Initial

PRECIS OF DESPATCH NO.1258 PER "LAGARTO" 17TH JULY, 1925.

1. Acknowledges Nos.639/41.

2. Sundry matters discussed with Messrs.Gresham, Slaughter & Roberts.

3. Erection of Wool Shed. C.P.Peters's tender.

4. "Gwendolin". Condition discussed with Capt.Roberts.

5. Naval Fuel Depot. Boiler smoke stack.
Calibration tables.
Hose required.

6. Acknowledges tracings of Coy's camps which have been surveyed.

7. Stanley Water Scheme - 4½ acres of Dairy Paddock will be given up for.

8. Certificated Mate for "Falkland" to be engaged.

Chief Engineer Craig's agreement to be terminated.

9. Bodie Bridge - Photographs and report studied with interest.
Findlay Creek Bridge - drawing and indent approved.

10. Goose Green factory chimney.

11. Use of Lubricating oil for engines.

12. Apprentice for Crawford - asks for copy of agreement.

13. re cancelling of coal contracts with whalers.

14. Remarks on "Kelp's" boiler noted.

15. Barton for Pebble Island - appointment of successor.

16. Sale of Surplus sheep - advise promptly any offer from Menendez.

17. Company subscribing One hundred guineas to Bishop Stirling Memorial Fund.

18. McMath Wilson, assistant storekeeper, sailing this mail.

19. 20 Kent rams being shipped in August - negotiating for 20 more from New Zealand.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 17th July, 1925

Per "LAGARTO"

No. 1258.

Sir,

Since writing last on the 28th May, I have received despatches 639/41, dated 16th & 29th April & 2nd June,- also your letters of 1st & 5th May & 2nd June.

2. The presence on this side of Mr.Gresham, Mr.Slaughter and Capt.Roberts has afforded opportunities of discussing with them many matters concerning the Company's business, and for that reason it will not be necessary to deal in such detail with your letters under acknowledgment as would otherwise be the case.

3. 639/2. A cable was sent you on the 9th June, reading as follows:-

"Referring to C.P.Peters's tender wool
"shed we are anxious to avoid heavy proposed
"excavation outlay it would be an advantage to
"raise floor on concrete pillars lower side to
"extent required so provide sheep shelter under.
"Send by first mail C.P.Peters's suggestion and
"sketch to this end. Do nothing meanwhile."

The above speaks for itself and we will now await Mr.Peters's suggestions in reply.

4. 639/3
641/14. Your account on the "heaving down" of the "GWENDOLIN" and the condition of the vessel has been gone into fully with Capt.Roberts. It is realised that the damage to the false keel may have occurred years ago. This fact, and the report given, again goes to prove that it is

A.W.N.Vincent, Esq.,
Acting Manager,
Port Stanley.

practically impossible to ever properly sight the bottom of a vessel of her size in the existing circumstances in Stanley. Nothing could emphasize more strongly the urgent necessity of a slipway than this case.

5. 639/4. The attention of the Admiralty has been called to the matter and their reply will be forwarded as soon as received.

Copies of letters from the Admiralty as under are enclosed:-

Dated 9th June. Replying to your question 638/22 as to the Calibration Tables.

,, 25th June. re Leather Hose - asking for sketch shewing connections, and enquiring if standard canvas hose would not be equally suitable.

Please forward to me your replies and the information asked for.

6. 639/5. The tracings of sundry Company's camps, surveyed, are to hand and will prove useful for reference.

7. 639/6. The Board readily agrees to giving up 4½ acres of the Dairy Paddock, instead of 4 acres as originally suggested, for the purpose of the Stanley water supply scheme.

8. 639/7
641/9. Capt.Roberts has been authorised to engage a certificated mate for the "FALKLAND". It has also been decided that in view of incidents which occurred recently when the "FALKLAND" was at sea, whereby the vessel's safely was imperiled, that Chief Engineer Craig must be given notice and his agreement terminated under clause 6. If the man accepts the position and is prepared to clear out at once by the "LAGARTO" you are authorised to provide him with a passage home. Instructions with regard to this matter will be cabled you in plenty of time before the vessel arrives in Stanley so that Peters can be on the spot to take over. The new Chief Engineer will follow later.

9. 640/2. The further photographs and reports of the Bodie Bridge work have been studied with the closest interest. The excellent progress made reflects great credit on all concerned.

Mr.Peters's drawing and indent for materials in connection with the Findlay Creek bridge, enclosed with the Acting Camp Manager's letter of 14th May, 1925,- are to hand and approved. Advice will shortly be sent you as to whether the timber and materials will be ordered from Punta Arenas or home.

10. 640/3. Re Goose Green Factory Chimney Stack, - noted and approved.

11. 641/4. Please carefully note that the purchase of lubricating oil in Punta Arenas, expect in an emergency, is strongly disapproved.of. With every engine, marine or stationary, without exception, sent to Stanley the makers special instruction book has been supplied and therein will be found stated what oil is best. The responsibility of indenting for and stocking the particular grade and, what is equally important, seeing that no other is supplied for any engine rests with you in Stanley. The importance of this is a matter which cannot be too strongly emphasised.

12. 641/5. The apprenticing of Dickson is noted. You have however not stated what arrangement, if any, has been come to with Crawford. Please send a copy of the apprenticeship agreement.

13. 641/11 The news contained in the despatch and in your letter of the 5th May to the effect that bunkering contracts with the whalers had been cancelled to the extent of 1124 tons on the payment of 4/- per ton came as a great shock. It is a disastrous blunder for which no good reason is forthcoming. Not only will the company loose the profit it should have made, but our hands will be greatly tied in treating with the P.S.N.C. for future outward vessels as the offer of the coal tonnage was a considerable inducement to them to put on boats for Stanley. To say that the undelivered

quantity will be sold at a bigger profit than would have been the case is quite beside the point as all arrangements had been made to replenish your stocks immediately the whalers had cleared and you would then have been able to secure the sales referred to. These arrangements have since been cancelled. However, Mr.Gresham is conversant with the Board's views on this matter and nothing further need be said here.

14. 641/12. "Kelp's" boiler - Remarks are noted.

15. 641/15. It is understood from your remarks that Mr.Barton will not be leaving until the winter of 1926. In that case there will be ample time to find a successor. Meanwhile I can say that Mr.Alec Moir's application has been considered, but the Board desires, if possible, to find a man who has had experience outside the Islands.

16. 641/17. If any definite offer for surplus sheep is forthcoming from Menendez, please advise us promptly though it is considered that the Company will have very few indeed available for sale.

17. In response to an appeal from Sir John Middleton for subscriptions for the Bishop Stirling Memorial, I have the pleasure to advise you that the Board has sanctioned a contribution from the Company of one hundred guineas. Cable instructions as to this are being sent you.

18. The assistant storekeeper, Mr.McMath Wilson, is going out by this opportunity, and a copy of the agreement entered into with him will be found herewith.

Yours faithfully,

E. A. Grant

Managing Director.

19. A cable is being sent you advising that 20 rams for the Company have been purchased in Kent for Shipment per "Loreto" on 28th August, and that we are negotiating with New Zealand for 20 more from that colony for Oct/Nov. shipment.

PRECIS OF DESPATCH NO. 1259 PER "LORETO" 25TH AUGUST, 1925.

1 Nothing to Acknowledge.

2 "Gwendolin" - seriously damaged in heavy gales - refers to cable advice.
Underwriters agree to perishable stores being auctioned.
Commissioning of "Falkland" not approved.
Repairs to be expedited.
"Shamrock" to be chartered for urgent stores, but must not carry wool.

3 J.C.Craig - Chief Engineer "Falkland" - to be discharged.
J.W.Parker appointed in his place.
Certificated Mate and Chief Steward being sent "Oropesa" 8th October.

4 Two Shepherds Houses shipped this opportunity.

5 Oil Fuel Depot - Gear to be used in case of necessity to be provided by Admiralty.

6 20 Rams and a Bull shipped "Loreto".

7 Sheep from New Zealand under Governor's scheme.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per "LORETO"

No. 1259.

25th August, 1925.

Dear Sir,

Since the date of my last despatch no mail from you has been received.

2. Your cable of the 6th instant, advising that the "Gwendolin" had suffered serious damage in a heavy gale and that repairs would take two months to complete came as somewhat of a shock. It was at once realized that such an accident could not have occurred at a more unfortunate time having regard to the fact that the "Falkland" is laid up and that both Mr. Gresham and the Marine Superintendent are not on the spot to supervise repairs.

Your message merely stated "seriously damaged", no indication being given as to whether the hull or top gear was particularly concerned, and it was not clear whether the vessel had been blown ashore or not. I accordingly cabled you to telegraph an <u>outline</u> of the damage. Your reply of the 16th instant came to hand, giving very full details, and it was then realized what a serious ordeal the vessel had gone through.

£11.2.11 only
£7.9. 9 other matters

For your future guidance, I would here mention that all that was asked for was an outline,- or summary,- of the damage, and it was not necessary to go to the expense of a cable costing £17 to give such details as your second message contained.

Your written report must still be awaited before the date of the occurrence is known and where the stranding, referred to in your second message, took place.

A.W.N.Vincent, Esq.,
Acting Manager,
Port Stanley.

From the messages since sent you (see confirmations herewith) you will have understood that the Underwriters have assented to perishable goods being auctioned promptly, and that the suggestion to put the "Falkland" in commission with Walsh in charge is not approved.

You will also have gathered that the repairs to the vessel must be expedited as much as possible, but that it is not desirable to stop the work of erecting the Marine Superintendent's house.

Also, in order to meet any really urgent case of shortage of stores, the "Shamrock",- or other vessel,- could be chartered, but that all wool inwards to Stanley must be kept for the Company's vessels.

Instructions are being cabled you to see that all the repair work is done in the best possible way and with the best material available. It will be necessary for you to impress this strongly on Mr. Biggs, who,I presume,is in charge of the job.

3. Capt. Roberts having reported that J.C.Craig - Engineer of the "Falkland" - was found by him drunk on duty, at sea, it has been decided to discharge him under clause 6 of his agreement. Instructions were therefore sent you on the 12th instant to terminate his agreement accordingly and before doing so to see that Mr.Peters was in Stanley to take over the "Falkland" from him. It is hoped you were able to get Craig away by the "Lagarto". Mr. J.W.Parker, who has been approved by Capt. Roberts, has been appointed in his place and is going out by this opportunity. A certificated Mate will be sent by the "Oropesa" as well as a Steward.

4. By this vessel - the "Loreto" - shepherds houses for Congo and the Estancia are being shipped. Duplicate copies of the erecting plans and instructions are enclosed. Every package has been carefully marked Congo, or Estancia, and it will be necessary for you to see that great care is exercised

in sorting them and forwarding them complete to their respective destinations.

5. Enclosed please find copy of a letter from the Admiralty, dated 27th July, agreeing to provide gear referred to in theirs of 5th June, 1924, and giving instructions as to certain precautions to be taken for the care of the property. Please advise me that these have been duly noted and will receive attention.

6. By this steamer the following live stock is being forwarded:-

20 Romney Rams for the Company.

1 Aberdeen Angus Bull for Mr. George Bonner.

The relative Veterinary Certificates for the above, and the export pedigree certificates for the rams, are enclosed.

7. Referring to your cable of 18th July, please convey to His Excellency, the Governor, the Board's thanks and appreciation for his offer to ask the New Zealand Government to allow Mr. Munro to select sheep for importation to the Colony direct from New Zealand for the various farmers requiring them. Also, explain to him that so far as the Company is concerned, at the time when this message came to hand, instructions had already been given the New Zealand Loan & Mercantile Agency Co. Ltd. of Wellington, N.Z. to purchase 20 Romney Stud Rams and that confirmation of this purchase has since been received.

On receipt of your cable a copy was forwarded immediately to all the Falkland farmers on this side, but it was not until the 13th instant that I was able to advise you of their requirements. The confirmation of that cable, enclosed, will give you full details. If arrangements are concluded for the direct shipment of these sheep from New Zealand, please do not omit to send me the earliest possible advice so that the New Zealand Loan & Mercantile Agency can be instructed to forward the Company's twenty by the same opportunity.

Yours faithfully,

E. B. Goddard

Managing Director.

Ludwig

PRECIS OF DESPATCH NO. 1260 PER "ORN II", DATED 17TH SEPTEMBER, 1925.

1 Acknowledges No. 642.

2 Re consignments of Hides.

3 Block 5 - amended annual payment to the Government of £587. 1. 10.

4 "Gwendolin" - repairs to. Only best material and workmanship must be employed. Oak and yellow pine being shipped in "Oropesa".

Carpenters - trouble with. Difficulty of securing substitutes.

5 Bodie Creek Bridge. - Gratuity to Peters and Crawford of £100 and £50 respectively.

Green "Bowranite" paint to be used.

Bridge over Findlay Creek - Steel girder work being sent instead of timber indented for.

6 Oil Fuel Depot. - Copy of letter from Admiralty dated 1st September, advising that cowl for funnel of the boiler is being supplied.

7 Delivery of outward cargoes. Non-delivery of Rails for Shaw Press for Hill Cove and Chartres. Claim to be rendered at once for all short delivered goods ex P.S.N.C.steamers.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 17th September, 1925

Per Whaler "ORN II".

No. 1260.

Dear Sir,

Advice has only been received this morning that a mail, closing to-night at 6 p.m., will be despatched by the "ORN II" direct to Port Stanley. This is therefore necessarily but a brief letter.

Since writing you last I have received your despatch No.642 of the 14th July.

2. 642.2. The circular issued in Stanley to the clients on the subject of Hides misses the real point of the matter. It is this. If, for instance, a station forwards a parcel of, say, 8/15 Hides it is invariably the case that they are of varying weights; there will probably be some light, some medium and some heavy. As explained many times in past despatches, as the trade is conducted here, buyers will not look at such small parcels; they buy lots of a dozen each of the average weight required. It follows therefore that in order to realise the smaller consignments from the Falklands, our Brokers are compelled to throw them together and sort them in lots of a dozen. It is impossible to remark and weigh each Hide so sorted and, consequently, to account with absolute accuracy for each consignment. You will see from this explanation that the obliteration of the marks, referred to in your circular letter, is not the only real difficulty.

3. 642.5. Note has been taken that the amended amount payable annually to the Government in respect of Block 5, Port Louis, is £587. 1. 10.

A.W.N.Vincent, Esq.,
Acting Manager,
Port Stanley.

4. 642.6. Your further account of the work done to the "Gwendolin" is noted.

A cable was sent you on the 28th August,- copy enclosed,- instructing you that only the best materials and workmanship must be employed in repairing the vessel. Since that date your message of the 1st instant has come to hand asking for certain oak and yellow pine required for the purpose. This is all being shipped in the "Oropesa", sailing on the 8th October.

The trouble which has arisen with the carpenters, reported in your cable of the 8th instant,- coming as it does at a time when they are so much needed,- is most unfortunate. It will be very difficult,- besides being costly in the matter of passage money,- to secure substitutes here, as they have no difficulty whatever in finding employment at 1/9d a hour. Furthermore the "Oropesa" passage accommodation is quite full, and it would mean paying a fare of £43 each to send them out in the following cargo boat. It is hoped that on Mr.Gresham's arrival he may be able to smooth matters over.

5. 642.10. Mr. Peters's report of the 20th June,- together with the photographs,- has come to hand. The practical completion of this work is a matter of considerable gratification to the Board, and I have the pleasure to advise you that at the last Meeting it was decided to recognise the excellent work which has been done by Peters and Crawford by granting them a gratuity of £100 and £50 respectively. Please advise them both accordingly.

Nothing better than the green "Bowranite" bitumous paint could be used on the bridge. The quantities asked for, to replace that taken from the supplies sent for the Wool Shed, will be shipped to you in the "Oropesa".

Also, please note in connection with the bridge over the Findlay Creek, it has been decided to send as much as possible of the material required in steel girder work instead of

the timber indented for. Shipment will be effected by the cargo vessel leaving at the end of November.

6. Enclosed please find copy of letter from the Admiralty, dated 1st September, advising that the cowl for the funnel of the boiler at the Oil Fuel Depot is being supplied, and containing the request that you will arrange for it to be fitted.

Yours faithfully,

E. B. Goodwin.

Managing Director.

7. I regret to say that there is still a lamentable amount of slackness in Stanley in connection with the delivery of outward cargoes. The following is a case in point. - By the "Lagarto", arrived Stanley March 26th, two Shaw Wool Presses were shipped, one for Hill Cove and the other for Chartres. It was not until Mr. Luxton arrived here in July that we learned that an essential package in each case, containing the rails had not reached its destination. We accordingly cabled you on the 16th July enquiring if these had been landed ex the Pacific Steamer, and we received your reply a few days later to the effect that they had not and that the ship's receipt had been endorsed to that effect. Two flagrant shortcomings are to be noted in this connection. Firstly, no trouble seems to have been taken when the goods were forwarded to Hill Cove and Chartres respectively to advise the consignees that an essential and important part of their machinery had not come to hand and they were consequently left to find it out for themselves. Secondly, although on your admission the shortage was noted on the receipt when the vessel discharged in March, no claim whatever appears to have been rendered from the Stanley Office. It has before been emphasized that where there is no question of the cargo being

short delivered from the P.S.N.C. steamer,- and more especially if it be noted on the receipt,- a claim should be rendered at once, and on no account should you,- as in the past has been the practice,- wait for short delivered goods to be returned to Stanley after being carried round the South American coast. Mr. Gresham's attention has been called to this matter, which is recorded here for future guidance.

C.H.G.

Indexed

PRECIS OF DESPATCH NO.1261, DATED 7th OCTOBER, per s.s. "OROPESA".

1 Nothing to acknowledge.

2 Most matters discussed with Colonial Manager in London.

3 Leave of staff.

4 Necessary to effect improvement in tallying of cargo.

5 Upkeep of Plant - Proper oil for each particular engine only to be used.

6 Slipway in Stanley - States Board's views.

7 Returns Mr. Peter's drawing of proposed bridge at Findlay Creek.
W.Bain'& Co' s blue print of accepted design of iron construction attached.

8 "Lady Elizabeth". - If coal contracts with Whalers renewed, anchor cable, etc. will be sent.

9 Order placed with Mr. Conor O'Brien for boat for Islands. Hope to deliver by 1st May.

10 Gives list of Farm Labourers sailing "Oropesa".
No carpenters engaged.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 7th October, 1925

Per "OROPESA".

No. 1261.

Dear Sir,

I have no despatches to acknowledge by this opportunity.

2. As most matters concerning the business of the Company have been the subject of discussion with you whilst in England, there is little more that needs to be said here.

3. It is, however, important to record that this year's precedent, whereby you have been absent from Stanley on leave at the same time as the heads of all departments, is one that must be avoided in future. The Board cannot help feeling that the most unfortunate cancelment of coal contracts, the disaster to the "Gwendolin", and the labour unrest recently reported by cable, are troubles which would not have arisen, or at least would have been lessened, had you or Captain Roberts been on the spot. It is essential therefore that in future you should bear this in mind in making arrangements for leave for yourself and staff.

4. The great necessity of your steadily effecting some improvement in the system of tallying, at ship's side, the large quantities of valuable shipments of stores by the P.S.N.C. vessels, has been repeatedly emphasized and need only be referred to here.

5. As you are aware, during the last two or three years, a variety of up-to-date machinery, such as marine engines, winches, pumps, etc., representing a considerable outlay, has been supplied for the more efficient working of the Company's business, and these should result in economies being effected.

H.H.R.Gresham, Esq.,

Manager,

Port Stanley.

In connection therewith, losses have been sustained and damage done through want of experience and appreciation of the vital importance of using only the proper oil for each particular engine. You should make it your business to see that a record of all these requirements is kept in Stanley and take such steps as will ensure that the right oil alone is issued. The proper organization of this matter calls for your attention.

6. At your meeting with the Board you were informed as to its views on the question of a slipway in Stanley, the urgent necessity of which has again been brought home very forcibly in the case of the accident to the "Gwendolin".

Since the dropping of the scheme proposed by Sir John Middleton,- through the abandonment of the idea by the Discovery Committee,- nothing further has been heard. Hope was entertained that one of the Whaling,- or some other Company,-would have been sufficiently interested to take the matter up, but apparently such was not the case.

When discussing the question on any future occasion with the Governor, please make it clear that if he is at any time agreeable to sell the site, surveyed by Captain Roberts, opposite the Narrows, the Company would still be prepared to embark on the scheme if permitted to do so free from conditions as to the immediate erection of shops and repair plant, etc. These would be supplied as necessity arose. The Company would take all responsibility for the construction of a slipway,- which would be of a capacity to take the "Falkland" or two whalers,- but could not carry out the project if it was to be subject to the approval of any outside authority, as in that event the limits of expenditure could not be gauged.

7. Referring to your cable of the 29th September, I return herewith Mr. Peters's drawing of the proposed bridge over Findlay Creek. Attached thereto will be found Messrs. W.Bain & Co's blue print of the design accepted for an iron

construction throughout. The galvanized iron spikes and rails for fixing the decking and shuttering will be sent from here by next cargo boat, and it is left to you to order from Punta Arenas by the first P.S.N.C. direct wool boat the timber for decking and shuttering and any other material required.

8. As verbally informed you, it has been decided to supply,-subject to the coal contracts with Whalers being renewed,- the anchor cable, chain, windlass, winch and donkey boiler required to make the "Lady Elizabeth" an efficient coaling hulk, and every effort will be made to get the whole shipped by the "Bogota" sailing 28th November.

9. You are also aware that a contract has been placed with Mr. Conor O'Brien for the sailing boat, with auxiliary power, for use around Speedwell and the other Islands. The latest advices received from him are to the effect that he hopes to obtain delivery of the vessel in March and will do his best to arrive in Stanley by the 1st May.

10. The following is a list of men with whom agreements (enclosed) have been concluded for work on the Farms.

From Somerset.	From Berkshire.
Bertie Miller.	H.H.Hessey.
Christopher Hawkins.	Richard Wallin.
Walter Sandy.	Charles Brown.
D.W.J.Rogers.	James Plumb.
A.S.K.Heathman.	Henry Hunt.
T.G.White.	Joseph Prior.
B.F.J.Oaten.	Stanley Fulbrook.
Herbert Stuckey.	Fred Westall.

The above are all sailing in the "Oropesa".

It has not been possible to secure any carpenters in time for this vessel.

Yours faithfully,

E. R. Gonzalez.

Managing Director.

11. Enclosed please find copy of agreement with David Wiley and Charles E.Aiken, First Mate and Steward respectively for the s.s. "FALKLAND". These men have sailed in the "OROPESA".

12. Referring to remarks in para.7., attached is the specification of the material to be supplied with the iron work.

Enclosures via Liverpool.

ORIGINALS.

1 Copy of Cablegrams sent dated 30th Sept. & 1st Oct.

2 Copy of Cablegrams received dated 19th Sept.(2) & 2nd Oct.

3 Average prices Wool sold at Public Auction on the 18th, 22nd, 28th Sept. & 6th October.

4 Du Croz Doxat & Co's priced Wool sale catalogue of 18th, 28th Sept. & 6th October.

5 Jacomb Hoare & Co's priced Wool sale catalogue of 22nd September.

6 P.S.N.Co's sailing lists No. 19.

7 Brokers' report of Club 113 bales Wool ex "Lobos".

8 David Wiley's Agreement dated 18th Sept. - Mate s.s."Falkland"

9 Charles E.Aiken's Agreement dated 21st Aug.- Steward do.

10 Agreements as follows :-

H.H.Hessey	Farm Labourer
Bertie Miller	,,
C.Hawkins	,,
Walter Sandy	,,
Donald H.J.Rogers	,,
Albert S.K.Heathman	,,
Thomas G.White	,,
Herbert Stuckey	,,
Richard Wallin	,,
Charles Brown	,,
James Plumb	,,
Henry Hunt	,,
Joseph Prior	,,
Stanley Fulbrook	,,
Fred.Westall	,,
Benjamin J.F.Oaten	,,
Henry Nunn	Motor Mechanic

11 Account Current dated 7th October and vouchers.

12 Remarks on Accounts.

13 Remarks on Stores.

14 Copy of letter to T.G.Slaughter dated 7th October.

15 Second Mortgage dated 19th January, 1923 (Grant No.29) Mary Catherine Hardy to F.I.Co.Ltd. for £334. 8. 3.

16. Mr.C.P.Peters's Plan of Proposed Bridge over Findlay Creek, also plan of Masonry Piers.

17 Wm.Bain's Blue Print of Steelwork for Bridge over Findlay Creek.

18 "Kelvin" Engine Pamphlet on running & repairs also catalogue of spare parts &c.

19 Mr. E.G.Creece's Agreement dated 7th October, 1925 - Chief Storekeeper.

LONDON, 7th October, 1925.

Under.

23

PRECIS OF DESPATCH NO. 1262 PER "BOGOTA, DATED 30TH NOVEMBER, 1925.

1 Acknowledges No.643 & 644.

2 Marine Superintendent's House - Bath and Copper sent.

3 Rail Switches &c. for Goose Green sent per "Lagarto".

4 Oil Fuel Depot - Documents sent to Admiralty.

5 Bonus to Employees.

6 Sheep from New Zealand - Shipment in January.
Next year's supply.

7 "Gwendolin" - Stranding Claims.

8 "Kelp's" boiler - Report received.
Awaiting next Despatch.

9 P.McPherson - Action approved.

10 J.C.Craig - Question of coal bonus due.

11 Apprenticeship Agreement with Dickson, Mason's assistant, approved.
Asks if same plan can be followed with Carpenters.

12
12 Whalers Coal Contracts - re those cancelled.
Future contracts unlikely to be obtained.
Equipment for "Lady Elizabeth" not being sent.
Uncertain if cable still necessary.

