.

JAN 15 1914

The Managing Director,

The Falkland Islands Co. Ltd.

London, E. C.

Dear Sir,

In payment of your account against New Whaling Co., we enclose cheque for £876:7:2 receipt of which please acknowledge.

We would point out that the trading of the "Harks" s.s. which ~~was~~ substituted the "Columbus" s.s. in the beginning of August, should be credited to New Whaling Co., and we presume you will be crediting us with interest on amounts collected.

Yours truly,

W. J. Miller

The Shipping Agent, who states that the "Harks" s.s. is to be substituted for the "Columbus" s.s. in the beginning of August, should be credited to New Whaling Co., and we presume you will be crediting us with interest on amounts collected.

COPY 21

Dear Sir,

As I have a chest in the Falkland Islands will you kindly enquire and see if they have sent it on to Liverpool. I should also wish you to favour me with sending on the two characters that you received from me when I applied for the job in the F.I. They said that they would send it on to Liverpool and that I shall have to the freight from Liverpool to where I was living so I will if you would kindly see into it. I have not any time just now to let you know how me and that other chap were dismissed from the company but if you wish to know something about the way we were treated I shall kindly let you know. hoping you will oblige.

Yours truly,

Laurence Anderson,

35, Commercial Street,

Pothhead,

Kirkcaldy,

Scotland.

23 Sept.1914.

T. & S. Plim
Times Department
26, St. Andrew Place
Copenhagen.

4

Messrs. The Falkland Islands Company, Limited

London.

Dear Sirs,

Referring to our resp. of the 16th inst we now beg
to enclose invoice and statement of the 78 cases of Danish
Butter shipped yesterday to Messrs W. Lowden & Co.

We have to prepay the freight to Manchester at which place
the Butter is discharged and have charged the amount in the
invoice.

We send also declaration signed by the English Consul
here to Messrs Lowden and when they produce one ~~enclosed~~ copy of
the B/L for the Falklands there will be no difficulty in exporting the Butter
according to information from the Foreign Department.

We shall be glad to hear from you and if needed to send
a new shipment to your friends .-

With kind regards

Yours faithfully

invoice and st.

COPY 19

ANNING & COBB

39, Lime Street,

London, July 23rd 1914.

Messrs. Falkland Islands Co. Ltd.

Dear Sirs,

BONES. We find the samples handed to us well prepared and free from stains. They should be worth £11 per ton at least, the size is against them to a certain extent as they are too small for some manufacturers' requirements, and the outlet is therefore restricted. We have sent samples on to a French user of this class of bone and will advise you when his report comes to hand.

HOOFES. These will be readily saleable at about £8 per ton.

SINEWS. Present value about £17 per ton, the bulk of this stuff goes to the Japan market and we should be glad to work the business.

BLADDERS & CASINGS are in good demand and we can pass you on an order for say a sample 100 doz of the latter at 3/6 per doz f.o.b. at the Islands if any use to you.

Regarding bones we should be glad to have an idea of what quantities can be obtained and we presume freight to a French port (say Harve) can be secured, in which case a c.i.f. business can be done at a remunerative rate.

We are,

Yours faithfully,

(Sgd) Anning & Cobb

Jas. Miller.

COPIED

COPY TO STANLEY

July 22nd, 4.

The Secretary,

The Falkland Islands Co. Ltd.,

61, Gracechurch Street, E. C.



Dear Sir,

With reference to your representative's call here yesterday, we are willing to accept the suggestion in the letter received from the Islands dated 8th June, i.e. that in cases of damage to a single bale of Wool, the underwriters agree to fix a price of 30/- for the re-conditioning of the bale if such damage is caused by perils insured against in the policy.

We return herewith copy of letter you sent us.

Yours faithfully,

Robert George Macdonald
Secretary.

enc.

6
COPY TO STANLEY

July. 8. 14

The Secretary

Falkland Islands Co. Ltd.

61 Gracechurch St.

London

Dear Sir

While at the Office yesterday I omitted to discuss a matter which I think is important.