13 Exchange of land with Government - Conveyance of 4.6 acres of Dairy Paddock executed and returned.

14 Oil Fuel Depot - Encloses copy of letters from Admiralty re equipment.

15 Findlay Creek Bridge - Iron material shipped this opportunity.

16 Encloses Certificates re 5 Galloway Bulls per "Bogota".

17 "Falkland"&"Gwendolin" Accounts - Asks for Summary of expenses, etc.
Shipping Federation Book sent.
Employment of "Falkland" when not collecting Wool, etc. - Sending of with sheep to Gallegos and loading timber at Punta for sale direct to clients.
Re supply of accumulators to "Falkland".

18 "Falkland" Boiler Survey to be carried out in Stanley.

19 Contract with P.S.N.C. for carrying produce renewed at last year's rates.

20 Goose Green Wool Shed. Contractors' tender of £2200 for eredtion accepted.

21 Press parts short landed. No reference made thereto.

22 Tallying - Irregularities in dealing with shipments.
Suggests putting Assistant Storekeeper in charge of work.
Specifications of Wool incomplete.

23 Iron Gates, for sale and farm, being shipped this mail.

24 Wool Market.

25 Suit of sails for "Gwendolin" shipped.

26 Ford Lorry for Stanley Store shipped.

25

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 30th November, 1925.

Per "BOGOTA".

No. 1262.

Dear Sir,

Since writing last on the 7th October I have to acknowledge the receipt of despatches Nos. 643 and 644 of 3rd September and 8th October respectively.

2. 643.2. 644.6. The progress made with the erection of the Marine Superintendent's house is noted with satisfaction. By this opportunity a bath and heating copper for same is being shipped. Until the Stanley water supply scheme is an accomplished fact, it is useless installing a circulating and heating outfit.

3. 643. 3. The switches and crossings for the Goose Green rail from jetty to shed, having been shipped by the "Lagarto", were actually in Stanley when you wrote, although, of course, you could hardly be aware of this at the time.

4. 643.4. 644.2. The enclosures with your letter have been duly forwarded to the Admiralty. Mr. Peters's dimensioned sketch of the hose connections has also been forwarded.

5. 643.6. In your Summary of Instructions re payment of Bonus, there is an ambiguity in connection with 1109.3 and the letter to the Camp Manager of the 12th October, 1916 which should be at once rectified. Please note that instructions as given in 1109.3 must be strictly adhered to and the letter of 12th October, 1916 to the Camp Manager cancelled. The remarks in this letter were dealing only with three special cases of old employees who, in consequence of their contract work time not being counted, had worked less than 180 days.

H.H.R.Gresham, Esq.,

Manager,

Port Stanley.

It was quite wrong to have stated therein that the 180 day rule applied only to Stanley men.

As has been previously stated, the Board's view in this matter is simply this. - When the accounts for the past year are made up and a good result indicated, the Bonus has been gratuitously granted to all those in the Company's employ who in that particular year have by their efforts contributed to such result. It follows that it is obviously absurd to say that any one who may have only served the Company for two or three months can have contributed to the results, and for that reason the 180 day rule was made.

6. 643.9.17. From advices received from the New Zealand Loan & Mercantile Agency Co., Ltd., and interviews with Messrs. Shaw Savill & Co., we learn that the 300 sheep ordered by the Government are to be shipped from New Zealand,- together with twenty for ourselves,- by a steamer leaving in January. We were somewhat surprised to hear from Shaw Savill & Co. that the freight has been quoted at £10 per head, although £5 each was the figure previously indicated. Your advices on this point will be awaited with interest.

Note has been taken that the Government wish to arrange for another direct shipment from New Zealand next year.

It is somewhat early yet for farmers to come to a decision as to their requirements next year, and it is very probable they may wish to see how those now being shipped turn out. We will, however, keep the matter in view and advise you as soon as possible.

7. 643.10. From your accounts of the "Gwendolin" s stranding and subsequent experience in the hurricane, it is evident the schooner came very near to being totally lost.

It was singularly unfortunate that the damage to the exhaust pipe rendered the engine useless at the critical moment and this fact suggests the question - Why was not the alteration made to the exhaust pipe immediately after the warning given on the trial trip referred to? Possibly had

this been done then the heavy loss which will arise through the vessel being out of commission might have been avoided. Copies of letters exchanged with Messrs. Thornycroft on the subject are enclosed for the information of Mr.Peters, and in the usual case of sundries being shipped will be found the screw down valve they recommend should be fitted.

The various documents in connection with the insurance claims are to hand and have been laid before the Average Adjusters, Messrs. Hogg, Lindley & Co. There is still much further information required by them and this is particularised in their letter of the 9th November to Messrs. Glanvill, Enthoven & Co., a copy of which is enclosed. Please supply details asked for as soon as possible.

8. 643.12. The Engineer's report on the "Kelp" s boiler is to hand and noted. Your subsequent cable of the 14th November has also been received asking that nothing should be done in the matter pending the receipt of your next despatch.

9. 643.13. Your action in the matter of the sale of the half acre lot to P.McPherson is approved.

10. 643.14. J.C.Craig, late Engineer of the "Falkland", is home. He called recently and raised a question of about £9 being owing to him in respect of coal bonus, under an arrangement made by Capt. Roberts. Please advise as to the position.

11. 644.4. 8. The apprenticeship agreement entered into with Dickson, the Mason's assistant, is quite in order. Can not this plan be followed in respect of suitable young men anxious to qualify as carpenters? There is no prospect at present of sending you carpenters from here at your rates of pay.

12. 644.5. We cannot imagine why you should suppose the Board would show the slightest disposition to cancel contracts yielding about 10/- to 12/6 per ton for a consideration of 4/- per ton, particularly when the coal had been especially shipped to meet them. From your coal statement it is evident that the alternative sales anticipated have not

materialised, and there is every prospect of your having to carry the stock for some considerable time. We could have replaced the same coal to-day at 6/- per ton cheaper!

Following my remarks,- 1261.8,- I am sorry to say that it now appears likely that we shall lose this business altogether. Messrs. Lambert Bros. letter of 13th October, copy enclosed, reports that all the Whaling Companies have this year made arrangements to get bunker coal delivered to their vessels in the South Shetlands. In view of this the equipment for the "Lady Elizabeth", consisting of a new 2¼" cable, windlass, winch and donkey boiler, has not been ordered. At the same time I am a little uncertain as to whether Capt. Roberts considers that the cable is still necessary, notwithstanding the fact that the factory steamers will not be going alongside the hulk. Please advise as to this.

Must have heavy cable to fall back on, until he knows on deal on more as req^d for Belmont

13. 644.9. Your remarks are noted and the Crown Grants in respect of

a. Darwin & Port Sussex Reserves

b. 1111.4 acres (part of Lot 5)

are to hand.

The Conveyance to the Government of 4.6 acres of the Dairy Paddock, duly executed, is returned herewith.

14. Your attention is drawn to copies of letters from the Admiralty as under :-

24th Oct.1925.	Advising that two 10" cast iron flanged bends and junctions have been ordered and are intended as spares.
25th Nov.1925.	Relative to a new type of apparatus being sent for the purpose of taking samples of oil.

15. The whole of the iron material for the Findlay Creek Bridge is being shipped by this opportunity. In connection therewith I send blue print No. B/6859, shipping specification, shop material list and a copy of Messrs. Wm.Bain & Co's erection notes.

16. Enclosed please find copy of Mr. Gourlay's certificate relative to the ear marks of the five Galloway Bulls being shipped per "Bogota". Veterinary certificate is also attached.

17. With the closed accounts of the "Falkland,- and "Gwendolin",- to the 31st October, please forward a summary of all expenses for the year showing separately wages and overtime. Also, a detailed schedule of the cost per day of running the vessels.

For your information, and that of Capt. Roberts, I enclose the Shipping Federation Book giving present rates of pay for all hands and also,- on page 127,- the regulations now in force with regard to the discontinuance of overtime to crew for working cargo. Your special attention is drawn to this and to the fact that where equivalent time off can be granted no overtime is now paid.

We fear that having regard to the fact thatthe "Falkland" will have been laid up from 25th May to, say, 4th November - 5 1/3 months, the results of the years running will show a considerable debit. It will be obvious to you that it is very important to if possible find some employment for the steamer apart from the collection of wool, even if she is run at freights that will do little more than make good outgoing standing charges. As was made clear in our several discussions on this subject, after as much wool as possible has been collected for shipment by the second direct wool boat home,- the "Magellan",- sailing from Stanley about 5th March, there is really no hurry whatever to collect and despatch the remainder, as it would only fall into the July sales which, experience has shown, are not the best for sellers.

The question is therefore being considered of sending the "Falkland" say two trips to Swifts at Gallegos, or San Julian, with, if possible, 1500 wethers each trip as an experiment to see what the results will be.

Timber loading homewards in respect of these trips could, we assume, only be entertained in regard to the final trip with sheep. After they are discharged there would appear to be no reason why the sheep fittings could not be taken down and timber loaded at Punta Arenas.

From time to time reports have reached us of timber being shipped by schooners from Punta Arenas direct to Stations. This is a business which might well offer employment to the "Falkland",- after the wool has been collected,- and we would ask you to give the matter serious consideration. It might be good policy for us to specialise in these timber shipments at a fairly close price and arrange to deliver direct to stations on the steamer's homeward voyage to Stanley. After all we cannot compel clients to buy ex our Store and if by offering them cheap timber, delivered direct, we secure the "Falkland" additional employment, it will be "grist to the mill".

When Capt. Roberts was here the question of supplying the "Falkland" with accumulators was discussed. The matter has been fully considered and it seems very doubtful, having regard to the long period when the vessel will be idle each year, whether the outlay is justified. One for 20 lamps would cost £138. 10. 0 f.o.b., and a 40 lamp outfit, about £200. However, if Capt. Roberts will send a close estimate of the savings he considers would be effected by the installation proposed, the matter can be finally decided.

18. Copy of correspondence exchanged with Lloyds Register of Shipping with reference to the Survey of the "Falkland" boilers is enclosed and calls for your attention. It is fortunate that assent has been given to carry out the Survey in Stanley.

19. The contract with the Pacific Company for the conveyance of produce homewards during the twelve months from 1st December, 1925 has been renewed at last years rates, viz :-

Wool & Skins	£5.7.6. per 1000 Kilos or 36/- per ton of 40 cu.ft.
Tallow	£5.7.6. per 1000 Kilos.
Hides	£5.7.6. per 1000 Kilos.

Clients should be notified of the above and informed that these rates are guaranteed to them subject to their giving the Company's coastwise service their exclusive support during the period mentioned.

20. On receipt of your cable of the 23rd November to the effect that excavations were absolutely necessary in connection with the erection of the wool shed at Goose Green and that you recommended accepting Peters & Crawfords reduced tender of £2200, to include everything, a message was sent enquiring if it was distinctly understood that, in the event of acceptance, the contractors would be off the usual regular pay. It was concluded that this would naturally follow, but it was desirable to have the point clear. Your cable of the 28th ultimo confirmed this and authority was at once telegraphed you to accept.

21. Referring to 1260 par.7, I would point out that although the short delivery of important press parts was the subject of an exchange of cables in July last, there has so far been no reference to the matter in any communication from Stanley received to date.

22. The copy of the letter to the Pacific Company from your office, dated 18th July last, with reference to the discrepancies in the tallying of wool shipped per "Ballena" 27/2/25, has been read with much astonishment. It discloses irregularities in dealing with the shipments with which it would probably be impossible to find a parallel. The follow- is stated therein:-

"The facts are as follows - In order to cause as little "delay as possible the Bs/lading were made out prior "to the arrival of the "Ballena", based on the figures "of the inward tally from our coasting vessel, the "Falkland", but when the tallies into your vessel were "examined a large number of discrepancies were found. "The Bs/lading were therefore altered to conform with "the new tally, giving a shipment of 2006 b/s Wool & Skins.

"From your letter, however, it would appear that only "1988 bales turned out on arrival, and taking into "consideration the fact that your tally-clerks counted "only 10 bales less than ours, viz. 1966, it seems that "both tallies must have been incorrect".

"With regard to the annotation of B/Lading No.22 - "10 bales short in dispute"- it is the custom of the Port "to take the Agents' figures and clause the B/Lading "shewing the largest quantity with the difference as shewn "by the ship.

"A careful record of the number of bales arriving in and "leaving Stanley is kept in this Office and when the "three main shipments are finished a comparative "statement is prepared. This year this document discloses "the fact that the figures of shipment, based on our outward "tallies, exceed the number brought to Stanley by 19 bales. "The conclusion that evinces itself from this fact is that "an error of 18 was made in the "Ballena" tallies and 1 in "a later shipment."

The whole procedure is absolutely wrong and, with the approach of the new season, calls for drastic alteration and radical improvement.

To make out Bills of Lading prior to the arrival of the outgoing steamer "in order to cause as little delay as possible" is an unheard of thing to do. Why should the Company's interests be placed second to those of the Steamship Company in this way? The utter uselessness of the tallies taken on the Company's behalf is emphasized throughout the above letter, and it would appear that the quantities so arrived at are very little better than lazy guesses on the part of those deputed to do the work.

On the admission made to the Pacific Company, how would it be possible for us to substantiate a claim for actual short delivery on the strength of these tallies? It would be sheer waste of time to do so. We must at all costs place ourselves in the position of being able to produce some one who is prepared to swear that he saw the stated number of bales put on board. Unless you have some better proposal to make we would suggest that you put this matter in the hands of Mr.McMath Wilson, the new Assistant Storekeeper, and make it worth his while. He is a "new broom" and as such is more likely to do the work thoroughly than those hitherto employed. He will, of course, require assistance, and if it is found that those deputed to help him are incapable of keeping a simple tally, they should be discharged from the Company's service as worthless and lazy.

You must bear in mind that at almost every wharf on the Thames, and in the London Docks, tallies are kept by ordinary working men, and all that is need is a rigid insistence on your part that the tallies must be kept accurately or dismissal will follow.

Always tallying are daily men in London

As regards the comparative statement rendered at the end of each year, referred to in your letter above quoted, what better evidence can you have of its worthlessness than the admission that the total shipments by the Pacific boats indicated 19 more bales than were brought into Stanley?

Apart from the question of tallying, there appears to be great slackness in seeing that complete specifications for all wool pressed,- even in the Company's sections,- are sent home. The following instances may be quoted :-

In 1922	W.C.	Specifn.	recd.	gave	448	B/s, whereas	454	B/s were sold
,, ,,	N.A.	,,	,,		910	,, ,,	913	,,
,, 1923	D.H.	,,	,,		702	,, ,,	703	,,
,, ,,	N.A.	,,	,,		918	,, ,,	920	,,
,, 1924	~~D.H.~~ N.A.	,,	,,		766	,, ,,	768	,,

In connection with the new season will you therefore please see that in future proper record is kept in Stanley of the total wool pressed at each section and that specifications for all are forwarded promptly; & against the record of bales pressed one shewing how that quantity has been shipped home, or otherwise accounted for.

A specimen form of the schedule required is enclosed, and a copy of your record compiled in this way must be sent to this office on completion of the season. The basis, or starting point, of this form you will observe is the total quantity of bales of each mark pressed and not the unreliable quantities said to have been shipped.

23. By this steamer you will receive 42 iron gates,- 10' x 3'6",- made by Hill & Smith of Brierley Hill, Staffs. A few can be retained in Stanley for sale and the remainder

should be distributed to all sections as soon as possible.

24. As you will gather from the Broker's circulars enclosed, the Wool Market remains fairly firm and has improved to the extent of 5%. The statements attached will give you the highest and average prices made for small parcels of Falkland Wools sold on the 30th November and 1st December.

25. By this opportunity we are sending you a complete suit of sails for the "Gwendolin". These have been made by Messrs. Cranfield & Carter of Burnham-on-Crouch, and we shall be glad to have Capt. Roberts's report on same in due course.

26. The 1-ton Ford Lorry, for use in connection with the Stanley Store, will reach you by this mail. A supply of spares as per invoice has been sent you with the car. Following Mr.Creece's request you will find that a driver's hood only is fitted, and it has been left for you to have made in Stanley the remainder of the overcarriage most suitable for conveying your goods. The makers instruction book detailing the oil and grease to be used has been sent and it is hardly necessary to point out the need for following exactly the directions therein given.

Yours faithfully,

E. N. Goulah.

Managing Director.

27. In continuation of paragraph 6, enclosed I send you copy of our letter of the 19th November to the Crown Agents relative to meeting Messrs. Dalgety & Co's draft to be drawn on them in payment for the sheep to be shipped from New Zealand.

28. With reference to insurance on Stores sent from Stanley coastwise, please note that a reduction has been obtained, to come into operation from the 1st January, whereby the rates will be 10s/- per cent. by the "Gwendolin" and 3s/4d per cent. by the "Falkland", in both cases F.P.A.

It has been the invariable custom in the past to cover our Stores F.P.A only, which means, as you will have gathered from the copies of policies, that Underwriters pay, of course, for total loss, or damage only when the vessel is stranded, sunk, burned or in collision. To cover against all risks would mean that a great number of separate rates would have to be agreed on all the various classes of cargo which we ship. On some, for instance, paints, oils, paraffin, fencing, the risk of salt water damage through bad weather alone is very small, whereas, many other things, such as groceries, glass, crockery, might easily be completely destroyed. It is very doubtful whether clients understand all this, and we think from time to time you should make the position quite clear to them. They should be informed that they are held covered F.P.A. only and that if they wish their interests covered against all risks it could be done at 25s/- per cent. provided they give you due notice and that the whole of the shipment is declared at that rate. The Underwriters would not give protection at this rate if only the more perishable goods are insured all risks and the rest F.P.A.

X Deck

29. As you will have doubtless already heard the Bank Rate was changed from 4 per cent. to 5 per cent. on the 3rd December.

GBG

PRECIS OF DESPATCH NO. 1263 PER S.S."OROPESA", DATED 6. 1. 26.

1 Acknowledges Nos. 645 & 646.

2 V.A.H.Biggs - Foreman Carpenter - retirement approved.

3 Outward cargo - delivery from P.S.N.C.vessels.
Shortage of rails for Hill Cove & Chartres.

4 Oil Fuel Depot - Admiralty being asked to supply ladders.

5 Hulk hire on produce not carried by Company's vessels -
Encloses statement of results of coastwise service.

6 Farm labourers - Crittenden & Willoughby did not sail - agreements to be destroyed.

7 "Oropesa" despatch.

8 "Kelp" - new boiler ordered.
Asks for statement of money received from passengers carried to and from P.S.N.C.vessels.

9 Falkland Islands Sheep Breeders Association.

10 Notes that repairs to "Gwendolin" will be pushed on.

11 Pebble Island Rams - no further losses noted.

12 "Falkland" - employment of.

13 Earthenware pipes for North Arm house will be shipped in February.

14 Rams from New Zealand - Crown Agents advise that freight will be £5 per head.

15 Lime - future shipments will be sent in best sacks only.

16 Sale of land to Dettleff - Conveyance will be signed and sealed at next Board.

17 Salaries of E.G.Creece & D.W.Roberts while on leave.

18 Clark - Speedwell Island - leave of absence granted - no passage money, no pay.

19 Surplus sheep not to be sold but boiled down.

20 Towage of barges from Punta Arenas - P.S.N.C. quotation not accepted - "Falkland" to tow.

21 Store hands - Calls for explanation of increase.

22 Oil Fuel Depot - Hose being sent.

23 Contracted to sell 800 tons of coal to Christensen.

The Falkland Islands Company, Limited.
(INCORPORATED BY ROYAL CHARTER 1851.)
REGISTERED 1902.
61, Gracechurch Street,
London, E.C.3.

Per S.S. "ORCPESA".
No. 1263.

6th January, 1926

Dear Sir,

I wrote you last on the 20th November, and have since received despatches Nos. 645 and 646, on the 12th and 28th ulto. respectively.

2. 645.2.
646.10.25. Your action in the matter of V.A.H.Biggs is approved. The reports sent confirm the views held here for some years past that he has not been "pulling his weight" and the change was unquestionably desirable. The particulars of his service are to hand and will be considered by the Board at its next meeting.

3. 645.4. Is it to be understood from Mr. Vincent's remarks that in the case of Clients' cargo no system has existed for checking the correct delivery from the P.S.N.C. vessels with the Bill of Lading and reporting at once any shortage there may be to the Client concerned? This is what appears to have happened in the case of the wool press rails for Hill Cove and Chartres per "Lagarto" N.22.c. In connection with that particular matter it is, by chance, noted from the copy of your letter to the P.S.N.C. dated 11th November, 1925, that these rails, after being carried round South America, were taken to Liverpool and finally landed in Stanley as long ago as the 2nd September last. This fact has never been reported in any of the several despatches written since that date. In view of all that has been written, and cabled, with regard to this matter, the importance of reporting the delivery and the disposal of the

H.H.R.Gresham, Esq.,
Manager,
Port Stanley.

rails should have been apparent. We have already deducted the amount of our claim for the shortage from the Pacific Company, and have advised them that should the rails ultimately turn up they must be sold for their account. Meanwhile, in the absence of any advice from you, we are quite in the dark as to what has become of the rails delivered in September? Surely they were not sent on to Hill Cove and Chartres where they would be useless in view of the fact that the original order has been duplicated by the "Loreto", sailed 26th August.

I do not know why it should be presumed that the instructions sent to forward all claims for short deliveries immediately they are ascertained to the Pacific Company direct should not apply to goods overcarried and reported as having been landed at Punta Arenas. To act otherwise is merely to encourage the Pacific Company to follow their practice of practically doing what they like with our cargo.

Take, for instance, the 349 coils of fencing wire etc. you report as short delivered in Stanley per "Loreto" 6th October being returned by the first wool steamer from Punta early January. Why should we wait four months for our goods to be returned? To do so without any protest is all wrong.

4. 645.6. Application has been made to the Admiralty to supply the ladders referred to.

5. 645.7. I regret that the question raised in 642.11 was overlooked when answering that despatch. The fixing of a rate for lighterage and shipping any produce brought into Stanley and landed at the Customs Shed is one to be settled by yourself, according to the circumstances. In the case of Sea Lion Island the Company cannot undertake to make periodical calls there, and it would therefore be unfair to penalise the owner in any way in connection with these charges.

With regard to all other stations the Company lays itself out to give the best service possible with the "Falkland" and the "Gwendolin", although these vessels are being run at a dead loss. It follows therefore that unless all stations give them their exclusive support the service cannot be maintained. You must give those who evidently think they can "run with the hare and hunt with the hounds", definitely to understand that if they ship produce by outside schooners neither of the Company's vessels will call at their port.

For your information when discussing this matter on some future occasion with the Governor, I enclose a statement showing the results to the Company of carrying on the coastwise service. From the figures you will see that it has left virtually no profit and has not even provided interest on capital employed.

As you are aware, our Hulkage and Lighterage Account too,- when necessary renewals are taken into account,- has been run at a loss, and this fact provides a good reason for not supplying these facilities at anything but a paying rate to those who do not give our vessels their custom. Certainly charge the £2. a ton on the San Carlos 23 barrels Tallow. The story of it having to be shipped because space in the shed was wanted strikes us as absurd. Had the Tallow been placed in the open it would not have suffered in the least in a climate like that of the Falklands.

6. 646.4. The two men, Crittenden and Willoughby, both withdrew at the last moment; their agreements can be destroyed.

7. 646.6. The quick despatch given the "Oropesa" will no doubt be appreciated, as it should be, by the Pacific Company. We should have been more interested to learn that it was not done at the expense of the careful checking of the outward cargo.

8. 646.7. All that you have written with regard to the "KELP", and the suggestion that she should be replaced by a

more powerful tug, in preference to re-boilering her, has been very fully considered. It was, of course, at once realised that with her pressure reduced from 140 lbs. to 95 lbs. she is not up to the work.

An epitome of the reports sent home from Stanley immediately after her delivery there has been taken, and a copy of same is enclosed. This provides ample proof that, after a special test,- towing the "Falkland",- she was found to be sufficiently powerful for all requirements.

Furthermore, if you will refer to past history, you will find that when no more salvage work was obtainable for the "Samson", the loss sustained in keeping her in commission in the years 1914/21 was £3381 and, with depreciation, £6181. The cry then was for a smaller and more economical tug.

A new vessel such as you suggest would cost here £5000, or delivered Stanley at least £5750. A new boiler, similar to the existing one, but built for 160 lbs instead of 140, costing £285 f.o.b. Glasgow, has therefore been ordered and will be ready for shipment early in March.

Notwithstanding the light specification of the "Kelp", she should certainly last eight to ten years longer in which case, say, £40 per annum, will write off the present outlay whereas, a new tug, at £5500, would entail yearly charges of £275 for interest and £385 for depreciation or, together, £660 per annum, to say nothing of the increased costs of running in every other respect, viz. insurance, coal, wages etc.

When the sailing date of the vessel taking the boiler is known, I will cable you. You will doubtless arrange for the old boiler to be removed and the tug made ready to receive the new one on arrival.

In addition to the increased pressure provided, the boiler ordered will be fitted with a dome. Experience has shown that this is a great advantage in saving steam, obviating

as it does the necessity of much priming, dry steam only being fed to the engines.

The plea for a larger tug on the grounds that any P.S.N.C. vessel may arrive with 250 to 300 people to be landed, will not be listened to for one moment. Such a case is only likely to occur once a year, and the Company is under no liability to provide more rapid means of landing than that afforded by its ordinary craft.

In this connection please forward a statement showing amount of money collected last year per each P.S.N.C. vessel for conveyance of people to or from the shore.

As regards the numbers to be carried by the "Kelp", Captain Roberts must decide what is a perfectly safe maximum and orders should be issued that on no account is the vessel to move with more.

9. 646.8. The account of the inauguration of the Falkland Islands Sheep Breeders Association has been read with interest. In connection therewith the following comments have to be made:-

As you are aware, the Board is anxious to support the Association in every way possible, but at the same time it regards the proposals as to its voting power and subscription as wholly incompatible and unreasonable. You are requested to lodge a protest to that effect. It should be pointed out that the Bye-laws, as outlined in Mr. Munro's Report, and provisionally adopted, were, we were given to understand by him, merely a copy of those in use in New Zealand. There, farms carrying anything in excess of 50,000 sheep are few and far between, and one of the size of the Company's not even contemplated. For this reason it is considered that while a limit of six votes may be perfectly fair in the case of New Zealand, it is not so when applied to Falkland Islands conditions. Furthermore, the suggestion that the Company should contribute to administrative charges on the basis of its

full number of sheep, as in the case you instance, £26. 15. 0. per year, and have only one more vote than a farm of 20,000 sheep contributing £5. 5. 0., does not seem just.

The suggestion, too, that the Company would have in addition to the six votes proposed the support of, for instance, Mr. Blake and Mr. Dean, does not weigh at all, for the reason that either Director mentioned might be here to-day and gone to-morrow.

The Board will certainly agree to your proposals (1) and (2), but will look to you as holding its full Power of Attorney to make whatever representations to the Association that may be necessary. There does not appear to be any necessity for a direct communication between this office and the Association.

You will, of course, make it perfectly plain from the first that the Company will certainly not hand over to any Association the buying of stores of any description. To do otherwise would be to abandon the experience gained here over the past seventy years to those who cannot possibly have the same knowledge.

The Board will, I am sure, entirely agree with the suggestion that now the Association is started it should be left to the members to run it as they think best without leaning on the Government or the Company.

10. 646.12. It is satisfactory to learn that the repairs to the "Gwendolin" will now be pushed on. Also that the exhaust pipe is being run up the rigging, thereby preventing a repetition of the old trouble. It is a great pity this was not done after the first warning. When the vessel is again ready for the sea you might mention the matter when cabling.

11. 646.14. Note is taken that no further loss has occurred tothe Pebble Island Sheep insured here.

12. 646.15. I wrote you fully in 1262.17 the Board's views as to the importance of finding employment for the "Falkland".

13. 646.21. The earthenware pipes for the North Arm house will be shipped by the cargo boat to sail 6th February.

14. 646.22. As advised in 1262 par.6. we gathered from our interview with Messrs. Shaw, Savill & Co. that they were trying to establish the rate of £10 per head on the sheep from New Zealand notwithstanding their previous quotation of £5. We understand, however, from the Crown Agents that the Governor's agitation has resulted in the lower rate being maintained. Your action in the matter is approved.

15. 646.23. The trouble referred to in discharging the lime is quite understandable. To send it in casks would be to add greatly to the expense, but when another shipment has to be made, we will see that only the best possible sacks are used even if we have to pay extra for them.

16. 646.24. The Conveyance for the ½-acre of land sold to Thomas Dettleff will be sealed at the next Board and forwarded by first opportunity.

17. 646.27. In consideration of Mr. Creece's long and excellent service his salary was paid while on leave as you state.

In the case of Captain Roberts, who was granted leave before the completion of his first term of service for the special reasons given in your letter of 3rd July, 1924, his Bankers were paid £25 per month in accordance with your standing advice, and as he never raised the question of pay while on leave, it was concluded that you had settled this when arranging for his trip home. However, you can adjust his salary on the basis of full pay while in England and half pay while on voyage out and home as per his agreement.

18. In reply to your cable of 20th December asking if Clark, the sub-Manager at Speedwell, could take leave this year, a replywas sent you "yes after March no passage money no pay". In view of the fact that he has only been some three and a half years in the Company's service, this is

only reasonable. If he is prepared to return to the Islands and the Camp Manager's reports are satisfactory, the question of entering into an agreement with him on the usual terms will be favourably considered. It is taken for granted that Mr. Slaughter approves of his going on leave and can make the necessary arrangements for carrying on his work.

19. Your cable of the 12th December enquiring if the Board would be prepared to sell about 18,000 surplus sheep at 8/6, 7/- and 6/- for wethers, ewes and medium respectively, was fully considered and answered on the 16th December to the effect that it was not. It was thought that the average return would be little above 7/- per head, whereas the net return from the 15461 sheep boiled down in 1925 at Goose Green gave a result of 9/3 per head. It is therefore clear that we should be about £2000 better off by boiling down and, in addition, the coastwise service would benefit to the extent of at least £300 for freight on Skins and Tallow.

20. The Pacific Company's quotation for towing the two barges from Punta Arenas,- £250 each plus freight on the timber they carry,- is regarded as exorbitant. After further consideration a message was sent you to leave them at Punta Arenas until the "Falkland" can be sent for them. It was understood from Captain Roberts that he saw no real objection to that course, and that no hands would be aboard the craft while in tow. After all, the risk of their loss can be insured against. Please keep me closely advised as to what is being done in the matter.

21. It is noticed from the Stanley Wages Sheet for the quarter ending 30th September last that the number of persons employed in the Stores,- East, West and Millinery,- has increased to no less than twelve hands, including Mr. Creece. In the years 1914/17 six and seven only appear on the lists, but in

1920 to 1924 ten was the average. Of course, Mr Math Wilson, Chief Store Assistant is a new hand, but without some explanation from you we fail to see the justification for so large a staff as, after all, the business has not increased to the extent that would warrant it. Please report.

22. Enclosed please find copy of letter from the Admiralty, dated 16th December, advising particulars of hose being sent you.

23. Please note, we have contracted to sell Messrs. Christensen 800 tons of coal at 65/- April/May delivery.

Yours faithfully,

E. B. Goddard

Managing Director.

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PRECIS OF DESPATCH NO. 1254 PER M.V."LORETO" DATED 12th FEBRUARY 1926.

1 Nothing to acknowledge.

2 "Kelp" - new boiler ordered.

3 V.A.H.Biggs - Foreman Carpenter - pension not granted.

4 "Plym" - sanction for sale given.

5 Sheep from New Zealand - may not reach Islands until April.

6 Completed Conveyance of ½ acre of Stanley Land to T.Dettleff enclosed.

7 Boat for Islands - delivery probably March/April. 24 H.P.Bolinder engine being fitted.

8 Death of 5 Bulls per "Bogota" - Report awaited. Being replaced by "Duendes" in March.

9 Naval Fuel Depot - re sundry stores.

10 Coal Stocks - 500/700 tons steam coal being shipped this opportunity.

11 Shipment of produce per "Losada".

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 12th February, 1926.

Per M.V."LORETO".

No. 1264.

Dear Sir,

I have no letters from you to acknowledge by this opportunity.

2. In continuation of paragraph 8 of my last despatch, I am now able to advise that an order has been placed with Messrs, Muir & Findlay for a new boiler for the "Kelp" at a cost of £309, to the following specification: 7 feet (instead of 6' 6") long, 6 feet diameter, with internal parts increased to the equivalent of Lloyd's requirements for 180/190 lbs working pressure, fitted with a dome 18" diameter x 15" high. The builders of the boat, Messrs. Philip & Son of Dartmouth, and our Consulting Engineers, Messrs. M'Arthur Morison & Co. of Glasgow, have gone closely into the matter, and have advised us that there will be no difficulty in fitting this boiler,- which is 6" longer than the old one,- and that very little alteration to the skylight will be necessary. The increased size will give the advantage of about 30 sq.ft. of heating surface and 1 sq.ft. of grate area.

The object in view in making these alterations has been to supply you with the best and most efficient boiler that can be fitted to the little vessel, and there is little doubt that she will prove capable of doing all that is required of her. Good progress is being made with the work, and shipment is promised by the "Duendes" from Glasgow 20th March. All new fittings are being supplied and lagging will be completed on this side.

H.H.R.Gresham, Esq.,

Manager,

PORT STANLEY.

3. The case of V.A.H.Biggs and the termination of his service as Foreman Carpenter has been considered by the Board.

As you are aware, with one or two rare exceptions, for very special reasons, pensions have been gratuitously granted in the past only to old employees of the Company who had given the best years of their life in its service and who were no longer able to carry on their duties.

In the case of Biggs these conditions certainly do not exist. Had he filled his appointment with energy, zeal and to the best of his ability, he could have retained his position of Foreman Carpenter for many years to come. Instead, though previously warned, he has acted in such a way that he could no longer be so employed. In these circumstances the Board considers it would in no way be justified in granting a pension.

4. 646.19. Sanction has been given by the Board to your disposing of the "Plym" for the best obtainable offer.

5. It would appear that the direct importation of rams from New Zealand to the Colony is not a matter of such simple arrangement as was at one time thought. On top of the trouble which arose through the attempt to increase the freight from £5 to £10 per head, it is now evident from The New Zealand Loan & Mercantile Agency's letter of the 23rd January,- copy enclosed,- that the importers will be lucky if they see the animals by April - almost too late for the Season!

6. 646.24. The Conveyance,- duly signed and sealed,- for the ½ acre lot, being part of Town Lot No.8. Sec.2., sold to Thomas Dettleff, is enclosed.

7. Mr. Conor O'Brien advises that good progress is being made with the boat in course of construction at Baltimore under his supervision, and although the builders talk of March delivery, it will probably be April.

After further consideration it has been

decided to install a 24 H.P. 2 cylinder Bolinder engine instead of the Kelvin. The simplicity of the former is its strong recommendation in addition to which the cost of operating;- with the heavy paraffin,- is only half that of the Kelvin. There is the further distinct advantage that no petrol for starting will be needed.

8. You can well imagine that the news of death from Anthrax of the five bulls shipped by the "Bogota" was received with amazement. Such a catastrophe has never before been experienced by the Company in connection with any shipments of stock. The news first reached us from the Pacific Company and a few days later your cable arrived, but in neither case was the date of death given, so that it was impossible to surmise how and when the contagion occurred. From the copies of correspondence with the Pacific Company enclosed you will see they assert very positively that no such case is known to them through the whole of their experience. We can only await your detailed report on the matter by mail, and shall be particularly interested to know who was in a position to state that the cause of death was Anthrax.

Steps are being taken to replace the five bulls by the "Duendes" sailing in March.

9. Your attention is drawn to the copies enclosed of the following letters from the Admiralty:-

<u>28th January.</u> Advising that the 10" cast iron flanged bend and the 10" junction are being shipped to you by the "Loreto".

<u>1st February.</u> Requesting us to supply the two telescopic ladders, asked for in despatch 645.6.

The ladders referred to have been ordered and will be shipped by the "Duendes" in March.

10. Your cable messages of 18th January and 8th February re coal stocks and requirements are to hand. Arrange-

ments had been made to send you 500 tons by this opportunity, and an endeavour is now being made to increase this to 700 tons. You might bear in mind that the "Duendes", in March, is not calling at South Wales, so that no shipment of coal can be made in her.

11. It is assumed from your cable of the 14th January that the "Losada"s call was a little early for your wool collection, and that otherwise a larger shipment would have been made. However, there should be no doubt about her catching the March Sales and, after all, that is preferable to her loading a larger quantity and missing them.

Yours faithfully,

E. B. Sodeau

Managing Director.

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The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street.

Per Houlder Line to Monte Video, thence per "LORETO".
No. 1265.

London, E.C.3. 18th February, 1926.

arrived per Loreto

Dear Sir,

The Post Office Authorities are despatching this mail by the Houlder Line to Monte Video where it will overtake the "LORETO" which left Swansea yesterday.

2. Your despatch No.647 per "Losada" was delivered here yesterday, but time has not permitted of the matters therein referred to being answered by this opportunity.

3. Enclosed herewith I send you a copy of a Register of Deeds & Land, which has been compiled from documents here, of all land in the Company's possession. Please carefully peruse same, and if any inaccuracies are apparent, draw our attention to them.

A schedule is attached thereto detailing certain information still required with regard to three or four of the holdings. After referring to the official register, kindly send the details asked for.

It is just possible that some of the Town Lots enumerated are not still in the Company's possession in which case send me the corrections necessary.

The copy of Register can be retained in Stanley.

The plans sent with your 639/5 shewing the position of certain lands acquired under the compulsory purchase ordinance have proved useful.

We have no plan shewing the position of the various Suburban Lands held by the Company, and if you could obtain a copy, or rough outline, of the Government Chart of Record giving these, it would be of great value to us.

Yours faithfully,

C. A. Coulson

Managing Director.

H.H.R.Gresham, Esq.,
Manager,
Port Stanley.

PRECIS OF DESPATCH NO.1266 PER "DUENDES" DATED 31ST MARCH,1926.

1 Acknowledges receipt of 647/9 of 9th,17th January & 3rd February.

2 Goose Green Wool Shed. Shipment of Pneumatic Drilling Plant.

3 Explosives being shipped.

4 Glass for Wool Shed being shipped.

5 Wool Shed - Peters & Crawford contract.

6 "Gwendolin" - comments on slow progress and position.

7 Rams from New Zealand being shipped per "Tairoa" 26th March.

8 Barges at Punta Arenas - Comments on freight charge.

9 Stanley Improvement Scheme - Company's houses to be connected to water supply.

10 Dr. Moir's report - acknowledges receipt of.

11 Port Howard - Mr.Evans' obstructive attitude.

12 Coastwise Trade - "Falkland" & "Gwendolin" results.

13 Concrete Piles.

14 R.Aitken granted pension £45 per annum.

15 Land offered by Government - purchase approved.

16 Coastwise freight to Capt. Cameron's Stations cannot be reduced.

17 Mr. McMath Wilson.

18 Bulls per "Bogota" - loss of.

19 J.C.Craig - late Engineer s.s. "Falkland" - Coal Bonus claim.

20 Carpenters - apprentices.

21 120 fthms. stud link chain shipped for "Lady Elizabeth".

22 Crews' wages - overtime.

23 s.s. "Falkland" - condemnation of boiler.

24 Tallying of cargo in Stanley.

25 Ford Lorry Stanley - Have horses been disposed of?

26 "Losada" loading wool. Clients' cargo left behind.

27 Is the Company a Common Carrier?

28 "Kelp's" new boiler shipped.
Enquires when "Kelp's" bottom last sighted.
" if Company's Engineer has regularly inspected "Falkland's" boiler.

29 Bodie Bridge - Mr. Peters responsible for.

30 Discrepancies in wool baled and shipped not cleared up. Quantities pressed to be ascertained and advised each year.

31 6 Galloway Bulls shipped per "Duendes" - includes one for Port Stephens.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 31st March, 1926

Per "DUENDES"

No. 1266.

Dear Sir,

Since writing you on the 18th ultimo I have received your despatches Nos. 647/9 of the 9th & 17th January and 3rd February respectively.

2. 647.2 & 3. The progress made with the Goose Green wool shed is noted with much satisfaction; the photographs and Mr. Peters' report have proved most interesting. From the latter it is recognised that the boring of holes in solid rock for the posts for the sheep pens will be expensive in both time and labour. As you will have gathered from cables exchanged, it has therefore been decided to send out a portable pneumatic rock drilling equipment which will greatly expedite the work. The machine is accordingly being shipped by this opportunity, together with spare parts and bits and special lubricating grease as detailed on the Ingersoll-Rand Co's invoice. There is also enclosed herewith a list of all literature, instruction books and lubricants sent you by this mail, together with notes for Mr. Peters' information.

3. 647.3. The prospect of being able to ship you explosives by the P.S.N.C. vessels appeared hopeless when, most fortunately, we learned that the Nobel ExplosivesCo. were endeavouring to arrange for a shipment to Punta Arenas by the "Duendes". This having since been fixed up, we have accordingly been able to send you a supply by the same opportunity. - About 5 cwt. of Gelignite cartridges, 4 oz. & 8 oz. each, some 200 Detonators and 14,000 feet of fuse. Your requisition for 20,000 feet of fuse,- nearly 4 miles,- is out of all proportion,

Budgeted was 2 oz. charges & our indent for 20,000 for some Gaucho [illegible] Stanley order

H.H.R.Gresham, Esq.,

Manager,

Port Stanley.

so Nobel's tell us, for 5 cwt. of explosive.

4. 647.3. The excessive damage to the skylight glass undoubtedly points in our opinion to very careless handling of the packages after leaving the Pacific Company's steamer, for it is most unlikely that the damage could have occurred while lying on board the "Lagarto". Having regard to the nature of the contents, very special care should have been taken until delivery at destination was effected. The cases were necessarily heavy and awkward to handle, although in the case of the large sheets,- measuring 9 ft. long by 2 ft. wide by ¼" thick,- only 12 panes were packed in each. However, the quantities asked for in replacement are being sent by this opportunity, and no case will weight more than 4 cwt. which means that many will contain only 6 sheets of glass. It is none the less necessary for you to give instructions to have the packages identified at the time when delivery from "Duendes" commences and to insist on special care being taken until their arrival at Goose Green.

5. 647.3. The letter, dated 30th November, 1925, from Peters and Crawford, relative to the reduced price at which they were prepared to contract for the excavations and the erection of the shed, is to hand. This matter was finally dealt with in the cable sent you on the 28th November authorising acceptance.

6. 647.3.a. The work of repairing the "Gwendolin" appears to progress very slowly, which is particularly unfortunate now that the "Falkland" has broken down. Your cable of the 18th instant indicated that the vessel would be ready for sea at the end of April, but we are concerned to know whether your subsequent cable, of 22nd March, asking for an oak log 16 feet x 18" x 12", means that further trouble has been found which will entail still more delay. Your later advices on this point are awaited with some anxiety.

With reference to your remarks in 649. para.3. the point we wished to make in our 1262.7. was not concerned with the new installation or clap valve not being "run in". What is felt is that the position of the exhaust was found to be too near the water on the first voyage and it should have been at one altered. The grave risks attaching to the valve again not working, thereby allowing water to flow into the engine, should have been apparent to anyone conversant with an internal combustion engine.

7. 647.4. The latest information to hand is to the effect that the sheep from New Zealand will be shipped by the s.s. "Tairoa" leaving Wellington about 26th March.

8. 647.6. The freight quoted by the Pacific Company for the two barges, £500, from Punta Arenas to Stanley is undoubtedly a high figure, but one has to bear in mind that it would entail their steamer,- the daily cost of which runs into a considerable sum,- slowing down to 4/5 knots during the tow. You may rest assured that in such circumstances the chances of getting any concession from the Pacific Company are practically nil.

9. 647.8. Your account of the progress made with the Stanley Improvement Scheme is most interesting; the work should prove a boon to all residents in Stanley.

The Board approves of the eight houses you mention being connected to the water supply and drainage systems.

10. 647.9. Dr. Moir's very complete report is to hand and much appreciated.

11. 647.10. Your report on the "incident" at Port Howard and the correspondence which passed between you and Mr.Evans have received the fullest consideration. I need hardly say that the obstructive attitude he adopted and the total disregard shewn thereby to the steamer's interests will not be tolerated by the Board having regard to the fact, which cannot be too often repeated, that in maintaining the coastwise steamship service under present conditions the Company is practically subsidising the various

stations. This has been fully explained to the Directors of Messrs. J.L.Waldron, Ltd. with whom we had an interview here on the subject when the unsatisfactory results of the service as afforded by the "Falkland" and "Gwendolin" were placed before them.

Copies of letters exchanged are enclosed.

It is to be regretted that Captain Roberts did not at once proceed on his voyage and intimate to Mr. Evans that the steamer would not return to his port until the receipts for cargo landed were forthcoming. A unique opportunity of administering a lesson to him in this matter appears to have been lost.

Please instruct Captain Roberts that while the Board will look to him to shew due tact in dealing with all, it will certainly support any strong action he may think fit to take in order to avoid such delays in future.

12. 647.11. The statements of the result shewn by the "Falkland" and "Gwendolin" to 31st October are to hand. Herewith you will find pro forma accounts for each bringing in all outstanding credits, depreciation and interest, the result of the two vessels' operations for the twelve months being a loss of £116. 7. 4. It is recognised in the case of the "Gwendolin", working as she does at times when the bulk of the wool has been collected, that a loss will invariably be shewn. Nevertheless you will appreciate from a study of the figures the importance of keeping it at a minimum by ensuring that she is never sent out of Stanley with less than a full cargo.

13. 647.12. The request made in the despatch quoted to forward you gear and information relative to concrete piles was cancelled by your subsequent memo dated 11th January. Therein you stated that full particulars of your alternative proposal would be sent by the following mail, but your despatches of the 17th January and 3rd February make no further reference to the matter.

14. 647.14. Please inform R. Aitken that the Board has sanctioned the payment to him of the sum of £45 annually in recognition of his long service.

15. 647.15. The Board approves of your purchasing the land referred to. Kindly forward a rough outline shewing its position at Fitzroy.

16. 647.16. It is hardly necessary to say that while the operative expenses remain as they are at present there is no prospect of any reduction being made in the coastwise freight. You might point out to Captain Cameron that he is only being charged the same rate as clients whose wool the Company sells, and the same rate as charged the Company's farm.

17. 647.17. It is to be regretted that Mr. McMath Wilson has turned out so unsatisfactory. As regards getting rid of him you will see from the agreement, which is in your hands, that it can be terminated at the end of two years service. It is, however, quite open to you to make any arrangement with him you think fit to anticipate that date. If you want a substitute sent please cable on receipt of this.

18. 648.1. Your report, together with the enclosures, relative to the loss of the bulls on board the "Bogota", have been read with deep interest. The Veterinary Certificate issued in Rio has been forwarded to the Underwriters and the claim will be settled in a few days.

It came as a surprise to us to learn of the quantity of stock, apart from the Company's, in the vessel.

The final fate of all these animals is not known to us, but the shippers of each lot have been asked to forward you full particulars of cost for the purpose of your suggested claim on the Government.

Although that is a matter which does not directly concern the Company, it is hoped it will meet the loss of those whose intended importations would have been for the benefit of the Colony but whose ultimate loss has been sustained through a wise and precautionary order issued for the

protection of all.

19. 649.5. Your remarks are noted. Nothing further has been heard of J.C.Craig, late Engineer of the "Falkland"; should he renew his application for a coal bonus, the line to adopt is clear.

20. 649.6. The steps taken to apprentice suitable young men as carpenters meet with the Board's strong approval; it is to be hoped that this will soon go some way towards meeting your deficiency. Cannot this plan be extended to the Farm?

21. 649.7. The 120 fathoms of 1¾" stud link chain,- which has passed Lloyds test,- for the "Lady Elizabeth", is being shipped by this opportunity.

22. 649.9. Your remarks on the subject of crews' wages and overtime are noted. We quite appreciate that your local conditions make it difficult to apply the Shipping Federation rules to the Company's men. The one point for you to bear in mind is that after the second direct home Pacific Steamer has sailed,- probably in March or April,- there is no point in incurring overtime to catch the following steamer if she is arriving in the U.K. for the July sales. As you are aware these sales are not regarded favourably.

23. 649.10. The news contained in your cable of the 18th March to the effect that in consequence of two serious fractures having been found in the "Falkland's" boiler it had been condemned, came as a very staggering blow, the more especially so as no previous reports gave any indication of any abnormal deterioration. Our consulting engineers state that in the absence of further explanation the condemnation is inexplicable. In the case of similar trouble in boilers here of the same age, assuming that they have been ordinarily well looked after, there would be no question whatever of condemnation; they would be patched and the vessel allowed to carry on under reduced pressure. It is

realized that this may well be within the knowledge of your Surveyor and that owing to the impossibility of effecting such a repair in Stanley and the great cost of having the steamer towed to the Coast, it would really be cheaper to condemn the boiler on the spot with a view to a new one being fitted in Stanley. As we are "in the dark" as to this, a cable was sent you on the 23rd instant to ascertain if this assumption is correct.

Our engineers are equally emphatic, after studying all the previous reports on the boiler, that this damage cannot be the result of fair wear and tear and must be attributable to neglect at some time since last Survey either to maintain a proper level of water or to keep the boiler properly scaled immediately above the combustion chamber. In our cable of the 23rd instant we have particularly asked you to clear this point up also as it is a vitally important one to the Company. If the trouble is certified as having been caused by neglect then a proportion of the heavy outlay called for is recoverable under our insurance policies. Meanwhile estimates have been asked for but it is highly improbable that a suitable replacement will be obtainable from stock, and possibly three months delay may occur before a new one can be shipped out. I will keep you advised of the position by cable.

24. 649.12. You are quite mistaken in assuming that the Board is of opinion that you do not take the matter of tallying very seriously and that it does not realize all the difficulties connected with the adoption of a proper system. I can assure you it fully appreciates the immense difficulties with which you have to contend in establishing a practice unknown in Stanley before your advent. It feels confident that, appreciating as you do the importance of the matter, in the course of time,- it cannot possibly be brought about very quickly,- a steady improvement can and will be effected.

25. 649.13. Now that the Ford Lorry is in commission for the delivery of goods from the Store, have the horses hitherto used for the purpose been disposed of?

26. 649.15. The reason for the "Losada" not clearing up all the produce on hand is noted but the fact is none the less annoying. In this connection a strong complaint has been lodged by some clients that the bulk of their wool was left behind while that from the outsiders, whose wool the Company is not interested in, was shipped. Clients should certainly have any preference that is possible in such matters and no doubt you will take steps to see that theydo in future. As you are aware from past experience you can fairly safely count on the Pacific steamer not being able to take all you have on hand, and can therefore make your arrangements accordingly.