While at Fort Stephens in 1913 it came to my knowledge that Capt. Saanum made a practice of asking each Station for a "New Hat", in other words a gratuity on shipping the produce. This was in the form of cheque from £5 upwards and was paid by several of the Stations. If this was refused difficulties arose between Capt. Saanum and the Station to the prejudice of the latter and the ship by having produce left behind and to the ship by having to take the produce from the jetty head being refused the usual assistance from the Station of men and boats to the vessel and in some cases of help in stowing. This actually occurred at Fort Howard while on my way in and apparently has now happened at Fort Stephens as you will see from Mr. Robertsons letter which I enclose. In the case of this tallow it would have been left for some months and might have necessitated a special trip. Capt. Saanum made his usual demand while I was at Fort Stephens which I refused hence the trouble this year. I reported the matter to Mr. Harding on my arrival at Fort Stanley. I consider this matter an abuse which should be stopped at once. Capt. Saanum is an energetic and capable seaman but he cannot do justice to the vessel while this goes on.

41.8.14

Mr. Allan in his letter suggests obtaining horses for ploughing from the coast of Capt. Eberhards breed. I do not think it would be possible to obtain horses trained to plough or heavy enough for the work of breaking new ground. I have about 40 of these horses at work in the waggons, mowing, & etc. but we do not use them for ploughing. This is done by bullocks which are more satisfactory for the work.

Yours truly

The "Falkland" called with last mail and took all the wool bales, the Captain gave me a receipt for 165, I think he made a mistake in one bale, as the "Antarctica" took 119, and we had only 283 marked, also took 3 bales sheepskins & 5 casks of tallow, all the passengers that were leaving, and brought 2 married shepherds here. Mr. Harding was also asking a trip round which I was very pleased, as I had the pleasure of pointing out to him some of Capt Saanum's ways of dealing with people that didn't give him new hats, Harding told me he would take all the produce as the ship was empty, and he wanted to leave the tallow, but I dumped it on his raft, he was roaring like a bull from the steamer, but I got as much back from me at the end of the jetty, Harding was awfully wild over it when I told him about it he was up at the house. I have written this mail stating for the future he will get no assistance and will have to take every thing from the end of the jetty in his own boats as elsewhere. Saanum knew too much to come ashore as I would have proved to Harding several complaints I have already made about him when in the "Columbus" & Whalers. Harding saw enough this time to convince him who was right.

This was Harding's first visit to P.S. he was greatly impressed with the place. I inquired about the running of the mail here, he said Salverson still held the contract until November, and after that he thought the "Falkland" would call at all ports once every three months. I gave him the order from the Captain of the "Corcoran" for the sheep he said it was perfectly alright.

Royal Insurance Co^{ys} Ltd

D.

(6) Liverpool

19th June 1914.

The Managing Director,
Falkland Islands Company Limited,
61 & 62, Gracechurch Street,
London, E.C.4.



Dear Sir,

As you will have gathered from the recent interviews which a representative from our London Office has had with you, we have occasion to settle a claim under two policies on the life of the late Louis William of Stanley, Falkland Islands, with his Executrix, through Mr. W.A. Harding, your and our representative in the Falkland Islands. As there are no Banking facilities in the Islands by which Mr. Harding could draw upon us for the amount in accordance with the Company's usual practice, he has requested us to pay the sum required to liquidate these claims to your Company for his Credit, and we understand you have been good enough to signify your willingness to receive the amount for Mr. Harding's Credit and advise it out to him. We accordingly enclose herewith our cheque for £3127.10.0, the amount of the claims, and shall be obliged by your acknowledging receipt and dealing with same in the manner above indicated.

We will advise Mr. Harding by the next outgoing mail that the money has been remitted to you in accordance with his request.

I am, Dear Sir,

Yours truly,

Sub--Manager.

W.

6
MAY 1914

May 28th 1914

Messrs The Falkland Islands Co Ltd
61 Gracechurch Street.E.C.

Dear Sirs,

We are obliged by your letter of yesterday's date and regret that we passed a clerical error in our letter to you about salvage cases. We should of course have referred to repairs to the " Marco Polo's " pumps and blowing down of the " Samson's " boilers. Will you kindly make the necessary correction in our letter.

Yours faithfully

[Handwritten signature]

(22)

Laidlaw MacKillop & Co.