27. 649.16. I have consulted our Solicitors on the points you mention. They give it as their opinion that having regard to all the special circumstances under which our coastwise service is conducted, it is, at best, a very doubtful point in law whether we are common carriers, and that at any rate, until some action is taken - by Williams Estate or others - you would be tactically safe in maintaining that the Company is not, and cannot therefore be compelled to carry goods for all and sundry if there is space available in the vessel. If the Carriage of Goods By Sea Act 1924 is adopted the position will, under it, be more definitely defined and there will be no such thing as Common Carriers. It will then be easier to decline any shipments not wanted.

28. The new boiler for the tug "Kelp" has been completed and shipped, with all mountings and lagging, by the "Duendes"; advice of this will be sent you in the next cable. The special attention of Mr.Peters is called to the enclosed copy of the makers',- Messrs. Muir & Findlay,- letter of the 25th March and attached thereto will be found a blue print of the boiler

shewing the arrangement of mountings for his guidance. It is hoped that you will be able to make arrangements to have the "Kelp" ready to receive the boiler on arrival and that the installation will be completed at the earliest possible date. When fitted, and the tug is again ready for service, please advise me by cable.

Has the bottom of the "Kelp" been sighted since her arrival in Stanley? If so to what extent and when?

I cannot trace that any reports from the Company's Engineer,- Mr. Peters,- have been received of late as to the condition of the "Falkland's" boiler. Has he not periodically made inspections of the engines and boilers? If not please explain why. The Board looks to him as the Company's resident and superintendent engineer to inspect and report on all machinery at such regular intervals as his professional experience considers necessary; certainly at least once in every year.

29. Has Mr. Peters been informed that he will be relied on to inspect and report on the Bodie Bridge, and to make such recommendations for its preservation as are necessary? You will appreciate that being an iron construction, the slightest neglect to keep the parts properly painted and cared for might lead to a heavy outlay. Please forward copies of all reports received from him.

30. In continuation of Para.24, and with reference to your 649.12., you have omitted to clear up the discrepancies pointed out in respect of shipments of Company's wool in 1922,3 & 4. Without accurate information from you as to the number of bales pressed at each Section, and the complete specification for same, it is not possible to compile the important statistics kept. Please go into the matter and advise me as soon as possible.

With reference to the specimen copy of your Produce Book received, & your remarks thereon to the effect that you

"will see that we shew the number of bales pressed in accordance with the information received from the Managers and Owners", our difficulty is,- and this is apparent on the specimen sheet to hand,- that this information is so often missing, even in the case of our own Sections, for which there is really no excuse. Without it, owing to the discrepancies always existing in the tallies, it is impossible to finally agree the outturn of bales with the Pacific Company or, as stated above, in the case of the Company's Stations, to compile the necessary statistics for the year. Failing therefore your receipt of specifications, we must look to you to ascertain from each station, and each of the Company's sections, the total quantities of wool and skins pressed and to send us this information at the end of each season in the form sent you with despatch 1262. para.22.

Surely it is possible to bring some pressure to bear on stations to supply specifications. I would suggest that you send a circular to those usually defaulting in this respect informing them that the captains of our vessels have received instructions not to take in their produce unless they are produced or have been forwarded to you. After all the Company'makes itself responsible for their cargo, and it is entitled to do what it can to protect itself.

31. You will be informed by a cable advising the despatch of the "Duendes" in a few days time that six Bulls,- Galloway breed,- have been shipped to you by this opportunity. Five of these are in replacement of those which died on the "Bogota", and one is for Mr. W.M.Dean at Port Stephens. Particulars of the ear marks to enable you to identify these are sent herewith.

Yours faithfully,

E. B. Goddard.

Managing Director.

PRECIS OF DESPATCH NO. 1267 PER "LOBOS", DATED 10TH JUNE, 1926.

Incorse. Ackd.

1 Acknowledges 650/653.

2 Remarks on Annual Accounts.

3 Overcarried Press Parts - Hill Cove and Chartres.

4 Charges for storing produce ex outside vessels.

5 Installation of "Kelp" boiler.

6 Sheepbreeders Association.

7 Lighters from Punta Arenas - as to payment.

8 Store Staff - notes no increase.

9 Starting Lamp Oil Container for Barge O.C.82 being sent.
Encloses copies of letters from Admiralty re Fuel Depot.

10 Lighterage of Coal - gives cost in U.K.

11 Unable to ship coal owing to Strike.

12 Hay &c. from New Zealand - £1021 paid to Crown Agents.

13 "Egeria" and construction of jetty.
Question of employing Mr. Geo.Roberts.

14 Seal Oil.

15 Goose Green Wool Shed - notes completion.

16 N.McLeod granted pension of £40 per annum.

17 Asks position of land sold to L.Sedgwick.

18 "Kelp" - acknowledges cable reporting boiler installation.
Asks for information as to after gear of Stanley Motor Boat.

19 V.A.H.Biggs - separate letter re attitude sent herewith

20 Question of moving "Great Britain" so as to allow P.S.N.C. vessels to go alongside and thereby save lighterage.

21 "Falkland" - new boiler shipped this mail.
Asks if donkey boiler is necessary.

22 Agency at Punta Arenas.

23 Contract of Carriage Forms sent this opportunity.

24 Future sails for schooners.

25 Sheep from New Zealand - £5818. 0.11 paid Crown Agents.

26 Dismissal of McMath Wilson referred to in separate letter.

27 Collection of produce by Coast Steamers.

28 "ILEN" - Mr. Conor O'Brien hopes to start for Stanley end of June.

29 Mr. Alex. Moir - will be in London later.

30 P.S.N.C. putting on cargo boat in August - hope to send coal.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street.

Per M.V."LOBOS".

No. 1267.

London, E.C.3. 10th June, 1926

Dear Sir,

Since the 31st March, when I last wrote you, I have received your despatches Nos. 650/653, dated respectively the 5th and 6th March, the 16th and 24th April.

2. ACCOUNTS. The final accounts for the year 1925 together with the supporting schedules and statements are to hand. These have been incorporated in our books and are at present in the hands of the Auditors.

Your remarks on the various accounts have been closely followed and call for no special comment in reply.

The heavy reduction in the profit is, of course, almost entirely attributable to the difference (8½d per lb.) in the price realized for wool as compared with 1924.

With regard to the Store profit, the smaller commission charged on deliveries to the Farm is hardly a sufficient explanation of the decrease. These conditions have obtained for two or three years now and, alone, would not account for the falling off. The cancelment of the coal contracts with the whaling steamers early in the year has had a material bearing, and it is more than probable that the unavoidable absence of the Chief Storekeeper during the greater part of the year also contributed to less business being done.

3. 651.2. A lack of foresight was certainly displayed in the Store Department in sending on the second lot of rails for the presses to Hill Cove and Chartres, as they could not possibly be of use there. However, the Pacific Company, from whom the value for those short landed has been deducted, have been

H.H.R.Gresham, Esq.,
Manager,
Port Stanley.

informed that they will be held at their disposal in Stanley.

4. 651.3. After further consideration it has been decided to charge 6s/- per bale on wool and skins and 15s/- per ton of 1000 Kilos on tallow and hides brought into Stanley by outside craft. This you will see has been debited in Account Sale in the case of the 23 barrels of tallow referred to. It is simply childish for Mr. Felton, or any one else, to imagine that they can make use of the Company's hulks and lighters free of charge.

5. 651.4. We are anxiously looking forward to receiving news from you of the installation of the "Kelp"s boiler; it is hoped that it will prove in every way satisfactory.

6. 651.5.
653.6. Your references to this matter are noted.

7. 651.9. Please keep me advised as to what you arrange about getting the Punta Arenas lighters over.

Meanwhile, in a recent cable you were asked to instruct Mr.Hobbs that we are not prepared to make any further payments on account of them pending approval and delivery. In view of the unsatisfactory working of his Agency, referred to in your 652.8., this is important.

8. 651.10. It is satisfactory to learn from your remarks that the Store Staff has not been increased of late years.

9. 651.11. Your attention is drawn to the enclosed copy of letter from the Admiralty, dated 23rd April, 1926, advising that a new starting lamp oil container is being despatched to you from Sheerness Dockyard.

Also to the following letters from the same Authority :-

Dated 4th May, 1926, re oil fuel supplies to the Research Steamship "William Scoresby".

Dated 31st May, 1926, re new type of apparatus, with spare thermometers, for taking samples of oil fuel, being sent to you.

10. 651.12. There is no such thing here as a rate for storing coal in lighters. The custom is to charge for lighterage for similar distances to those with which you are concerned, 2s/6d per ton, exclusive of all labour, receiving and delivering, to allow two clear days for the discharge of the barge after which £1 per day for demurrage is charged.

11. 651.13. In view of the strike, which still continues, bringing everything in the coal industry to a standstill, it does not appear likely that the 700 tons booked for this opportunity will be obtainable. A cable was therefore sent you on the 21st ultimo advising you of this position and indicating the desirability of conserving your stocks. You will be notified when the position changes.

12. 651.14. The sum of £1021 has been paid to the Crown Agents in settlement of Messrs. Dalgety & Co's account for hay, etc. shipped from New Zealand. All particulars are being forwarded by the Crown Agents to the Colonial Government from whom you can obtain the information you require.

13. 651.15. The protection of the "Egeria" and the construction of a jetty giving deeper water alongside are undoubtedly matters which should be tackled as soon as it is possible. An improved jetty has been under consideration for some years past.

Your sketch plan and Captain Roberts' remarks have been submitted to the Simplex Concrete Piles Ltd., and a copy of their letter asking for more detailed information to enable them to draw up a scheme, is enclosed.

It occurs to us to ask whether in Mr. Geo. Roberts, the Admiralty official attached to the Colonial Government, you have not a man who has had actual recent experience, under Mr. Neave, of this class of work. Was he not in charge of the construction of the extension of the Naval Fuel Depot jetty? If so, the work you propose would present

to him no difficulty, and could probably be carried out under his direction much more cheaply. It is of course recognised that his employment could only be arranged with the consent of the Government.

With regard to your remarks as to the necessity of obtaining "permission from the Government to build out into the Harbour", you would appear to have overlooked the rights purchased by and granted to the Company under the Special Grant No.273, dated 31st August 1885, relative to the Shore Frontages of the five lots Nos. 21/25. It is therein recited, amongst other things, that the right is granted "to build a sea wall and jetty extending from low water mark to such a distance as to secure a depth of three fathoms at ordinary low water", etc. The only matter for Government agreement would seem to be exactly where this line would come.

So far as carrying out this work is concerned, it should be entrusted to the Company's Engineer, Mr. C.P.Peters, although it is noticed no mention is made of him in the suggestions put forward.

14. 651.16. The conclusion you have come to relative to the Seal oil business is probably the right one. You will no doubt keep the matter in mind and advise me should you have reason to change your opinion.

15. 651.17. Your report and that from Mr. Peters, together with his photos of the Goose Green Shed, came as a very pleasant surprise. Still more so did your cable message of the 5th instant advising that the erection was complete including all wood work. This reflects great credit on the contractors, Messrs. Peters and Crawford, and all concerned. It was also very satisfactory to have the former's testimony of the correctness and accuracy of the materials supplied by Messrs. Wm. Bain & Co., Ltd., and this good report has been much appreciated by that firm.

16. 651.18. I am pleased to advise that the Board, in recognition of the long and faithful service of Norman McLeod,

has authorised the payment to him of £40 per annum from the date of his retirement.

17. 651.19. In the absence of any information as to where the ½-acre of land sold to Laurence Sedgwick is situated, it is not possible for the Board to properly consider the matter. Please advise.

18. 652.2. It is gathered from your cable of the 5th inst. that the "Kelp"s new boiler has been installed, and that the vessel is again in commission. You will doubtless report on her performance and efficiency under the new conditions.

It is not quite clear what you refer to as the "after gear" of the Stanley Motor Boat. She has certainly proved a most efficient craft. When the question does arise as to supplying new machinery, the matter of fitting an entirely new engine can be considered.

19. 652.3. The unfortunate attitude taken up by V.A.H. Biggs is the subject of a separate letter herewith.

20. 652.6. The Board is fully alive to the heavy and unnecessary expense of lighterage occasioned by the modern larger P.S.N.C. steamers being unable to go alongside the "Great Britain". That these vessels have come to stay there cannot be the slightest doubt, and the tendency will always be towards increase in size on account of economy in operating. The situation has therefore got to be faced, and the time has come to take steps with a view to obtaining permission to moor the hulks at a point in the inner harbour where the present Pacific steamers can go alongside. "The Great Britain", it should be remembered, is in the same position as that in which she was placed in 1887, nearly 40 years ago, when steamers were not half the present size.

Captain Roberts of the "Magellan" called here recently and discussed this question. He stated that if the "Great Britain" could be moored at a point indicated by him with a red cross in the chart herewith, he was of opinion that the occasions would be very rare when his Company's steamers could

not go alongside.

Please see what can be done in this matter and report. It is of interest to the whole Colony, affecting as it does the cost of handling produce for shipment.

21. 652/7. 653/5. Your account of the condition of the several vessels in Stanley is certainly most depressing and must have been the cause of much anxiety to you. However, it is good to hear that the "Kelp" is again available, and I am glad to be able to advise you of the shipment by this steamer of the new boiler for the "Falkland". No less than thirteen different firms were approached in an endeavour to obtain a suitable boiler from stock and finally one of the size required, which had only been used for 9 months, was selected. It was constructed for a working pressure of 180 lbs, and is therefore of considerably better specification than would have been provided if it had been decided to contract for a new one. It was thoroughly inspected by Mr. T.T.Kennaugh, who found it in excellent order, and it has since been submitted to, and passed, Lloyds Surveyor. Certain alterations have been made, under Mr. Kennaugh's supervision, to sundry fittings to obviate as far as possible the necessity of altering the existing connections on the steamer. A copy of the contract with the Pacific Company for conveyance and lowering into position is enclosed. Your particular attention is directed to the clause therein specifying that only one day will be allowed for discharge after which demurrage will be incurred. A cable will be sent you in a few days advising the shipment and emphasising the necessity of everything being in readiness to avoid delay on arrival of the "Lobos".

The Survey Reports in connection with the condemned boiler are to hand and will enable the question of our position with the Underwriters to be taken up.

With regard to the donkey boiler, Mr. Kennaugh advises that most coastwise steamers of the type of the "Falkland" are now dispensing with one, and unless you can make

out a good case in its favour it is not proposed to replace the present one. Please report on this.

22. 652.8. In my cable of 20th May you were instructed to ask Messrs. Dick & Beckett to act for the Company in Punta Arenas should the position of Mr. Hobbs Agency still continue unsatisfactorily.

23. 652.9. The 1000 copies of Contract of Carriage for use on the coasting vessels are being sent by this opportunity.

24. 652.11. Any sails sent in future shall have the reef bands and reef points stitched as recommended by Captain Roberts.

25. 653.2. The reports on the sheep brought from New Zealand by the "Tairoa" have been read with much interest; it is a relief to hear that you were able to make such good arrangements for delivery at destination.

The sum of £5818. 0. 11 has been paid to the Crown Agents in respect of this shipment, and I am informed by them that all documents are being forwarded to the Colonial Government from whom all details can be obtained to enable you to charge the interests concerned.

26. 653.3. The dismissal of Mr. McMath Wilson is referred to in a separate letter.

27. 653.4. It was because we were completely in the dark as to the terms on which you proposed chartering outside schooners that a cable was sent you enquiring the rates payable. Your assurance that these will not exceed those current for the "Falkland", - less hulk hire, - is quite satisfactory, and a cable approving of your suggestion was sent you on the 23rd April.

28. The boat contracted for with Mr. Conor O'Brien is being launched to-day at Baltimore, Co. Cork; it has been named the "ILEN", after the river there. Mr. O'Brien purposes starting on his voyage to Stanley about the end of this month. On arrival, please include in your next cable the word YOSZA signifying "Ilen arrived - - (date)".

29. I have heard from Mr. Moir; he went direct to the North, and will be coming to London for an interview later.

30. In continuation of paragraph 11, I would mention that the Pacific Company talk of putting on a cargo boat to leave in August; by that opportunity a substantial shipment of coal will, if possible, be made.

Yours faithfully,

E. B. Sonnard.

Managing Director.

ENCLOSURES PER M/V "LOBOS" via SWANSEA.

1 Copy of Cablegrams sent ~~dated 12th~~,18th,19th,20th,21st,23rd,26th, 30th April, 3rd,20th,21st May,4th & 7th June.

2 Copy of Cablegrams received dated 1st,7th,15th,20th,22nd,23rd, 26th,29th April,4th,6th,14th,20th,22nd,27th May & 5th June.

3 General Invoice Stores per S.S."Duendes"

4 Bills of Lading Cargo per S.S."Duendes"

5 P.S.N.Co's sailing lists Nos. 7 & 8.

6 Dock Landing Certificates :-

J B	116	bales Wool ex "Losada"
D H	167	" "
W C	112	" "
S	1	" "
S I	20	" "
JHD	52	" "
F	129	" "
HP	59	" "
AP	55	" "
McG	2	" "

7 Average prices Wool sold at Public Auction on 29th,30th April 7th & 8th June.

8 List of General Cargo per S.S."Duendes"

9 Copy of letter from P.S.N.Co. to Lowden Connell & Co. dated 28th May re Boiler shipped per "Lobos".

10 Eight Share Certificates Nos. 13793/13800 for 500 Kr.each in the name of Mitchell Steel & coupons No.3 attached.

11 Carriage of Goods by Sea Act 1924.

12 Copy of letter from P.S.N.Co.dated 31st March & 9th April, and our reply of 8th & 13th April re delivery of cargo at Stanley.

13 Copy of letter from J.L.Waldron Ltd. dated 3rd May.

14 Copy of letters from the Admiralty dated 9th,23rd April,4th May 2nd June re Oil Fuel.

15 Copy of invoice for Vermouth shipped direct by Cinzano & Co. dated 5th May.

16 Copy of letter from Hogg Lindley & Co.dated 7th June re "Gwendolin"

17 Copy of letter from Simplex Concrete Piles,Ltd.dated 7th June.

18 Copy of letter from Browne & Lilly,Ltd.dated 21st April.

19 Copy of letter from.W.Harbrow,Ltd. dated 29th March and drawing referred to attached.

20 DuCroz Doxat & Co's Wool market reports of 27th April & 1st June.

21 Jacomb Hoare & Co's Wool market report of 1st June.

22 Brokers Reports on Co's Wool ex "Magellan"

N A	421	bales Wool	S I	94	bales Wool
S	125	"	W C	216	"
D H	359	"			

23 Brokers' reports on Clients' Wool ex "Magellan".

Z	151	bales Wool	H & B	191	bales Wool
B	20	,,	F B	70	,,
J B L	35	,,	J H D	40	,,
Weddell	16	,,	Club	66	,,
J B	182	,,	T R	27	,,
A F C	41	,,	L	96	,,
C C W	7	,,			

24 Brokers' report on Hides ex "Magellan" various marks.

25 Priced Wool sale catalogues of 30th April & 7th June sales (DuCroz)

26 ,, ,, 29th April & 8th June ,, (Jacomb)

27 Priced Sheepskins ,, 3rd June Anning & Cobb

28 Priced Tallow ,, 21st April Anning & Cobb

29 Priced Sheepskins ,, 3rd June Jacomb Hoare.

30 Copy of letter from Cooper McDougall & Robertson dated 19th May & correspondence referred to attached.

31 Account Current dated 10th June and vouchers.

32 Remarks on Accounts.

33 Remarks on Stores.

34 Plan of Stanley Harbour.

35 Dock Landing Certificates:-

D H	361	bales Wool	ex "Magellan"
JB	181	,,	,,
Club	66	,,	,,
JHD	40	,,	,,
AFC	43	,,	,,
JBL	34	,,	,,
TR	27	,,	,,
Weddell J H	16	,,	,,
B	20	,,	,,
F B	70	,,	,,
S	126	,,	,,
S I	94	,,	,,

36 Patterns & prices from the Sterling Knitting Co., Ltd.

37 Copy of Cablegram received dated 10th June.

38 Copy of letter to T.G.Slaughter, Esq. dated 10th June.

LONDON 10th June, 1926.

PRECIS OF DESPATCH NO. 1268 PER SUPPLEMENTARY MAIL 14TH JUNE, 1926.

Considered
Replied

1 Acknowledges No.654 and letter of 15th April.

2 F.I. Sheepbreeders Association -
Company's position to be considered by Board on 21st June.

3 Collection and shipment of Client's produce -
Question of contracts.

4 Sale of land to Mrs. McPherson -
Conveyance duly executed to be sent next mail.

5 Taking up with Dalgety & Co. the insurance claims re New Zealand Sheep.

6 Price of coal to Christensen -
No delay in sending cable confirmation of price.

7 Naval Fuel Depot - records copy of Admiralty letter of 2nd June sent with No. 1267.

8 Marine Superintendent's House - Browne & Lilly's comments on carpenter's report sent with 1267.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 14th June, 1926

Per Supplementary Mail per "LOBOS".
No. 1268.

Dear Sir,

A supplementary mail is being despatched to-day to catch the "LOBOS" at Monte Video. This gives me an opportunity of acknowledging receipt of your despatch No.654 which was delivered on the afternoon of the 10th instant.

I have to acknowledge receipt of your letter of the 15th April which I omitted to mention in No.1267.

2. 654.4. Your account of the first meetings of the F.I. Sheepbreeders Association is certainly illuminating as regards the attitude adopted towards the Company.

The matter is one which will be fully considered by the Board at its meeting to be held on the 21st June, after which a cable will probably be sent you indicating the course to be followed.

3. 654.6. The question of reverting to a hard and fast contract with clients for the shipment of produce is one which for some time past has been under consideration. By the next mail I hope to advise you something definite on the subject.

4. 654.10. The Conveyance for land sold to Mrs.McPherson will be executed and forwarded by next opportunity.

5. 654.11. In accordance with the wishes of your Local Government we will take up with Messrs. Dalgety & Co. the matter of the claims for sheep per "TAIROA" from New Zealand lost on the voyage.

6. 654.12. The delay in receiving my reply to your cable of 29th April re price for coal to Christensen is inexplicable.

H.H.R.Grenham, Esq.,
Manager,
Port Stanley,

Your message was received the day following despatch and an answer was sent you the same day, viz. 30th April.

7. In continuation of paragraph 9 of No. 1267, this is to redord that a copy of a further letter from the Admiralty, dated 2nd June, was enclosed re the establishment of a reserve supply of oil at South Georgia for the steamship "William Scoresby".

8. Enclosed with No. 1267 you will have found a copy of Messrs. Browne & Lilly's comments relative to your carpenter's report on the Marine Superintendent's House in Stanley.

Yours faithfully,

C. A. Godlark

Managing Director.

Enclosures per Italian Packet via Genoa.

Originals

1 List of Enclosures per "LOBOS" via Swansea.

2 Copy of letter from Dunlop Rubber Co., Ltd. dated 4th June and lists referred to attached.

3 Rownson, Drew & Co's invoice of stores shipped per "LOBOS".

4 P.S.N.Co's sailing list No.9.

5 Du Croz Doxat & Co's Wool Market Report of 10th June.

6 Jacomb, Hoare & Co's Wool Market Report of 10th June.

7 Remarks on Accounts.

8 Copy of letter to T.G.Slaughter, dated 14th June, 1926.

LONDON, 14th June, 1926.

PRECIS OF DESPATCH NO. 1269, DATED 13TH AUGUST, 1926, PER "LORIGA".

1 Acknowledges memo of 14th May per "Fleurus".

2 Destruction by fire of double dwelling at North Arm.
Asks for plans showing position of buildings in accordance with Insurance Schedule.
Approval given for purchase of G.Robson's new house for North Arm.

3 Encloses correspondence re V.A.H.Biggs.

4 Conveyance of land sold to Mrs. McPherson sent herewith.

5 Coastwise Trade - sends copies of circular letter and form of contract.
Also, statement of farmers in U.K. who have signed.

6 Defines basis on which stores delivered to Farm are to be invoiced.
Profit and Loss Account to be rendered of Farm Store business.

7 Naval Fuel Depot - letter from Admiralty and booklet enclosed.

8 Book on "Marine Insurance" posted.

9 Acknowledges cable reporting "Falkland"s new boiler installed.

10 "Gwendolin" - notes is again running.

11 "Losada" & "Lobos" shipments.

12 Cannot ship coal by this opportunity.
110 tons bought from Whalers.

13 Asks for photos of barge "Dawson".

14 Lloyd's Register calls for survey of "Falkland"s new boiler after fitting. Form attached.

15 Wire netting for Goose Green.
Asks who was responsible for error in ordering.

16 Withdrawal from Sheep Breeders Association.

17 Acknowledges 655.

18 Question of future organisation of Store Staff will receive attention.

19 "Plym" - sending of to Darwin.
Installing of Gardner engine.

20 Fire at North Arm -Insurance Policy Schedule.

21 L.Williams Estate - liable for freight per "Gwendolin".

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 18th August, 1926.

Per M/V "LORIGA".

No. 1269.

Dear Sir,

Since writing you by the supplementary mail per "LOBOS" on the 14th June, I have to acknowledge the receipt of your memo. dated 14th May, sent per "Fleurus" via South Georgia and Monte Video.

2. Your cable of the 5th July, advising that the double dwelling house at North Arm had been destroyed by fire, was duly received, and also that of the 7th July stating that you "believed it to be" the items numbered 122 and 126 on the Schedule of Insurance. As, however, it is necessary to be definite on the point before a claim can be put forward, I cabled you again and, in reply, I have your message stating that the numbers are those mentioned.