27th. May,

The Managing Director,

The Falkland Islands Coy., Ltd.,

61, Gracechurch St.,

LONDON, E.C.4.

Dear Sir,

We beg to acknowledge receipt of your memo of 22nd. inst.

Although, as previously indicated, you ceased to employ Tobacco Powder some years ago, and, without any desire to trouble you unduly in this matter, might we suggest, that if not restricted in another quarter, you approach the question of the selection of a Sheep Dip with an open mind, and give us an opportunity of quoting, with a view to securing, if not the whole of your business, at least a share. It is no doubt well known to you that it is an excellent plan to give a second dipping with an article totally different from the first specific employed. "Laidlaw's" has given considerable satisfaction in Patagonia.

A 50 kilo bag of "Laidlaw's" or a bag of our Concentrated Tobacco Powder of 25 Kilos makes 500 gallons wash, sufficient to treat 1,000 sheep in short wool, and if you will kindly give us an indication of your requirements we shall go closely into the question of price. Trusting you may see your way to favourably entertain our proposal.

We are,

Yours faithfully,

Laidlaw MacKillop & Co.

COPY

WHITEHALL GARDENS,

LONDON? S.W.

21st May, 1914.

Falkland Islands

Sir,

I have to acknowledge^e the receipt of your letter of the 18th May respecting the sum of £2,000 which you have paid to us in respect of duty on whale-oil, and to inform you that we have received no instructions with regard to this payment, but have accepted the money without prejudice and placed it to the credit of the Government of the Falkland Islands.

2. The Government are being informed accordingly.

I am, Sir,

Your obedient Servant,

(Sgd).....

For Crown Agents.

The Managing Director,

The Falkland Islands Co.,Ltd.,

61, Gracechurch Street,

E.C.

82
Leith, 31st March 1914.

The Managing Director,
The Falkland Islands Co., Ltd.,

London E.C. 4.

Dear Sir,

We duly received yours of the 27th inst. & have carefully noted contents with best thanks.

We think you are mistaken as to the time that our mail & passenger contract has still to run. For your guidance we gave notice to the Colonial Agents in London on the 12th November last, & consequently it holds good until the 12th November this year. We think therefore that you should make immediate arrangements to have the contract transferred to the s/s Falkland, as undoubtedly the islanders will not be satisfied with the mail arrangements under our contract, & we of course will not do anything more than we are bound to do.

We have the information regarding the Registrar of Shipping in Stanley from Messrs Lowden & Co as well as from your Capt Sassum. We replied ^{to} Messrs Lowden that we considered that ^{the} Registrar of Shipping at Stanley was acting ultra vires in refusing to grant Capt Sassum to take command of the s/s Falkland on the inter-insular traffic without a British Certificate, & we referred them to the Merchant Shipping Acts. As they are shipowners they will probably have some

Falkland Co II Leith, 11/3/14.

acquaintance with the Acts. We presume the Registrar at Stanley is no other than Mr Thompson, whose conduct we have unfortunately received complaints of.

As regards the Columbus the Stanley Government had the power under the mail contract of disallowing the steamer to carry mails & passengers, but we think they were absolutely wrong in refusing to allow her to trade inter-insularly with cargo only, & the fact that they have allowed the steamer to proceed home with cargo makes their refusal to permit her trading inter-insularly absolutely grotesque.

Yours truly,

The Salvian Co

27 MAR 1914

Leith, 28th March 1914.

The Managing Director,
The Falkland Islands Co., Ltd.,

London W. C.

Dear Sir,

We have a letter from your Stanley office by last mail in which we were informed that so far (15th Febr) they had heard nothing from the Colonial Government as to the transfer of the mail service to the s/s Falkland. As the Administrator proceeds to Buenos Ayres for South Georgia your people fear that this matter would be postponed for some time.