In order to prevent any similar doubt arising in future, please have copies of that portion of the Insurance Schedule (1924) which relates to Darwin, Goose Green, North Arm, Walker Creek, Fitzroy, Port Louis and Speedwell, sent to the Camp Manager, and ask him to supply a rough plan shewing, quite approximately, the relative positions of the various items insured and to number them on the plan in accordance with the item number on the schedule. Should there be any buildings not on the schedule, they should be noted and a description and value of same given. Please also supply a similar numbered plan for the buildings in Stanley. For this purpose I would suggest that a tracing could be taken from Mr. Neave's plan.

H.H.R.Gresham, Esq.,

Manager,

Port Stanley.

You will have understood from the cable sent you on the 5th July that approval was given for the suggested purchase of Mr. George Robson's house.

3. Enclosed please find copies of correspondence with regard to Mr. V.A.H.Biggs's demand which kindly note.

4. The Conveyance of 1/2 acre lot, being part of Plot 8, Section II, with frontage on Fitzroy Road, sold to Mrs. McPherson, is also sent herewith.

5. Referring to paragraph 3 of 1268, I now send herewith copies of a circular letter, and form of contract, undertaking to give the Company's vessels exclusive support in the matter of the shipment of produce next season. A statement is attached giving you the names of those on this side who have signed and returned the agreement, and it remains for you to send copies to all others and to get the contracts returned.

6. From conversations we have had with Mr. Moir, there appears to be still some doubt as to the basis of charge made by Stanley Office for stores, etc. shipped to the Darwin and North Arm stores. In Remarks on Accounts 6th June, 1923, it was laid down "that this should not exceed 10% on the c.i.f. Stanley value, plus the cost of coastal freight, and in the case of large special items - £300 and upwards - such as machinery - 5%." Please understand that this is to apply to all supplies, whether stores for consumption or goods for sale, shipped direct from U.K. or supplied from Stanley Store. Please advise me if this has been the practice during the past two years.

The Store business on the Farm now reaches the considerable turnover of about £10,000/£12,000 annually, and it calls for a more exact system of accounting than has hitherto been followed. Please therefore give instructions

for a Profit and Loss Account to be sent you annually, in duplicate, on the lines of the enclosed draft, one copy to be sent here with the annual accounts. It is understood from Mr. Moir that such an account was rendered by him last year; if so, I shall be glad to have a copy of same explaining how the items in it have been embodied in the annual accounts.

7. I would draw your attention to copy of letter herewith from the Admiralty, dated 17th July, and to the booklets referred to therein also being posted by this mail.

8. A book entitled "Marine Insurance" - its Principles and Practice, by Fredk. Templeman, is also enclosed. This should prove useful for reference.

9. It was very gratifying to receive your cable of the 26th July and to learn that the new boiler had been safely delivered from the "Lobos" and was installed in the "Falkland". The news as to her being once again in commission will be anxiously awaited.

10. It is also satisfactory to hear that the "Gwendolin" is again running, but it is feared that when the total cost of repairs is compiled it will be found that it would have been better, having regard to her age, had she been condemned as a constructive total loss. Doubtless you will forward full details of cost as soon as possible so that a claim can be lodged with the Underwriters.

11. The shipment of wool and other produce by the "Losada" was more than was expected in the circumstances. That by the "Lobos" via Valparaiso is also noted.

12. On the 13th ultimo cable advice was sent you to the effect that it was quite impossible, owing to the Strike, to ship you coal of any description by the "Loriga" sailing 14th August, and from your reply it is understood that your stocks, if reserved strictly for the "Falkland", will last for only three months, provided we can buy the 170 tons of undelivered coal

belonging to whalers. We have communicated with the Companies concerned, and the "Nor" and "Ornen" are agreeable to our taking over the 19 and 91 tons respectively belonging to them, but the "Hektor" require their 60 tons reserved for a new whaler which will be calling at Port Stanley during the latter part of October. A cable to this effect has accordingly been sent you.

13. We have no photograph of the Punta Arenas barge, "Dawson", and shall therefore be glad if you will have one taken and sent home.

14. I would draw your attention to the enclosed copy of a letter, dated 26th July, 1926, from Lloyd's Register of Shipping, calling for a survey and report by Mr. Baseley of the new boiler after fitting. The reference to the adjustment of the safety valve to 130 lbs is also important. The form on which the survey report is to be made is attached.

15. Immediately on receipt of your cable of the 1st instant asking that only 50 rolls of 13 gauge 3" mesh 48" wire netting should be sent instead of 500 called for in your cable of 20th May, we communicated with Messrs. Rylands Bros. Ltd. in an endeavour to cancel the excess. Unfortunately the order had been executed, and as there is little call here for that specification, they have been obliged to ask us to take delivery. In the absence of any explanation it would appear that some unfortunate blunder was made in connection with the first cable referred to, and I shall be glad to know who was responsible, as it seems likely we shall have to carry in our stocks of stores some £450 worth of wire netting of a type not readily saleable,- a very serious matter.

Yours faithfully,

E. B. Goddard

Managing Director.

16. I cabled you on the 22nd June the Board's decision to withdraw from the Sheep Breeders Association "as at present constituted". Your reports of the inauguration meetings, and the rules adopted, made it clear that the Company was to be the largest contributor towards any scheme,- wild or otherwise,- which those in control of the Association might adopt, and at the same time it was given no proportional voting power. In such circumstances the only possible course was that indicated in the message to you referred to.

17th August, 1926.

17. Since the foregoing was written your 655 per "Losada" has come to hand. Time will not admit of it being replied to in detail by this opportunity but delay will be saved by dealing at once with one or two matters.

18. 655.12. Your suggestion with regard to the future organisation of the Store Staff shall receive attention. That the Chief Storekeeper's time should be taken up doing purely clerical work is of course absurd and calls for alteration as soon as possible.

19. 655.29. The decision to send the "Plym" to Darwin in preference to parting with her for £7.10.0 is certainly a wise one. On the other hand it is difficult to see why you should entrust to Redmond instead of the Company's Engineer, Mr.Peters, the suggested installation of the Gardner engine. The former by comparison with the latter is practically inexperienced in such matters. It is assumed that the boat is still in Stanley and the Gardner engine, if not already there, could be brought in and the work supervised, as it should be, by Mr.Peters.

20. 655.30. Your difficulty in identifying the buildings burnt at North Arm with the items on the Fire Insurance Schedule emphasises the necessity of at once getting out the numbered plans called for in para.2.

In reply to your remarks, I would explain that a new policy is only taken out at intervals of a few years when the various additions to the schedule make it necessary. The last was issued in 1924, a copy of which you have, and the various clauses covering new risks have been sent you since from time to time. So far however as the old buildings burnt are concerned, they have been described from the commencement on all insurance schedules exactly as they appear in that for 1924. That schedule, and all previous ones, have been sent to Stanley for verification and approval and have been duly returned as correct. It is therefore somewhat disconcerting that any doubt should have existed in the case in question.

21. 655.31. There is no doubt whatever, according to your custom reported, that L.Williams Estate is liable for the freight per "Gwendolin" referred to and, with regard to General Average Charges, it is a liability that under the Merchant Shipping Act no owner of property conveyed by sea can avoid.

Enclosures per "Loriga" via Glasgow.

Originals

1 Copy of Cablegrams sent dated 15th,22nd,23rd June, 5th,9th 13th,16th,27th,29th July & 12th August.

2 Copy of Cablegrams received dated 18th,19th June,4th,7th 13th,15th,21st,26th,31st July,1st & 7th August.

3 General Invoice Stores per M/V "Lobos".

4 Du Croz Doxat & Co's Wool Market reports dated 13th & 28th July.

5 P.S.N.Co's Sailing Lists Nos.10,11,12 & 13.

6 Dock Landing Certificates :-

D & S	243	bales Wool ex	"Magellan"
W K C	155	"	"Losada"
W K C	146	"	"Magellan"
H & B	9	"	"Losada"
Z	151	"	"Magellan"
H & B	190	"	"
J G	121	"	"Losada"
J L W	262	"	"Magellan"
J L W	53	"	"Losada"
W C	199	"	"Magellan"
L	95	"	"
C C W	7	"	"
N A	417	"	"

7 One key of Jacob's tank of Biscuits per M/V "Loriga".

8 Jacomb Hoare & Co's Wool Market reports dated 28th July.

9 Copy of letter from Lloyd's Register of Shipping dated 26th July and form referred to for completion attached.

10 Conveyance of land (part of Lot 8 Section II) in Stanley from F.I.Co. to Mrs.Peter McPherson for dompletion.

11 Marine Insurance - Its Principles and Practice by F.Templeman.

12 Copy of letter from the Admiralty dated 17th July and booklets of instructions referred to attached.

13 Copy of letters from Messrs.Hempsons of 2nd & 8th July and Ince Colt & Ince of 5th & 9th July and ours to Ince of 6th July re Biggs.

14 Jacomb Hoare & Co's Wool Sale Catalogue of 19th July.

15 Bill of Lading & Account for Mr.A.E.Felton's Bungalow shipped per "Lobos".

16 Death Certificate of James Campbell returned.

17 Bills of Lading General Cargo per "LOBOS".

18 Supply of Coastwise Contracts and circular letters.

19 Suppliers invoices Stores shipped in the "Loriga".

20 Remarks on Stores.

21 Remarks on Accounts.

22 Account Current dated 17th August and vouchers.

23 Form in which Darwin and North Arm Store Accounts are to be rendered.

24 List of Firms who have signed Coastwise Freight Contract.

25 Copy of letter to T.G.Slaughter dated 13th August.

LONDON, 17th August, 1926.

ENCLOSURES per Supplementary Mail via Monte Video.

1 Copy of Cablegram received dated 19th August,1926.

2 Pro forma list of General Cargo shipped per "LORIGA".

3 Cinzano & Co's invoice for 15 cases Vermouth shipped direct via Monte Video.

4 Suppliers Invoices Stores per "LORIGA".

LONDON, 20th August, 1926.

Lariga A.

PRECIS OF DESPATCH NO. 1270 PER S.S."CROPESA" DATED 6TH OCTOBER,1926.

1 Acknowledges 655/6.

2 Land Register - re Suburban Lot No.4.

Asks for Plan of Plot 10.

3 Geligmite shipment.

4 Water Rate to be met by tenants.

5 Defers discussing "shoring up" of "Egeria" until

reply received to 1267 para. 13.
Asks cost of shifting stores.

6 Store Staff - Appointment of Clerk.

7 Compensation for Stock destroyed per "Bogota".

8 "Falkland" boiler - Installation noted.

Encloses correspondence re unclean state of.

9 "Kelp" condition of bottom.

10 Station Specifications.

11 Nothing further arisen re Biggs case.

12 Sheep shifting - Mr. Llanso's letter to Mr.Bonner.

13 Stanley Land - not able to locate position of plots required.

14 Reports position of Coal Strike - Cannot get supplies from

La Pallice.

15 Discusses Mr. Peters's report on Machinery etc.

New Goose Green Chimney shipped.

Stanley Motor Boat - New Bolinder 20 H.P.
Engine shipped.

"Kelp" - fire bars shipped.

"Falkland" - reducing valve shipped.

16 Acknowledges statement of produce carried by schooners.

17 Sale of "Proecis".

18. Capt.Roberts's report on craft to hand.

Small Slipway - steel cradle ordered.

19. "Plym".

20 Fire at North Arm. Claim settled. Dettleff's loss - Coy
cannot make good.

21 Discusses legal actions by and against L.William's Estate.

22 Acknowledges cable advice of shipment per "Loriga".

23 Wool Sales.

24. Ketch "Ilen" - left 31st August. Asks for Peter's report on
engine. Proper tuition to be given man put
in charge.

25 Coal offered by Southern Whaling & Sealing Co.at So.Georgia.

26 Accident to employee whilst filling "Colombo".

27 Drawings enclosed - "Falkland" boiler
Goose Green chimney.

28 Letters from Admiralty enclosed.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

Per s.s. "Oropesa"

No. 1270.

London, E.C.3. 6th October, 1926

Dear Sir,

The last despatch to you was dated 13th August, since when I have received your 655/6.

2. 655.2. 656.4. The Registrar General's reply,- for which please thank him,- to the several queries arising on the Register of Deeds and Land clears up most of the points raised. There is still, however, the important question of the ownership of Suburban Lot. No.4.- 25 acres 2 roods 14 perches. To enable this matter to be gone into more fully, I enclose for the Registrar's information an exact copy of the document held here. From this you will see that it is a copy, certified by the Colonial Secretary, of a deed dated 19th February, 1845, conveying to Samuel Lafone the exact acreage stated above in consideration of a sum of fifty pounds admitted to have been paid for same. Why the document is headed "Provisional Grant" is not clear, since it purports to convey without any condition the land referred to. It is also somewhat strange that while the body of the document refers to the land as at "Port William", the endorsement was evidently first written as "Western Suburbs" which words were ruled through and "Port William" substituted. From this, and the fact that there was never any land at Port William described as Suburban Land, and, that the Plot 4, Western Suburbs, referred to in the Registrar's letter to you of the 5th July, 1926, is the exact measurement specified, there would appear to be little doubt, as suggested by him, it is the plot with which we are concerned.

Moreover, it is worth noting that the Deed of

H.H.R.Gresham, Esq.,

Manager,

Port Stanley.

Settlement, dated 1850,- only five years later,- transferring from S.Lafone and others their concessions, specifies, amongst other things, 25 acres of Suburban Land which, so far as the Company's records go, could only apply to Plot 4, Western Suburbs.

Kindly go into the matter with the Registrar and advise the result of your investigations.

Please also forward a rough plan of Plot 10 (Deed No.26), showing the position of the holdings, F.I.C. 40 perches, Church 12 perches, Lehen 20 perches and Biggs 8 perches.

In connection with the several transfers of land to the Government under the arrangement come to by Mr. Harding and reported in his letter of 22nd March, 1923, I shall be obliged if you will obtain, in those cases only where parts of numbered lots have been transferred, a copy of the drawings appended to the Conveyances, so that the land disposed of can be correctly marked off the records here. In future cases copies of these particulars will be taken from the deeds sent home for execution.

There is just one other point to clear up. Your replies to the queries sent indicate that the ½ acre sold to Dettleff should be written off against Lot 8, Deed 20, Page 2. Is this not an error? It would appear to be so from the references made to the matter in your despatch No.601 par. 11, which speaks of selling him ½ acre of Lot 8, Special Suburban Allotments of 1 acre each. These you will find on page 7 of the Register. Is not the land sold MacPherson part of the same?

The copy of the Government Plan of Record of Suburban Land is to hand and should prove most useful for reference.

3. 655.4. Your indent for Gelignite, dated 12th January, 1926, merely stated "5 cwt. of Gelignite". Against this we shipped what the Nobel Co. indicated as the most generally used size,- 4 oz. and 8 oz. It is unfortunate that you did

not indicate that 2 oz. charges only were required. They could just as easily have been sent and it would have saved the labour of dividing the larger charges.

4. 655.7. Any Water Rate levied in connection with the new supply must of course be met by the tenants in each case.

5. 655.9. Before discussing further your remarks re the "shoring up" of the "Egeria", the construction of a jetty, etc., we will await your reply to despatch No. 1267. par.13.

Can you give an approximate indication of the annual saving that would be effected in the cost of shifting inward stores from jetty to the East Store and back again for shipment to coast port were the long contemplated shed at the jetty erected?

6. 655.12. Provided you are thoroughly satisfied with the capabilities of T.Campbell, your views as to reorganizing the Store Staff will be approved. It is of course ridiculous for Mr. Creece to be chiefly occupied in doing detail clerical work which a good junior clerk could do, and when someone to fill the latter post is sent out, it will be up to you to see that things are arranged differently. We were on the point of engaging a young man who had been recommended to Mr.Moir in Scotland, but have deemed it a better course, if someone can be found in London willing to go out, to bring him into this office for a month or so to satisfy ourselves that he is thoroughly competent.

7. 655.13. The correspondence with the Government with reference to compensating the owners of stock per "Bogota" destroyed has been read with interest; you will doubtless keep me informed of future developments in this matter.

8. 655.14. 656.5. It was gratifying to the Board to learn from your remarks,- and cable of the 31st August,- that the work of installing the "Falkland's" new boiler had been successfully accomplished and that the vessel was again in commission. Every credit is due to Mr.Peters for carrying through this work.

With regard to the remarks in his report as to

the unclean state of the more inaccessible portions of the boiler, you will find enclosed copies of correspondence with Mr. Kennaugh on the subject. It explains the difficulties at the time consequent on the General Strike.

9. 655.16. It is good to hear that attention,- so far as possible,- has been given to bottom of the "Kelp"; Until, however, you have means of hauling her up and sighting and painting the whole of the bottom the position cannot be regarded as satisfactory.

10. 655.17. In the case of those people from whom you find it difficult to obtain specifications, why not inform them that the Captains of the Company's vessels have instructions not to take in their cargo until they are handed to them ?

11. 655.19. Nothing further has arisen in connection with the Biggs case since that reported in my letter of 10th June.

12. 655.20. Mr. Llanso's letter to Mr. Bonner is certainly illuminating! His proposals, and the consideration to be given them by the Sheep Breeders Association, can hardly be taken seriously.

13. 655.22. As you have not given the numbers of the ½ acre plots referred to, it is not possible to locate them exactly from the plans here. If, however, the land suggested is that immediately at the back of the Offices, the Board is of opinion, in view of the possibility of extensions being required at some future date, that it would be undesirable to part with those particular lots and that some other position should be selected.

14. 655.24. As you are doubtless aware, the coal strike still continues and it is practically impossible to obtain a permit for the export of any coal, foreign or otherwise, from the U.K. Very large quantities are being imported from the Continent, but this is all being used for railways and industrial and domestic purposes. Your suggestion of Ruhr coal from La Pallice is not practicable. The only P.S.N.C.steamer

calling there is the "Oropesa", and the P.S.N.C. would not hear of her being delayed there taking in coal. And further, we are advised that the bulk of this coal is such rubbish that it would be bordering on insanity to pay freight on it. In these circumstances we hope you will be able to get sufficient to carry you on for a short time from Punta Arenas when the "Falkland" goes there early this month.

The strike certainly, at last, shows signs of collapsing in the near future. When it does you may rely on a shipment being made to you at the earliest possible moment and a cable will be sent you advising when you may expect supplies.

15. 655.25. Mr. Peters'report on machinery, etc. has been read with much interest.

Goose Green Chimney. A new one, 50 ft., has been ordered from Babcock & Wilcox, and shipment is promised by the vessel taking this mail.

Stanley Motor Boat. After consideration it has been decided to send you a new engine with stern gear and propeller complete. An order has accordingly been placed with Messrs. James Pollock Sons & Co. Ltd. for a 20 B.H.P. single cylinder Bolinder engine Model B.M.10., and this has been forwarded to Liverpool for shipment by this mail.

Enclosed you will find copy of Messrs. Pollock's letter of 29th September and, attached thereto, booklet, entitled "Care and Running Instructions" and plans of stern gear No. 18495 and propeller No. 18500.

The plan of the hull you refer to was not enclosed; please forward it later.

"Kelp". The fire bars asked for are also shipped by this opportunity.

"Falkland". The new main steam to deck reducing valve ordered is being forwarded per "Oropesa".

16. 655.26. The statements relative to produce carried by the various schooners while the "Falkland" was out of action are to hand and will be valuable for reference.

17. 655.27. The passing of the old hulk "Proecis" into the breaker's hands is noted; she will now be written off our list of craft.

18. 655.28. We are very glad to have Captain Roberts's detailed report on the various craft and to learn that, generally speaking, the condition of them is being closely watched.

The Board is particularly pleased to note that an effort is being made towards the construction of a slipway, if only capable of dealing with vessels as large as the "Kelp" and the iron lighters. The steel cradle asked for has been ordered and will probably be shipped by the vessel following this mail. The strike has delayed its earlier shipment. The contractors, who are specialists in slipway work, point out that instead of the centre line of rollers running in a channel, the usual practice, and one which is found to be better, is for them to run on the flat and for the two sideway tracks to be fitted with flanged wheels. This makes for a stiffer job. However, as it is understood from the drawing sent that the foundations and ways are already constructed as shewn in the plan, the cradle will be made to suit same.

19. 655.29. Your remarks with regard to the "Plym" were dealt with in my 1269. para. 19.

20. 655.30. In continuation of paragraph 20 of No.1269, I am able to advise that the Insurance Company has paid us for the loss of the two houses referred to in your certificate to hand.

Mr. H.C.Harding's appeal on behalf of W. Dettleff in respect of the loss sustained by him has been fully considered by the Board. The case is exactly on "all fours" with that of the occupier of the Tranquilidad house burnt down in 1918. In reply to a similar appeal you will

find that in despatch 1190. para.23. the Board laid down,- and it is still of the same opinion,- that it can not establish the precedent of recompensing employees in such cases, and that the personal effects of everyone occupying the Company's houses must be insured by the owners. The cost of this would only be a matter of a few shillings. In the despatch from Stanley,- 551, para. 27,-it was stated that this position would be made generally known. It would be interesting to have a list of insurances effected by you on the private effects and property of all residing in Company's houses both in Stanley and on the Farm. None have been covered here.

21. 655.31. 656.2. This matter was referred to in para.21 of 1269. Your 656.2 has since come to hand from which it is noted that Mr. Rowe, the Manager of Williams Estate, has brought counter claims against you.

In reply to your questions the Board finds it difficult,- practically impossible,- to indicate your best line of action in the event of Rowe persisting in litigation. You certainly cannot stop him doing so, and the cases must be met as you consider best as and when they arise. With regard to the one pending at the date of your letter, it is assumed that when the prescribed time has elapsed for you to lodge replies to the counter claims, it is possible the Registrar will at once rule that the item dating back to 1918 is "Statute Barred", in which event the total being under £50 he will adjudicate forthwith on the other items. This may have already been the position, so there appears to be little point in incurring the expense of consulting our Solicitors. The Board will therefore await your further advices as to how matters have developed, and in any case, it would not readily be prepared to send out Counsel to represent the Company unless the issues at stake were very much larger than they are.

22. Your cable advices of shipments by "Loriga" are noted. Also that you had not been able to arrange with the

P.S.N.C. at Valparaiso to give you a vessel to deliver wool in time for the November Sales. In the circumstances there is no alternative but to hope for a substantial shipment for those in January.

23. The current series of Sales, which commenced on the 14th September, have so far maintained a firm tone and realizations of Falkland wools have shown an advance of from 5 to 7½%. The average prices for the marks sold are being telegraphed to you as usual and enclosed you will find the Brokers' Market Reports and the catalogues giving all details.

24. Since writing you last we have had an opportunity of inspecting the ketch "Ilen" at Avonmouth where she came for supplies of fuel and lubricating oil; she appears to be a thoroughly good, strong job. Her final port of departure from the U.K. was Ilfracombe,- on the 31st August,- and she reached Madeira on the 11th September after a fairly good voyage, in which the topmast was carried away. Letters since received from Mr. Conor O'Brien, dated Funchal 20th September, reported his intention to sail on the following day. We trust she will have a good trip for the remainder of the voyage and that in due course we shall receive your cable reporting her safe arrival. Mr. O'Brien, on his own admission, has not previously had experience of marine engines, and it is therefore not surprising he has met with some minor difficulties with the 24 H.P. 2 cylinder Bolinder engine on board. Most of these he has already overcome, but he still complains that the collar of the clutch lever gets heated when the vessel is sailing with engine out of action and the propeller running free. The makers suggest that this may be due to improper adjustments made to the bolt "A",- see drawing herewith. Mr. O'Brien further reported from Madeira that he was having the propeller moved slightly further aft on the shaft, as he was under the impression there was friction between it and the stern post. This, of course, with a little wear would soon have been rectified.

friction of water

Messrs. Pollock & Sons, the Suppliers of the engine, assert that their extensive experience goes to show that it is very undesirable to have any more clearance at that point than is absolutely necessary, as it encourages seaweed, or any other foreign substance, to foul and jam the propeller.

On the arrival of the boat please draw Mr.Peters's attention to these matters, and any others which Mr. O'Brien may report, and get him to make a full report on the engine for the information of the Board. Also, please note that before this vessel is handed over to those who are to take charge of her, the person on whom the responsibility of running the engine will rest must, even if it entails bringing him into Stanley, be thoroughly schooled in its management and control and the Company's Engineer satisfied that he is competent, otherwise there is every prospect of the unfortunate experience with the "Speedwell" engine being repeated.

The contract made with Mr. Conor O'Brien is for the delivery of the boat at Port Stanley for the sum of £1150. 0. 0.
Of this sum he had been paid ... ... 850. 0. 0.
leaving a balance due to him of... ... ...£ 300. 0. 0.

36 barrels of paraffin - gas oil - and 4 of lubricating oil have been shipped and what is not used on the voyage can be taken into stock on arrival. Please advise the quantity delivered to you.

25. Since writing paragraph 14, your cable of the 30th ultimo has come to hand to the effect that your position as regards coal is serious and that you could arrange shipment from South Georgia of 50/100 tons if Christensen, Sandefjord, would agree. We immediately communicated with that gentleman and were informed in reply that his vesels were operating in the South Shetlands - not South Georgia - and that they had none to spare.

Our negotiations which followed with the Southern Whaling & Sealing Co. were more fortunate, and you will learn from the cable being sent you to-day that they are willing to

supply up to 100 tons Westphalian Coal at South Georgia for 90/- per ton f.o.b. This figure is of course extremely high, and it is hoped that as suggested in my cable you will be able to do better at Punta Arenas. The Southern Company will be advised of your decision immediately your cable in reply comes to hand.

26. The news contained in your cable of the 21st ultimo to the effect that an employee had lost an arm through an unfortunate accident which occurred when pumping the oil to the s.s. "Colombo" was received with much regret by the Directors. Full particulars of the case, which you will doubtless send by mail, will be anxiously awaited. You ask if the Company or the Admiralty is liable and in reply I informed you that,- on the assumption that the man was an employee of the Company,- the Admiralty is not concerned.

Although the full Workmen's Compensation Act, as existing in this country to-day, has not so far, I believe, been adopted in the Colony, the Board nevertheless in such cases has always been prepared to deal with those injured in its service as if it had. I therefore cabled you authorising the payment of the medical fees and to give such temporary relief as you considered right in the case.

27. Enclosed please find the following drawings:-

New Boiler fitted to s.s. "Falkland" - 1 Blue Print.
~~Foundation & Erecting Plan~~.

Goose Green Chimney - Foundation & Erecting Plan.
One coloured drawing and one Blue Print.

28. Copies of the following letters from the Admiralty are attached :-

Dated 26th August, 1926. Enquiring when quarterly account to 31st March may be expected.

,, 8th September ,,. Re shipment of spare thermometers.

Yours faithfully,

E. B. Edwards

Managing Director.

29. Enclosed please find copies of correspondence with the Admiralty relative to inspection of bottom of Oil Fuel Barge "C.82". Please let me have your answer to their question as to whether the necessary arrangements could not have been made to do this when the vessel was beached.

Also I attach copy of a letter, dated 6th October, together with the three copies of poster referred to.

30. In continuation of paragraph 20, please ask Mr. Slaughter to give instructions to have notices posted throughout the Camp drawing attention to the fact that, in the case of fire resulting in loss to an employee of his personal belongings, the Company is not responsible and pointing out that this interest should be covered by insurance.

PRECIS OF DESPATCH NO.1271, DATED 12TH NOVEMBER, 1926

PER M.V."LAGARTO".

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1 Acknowledges 657 & 658.

2 "Kelp" - Pleased with report.

3 Naval Fuel Depot - Documents re issues, etc. sent to Admiralty.

4 Accident to Martin Biggs. Workmen's Compensation Act.

5 Charge to be made Whaling Companies for storing coal in lighters.

6 Coal Supplies.

7 "Egeria" - re proposed wharf.

8 re sale of ½ acre lots of Stanley land. Sketch returned as not quite clear.

9 "Great Britain" - as to altering mooring position.

10 "Gwendolin" sails.

11 L.Williams Estate - notes judgement in our favour.

12 "Falkland" - Boiler installation.

13 Instructions re marking bales of wool shorn at Goose Green will be cabled.

14 Notes "Plym" sold for £20.

15 Scab at Speedwell Island.

16 Messrs. Dean & Co. - signed coastwise freight contract for next Season.

17 "Gwendolin" - Particulars of cost of repairs to hand.

18 Falkland Islands Sheep Breeders Association - Attitude to Company.

19 Sheep and fodder from New Zealand per "Kia Ora" - Payment of £2275 made to Crown Agents. Owners report fire on board.

20 Acknowledges receipt of Crown Grant No.396 re part of Section 38 Fitzroy North.

21 Slipway at Stanley - Set of foundation plans and schedule of quantities enclosed. Asks for Mr.Peters' price for laying foundations.

22 "Egeria" - Steel Sheet Piles.

23 Coastwise Freight Contract - Steamer need not call at Stations who have not signed.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 12th November, 1926.

Per M.V. "LAGARTO".

No. 1271.

Dear Sir,

I wrote you last on the 6th ultimo and have since received your Nos. 657 and 658, delivered here on the 8th and 9th instant respectively.

2. 657.2. It is satisfactory to have your good report of the "Kelp"; if she is steaming at 8½ knots she should be able to do all your towing in anything but exceptional weather.

3. 657.4. 658.12. Your memorandum and documents referring to the issue of 94 tons of oil, in barrels, to be shipped as reserve store to South Georgia, are to hand and have been forwarded to the Admiralty together with those relative to the delivery of 506 tons to H.M.S."Colombo".

Your remarks with regard to the condition of gear "on charge", and otherwise, will be borne in mind in the event of any question being raised.

The Quarterly Return of Receipts and Issues to 30th September,- enclosed with your memo of 21st September,- has also been forwarded to the Admiralty.

4. 657.21. 658.12. The further particulars and reports relative to the unfortunate accident to Martin Biggs are to hand; these, I need scarcely say, will be read by the Directors with much sympathy at the next Board.

Alluding to remarks in my 1270. par.26, it is noted you confirm that the Workmen's Compensation Act has not been adopted. Herewith you will find a copy of that Act, and a perusal of same will show you the great variety of circumstances which have to be taken into account in assessing temporary allowance and final compensation. It is assumed that when Biggs has completely recovered he will be capable of earning something,

H.H.R.Gresham, Esq.,
Manager,
Port Stanley.

and not until this stage is reached will it be possible to estimate the value to him of his disability. Meanwhile it is noted that the Naval Officers report explicitly states that the machinery was insufficiently guarded, and this point will be taken up with the Admiralty, but I much doubt if any compensation can be looked for from them.

5. 657.5. The charge against the whalers for the coal, paid for but not taken by them, would appear to resolve itself into one for extra lighterage and storage. I would suggest 12/6 to 15/- per ton. They cannot expect us to keep it 12 months in our hulks free.

6. 657.6. 658.6. Your anxiety as to future supplies of coal is appreciated to the full. From here we can do absolutely nothing, and you are indeed fortunate to have secured from South Georgia and Punta Arenas sufficient to carry you into mid-January. This, I gather from your cable of 30th October.

Following on the suggestion in your telegram of 19th October, we enquired of Maclean & Stapledon, Monte Video, if they could offer us American supplies, but after some delay they replied that they could only offer Chilian. That being so it is better to send the "Falkland" again to Punta and take the Chilian supplies there, so allowing her to earn the excessive freights now current for the conveyance of coal.

7. 657.7. Mr. Peters' drawing relative to the "Egeria" protecting wall and jetty is to hand: it will now enable a close estimation of the costs to be obtained. His suggestion of using sheet steel will be followed up.

8. 657.10. Your plan purporting to show the ½ acre lots sold to Dettleff, Walsh, Sedgwick & McPherson is to hand, but from our records it does not appear to be accurate, and it is a pity that the numbers of the plots were not filled in. On it Mrs. McPherson's land is shown as the 9th from Hebe Street, whereas the conveyance recorded it as part of Plot 8 Section 2.

This would make it, according to the plans we hold, next to Hebe Street. Then again your drawing shows all the plots from West of Hebe Street as being of the same size, whereas we know that a portion of 8 was sold for the extension of Hebe Street. Please revise the drawing and return to us. The drawing is, however, sufficiently clear to show that the lots applied for by F.G.Bernsten and W.Sedgwick are in Section 2 and not immediately at the back of the offices. The decision of the Board on these two cases will be conveyed to you in my next despatch.

9. 657.11. It must be admitted that the Company's Marine Superintendent is the best judge as to whether there is anything in the suggestion to move the "Great Britain". If you agree that no saving or advantage is to be gained thereby by all means leave her where she is.

10. 657.12. It is quite refreshing to hear that the "Gwendolin's" sails are so satisfactory.

11. 657.14. We are very pleased to hear that, as anticipated in my 1270 par.21, the case against Williams Estate has been settled in the Company's favour. The result may deter Mr.Rowe from such hasty action in future.

12. 657.16. Your reports on the good work done in connection with installing the "Falkland's" boiler have been read with interest.

13. 657.17. Definite instructions as regards the future marking of bales of wool shorn at Goose Green will be cabled you within the next few days.

14. 657.18. 658.11. The sale of the launch "Plym" for £20 is noted.

15. 657.20. 658.14. The isolated case of scab at Speedwell was mysterious and disconcerting.- Your latest reports of the Stock Inspector finding all island sheep free from disease when last inspecting them comes as a great relief.

The report about Clark's wilful disobedience

and gross mismanagement comes as a great disappointment, the more so as nothing but good has been heard of him in the past. The Camp Manager's reprimand will, it is hoped, bring him to his senses, otherwise a change will certainly have to be made.

16. 658.3. Please add the name of Dean & Co. to the list of those who have signed the coastwise freight contract for next Season.

17. 658.5. The particulars to hand relative to the cost of repairing the "Gwendolin" will enable the insurance claim to be proceeded with.

18. 658.10.15. It is, perhaps, just as well that the Sheep Breeders Association, has, so early in its life, shown its hand in the pointedly open anti-Company actions you report and, in addition, proved itself incapable of even interpreting its own Articles. In such circumstances it seems incredible that any self respecting proprietors will continue long to be associated with it.

It will be interesting to hear whether the £200 of Government money referred to is withheld.

19. 658.16. Particulars of the orders placed by the Government through Dalgety & Co. for stock and fodder to be shipped from New Zealand direct to Stanley by the s.s. "Kia Ora" are noted. The payment of £2275 referred to has been made to the Crown Agents.

It was with much regret we were advised by Messrs. Shaw, Savill & Albion Co. Ltd. that a somewhat serious fire had occurred in that vessel between New Zealand and Port Stanley resulting in a considerable quantity of 'tween deck cargo being jettisoned. Further details are awaited.

20. 657.13. The Crown Grant No. 396, with sketch, in respect of the purchase of 1120 acres, being part of Section No.38, Fitzroy North, is to hand.

21. From the copies of correspondence with the Admiralty enclosed with last Despatch (1270.29), you will have gathered

that considerable concern exists as to the impossibility,- owing to the absence of a slipway or dock,- of giving proper attention to the bottom of their 500 ton oil barge.

From conversations with them on the subject we feel that there is a probability of the question of the construction of a slipway being again raised in the near future. Therefore, to enable the Board to be in a position to thoroughly consider the matter, should such an eventuality arise, it is necessary to know, definitely, for what outlay the foundations could be laid down, as this is the uncertain figure in the cost.

You will accordingly find herewith a complete set of foundations plans by Mr. W.Gordon Glover and a Memo of Construction by his partner Mr. John Haiste, and attached thereto, a schedule of quantities, etc.

Please ask Mr. Peters to go very carefully into the whole matter, with Crawford, and report for what figure they would be prepared to contract to lay down foundations in accordance with these plans, the total sum to be divided against the several headings in the schedule, i.e. Concrete Sleepers, Midway Beams, etc. where the words "Material and labour to be provided locally" appear. By dividing the contract in this way it can be decided whether the proposed jetty, which is optional to the scheme, is worthy of consideration. With regard to expenses, such as use and cost of running machinery, not included in their contract price quoted, please send a separate note.

You will have to make it clear to Messrs. Peters and Crawford that the chances of the Board sanctioning the work,- provided all other difficulties with the Government are overcome,- will largely depend on the outlay being reduced to a minimum, as in any case the final equipment including cradle and hauling up power will run into a large sum.

It is appreciated that the site will necessarily be a very important factor in the calculation of cost and that, at

the moment, this matter is obscure. It will, however, be sufficient for the present purpose if it is assumed that permission has been given for the site,- long talked about,- opposite the Narrows. With the information above asked for, together with the other quotations for the plant to be obtained here, the Board will then be in a position to discuss matters with the Admiralty if called upon or to decide whether to reopen the question or not.

22. Since writing paragraph 7 I have ascertained that the British Steel Piling Company Ltd. are the actual makers of the Simplex steel sheet piling. Herewith I send you, for Mr. Peters' information, their catalogue and a copy of their quotation which will enable him to follow up the matter, and to specify for what he wants. I have shown them the drawing, and they are of opinion that for the purpose proposed the 15" x 5" Universal piling would be the most suitable. The 8" Simplex they contend is rather light for the job. One ton of the former covers approximately 56 sq.ft. against 100 sq.ft. of the latter. Although no doubt the suggestion of leaving the steel piling in place would probably make a stronger job, the method would entail heavy outlay in piling to cover the 553 ft. wall around the two hulks. Before taking any further steps here in the matter, it will be as well for Mr.Peters to have the information sent herewith before him, as it occurs to us that he may see his way to have a sufficient quantity of this piling sent out to make a box and so proceed with the construction of the wall in sections. This will, of course, show a great saving in the purchase of piling.

We do not purpose doing anything further with the Simplex Concrete Piling Co., to whom reference was made in previous despatches, as we assume that Mr.Peters, if supplied with the piling he has suggested, can see the job through without their assistance as engineers.

We will have blue prints taken from your drawing

and return it to you by the next mail.

Yours faithfully,

C. B. Goddard

Managing Director.

23. In continuation of paragraph 16, please note that in the event of any of the stations not having returned to you, signed, the contract agreeing to support the "Falkland" throughout the coming Season, you have full discretion to advise those defaulting that the steamer will not call until the document is forthcoming.

J.P.G.

PRECIS OF DESPATCH NO. 1272, DATED 19TH NOVEMBER, 1926

via MONTEVIDEO.

1 Alleged case of scab at Speedwell Island.

2 Sheepbreeders Association - Messrs. Holmested, Blake & Co., Ltd., & Dean & Co. withdraw.

3 Company's Wool Clip 1926/27 to be marked as heretofore.

4 Slipway at West Yard - Steel cradle completed and awaiting shipment.

5 "Egeria" - Blue prints of proposed work enclosed.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 19th November, 1926.

Supplementary Mail
Per via Montevideo.

No 1272.

Dear Sir,

With reference to your reports,- and those from Mr. Slaughter,- as to the action taken by the Government, at the instigation of the Stock Inspector, in connection with the alleged case of scab among the Merino rams at Speedwell whereby the North Arm Section and many islands have been put into quarantine; the Farm Committee of this Board,- consisting of Messrs. R.Blake, W.M.Dean and V.Packe, all of whom have had long practical experience in the Islands,- has given the matter, including the history of the rams from the time of their importation in January 1924 to the present, its closest and most serious consideration.

This Committee has unanimously come to the conclusion that a grave mistake must have been made by the Inspector in diagnosing the case as one of scab whereas every circumstance in its opinion points to it being one of, what has been commonly called in the Islands for want of a better name, scrofula. Scab, as is well known, is a skin disease, and scrofula, which so closely resembles scab as to be easily mistaken for it, is a disease of the blood, and not contagious or infectious.

If the history of these rams is traced from the date of their importation through the various dippings and shearings, including the two seasons when they were put out in the ewe flocks in 1925 and 1926, there is not a single record, so far as we are aware, of the disease having spread either amongst the rams themselves or to any of the ewes.

These facts infallibly point to the case not being of the highly contagious character of scab.

H.H.R.Gresham, Esq.,
Manager,
Port Stanley.

Moreover, there seems to be no authentic record of the scab microbe having been found.

The expense and inconvenience which the Company will be put to through the Government order will be considerable, but to this not the slightest objection would be raised if it was felt that the case had been correctly identified.

The Board wishes to know if representations on these lines have been made to the Government by yourself or Mr. Slaughter. If they have not it is very desirable they should be without delay.

2. Following on previous reference to the Stock Breeders Association, para. 18 of 1271, you will have gathered from the cable sent you on the 17th instant that Messrs. Holmested, Blake & Co., Ltd., and Dean & Co. have both withdrawn from the Association.

3. The same cable will also have made it clear that no alteration is to be made in the marking of the wool from Darwin Harbour and Walker Creek Sections to be shorn this year at Goose Green. Both are to be marked as heretofore.

Yours faithfully,

C. B. Conrad.

Managing Director.

4. The steel cradle for the small slipway at the West Yard, asked for in your 655 para.28, has been completed and is awaiting shipment. With Mr.Gordon Glover we inspected it a few days ago at the Builders' yard in Leicester where it had been assembled. It is a well constructed, strong job; and should prove invaluable to you for the smaller craft.

5. Blue prints of Mr.Peters' two drawings of the proposed work around the "Egeria" are sent herewith in case they are required.

Enclosures per Supplementary Mail via Lisbon & Montevideo.

1 Copy of Cablegram sent dated 17th November.

2 Copy of Cablegrams received dated 12th,13th & 18th November, & 20th November.

3 P.S.N.Co's sailing lists Nos. 19 & 20.

4 List of General Cargo per "Lagarto".

5 General Invoice Stores per "Lagarto".

6 Two blue prints of Mr.Peters' plans of proposed Concrete Dock & Wharf round Hulks of East Jetty.

7 Account Current dated22nd November and vouchers.

LONDON, 22nd November, 1926.

PRECIS OF DESPATCH NO. 1273, DATED 5th JANUARY, 1927, PER "ORDUNA".

1 Acknowledges 659 and 660.

2 Farm Stores - Invoicing of direct.

3 1500 tons Welsh Coal shipped on 3rd instant per "Orla". Sale to "Discovery".

4 "Afterglow" - towage of to Punta Arenas.

5 "Falkland" Boiler Survey - Information required by Lloyds Registry.

6 Samples of Shell Deposit being anaylsed.

7 Plans shewing situation of buildings received.

8 Accident to Martin Biggs.

9 Shed Alongside Jetty.

10 V.A.H.Biggs.

11 Small Slipway - steel cradle shipped this mail.

12 L.Williams Estate - Rowe's attitude.

13 "Ilen" - nothing heard from Mr.O'Brien since 27th November from Rio.

14 "Gwendolin" - parts for engine shipped.

15 Experimental Farm.

16 Seal Oil business not worth considering.

17 Camp Medical Report appreciated.

18 Influenza epidemic.

19 Employment of "Falkland" in "off" season.

20 H.E.Prickett - Store debt not yet collected.

21 Matters to be dealt with in Despatches and not on Memorandum.

22 Asks for replies to questions asked in No. 1266.

23 H.M.S."Capetown" will require 730 tons oil fuel. Encloses copies of letters from Admiralty.

24 Advises death of Mr. B.Browning.

25 Reports accident to "Loriga" - subject to General Average.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 5th January, 1927

Per s.s. "ORDUNA"

No. 1273.

Dear Sir,

Since writing you last on the 19th November I have to acknowledge the receipt of your Nos. 659 and 660, dated 18th October and 10th November, 1926.

2. 659.2. Your remarks on the existing method of dealing with the Darwin, North Arm, and other Farm Stores, have been very carefully considered, and we are by no means wanting in appreciation of the work which has to be done in Stanley "packing innumerable sundries cases, marking, tallying them, etc." It is with a view to saving a good deal of unnecessary work in this connection that it has been decided that the respective Storekeepers must be told to send you their indents for, as nearly as they arrive at it, their year's requirements of goods, and stores, of all kinds for which they have storage capacity and which are not of a perishable nature. These indents must be sent you, each under its separate mark, in duplicate, so that one copy will be available to send home with your confirmation. The orders will be placed here accordingly, and the goods will go forward marked for their respective Stores,- Darwin, North, etc., as the case may be,- and invoices will be made out and sent by the following mail. So far as accounting is concerned, you will merely have to debit the coastal freight, and the charges for landing, storing and redelivering in Stanley; the insurance will be effected here to destination under the favourable through rate referred to in Remarks on Accounts, 12th November, 1926.

H.H.R.Gresham, Esq.,

Manager,

Port Stanley.

Please therefore give the necessary instructions to the Storekeepers to get this plan working as soon as possible.

You say with regard to the Stores for sale that the Farm pays freight and coasting insurance; but why should it? No doubt this irregularity has obtained for many years past but it is time that the matter was put in proper order. An account should be opened in your Stanley Books for each Farm Store, and all goods sent for sale should be correctly charged up. As regards all items for consumption on the Farm, such as bagging, fencing wire, etc., there would appear to be no reason why, if it is easier for you, these should not be charged direct to Farm.

Another point is that, for instance, at Darwin and North Arm, stores, excepting millinery, are sold at a price which does not balance the cost and loss from sundry causes such as damage and shortage of particular goods and this loss has been made good out of a profit on millinery. This, of course, is not as it should be, and Mr. Moir must be instructed to so raise the prices as to make ends meet in each class of article, as far as possible.

The Board quite approves that essentials, such as flour and sugar, should be cut in price to bare cost, otherwise the question of wages, and cost of living might be raised but certainly other goods, irrespective of millinery, should pay their way.

A further point in connection with the annual account received is that only Mr. Moir's salary appears to be charged. The Store accounts should certainly bear the cost of all labour employed in them.

3. 659.3. 660.7. Cable advice was sent you on the 13th ultimo that a contract had been arranged for the shipment of 1500 tons Welsh Coal, first quality, by the s.s. "Orla", at a price which would work out at about 60s/- c.i.f. Stanley. The steamer

sailed from Cardiff on the 3rd instant and proceeds first to South Georgia to discharge about 3000 tons and should be at Stanley during the second half of February.

From a copy of the Charter Party enclosed, you will see that "free discharge is to be given in your port, the crew to lend all assistance possible". Copy of the Bill of Lading, and plan of stowage, are also sent herewith.

This early opportunity of replenishing your supplies at a moderate price was quite unexpected, and some concern is felt as to the possibility of your disposing of the 600 tons of Chilian coal, bought at 95/-, at anything like cost. It was therefore suggested in our cable that it was desirable to sell or cancel any excess likely to be in hand when the "Orla" arrives.

From your cable of the 19th December it is understood that the "Discovery" requires 200 tons of Welsh coal. - There is little doubt that all our customers will be anxious to take this good coal in preference to the Chilian, but you will be fully alive to the necessity of stipulating that a proportion of each must be taken, otherwise you will be left with very high priced and inferior coal in stock. It may not be policy to adopt this attitude in the case of the "Discovery", but as to this you must be the judge.

How did the Government become aware of the fact that we were getting these supplies of Welsh? If this information reached them outside of the office from the cables passing through their hands, it would appear desirable to re-arrange our private code to meet such cases in future.

Referring to your question, "is some for whalers", it was not possible to reply before the 23rd ultimo when you were advised that no contracts had been entered into. As a matter of fact 1000 tons had been offered to them here at 75/- Stanley but they would not then pay the price. Your future advices as to the policy you purpose adopting re the disposal of the Chilian coal

will be awaited with interest.

4. 659.4. The suggested contract for the towage of the "Afterglow" to Punta Arenas for £300 certainly seems desirable to secure. At the same time it is hard to see why the Government does not follow the example set in the case of reboilering the "Falkland", unless it is that the vessel requires slipping. Has her bottom ever been sighted since she first arrived in the Islands?

5. 659.5. The Survey Report relative to the "Falkland"s boiler, and fittings, enclosed in your letter cannot be dealt with by the Registry as the document bears no date,- vide copy of their letter, dated 14th December, herewith. Please advise what date should be filled in. A copy of a further letter from Lloyds Registry, dated 8th December, is enclosed; please supply the information asked for re Survey of Tail Shaft.

6. 659.6. The samples of crushed shell from Findlay Harbour have come to hand and are now being analysed by Dr.Dyer; his report will be sent later.

7. 659.9. The several plans,- of Stanley and the Settlements,- shewing the numbers and relative position of the buildings covered under the Fire Policy, will be most useful and will prevent any possible misunderstanding in the case of another fire occurring.

8. 659.10. The certificates and reports from Naval Officers, and Dr. Deane, relative to the unfortinate accident to Martin Biggs are to hand. Copies have been passed on to the Admiralty with an appeal to them to do something to meet the case. Beyond an acknowledgment of receipt and an intimation that the matter is "receiving consideration" nothing further has been heard. The most is naturally being made by us of the inadequate protection of the machinery and the imperfect lighting referred to in the Officers' report, but it is very doubtful if the Admiralty will admit any liability. Apart however from that, having regard to the fact that the man was the Company's employee,

any action taken by him will undoubtedly be brought against the Company.

The matter has been put before Messrs. Ince, Colt, Ince & Roscoe, the Company's Solicitors, and a copy of their letter, dated 14th December, giving their views is enclosed. Having regard to their remarks re contributory negligence, please amplify as far as it is possible the information already given on the point. Was it possible for the man to have stood in a safer position to carry out the lubrication? Any further details you can give as to this may prove valuable.

The Board has given the matter very close attention, and while it is anxious and prepared to deal generously with Biggs, it cannot regard the demand of £1500 as anything but extortionate. Having regard to all the circumstances of the case it considers it will be far better, if it is in any way possible, to settle with him amicably, as the legal costs which would be incurred in bringing the case home and getting it heard, would no doubt be considerable; and further such action might be considered by some in the Islands as an attempt on the part of the Company to deal hardly with an employee.

In this country the case would be regarded somewhat as follows :-

Average rate of pay per week before the accident	£2. 15. 0
If employed as packer or painter or in any other capacity in which you can find work for him @, say, 1/- per hour, per week	2. 4. 0
The loss through the accident is therefore, per week,	11. 0

The cost of an annuity under the Post Office scale, to bring in this sum, viz. 11/- per week, would be £547. 8. 0., and the Board is prepared to sanction the payment of that amount and in addition to approve of your giving him employment in any capacity you deem fit but of course without any guarantee of permanence as that must necessarily depend on his giving

satisfaction. Should he prove loyal and capable and keen there would surely be every chance of his earnings increasing.

You might put the matter before the man in this light and point out that the Company is in a far better position than any one else in the Islands to find him work best suited to his disability and further would naturally be anxious for him to advance as much as possible.

If, however, he elects to persist in an unreasonable demand and compels the Company to fight the case in London, you must make it perfectly clear to him that in that event, whatever his award may be, it will have to be accepted as a complete settlement of his claim, and the Company will not consider itself under any obligation to find him employment.

Such is the attitude of the Board. At the same time it is prepared to give you authority to increase the payment by a further £200,- making £750 in all,- if by so doing you can effect an amicable settlement.

9. 660. 4. Your difficulty in stating the actual saving which would result from the erection of the proposed Shed alongside the jetty is appreciated; at the same time if you had given an indication of the total cost of the labour incurred in handling stores to and from the jetty to which the 30 to 40% you refer to could be applied, it would be sufficiently near for the purpose. Please supply this information.

10. 659.8. 660.6. Your correspondence with V.A.H.Biggs is noted; his chance of enforcing a pension from the Company is not worthy of serious consideration.