The writer was in London last week for a day & had a short interview with Mr Allardyce, who told him that the Administrator, Captain Noble Dickson had returned to Stanley as there was no steamer for Buenos Ayres to convey him to South Georgia. We understand that Mr Allardyce is leaving for Stanley by the Crocos next week to resume his duties, & he led us to believe that his opinion was that the mail & passenger service would have to be transferred to the s/s Falkland as the Islanders would not be content with one of our whalers carrying on this traffic & in the limited manner provided for in the mail contract so long as another & more suitable vessel was available. This seems to us to be a common sense way of looking at the matter, & even though you have altered your mind we do not think that you would be able to work the good traffic alone without creating a great deal

Ch. Johnson Co.

THE GOVERNMENT OF THE FALKLAND ISLANDS
ST. GEORGE'S, FALKLAND ISLANDS
11th March 1944

L.T. II

11th March 1944

I have your favour of yesterday with reference to the mail contract with the Government for the local service in the Falkland Islands.

It seems that as the old contract had still some months to run, our Manager was not pressing the Government about its renewal; but by the last three mails we have, with the concurrence of the owners of the "Falkland", written very fully on the subject. The boat has been fully and comfortably fitted up, and has state rooms and accommodation for 18 first class passengers, with two W.C.s, and has also room for a number of steerage passengers, in fact is the best equipped boat that has ever been on the coast, and it has been intended from the first that she should, if required, carry the mails. The following extracts from instructions given to Mr. Harding will show you that it is desired to do things properly. On the 5th of January I wrote.- "I would suggest that in making the new contract with the Government your aim should be, as long as the subsidy is all right, to give the greatest satisfaction to the greatest number, so as to make the boat thoroughly popular", and on the 4th of March.- "By all means fix up a contract on the best terms possible, trying to make it suitable to all parties, and avoiding the charge that may later be thrown in our teeth that it has been framed to suit our own interests at the expense of others in the "Colony". I fully expect to hear shortly that these instructions have been carried out.

.....

(6)

27th March, 14.

The Falkland Island Co.,

LONDON.

Dear Sirs,

With reference to the consignment of SALTED SEAL
SKINS sold in last night's auction, we would point out that these
had been caught at the wrong season, a large proportion of them
being low in quality and stoney. We have before seen Falkland
Island Skins suffer from this defect but never previously to such
an extent. It is a great pity, as the skins would have been
worth at least double if they had been in the right condition.

Yours faithfully,

Amos Cobb

4

25th March, 1914.

Messrs. The Falkland Islands Co. Ltd.,

LONDON.

Dear Sirs,

CLAIM FOR EXTRA FREIGHT ON MUTTON.

We beg to enclose herewith extract of letter from
Captain Jenkins of the s.s. "SONATA" for your perusal.

We received same from the P.S.N. Company this
morning.

Yours truly,

W. Lowden & Co.

EXTRACT OF LETTER FROM CAPTAIN JENKINS OF S.S. "SORATA",
DATED LIVERPOOL, 2nd Sept., 1913.

In further reference to the Falkland Island Cargo
ex S.S. "SORATA" Voy. A 35^c, I beg to inform you that on our
arrival at Port Stanley, we were informed that all the cargo
to be shipped was for London, and it was not until we were
on the point of sailing that the Bills of Lading were
brought off. when we noticed that 1804 c/s Mutton marked
F.I.C. were consigned to Liverpool direct. We drew the
Agent's attention to this fact, and he informed us that
the definite destination would be decided in London.
We advised the R.M.S.P. Co. from Rio on this matter
and they have taken a note of the extra labourage
incurred in sorting.

COPY

London, 24th February, 1914.

The Normanna Whaling Company,
Sandefjord, Norway.

Dear Sirs,

We have received from our Stanley Office an account against your goodselves amounting to £312.5.7 together with sundry vouchers, about which we feel in some difficulty, as it is not accompanied by any explanation, and we are uncertain as to whether you have received a copy or not. The account is not vouch~~ed~~ by any of your officials on the spot, but it is possible that they may be away south with their ships. We think therefore that the best thing will be to forward the account as it is, and if it is in order we shall be glad of a remittance in due course.

Yours faithfully,

(Signed) Fredk.E.Cobb.

Managing Director.

5

COPY

HALDOR VIRIK

Sandefjord, 27th February, 1914

The Falkland Islands Company, Limited,
61, Gracechurch Street,
London, E.C.