11. 660.9. It is difficult to reconcile your remarks as to the construction of the small slipway having hung fire and being still incomplete with those in your No.655. para.28. In the latter despatch you spoke of it having been finished for some time past and indicated that only the cradle was

needed. Is that the position?

The steel cradle goes out by this opportunity and if, as was previously understood, your foundations or ways are complete, it should be available for use immediately the cradle is assembled, which is about a day's work. Please get Mr. Peters to send a rough plan, for purposes of reference here, shewing the length of the ways above and below high water mark, etc.

A plan of the assembling of the steel cradle is enclosed, also plan G.S.D. 191.

12. 660.11. Mr. Rowe certainly appears to be bent on making himself as objectionable as possible; the course you suggest is obviously the only one to adopt.

13. 660.12. The last news received of the M.V."Ilen" was a letter from Mr. Conor O'Brien from Rio de Janeiro, dated 27th November; he expected to reach Stanley in about three weeks from that date. As no news of his arrival has been cabled, it is probable that weather conditions have been against him. As previously mentioned in despatches, on his arrival please do not omit to get Mr. Peters to make a thorough examination and report on the engine and give us his views on the several troubles reported by Mr. O'Brien. It will be surprising if these are not due to want of experience on his part.

14. 660.14. Mr. Peters report on his overhaul of the "Gwendolin"s engine is to hand; the parts indented for have been shipped by this opportunity.

15. 660.15. Your news re the Experimental Farm is interesting; what attitude will be adopted by the new Governor to this costly undertaking, and what its ultimate fate will be, are matters for some speculation.

16. 660.16. Your further information re the seal oil business certainly points to it not being worth considering.

17. 660.17. It is satisfactory to note that in the period covered by Dr. Moir's excellent report no severe illness had

occurred amongst the Company's employees on the Camp; the full details given therein are appreciated by the Board.

18. 660.18. The news of the widespread epidemic of influenza brought to Stanley by the "Oropesa" was received with much regret; the Directors hope that you made a speedy and complete recovery.

19. Your earnest attention is again directed to the importance of endeavouring to find some employment for the s.s. "Falkland" in the off season when most of the wool has been collected. It is a matter which the Board is particularly anxious to see developed if possible.

In a despatch dated 30th November, 1925 (1262 para.17), this question was specially referred to, and the suggestion was made of running the steamer with timber shipments from Punta Arenas direct to the stations. Since that date there appears to have been considerable development in this trade on the part of the schooners, and there can be no reason, so far as we are aware, why the "Falkland" should not secure the business. To do so, however, it is necessary to quote a close price, c.i.f. for the wood and one which would approximate more closely to that charged by the "Morven", etc. That vessel, I am told, landed on the West cypress straining posts @ 3/7d each against which it is understood your Stanley price was 6/-. After all, those stations which have supported direct schooner shipments will not buy ex our Store, but the securing of the trade to our steamer is well worth serious consideration. An outward freight to Punta Arenas could always be made by, say, 1500 wethers for sale to the freezing stations, and if the earnings for a round trip only cover the working expenses, insurance and depreciation, there will be a considerable advantage shewn in the steamer's results at the end of the year if two or three such trips could be made.

20. Referring to your memorandum of 22nd October, application has been made to Mr. H.E.Prickett by letter forwarded

to him by the Crown Agents for the Colonies, but so far no reply has been received. As he has been dismissed from the Colonial Service, it appears probable that the £15. 15. 0. will not be recovered. The case points to the risk of giving such people credit.

21. Please note for your future guidance that it is preferable to deal with matters such as above in the Remarks on Accounts or in the despatch. A multiplication of these separate memos result later in a particular subject being difficult to trace.

For instance, the matter dealt with in the memo signed by Mr. Vincent, dated 13th November, re the "Kia Ora"s visit, is an important one and should be recorded, for reference hereafter, in the despatch. Mention should also have been made in despatch No.659 that the report from the Foreman Carpenter on Buildings in Stanley was being sent; it merely appears on the list of enclosures.

22. No trace can be found of any reply from you to the two following questions:-

1266.20. Cannot this plan of apprenticeship be extended to the Farm?

1266.25. Now that the Ford Lorry has been supplied, have the horses previously used for store deliveries been dispensed with?

Please supply the information asked for.

23. Enclosed please find copy of letter from the Admiralty, dated 31st December, advising that H.M.S. "Capetown" will be requiring about 730 tons oil fuel between 25th February and 1st March.

Also copy of their letter of the 8th December relative to certain repairs and work required to be done at the fuel station.

24. I confirm the cable being sent to you advising the death of Mr. B.Browning.

25. We are advised by the Pacific Company that the s.s. "Loriga" from Port Stanley 29th September, struck a rock off the South American Coast; a quantity of cargo, including wool, had to be landed to lighten her in the course of which some damage occurred from sea water. A General Average has resulted, and a number of bales of our wool and skins had to be reconditioned before being forwarded to the U.K. Claims in this connection will be made on the Insurance and passed to the credit of the respective interests.

Yours faithfully,

E. A. Grace

Managing Director.

Enclosures per Supplementary Mail via Lisbon.

1 Account Current dated 7th January.

2 Copy of Cablegram sent dated 5th January.

3 Du Croz Doxat & Co's reports :-

D H	75 bales Wool ex "Loriga"		
P H	83	,,	,,
S & S	139	,,	,,

4 Credit note for allowance on Timber shipped last August by David Roberts son & Co.Ltd.

5 Suppliers Invoices goods per S.S."Orduna"

6 Copy of letter from Dr.Dyer dated 7th January and analysis of Beach Deposits Findlay Harbour, Brenton Loch and Peat Ashes North Arm.

7 Memorandum for H.H.R.Gresham dated 6th January re Wool out-turn ex "Magellan".

Landing Certificate for W C 17 Bales Wool.

Letter from Du Croz Doxat & Co.Dated 4th Jan.

LONDON, 7th JANUARY, 1927.

PRECIS OF DESPATCH NO.1274, DATED 21st JANUARY, 1927, PER H.M.S."CAPETOWN"

1 Nothing important arisen since last writing.

2 Benjamin Browning deed. Encloses copy of letter from Mr. Poole, asking for certain information. Power of Attorney being prepared.

3 Attaches copy of letter from J.Brydon re rumour of legacy for J.R.Biggs of Maxwelltown.

4 Re damaged Wool and Skins ex "LORIGA". List of bale numbers to be sent in respect of future shipments.

5 Acknowledges cable advising arrival of "ILEN".

6 Confirms cable asking for insurance values of coal and timber carried by "Falkland" from P.A.

7 Wool Sales.

8 Acknowledges cable reporting shipment per "LOBOS".

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per H.M.S. "CAPETOWN"
from Buenos Ayres.
No. 1274.

21st January, 1927

Dear Sir,

Since writing you on the 5th instant little of importance has arisen that calls for comment.

2. You will have been informed by the cable sent you that Benjamin Browning died on the 9th December.

Enclosed is copy of a letter, dated 11th January, from Mr. Gilbert S.Poole, Solicitor, to Mr. Blake, asking for certain information to enable him to prove the Will. Please let me have your replies to his questions. A Power of Attorney is being prepared in your favour to enable you to act on behalf of the Executors and this, it is promised, will come to hand in time to send herewith.

3. Please refer to enclosed copy of letter, dated 12th instant, from Mr. J.Brydon of Dumfries and the reply attached. If you can throw any light on the vague rumour he will be glad.

4. Referring to my last Despatch (para.25 of 1273) the Pacific Company now advise that some 500 bales of Wool and 69 bales of Skins were landed at Balboa by the "LORIGA", reconditioned, and subsequently sent forward by the "LOSADA" and the "CARDIGANSHIRE". These parcels have now reached London and are being sold this week. Owing to the fact that many of the bales burst, the equivalent of some 60 bales was landed in bulk and this has since been rebaled for the sale. You can easily imagine that in these circumstances, and owing especially to the fact that the numbers on the bales shipped are not known,- so that

H.H.R.Gresham, Esq.,
Manager,
Port Stanley.

the shipping weights cannot be taken from the specifications,- the matter of apportioning correctly the sum realised for this bulk wool, and claiming from insurance the proper value, presents very serious difficulties to the Brokers and Average Adjusters.

The Brokers have repeatedly urged that the numbers on the bales of each mark, both of Wool and Skins, shipped home should be taken and forwarded with the shipment; it would save them and the Dock Authorities an immense amount of bother and work in sorting and cataloguing the parcels. After all, this should not present any serious difficulty, and we must ask you to have it done in future.

Mr.Harding informs us that all bale numbers were taken in his time; possibly this is still the case, but details have not been sent home.

5. Your cable of the 8th instant, advising the safe arrival of the Ketch "ILEN", was received with much satisfaction.

6. To enable the open insurance cover taken out against risks by the "Falkland" from Punta Arenas in November, to be closed it has been necessary to cable you for further information. On the 12th November, when the steamer was about to leave Punta, Mr.Hobbs cabled "Insure against all risks lighter £2200, contents timber £500 Naphtha £250 total £2950". So far no advice has come from you as to the value of the cargo - presumably coal and timber - carried by the "Falkland". Your reply is awaited.

7. The January Series of Wool Sales commenced on the 18th instant; the Falkland Wools, ex "LORIGA" and "OROPESA", being sold yesterday. The Brokers' Reports, together with catalogues shewing prices realised, are enclosed herewith. The damaged wool detailed on pages 43 to 48 is that ex "LORIGA", referred to in paragraph 4. As previously advised, the difference between the prices realised and the market value will be recovered from insurance.

8. Your cable advice of the shipment of Wool, etc. by the "LOBOS", from Port Stanley 13th January, came as a pleasant surprise;

we were not expecting to hear of her being at Stanley before the 20th of January, the advertised date: it is very satisfactory that you have been able to get away such a substantial shipment.

Yours faithfully,

E. B. Sonnack.

Managing Director.

Enclosures via Buenos Ayres

1 Copy of Cablegrams received dated 7th,8th (2) 13th & 15th Jany.

2 Copy of Cablegrams sent dated 12th,14th & 20th January.

3 List of General Cargo per s.s. "Orduna".

4 Bills of Lading General Cargo per s.s. "Orduna".

5 Copy of letter from J.H.McGowan Son & Brydon of 12th and our reply of 13th January.

6 Copy of letters from G.S.Poole dated 11th & 14th and our reply of 13th January re B.Browning deceased.

7 Du Croz Doxat & Co's Wool Market Reports of 18th January.

8 Copy of letters from the P.S.N.Co. dated 6th & 11th January and Extract of Log & Surveyor's report re accident to "Loriga".

9 General Invoice Stores per s.s. "Orduna".

10 Brokers reports on Wool ex "Loriga" & "Oropesa":-

S	195	bales	Wool ex "Oropesa"	
B B	17	,,	,,	
JHD K	27	,,	"Loriga"	
L	20	,,	,,	
P B	72	,,	,,	
J H D				
Pebble	27	,,	,,	
C C W	1	,,	,,	
N A	2	,,	,,	
H G C	65	,,	,,	& "Oropesa"
W C	105	,,	,,	

11 Woolsale Catalogue of 20th January. (Du Croz Doxat & Co)

12 Account Current dated 21st January and vouchers.

13 Average Prices Wool sold at Public Auction on 20th January.

14 Peter McPherson deceased - Letters of Administration returned.

15 Remarks on Accounts.

LONDON, 21st January, 1

Enclosures per Supplementary Mail.

1 Copy of cablegram received dated 18th January, 1926.

2 Power of Attorney from Executors of Benjamin Browning, and copy of letter from Messrs.Hugh R.Poole & Son, dated 22nd January, attached.

LONDON, 25th January, 1927.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

Per H.M.S. "CAPETOWN"
from Buenos Ayres.
No. 1274. (Supplementary)

London, E.C.3. 25th January, 1927

Dear Sir,

Herewith please find Power of Attorney in your favour from the executors of Benjamin Browning; attached is copy of a letter, dated 22nd January, from Messrs. Hugh R.Poole & Son with reference thereto. Vide previous despatch, para. 2.

2. Please add, after the word "November", in the second line of paragraph 6. 1274, "to be closed".

Yours faithfully,

E. H. Gonzalez

Managing Director.

H.H.R.Gresham, Esq.,
Manager,
Port Stanley.

Precis of Despatch No. 1275, dated 11th March, 1927, per "Ballena".

Inde pad

1 Acknowledges No. 661 & Supplementary.

2 Influenza epidemic.

3 Company's Land - Suburban Plot 4.

4 Admiralty Oil Barge - Inspection of bottom.
Encloses letter from Admiralty re upkeep of Depot.

5 "Egeria" - Board's decision to be conveyed later.

6 Re loading P.S.N.C.vessels in Port William.
Position of "Great Britain".

7 Clark - Speedwell Island.

8 "Kia Ora" - No mention in despatches of fire.
Encloses copy of letter from Average Adjusters asking for information thereto.

9 Farm Settlements - Acknowledges plans.

10 "Falkland"s motor boat - plans received.

11 "Falkland" and "Gwendolin" accounts.

12 Goose Green Press - Correspondence with Shaw's enclosed.

13 Government Experimental Farm.

14 Acknowledges receipt of photos of new lighter from P.A.

15 Stanley Motor Boat.

16 Unfortunate towage of "Afterglow" missed.

17 "Egeria" - Construction of jetty.

18 Reports position of Wool Market.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per "BALLENA".

No. 1275.

11th March, 1927

Dear Sir,

The last outward despatch was dated 21st January since when your No.661 of the 5th January and the supplement thereto dated 12th January have come to hand.

2. 661.1. The epidemic of influenza reported does, indeed, appear to have been exceptionally virulent and to have spread with extraordinary rapidity. The straits to which you were reduced in consequence must have made "carrying on" well nigh impossible. The Diredtors are very glad to learn that you have recovered from your attack and that Mr.Vincent escaped.

3. 661.2. I have to thank you for the further information and details relative to the Company's holdings of land. These will ebable several of the queries to be cleared up.

With regard, however, to the suburban plot 4, a.r.p 25.2.14, we are not much farther advanced. We regret to learn that the Registrar is unable to find any record of the provisional Grant of the 19th February 1845 to Samuel Lafone a copy of which was sent you with 1270 para.2. Since this document bears the signature of J.R.Longden - the then Colonial Secretary - and explicitly certifies that it is a"true copy of the counter part of the original Grant to Mr.Lafone recorded in my office" it is quite clear that his records as regards the period 1845/48 must be incomplete.

There can be no question whatever on the strength of this Deed that the land became the property of Samuel Lafone in exchange for £50 admittedly paid by him to the Government on the 19th February 1845.

H.H.R.Gresham, Esq.,

Manager,

Port Stanley.

And further, I find the following references to the matter in despatches:-

No.10. from Stanley dated 3rd February, 1859. -

"I enclose a copy of the provisional grant of 25.2.14 a.r.p
"in the Western Suburbs to Mr.Lafone of which it is
"said the conveyance has been lost. It does not appear
"to have been ever conveyed to the Company. If it
"passes from Mr.Lafone to the Company under any deed
"and proper evidence of it is sent out a direct grant
"to the Company could be obtained. I send a form of
"conveyance by Mr. - Lafone in case you apply to them -
"two despatches and the acknowledgment by Mr.Lafone
"could be taken by Mr.Thornton."

No.219.C. from London dated 7th May 1859. -

"It is not thought expedient to open questions about
"transfers from Mr.Lafone, the safer course being to
"confirm Titles by prescription."

Here then, at any rate, is prima facie evidence that a Conveyance, S.Lafone to the Company, had been executed, and this is borne out by the fact that in the first Plan of Record the land is marked F.I.C. That the Registrar can trace no record of this Conveyance is not surprising seeing that he has none for the original Grant.

That this Conveyance was not specifically mentioned in the Deed of Settlement of 10th January 1852 is clearly explainable by the fact of it having been mislaid; it could not therefore be recited in full therein as other Conveyances were.

I must here correct what I wrote to the contrary in para.1. page 2 of 1270. The 25 acres there referred to could not have been Plot 4 in question.

There is just one correction I would make to your remarks - page 2 of 661 - Under the Indenture of 9th January 1850 it was provided that Samuel Lafone was entitled to one Town Allotment of ½ Acre and one Suburban Allotment of 25 Acres (not two of 25 Acres) such Allotments to be selected

within 12 months of the date of Deed. Why these lots were to be transferred without consideration is not recorded on any document here. It is assumed that Section No.35 (Deed No.117) is the 25 acres selected.

On consideration of the matter the Board is of opinion that the plot in question is clearly the property of the Company, and it will therefore be glad if you will lay the above facts before the Government with representations to that effect and advise me in due course of the result.

I am obliged for your plans of Lot 10 - Deed 26 - and Lots to the East of Philomel Street. Sanction to sell plots. of the Spedial Suburban Allotments on the South of Fitzroy Road was given by the Board some time ago.

4. 661.4. The Admiralty have been advised of the impossibility, under circumstances existing in Stanley, of inspecting the bottom of their Oil Barge O.C.82. They are somewhat perturbed at this and are not likely to allow their vessels to be neglected in this respect as the Company's have been from the commencement.

Enclosed please find copy of letter from them, dated 18th February, giving instructions with regard to the upkeep of the Depot. Please furnish us with the replies and suggestions asked for.

5. 661.5. The Board's decision with regard to the "Egeria" will be conveyed to you in a later paragraph.

6. 661.6. As you do not state what the M.V."LOBOS" was drawing at the time referred to, it is not possible to form an opinion as to whether the wish of the Captain to load in Port William was reasonable or not.

The serious risk and additional expense of vessels remaining outside was well put in your despatch No. 627, para.6 of 2nd July 1924. The Board directs that the position then taken up with the P.S.N.C. should be firmly maintained, and you may rely on its support in any action you may take.

With regard to the "Great Britain", you can but keep the matter before you remembering that considerable extra expenses will be incurred if the old custom of loading P.S.N.C. vessels alongside her has to be abandoned. After all, the "Orita", 9298 tons, has actually loaded alongside her, and it is difficult to believe that some arrangement might not be made whereby vessels of the "L" class, the largest of which is only 6725 tons, could do likewise.

7. 661.7. Your remarks re Clark of Speedwell are noted.

8. 661.9. The Board is glad to know that the sheep imported in the "Kia Ora" were approved of. So far you have made no mention in any despatch of the fire which occurred in that vessel resulting, we are informed, in considerable quantities of hay being jettisoned. Doubtless the omission was due to your illness.

Enclosed please find copy of letter from the Average Adjusters, Messrs. William Richards & Son, dated 10th March, 1927, asking for certain information relative thereto. In this connection send a voucher for fees and out-of-pocket expenses incurred so that it can be included in the Average Statement.

9. 661.12. The rough sketches showing the relative positions of the several buildings insured at Goose Green, Darwin, North Arm and Walker Creek are to hand; they will be most useful.

10. 661.13. The plans of the "Falkland's" Motor Boat have also been received; it is extremely satisfactory to hear that the boat is such a success.

11. 661.15. The accounts to the 31st October for the "Falkland" and "Gwendolin" are to hand and will be incorporated in ours. After crediting the steamer with estimated amount of freight due to her for produce shipped home by the "Loriga" and "Oropesa", £1101, there is left a credit of £783 out of which to provide the annual depreciation, £767. Not only is there no profit available but, as usual, the Company received no interest on the capital employed. Thus again is emphasized the fact that the steamer

is being maintained by the Company at an actual loss.

The "Gwendolin" accounts, after outstandings are credited, show a profit of £147. 18. 9. out of which to provide Depreciation, £313; this is after crediting expenses of repairing to be recovered from Underwriters.

12. 661.16. Copies of correspondence with Messrs. John Shaw & Sons relative to the Press at Goose Green are enclosed.

13. 661.17. Your account of the waste of public money in connection with the Government Experimental Farm comes as no surprise; The Board is glad to know that you have protested against further waste and will be interested to hear of any future developments.

14. 661.18. We are very glad to have the photos of the new lighter "Harriss"; she certainly looks a fine seaworthy craft.

15. 661.19. In the event of it being necessary at any time in the future to replace the Stanley Motor Boat your report on her will certainly be borne in mind; the plan received will enable her to be duplicated exactly.

16. 661.21. It is unfortunate we missed the towage job of the "Afterglow" to Punta Arenas.

17. 661.5. The question of supporting the "Egeria" and constructing a 12 ft. wide jetty outside has been submitted to Mr. W.Gordon Glover and his partner Mr. John H.Haiste; the latter specialises in wharf and jetty work. Enclosed please find his report of 8th March together with the plans 191 and 191A.

The Board has approved of the adoption of Modified Scheme No.2. shown on the latter, and full particulars to enable the work to be carried out at once will be sent you by next mail together with the moulds, or shuttering, for casting the reinforced concrete sheet piling and piles and also the necessary material for reinforcing same and detailed instructions of how it is to be used. Cement will be sent too. Particular attention is directed to Mr. Haiste's remarks, 8th

March, relative to the samples of crushed stone and sea sand sent home recently. The stone is reported on as admirable, but the sand is too fine. It should therefore not be used on this work but some of a coarser nature found. I am informed by Mr.Packe that it is to be obtained in the Murrel River but you are probably aware of other sources of supply.

The Board is strongly in favour of using for such work as this in future reinforced concrete only for although you say of the East jetty "as far as one can see it is as firm as when first erected" it is highly probable that if properly tested many of the piles would be found honeycombed by the teredo although outwardly showing no indication of its ravages.

Not only is the concrete practically everlasting but, according to your figure for concrete (54/- per ton) it actually works out at a lower cost than either timber from Punta or the U.K. Per cubic foot the concrete is 3/6, Punta Arenas timber 3/9, while Pitch Pine from U.K. in Stanley would be 5/6. After all this is not surprising seeing that in concrete freight has only to be paid on about one sixth part.

Now that you are equipped with a rock drill, stone breaker and concrete mixer, the way should be clear for making a start with this class of work. The Board would like to hear of this with a view to the Company being able to supply reinforced concrete bearers, piles, etc., to any station requiring them. We shall be interested to hear what plans you adopt for quarrying the rock and from where it will be taken. The Board's decision with regard to this matter will be cabled you in a few days so that no opportunity may be lost in bringing into Stanley any of the above mentioned plant.

Plans for the shed to be erected alongside the jetty are under discussion and tenders have been called for. By the supplementary mail leaving on the 18th instant I hope to be able to send you full particulars of the accepted design.

18. The Wool Market is firm; the next series of sales commence on the 15th instant and the arrivals per "Lobos" will be offered a few days later. Meanwhile the Brokers report that from their inspection of the samples of the new clip they are of opinion that the improvement in the D.H. and W.C., resulting no doubt from the last importations of stock, is quite apparent.

Yours faithfully,

C. B. Fowler

Managing Director.

ENCLOSURES VIA LIVERPOOL.

1 Copy of Cablegrams sent dated 18th.19th Febry.8th.9th (2).& 10th March.

2 Copy of Cablegrams received dated 24th Jany.8th.10th.17th.22nd Febry.1st.2nd.(2) & 9th March.

3 Brokers report on Company Wool ex "Lobos:-

D H	258	bales Wool
W C	168	,,
N A	222	,,
S I	24	,,

4 Brokers reports on Clients Wool ex "Lobos"

L	87	bales Wool
J B	67	,,
M V	10	,,
F B	22	,,
AP	22	,,
Club	62	,,
Z	107	,,
H & B	125	,,

5 Copy of letter from the Admiralty dated 18th Febry.ref.2450/270

6 Cinzano & Co.'s invoice for Vermouth shipped direct via M.V.

7 Copy of letter from the Admiralty dated 15th Febry.C.P.4521/217

8 Anning & Cobb's priced catalogue of Skins sold 11th Febry.

9 Jacomb Hoare & Co.'s priced catalogue Skins sold 9/10th Febry.

10 Brokers reports on Tallow ex "Lobos"

11 DuCroz Coxat & Co's Wool market report dated 2nd February.

12 Jacomb Hoare & Co's Wool market report dated 2nd Febry.

13 Copy of letters to John Shaw & Sons dated 22nd.28th Feb.& 4th March and their replies of 25th Feb.& 3rd March.

14 Copy of letter from W.Richards & Son dated 10th + 11th March re General Average "Kia Ora"

15 Copy of Clients contracts for Tallow sold ex "Lobos"

W P	7	casks Tallow
F	4	,,

16 Two Blue Prints No.191 & 191A of proposed Wharf around Hulks "Egeria & Shand".

17 Remarks on Stores

18 Account Current dated 11th March and vouchers.

19 Remarks on Accounts.

20 Copy of letters from John H. Haiste dated 7th & 8th March re proposed Piling & Wharf around hulks "Egeria & Shand"

LONDON 11th MARCH , 1927

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)
REGISTERED 1902.

CODES. BENTLEY'S, A.B.C. 5TH EDITION.
LETTERS SHOULD BE ADDRESSED TO THE MANAGING DIRECTOR.
FOREIGN TELEGRAMS TO "FLEETWING" LONDON.
INLAND " " "FLEETWING" BILGATE, LONDON.
TELEPHONE Nº ROYAL 4791.

61, Gracechurch Street,
London, E.C.3.

18th March, 1927

Per "Ballena".

Dear Mr. Gresham,

"Egeria" Jetty & Shed Scheme.

I do not know how you will decide how it is best to proceed with this scheme, whether to start on the "Egeria" and jetty and finish with the shed or commence with the shed and finish with the other. It seems to me that if the scheme, as per blue print herewith, is adopted, and the foundations and cement flooring for same constructed, it would give you a fine working platform for pile making, etc., although it would probably delay the protection of the "Egeria". However, if you decide on this plan and will cable approval and suggestions if any for amendments to the shed sketch sent, we could then ship to you by the earliest boat possible the steel girders for its foundation.