Dear Sirs,

I am in duly possession of your valued favour of 24th inst., with enclosed Genral Account amounting to £312.5.7. My Manager has guaranteed for the whole amount by your Stanley office, although several amounts on the account belong to another Company of this town, you would oblige me very much in permitting me to pay the amount when my Company returns, as the payment is guaranteed I trust you will kindly accept this.

I am,

Yours faithfully,

(Signed) Haldor Virik.

3rd March,

14.

Mr. Haldor Virik,
Sandefjord,
Norway.

Dear Sir,

We have your favour of the 27th ult., and note what you say on the subject of the account for £312.5.7 against the Normanna Whaling Company.

As we said in our last, we have no information from Stanley about this account, and we are unaware of the nature of the guarantee to which you refer; but it appears to us that we are under advance in the Falklands to various Whaling Companies to a considerable amount without any tangible security, and it would tend to give us greater confidence if accounts were paid promptly when rendered.

When you refer to the time when your Company returns, we should like to know if you mean when the ship returns to Port Stanley, and, if so, when that is likely to be.

Yours faithfully,

Managing Director.

18

Letter from Captain Dougall dated February 1st 1914.

Letter from Captain Dougall dated 2nd February 1914.

I have yours of the 28th & 29th ult. and note what you say respecting cost of repairs. They are quite ready to admit that the figure is high, but they justify themselves by having to keep a staff on and not getting anything for them to do for months. They figured we could not shift to Appledore much under the price they quoted, and I don't think they were very far out. I got them, as they considered, to confer a great favour to reduce their price to £170.

We docked the schooner yesterday, and had an examination of her bottom, and I cannot find any indication of where the leak is. There is a very slight wrinkle in her copper on the port bow, abreast of the fore mast, and there is a very slight drip from the keel under the heel of main mast, but there is not the least indication of the schooner working. I kept 18" of water in the hold to see if any leak showed when she was dry, but with the exception of a very slight drip above the keel and garboard are perfectly dry. I got the foreman carpenter to go over with me yesterday, and we were unable to find a cracked butt or seam in her. She is a vessel with a big rise of floor, so that for the first 18" the water rises very quickly, but after that it reduces itself to more than $\frac{1}{2}$, say $\frac{1}{4}$ per hour.

I am clearly of the opinion that three quarters of the trouble has been with the pumps, and the remaining quarter with the human element on board. Had the pumps been efficient the vessel should never have put back. I see by Williams' account that he charged £1. 17. 0. for repairing pumps, but the pumps shew no signs that he ever troubled them.

I have ordered two new 9" deluge pumps, which ought to keep her free from water. They figure to finish in about 10 days.

Letter from Captain Dougall dated 2nd February 1914.

I have to advise that we got the copper chipped off to-day, and bottom dubbed reading for caulking to-morrow.

When the caulking is finished, I intend floating before coppering to make sure that we have stopped the leak.

We have found nothing so far of any consequence to account for her leaking.

I am removing 5 tons of slates from each end, and stowing them on top of the coals.

If weather keeps good I hope to pretty well finish this week.

RECEIVED 10
6 FEB 1914

F. E. Cobb, Esq.

5th February, 1914.

I expect that she would go to South America with
boat and your people would have their hands full for a day or
two.

Dear Mr. Cobb,

Thanks for yours of the 4th inst.

I have spoken to the Pacific Co. about the
"CORCOVADO", and they are going to cable the position to the
Commander. If there is any chance of reporting her at Lloyds'
by 4 p.m. on the 23rd inst. it will be done. I shall write you
later on what the chances are.

"CLANOGWEN". I note you have sent the Classification Certificate
on to Dougall. Personally I should leave Dougall severely
alone now, and let him finish off the job. He is not much of
a hand at letter writing, but he knows exactly what you want,
and can be trusted to do the best possible.

I saw Mr. Packe on board to-day, and I understand he and
Mrs. Packe are well satisfied with their quarters. He holds a
strong opinion that the "FALKLAND" should have a very much higher
payment for mail service, and I understand he is going to express
this view actively in his position as a member of the Council.
I think that is the office in which he said he had some influence

I have just been through on the 'phone to London, but you
had gone. I understand from your people that there is no word
of the "FALKLAND", but have no doubt that she arrived yesterday.

F. E. Cobb, Esq.

- 2 -

I expect that she would go in simultaneously with the P.S.N. boat and your people would have their hands full for a day or so.

With kind regards,

Yours sincerely,

F. E. Cobb, Esq.,

LONDON.

(11)

23rd. January 1914.

The Falkland Islands Co. Ltd.,
Gracechurch Street,
E.C.

Dear Sirs,

With reference to the credit issued in your
favour for £5,000- for account of Messrs. Tomas Buzzi & Bro .
available until 30th. June 1914, kindly note that same is a
"revolving credit"

I am, Dear Sirs,

Yours faithfully,

Anglo-South American Bank

J.

Manager.

(7)

21st January 1914.

The Managing Director,
Falkland Islands Company, Limited,
61 Gracechurch Street,
London, E.C.

22 JAN 1914

Dear Sir,

Loss under Policy No. 4122685 - Messrs. J. Williams.

We are in receipt of your favor of yesterday and are much obliged for the statements contained therein with reference to the payment of £350 made by us to Mr. W. S. Williams acting as Attorney for the Estate of the late Mrs. C. H. Williams.

Writing under date of the 22nd December our Agent advises us that Mr. Williams was expected to arrive in the Falkland Islands shortly and that we might expect the receipt by an early opportunity. Under these circumstances, therefore, we do not think we need trouble you further in the matter.

I am, Dear Sir,

Yours truly,

Assistant-Secretary.

L.

3/1/14

THE FALKLAND ISLANDS CO. LTD.

We may point out that this is the first instance where we have had any complaint respecting the quality of Galv. Corrd. Sheets exported by us, as every Sheet is carefully examined to see that MESSRS THE FALKLAND ISLANDS CO. LTD. Works are quite a 61, BRACECHURCH STREET, E.C. The Compress your Port Stanley Manager complains of.

Dear Sirs,

"E" Mark

Galv. Corrd. Sheets shipped per "VANADIS"

We have taken up the matter strongly re condition

of Sheets sent out to Port Stanley as above, and have

As regards the 24" Roofing Galv. Corrd. Sheets, we

today received a reply from Works as follows:-

regret to find a clerical error in entering this order into our Order Book. We have fully investigated the matter with our

the Works regarding the quality, but fail to trace any

reason that should cause your friends to make their

complaint. The Sheets were specially prepared for

the order, carefully inspected before packing, and

we have quite satisfied ourselves that the whole

Parcel was of good quality when dispatched from our

Works. From your explanation of the damage we are

inclined to think same has occurred whilst the goods

were in transit from London, possibly by sea water,

and we can only suggest you take up with the Carriers

from London to destination, as our responsibility ended

after putting the Sheets F.O.B."

8/1/14

THE PALKLAND ISLANDS CO. Contd.

We may point out that this is the first instance where we have had any complaint respecting the quality of Galvd. Corrd. Sheets exported by us, as every Sheet is carefully examined to see that no defect is traced, and we are inclined to think that Works are quite correct respecting the cause of the dampness your Port Stanley Manager complains of.

BLAKE HILL COVE

As regards the $2\frac{1}{4}$ " Roofing Nails sent instead of $2\frac{1}{2}$ ", we regret to find a clerical error in entering this order into our Order Book. The fault is ours, for which we apologise, and trust the Nails sent have answered the purpose.

Yours faithfully,

12
6th January
1914



Messrs. The Falkland Islands Co. Ltd.,

61 Gracechurch Street,

London, E.C.

Dear Sirs,

s.s. "Skjold".

Mr. Lars Christensen, Sandefjord, has passed on to us your letter of the 22nd ult. re an outstanding amount of £.143-13-0 per the above whaler. Although the amount does not concern us as we had chartered the steamer to a Chilean Co. we have herewith pleasure in enclosing cheque for £.143-13-0, receipt of which please acknowledge.

In order to enable us to encash the money from our Chilean friends we shall thank you to send us a specified account.

Wishing you a prosperous new year, we remain,

Yours truly

Aktieselskabet „Ornen”

Encl.