I presume you will open a quarry at some suitable spot, as our future requirements in the concrete line will probably be pretty extensive.

Yours sincerely,

C. B. Sonard

H.H.R.Gresham, Esq.,
Port Stanley.

PRECIS OF DESPATCH NO. 1276, DATED 18TH MARCH, 1927, PER "BALLENA"

Indexed

1 Acknowledges 662.

2 Accident to "Falkland" - may affect renewal of insurance premium.

3 Slipway - Peters's tender received - writing further next mail.

4 Goose Green Wool Press - refers to Peters's report.

Lubricating oil.

Correspondence with John Shaw & Sons enclosed.

5 "Ilen" - Glad she is satisfactory.

No particulars of settlement with Conor O'Brien, or quantity of oil delivered.

6 "Egeria" - Jetty - Encloses letter and plan from Mr. Haiste re piles. Board prepared to sanction erection of shed.

7 Wool collection by P.S.N.C. - Protest made re small quantity lifted by "Lautaro".

8 Wool Market.

9 One bag of Danthonia grass seed consigned to Hill Cove for Mr.Slaughter.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per "BALLENA" (Supplementary)

No. 1276.

18th March, 1927

Dear Sir,

I have to acknowledge receipt of your No.662 which came to hand on the 11th instant.

2. 662.2. The accident to the "Falkland" is unfortunate, coming as it does on the eve of the expiry of the annual policy; the renewal premium may thereby be affected.

3. 662.3. Messrs. Peters and Crawford's tender, and the other information sent, will now enable the cost of a slipway to be more closely gauged than has hitherto been possible. Time has not permitted of a full consideration of the matter, and further comments must be deferred until the next mail. Meanwhile, it should not be necessary to say that you will receive the earliest intimation of any decision come to by the Board.

4. 662.4. Mr.Peters's Report on the trouble experienced at Goose Green with the Press and engine is to hand. Please inform him that, in future, when making a report, we require to have the full story and not a part only. I refer to the fact that while he states that in his opinion the fuel or lubricating oils used caused the trouble, he gives the name of the former, but not the latter. Your remarks on the subject in Despatch are equally incomplete in this respect. The whole of the trouble is, we are advised on the best authority, solely attributable to the inferior lubricating oil used, and this is proved by Mr.Slaughter's later advices to the effect that when a change to castor oil was made all difficulties disappeared. The "Caloria" fuel oil was evidently all right.

H.H.R.Gresham, Esq.,

Manager,

Port Stanley.

Following the damage done to the "Speedwell"s Kelvin engine, through inattention to the all important question of oil, which resulted in considerable unnecessary expense being incurred, a great deal of trouble was taken here to ensure sending you a lubricating oil which would be suitable for most of the internal combustion engines you have. As a result, 10 barrels - 400 gallons - of Price's Motorine D (flash point 400°F.) costing 3s/3d per gallon, was shipped out on 26th February 1926 per "Loreto" and instructions sent in Remarks on Stores that Mr.Peters was to be informed that it was suitable for the Kelvin, Thornycroft and Ford engines, but not the Bolinder. It therefore certainly ought to suit the Blackstone. If this was the oil that caused the trouble with the Blackstone it should have been mentioned for our future guidance in buying. Please report as to this.

The correspondence with Messrs. Shaw & Sons relative to the press is enclosed.

5. 662.5. It is gratifying to learn from the reports of Captain Roberts and Mr.Peters that the m.v. "Ilen" is, on the whole, satisfactory. We can hardly complain of the minor troubles referred to by the former, having regard to the fact that had the lowest quotation obtained at the time from several English Coast Builders of fishing craft been accepted the vessel, delivered Stanley, would have cost at least £1000 more.

Owing to the absence of any advice from you, we are quite in the dark as to whether any payments were made to Mr. Conor O'Brien in Stanley, or any settlement made with him. This should have been sent. The particulars of the contract to enable you to pay him the balance owing was contained in despatch 1270, para. 24. What further information you asked for in 661. para. 26. is not quite clear.

Please also note that the advice asked for (1270.24) relative to the quantity of oil delivered by the vessel on arrival has not been sent.

6. Following remarks in 1275. para. 17, enclosed please

find copy of further letter, dated 15th March, from Mr. J.H. Haiste together with blue print of typical reinforced concrete sheet pile and ordinary pile to be used in the scheme for protecting the "Egeria".

The Board is prepared to sanction the erection of the shed at the East Jetty to be proceeded with immediately following that on the "Egeria". Enclosed I send plan of scheme submitted which you will see provides for one 160 feet x 40 feet. By reducing the width from 45 feet to 40 feet a considerable saving is effected. Please let me have this sketch back with any comments you have to make. Is the height at eaves right? Is there any advantage in having a sliding door at end? It occurs to us it might be useful for goods brought afloat to shed.

7. The Colony's treatment at the hands of the Pacific Company in the matter of their "Lautaro" advised in your cable of the 11th instant is too disgusting for words. The strongest possible protest was immediately sent them,- copy enclosed,- in reply to which we are asked to await explanations called for from Valparaiso and told that the "Losada" is fixed to call on the 10th April. This, however, does not in the least rectify the damage done as that vessel cannot reach the U.K. in time for the May Sales, and those in July are never so satisfactory, and to hold the wool until the September Sales means that the Colony stands out of its money until, probably, October. The loss on interest alone will exceed £1000. All that can be done is to refuse a renewal of the contract for next season unless there is a guarantee to deliver at least 3500 bales in time for May Sales.

From our reply to your message you will have seen that Government representations to the Ministry of Shipping would certainly be welcome though, for your private information, I would say they do not count for much with a Shipping Company like the Pacific whose officials do not hesitate to say that the interests of Argentine and Chile are much more important to them than those of Britain.

8. The current series of Wool Sales opened on the 15th instant and yesterday 412 bales of Falkland Wools were sold. From the copy of statement of highest and average prices herewith you will see that satisfactory prices were realized. The bulk of the remainder of the Wool by the "Lobos" will be put up on the 25th after which cable will be sent you as usual giving the average prices realized for all the marks. Brokers' catalogues and circulars are enclosed.

9. Please note that by this steamer are being shipped, "Blake, Hill Cove", 3 bags of Danthonia grass seed from New Zealand.

Mr. Blake has kindly agreed that one of these bags may be forwarded to Mr.Slaughter for testing at Darwin, vide letter to him by this mail. Please therefore see that one is sent to him direct accordingly.

Yours faithfully,

C. B. Edwards

Managing Director.

Enclosures via Supplementary Mail

1 Copy of Cablegram sent dated 17th March.

2 Copy of Cablegrams received dated 11th.12th.& 15th March.

3 Suppliers Invoices stores shipped per S.S."Ballena"

4 List of General Cargo per S.S."Ballena"

5 Wool Landing Certificates:-

S & S	141	bales Wool	ex "Loriga"
P H	83	,,	,,
n/mark	207	,,	,,
H G C	45	,,	"Oropesa"
B B	17	,,	,,
S	195	,,	,,

6 Copy of letter from J.H.Haiste to W.Gordon Golver dated 15th March & Blue Print No.101/1 of Concrete Sheet Piles and ordinary reinforced square Contrete Piles.

7 Blue Print No.E 518.L of W.Bain & Co's proposed Goods Shed for Stanley.

8 DuCroz Doxat & Co's Wool market reports of 15th March.

9 Account Currents dated 18th March and vouchers.

10 Remarks on Accounts

11 Remarks on Stores

12 General Invoice - Stores per S.S."Ballena"

13 Average prices of Wool sold at Public Auction on 17th March.

14 DuCroz Doaxt & Co's priced sale catalogue of Wool sold on 17th Mar

15 Copy of letters to P.S.N.Co.dated 14th & 17th and their reply of the 16th March.

16 Copy of letter to T.G.Slaughter dated 18th March.

17 Copy of letters from John Shaw & Sons dated 15th & 16th and our reply of the 18th March.

LONDON 18th MARCH,1927

PRECIS OF DESPATCH NO. 1277 PER "LAGARTO" DATED 28TH APRIL, 1927.

1 Acknowledges three despatches 663/5.

2 Small slipway - notes cradle arrived.

3 Farm Stores - separate invoices will be sent.

4 Chilian coal to be sold for household purposes.

5 "Falkland" Survey 1928 - Board's decision will be given later.

6 Beach Deposit - require more information before sending crushing machinery.

7 Proposed shed at East Jetty -
"Egeria" - Encloses list of materials shipped, also constructional plans and working instructions.

8 "Ilen" - Notes arrangements made for her care.

9 Direct shipments of timber to West Farmers.

10 Oil Fuel Depot - Mr. Robert's Report forwarded to the Admiralty.
Attaches letter from Admiralty dated 20th April re beaching barge to sight bottom.

11 B.Browning decd. - Probate of Will enclosed and copy of letter from Solicitors dated 27th April,1927.

12 Mail Steamers - Only urgent stores will be sent.
Question of vessels entering inner harbour or loading and discharging at Port William.

13 re 1926 Accounts.

14 John Rae Biggs - Information sent passed to Solicitors.

15 Tallies of Produce shipments - Acknowledges those of "Loriga" - glad all will be sent in future.

16 "Ilen" - particulars of Registry noted.

17 "William Scoresby" - Demand Note for oil issued sent to Admiralty.

18 Shut out cargo from "Lautaro". Encloses further correspondence with P.S.N.C.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per "LAGARTO"

No. 1277.

28th April, 1927

Dear Sir,

Since writing you on the 18th ultimo I have received your Nos. 663.4.5 of the 4th March, 17th February and 9th March respectively.

2. 663.3. 665.8. The Board is glad to know that the steel cradle for the small slipway has arrived safely and will be put to good use immediately.

3. 663.4. No difficulty will be found in sending suppliers' separate invoices for goods going forward to different Sections; this will be done in the case of future direct shipments.

4. 663.5. It is satisfactory to hear that you see your way to dispose of the high priced Chilian coal for household purposes.

5. 663.7. The information given has been passed on to Lloyd's Registry of Shipping.

As regards the general Survey of the "Falkland", due in 1928, the decision of the Board will be conveyed to you later.

6. 663.8. You will have seen from my letter of 18th ultimo to the Camp Manager that the Board requires more information as to the approximate quantity of the shell deposit available at the various places before deciding to send crushing machinery; the Board is also anxious to hear as soon as possible what result,, if any, has attended the experiment to be tried at Fitzroy (vide letter to Camp Manager 5th January, 1927).

H.H.R.Gresham, Esq.,
Manager,
Port Stanley.

7. 663.10. There is not the slightest doubt that the long talked of shed alongside the East Jetty will make for economy in working and immensely facilitate the handling of stores.

Enclosed you will find lists, received from Mr. Glover, of all materials being shipped by this opportunity to enable the work in connection with the "Egeria" and extension of the jetty to be proceeded with. Included therein will be found the pile driving frame which has been designed for erection on the "Rosa Baker" in accordance with cables exchanged. It may not be possible to get the 2' 6" gauge tipping waggons despatched by this steamer and if not they will have to follow by the next.

30 tons of Ferrocrete Cement,- which please note is especially for reinforced piles,- and 20 tons of Ship Canal Portland Cement, for the bag work, are also being shipped.

The Board is anxious to hear of this work being started as soon as possible so that the shed alongside the East Jetty can also be completed and available for use. Some little delay may, however, arise, as a result of sending Crawford and, later, Mr. Peters to Hill Cove for the erection of the new wool shed there, which matter forms the subject of a separate letter to you by this mail.

A complete set of the construction plans - in duplicate - together with Mr. Haiste's working instructions, are being sent herewith.

8. 663.11. The arrangements made for the future care of the "Ilen" are noted.

9. 663.12. It is unfortunate that you do not indicate the terms of your offer to the West Farmers for direct shipments of timber from the Coast. If your prices were closely "cut", their failure to avail themselves of the offer is inexplicable. As regards the prices given in my 1273 par.19,- for instance 3s/7d each for cypress straining posts as compared with 6s/- for

the same article ex Store Stanley,- this information came from Mr. W.M. Dean and is therefore reliable.

10. 663.15. Your advices appearing in Remarks on Accounts, 9/3/27, relative to the Oil Fuel Installation, should have been included in the despatch. They, together with Mr. G.Roberts's Report, have been passed on to the Admiralty.

Enclosed please find copy of a further letter, dated 20th April, asking if arrangements could be made in Stanley to beach the Oil Fuel Barge C.82. on timber blocks so that her bottom can be examined and coated. Please let me have your reply in due course.

11. 663.16. 665. 2. The Probate of the Will of the late Benjamin Browning is enclosed herewith together with a copy of letter, dated 27th April, from the Solicitors to the Estate, Messrs. Hugh R.Poole & Son. If possible, please let them have replies to the questions asked in the letter and return the Probate at an early date.

12. 663.17. Note has been taken to see that in future shipment of only those stores very urgently required is to be made by the P.S.N.C.steamers like the "Orduna", "Oropesa" &c. which will want to discharge in Port William. On this question we have nothing to add to what was written in despatch 1275 par. 6. In this connection you do not say whether the "Lautaro" came into the inner harbour. If she did not was there sufficiently good reason? What was her draft?

As this question of coming inside will have to be fought out, it will be well to make a point of advising me when the vessels do not and what the draft of the steamer was at the time. If the steamer's draft is such that she can safely enter the inner harbour and the Captain persists in remaining outside, you will be quite safe in refusing to send the lighters out; he is not in the least likely to take the ship home with empty space and we are under no contract to load in Port William.

13. 644. - Accounts.

This despatch, dealing with the Annual Accounts, is to hand, together with the various schedules in support; all are at present under examination and any special comments to be made thereon must be deferred until the next opportunity. Meanwhile, from a cursory glance, everything appears in order.

The profit shown is gratifying to the Board, being rather better than was expected.

Your estimate of the realization of the unusually large quantity of produce unsold at the end of the year has been justified; the improving wool prices have resulted in your figures being well covered.

14. 665.3. The information given has been passed on to Messrs. J.H.McGowan, Son & Brydon.

15. 665.4. The tallies giving the numbers on the bales shipped in the "Loriga" are to hand and will enable the Average Adjusters to make progress with the complicated statement involved. We are glad to note that they will be sent with all future shipments; they will facilitate immensely the cataloguing of the wool.

16. 665.6. Particulars of the new registration of the "Ilen" are duly noted.

17. 665.7. The Demand Note for oil issued to the "William Scoresby" has been forwarded to the Admiralty.

18. 665.9. Alluding to par. 7. of 1276, enclosed will be found copies of further letters exchanged with the P.S.N.C. relative to the cargo shut out by the "Lautaro".

Yours faithfully,

E. N. Edwards

Managing Director.

PRECIS OF DESPATCH NO. 1278, DATED 4th MAY, 1927
PER "LAGARTO" (SUPPLEMENTARY).

---

1 s.s. "Woodville" - security arranged - asks for certain documents.

2 Acknowledges cables advising shipments of produce per "Losada" and "Ortega".

3 Wool sales - commenced 3rd May.

4 600 tons coal sold to Ornen Co.

Notes 300 tons sold to other Whaling Companies.
Have booked space for 1000 tons in "Laguna"

5 Asks for information re J.J.M.Wright's Store business.

6 Naval Fuel Depot - certain repairs sanctioned.

7 B.Elliott to receive £200 per annum as from 1st Jan.1927.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per "LAGARTO" (Supplementary)

No. 1278.

4th May, 1927

Dear Sir,

On receipt of your cable of 21st March, reading:-

"Woodville chartered by Southern Whaling & Sealing
"Co. put in leaky condition forward is ashore Port
"William obtain credit for refloating and also cost
"of repairs s.s. Falkland standing by."

we immediately got into touch with the Owners, Charterers and Underwriters concerned and wired you on the 23rd March:-

"Security arranged, send official certificates weather
"during services, certified copy logs s.s. Falkland
"Kelp, also details of value, cost of upkeep, any loss
"of employment damage or depreciation due to services,
"written authority from Captains and Crews to represent
"them, signed statement of Woodville's damage, details
"of services, copy of correspondence exchanged, sketch
"locality, state if saved from danger."

It is gathered that the salvage services were not of a very risky or extensive nature; on receipt of your mail advices giving full particulars the case will be submitted to Sir Joseph Lowry of the Salvage Association whose award it has been agreed to accept.

2. I have to acknowledge receipt of your cables of the 15th and 22nd April advising shipments of produce per "Losada" and "Ortega".

3. The May series of Wool Sales commenced yesterday, and the arrivals per "Lautaro" are being put up to-day; the average prices realized will be cabled you as usual.

4. Following on the cable sent you on the 5th ultimo asking if you could offer the Ornen Whaling Company 600 tons of coal, you will have learnt from my message of the 13th that the business had been concluded, for Welsh coal, at 82/- ex "Lady Elizabeth".

Your further message of 29th April advising the sale of

H.H.R.Gresham, Esq.,
Manager,
Port Stanley.

300 tons to Whalers is also very satisfactory. In such cases in future please let us know the price; the information keeps us in touch with values on your side and is useful.

The Pacific Company have already been advised that space will be required for 1000 tons of coal in the "Laguna" 12th July.

5. We note in the Falkland Islands Magazine for March that a new Store business has been started by J.J.M.Wright; information with regard to same will be interesting.

6. Referring to par.10 of No. 1277, enclosed will be found copy of letter from the Admiralty, dated 2nd May, granting approval for certain repairs to be done, as recommended by Mr. G.Roberts, and requesting that you should confer with him relative to other work.

7. Mr.Slaughter having recommended that Mr.B.Elliott, acting as Overseer at North Arm, should have his wages increased to £200 per annum,- the same as paid to Barton,- as from 1st January,1927, you will see from the letter to the Camp Manager in reply that this has been sanctioned by the Board subject to your also approving.

Yours faithfully,

E.B.Goldsmith

Managing Director.

Index

ENCLOSURES PER M.V."LAGARTO" VIA LIVERPOOL.

1 Copy of Cablegrams sent dated 22nd,23rd,28th March,4th,5th,7th 13th & 20th April.

2 Copy of Cablegrams received dated 19th,21st,(2) 22nd March,5th 8th,15th,20th,21st,22nd April.

3 Average prices of Wool sold on 18th & 25th March.

4 Jacomb Hoare & Co's priced Sheepskins Catalogue of 6th April Sale.

5 Anning & Cobb's priced Sheepskins Catalogue of 8th April sale.

6 Du Croz Doxat & Co's priced Wool catalogue of 25th March sale.

7 Jacomb, Hoare & Co's priced Wool catalogue of 18th March sale.

8 Copy of letter from Lindrea & Co. Ltd., dated 13th and our reply of 14th April.

9 Du Croz Doxat & Co's Wool market reports dated 1st April.

10 Jacomb, Hoare & Co's Wool market reports dated 1st April.

11 Copy of letter from John Shaw & Co. dated 21st March.

12 Copy of letter from Ince Colt & Co. dated 29th March and enclosure as stated.

13 Original letters from Spearing & Waldron, dated 29th & 31st March.

14 Wool Landing Certificates:-

L	87	bales Wool	ex "Lobos"
D H	258	,,	,,
J B	67	,,	,,
E E M	1	,,	ex "Loriga"
J L W	11	,,	,,

15 Copy of letter to the Blackstone Co., Ltd. dated 11th & 22nd and their replies of 14th and 23rd March.

16 Brokers' reports on Company's Sheepskins ex "Lobos"

17 Brokers' reports on Clients' Sheepskins ex "Lobos" as follows:

J B	8	bales Sheepskins
S B	2	,,
F	10	,,
F	12	,,
MV	2	,,
McG	18	,,
W P	7	,,
F B	8	,,
L	13	,,
A P	12	,,

18 List of Materials for the Protection of "Egeria" & extension of jetty shipped per "Lagarto".

19 Copy of letter from P.S.N.Co. dated 21st & 27th and our reply of 26th April.

20 Copy of letter from the Admiralty dated 20th April.

21 Copy of letter from H.R.Poole & Son dated 27th April and Probate of Will of B.Browning.

22 Account Current dated 28th April and vouchers.

23 Remarks on Accounts.

24 Remarks on Stores.

25 Copy of letter from J.H.Haiste, per W.Gordon Glover, dated 26th April also Drawings, Blue Prints, in duplicate, Memorandum of construction, list of Materials and purpose for which they are sent all as detailed in letter of 26th April.

LONDON, 28th April, 1927.

Indexed.

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Enclosures per M/V"Laguna" via Swansea.

1 Copy of Cablegrams sent dated 6th.17th.20th.26th.May.2nd.8th.15th 21st.27th June.4th.8th.& 9th July.

2 Copy of Cablegrams received dated 16th.20th.23rd.30th May.2nd.9th. 12th,13th.17th.28th.30th.June.2nd.8th & 10th July.

3 DuCroz Doxat & Co's priced Wool catalogue of 4th May sale.

4 Copy of letter from T.T.Kennaugh dated 13th June and specification referred to attached.

5 Copy of letter from the Admiralty dated 22nd June.

6 Copy of letter from W.Gordon Glover dated 15th June and specificatio of Timber required in connection with "Egeria" Jetty.

7 Copy of letter from W.Gordon Glover dated 21st June and copy of the correspondence referred to attached.

8 Wool Landing Certificates:-

W C	30	bales Wool	"Lautaro"
DH	70	,,	,,
S	152	,,	,,
F	126	,,	,,
Club	59	,,	,,
AP	77	,,	,,
D D	1	,,	,,
H g	5	,,	,,
H s	16	,,	,,
H	26	,,	,,
B	25	,,	,,
R B C	33	,,	,,
HP	59	,,	,,
Weddell	30	,,	,,
M	50	,,	,,
W P	11	,,	,,
J B L	41	,,	,,
D & S	57	,,	,,

9 Copy of letter from Grierson Oldham & Co.dated 13th & our reply of 19th May.

10 Copy of invoice for 15 cases Vermouth shipped direct via Monte-Video by Cinzano & Co.

11 Copy of letter from the Admiralty dated 7th & 9th May.

12 Average prices of Wool sold at Public Auction on 4th May.

13 Jacomb Hoare & Co's wool market reports of 13th May.

14 DuCroz Doxat & Co's wool market reports of 13th May & 5th July.

15 Anning & Cobb's reports on Tallow & Hides ex "Losada"

16 Copy of T.T.Kennaugh's letter of 31st May re S.S."Falkland .

17 Copy of DuCroz Doxat & Co's Wool reports:-

	D H	47	bales Wool ex "Losada" & Ortega	
	W C	41	,, ,,	,,
	S	3	,, ,,	
	P H	78	,, "Ortega"	
	H s	2	,, ,,	
	H g	2	,, ,,	
K	J H D	25	,, ,,	
	J H D Pebble	50	,, ,,	
	H	11	,, "Losada" &"Ortega"	
	H P	61	,, "Losada"	
	B	57	,, "Losada" & "Ortega"	
	AP	46	,, ,,	,,
	McG	4	,, ,,	
	J B	194	,, ,,	,,

18 Copy of letter to Lloyd's Register of Shipping of 23rd & their reply of the 30th June also sample reports referred to attached.

19 Copy of letter to the Admiralty dated 30th May and their reply of the 17th June

20 Wool Landing Certificates :-

	D H	73	bales Wool ex "Loriga"	
	W C	69	,, ,,	
	N A	16	,, ,,	
Pebble	J H D	25	,, ,,	
	C C W	5	,, ,,	
K	J H D	25	,, ,,	
	H G C	52	,, ,,	
	L	69	,, ,,	
	D H	65	,, ,,	

21 Jacomb Hoare & Co's Wool sale catalogue of 11th July.

22 Average prives of Wool sold at Public Auction on 11th July.

23 Account Current dated 14th July and vouchers.

24 Remarks on Accounts.

25 Remarks on Stores

26 McIvor & Evans's invoices goods shipped per "Laguna"

27 Complete set of (11) Plans of Hill Cove Woolshed shipped in the M/V Laguna" together with Erection notes & lists of Materials .

28 Two Blue Prints of Shaw's Woolpress & Pumps and Foundations for the Blackstone Oil Engine as detailed in despatch par.29.

29 East Jetty Shed.- W.Bain & Co's Plan B/7426/2 showing position of piles.

30 Copy of letter to T.G.Slaughter,Esq.dated 14th July.

31 Copy of Invoice,specification & Plan of Building shipped by W.Bain & Co for Packe Brothers & Co.

32 Printed Balance Sheet & Profit & Loss Statement also copy of detailed Balance Sheet.

33 Letter to.H.H.R.Gresham,Esq. dated 14th July re Electric Welding Plant.

London 14th July,1927

PRECIS OF DESPATCH NO.1279, DATED 14TH JULY, 1927, PER "LAGUNA".

1. Acknowledges 666/9.
2. s.s. "Falkland" - Claim for damage lodged with Underwriters.
   Future Policy - Sale and replacement
   Survey and Repairs.
3. Mr. G.T. Dean when signing freight contract reserved right to send to Stanley produce by his own vessel.
4. "Kelp" - Hauling up on new slipway.
5. "Lautaro" short shipment - P.S.N.C. express regret.
6. "Egeria" - Permission to quarry at Navy Point obtained
   Reinforcing rods and timber being shipped this mail
   Mr. Glover's reply to Mr.Peters' report enclosed.
7. "Woodville" - salvage - matter in hands of Solicitors.
8. Mr.Peters' report on Stanley Motor Boat - new propeller being sent.
9. Acknowledges plans of land sold to Government.
10. Suburban Plot 4 - await reply from Government.
11. Naval Fuel Depot - Copies of letters from Admiralty enclosed.
12. P.S.N.C. - re Mr. McMeakin's visit to Stanley.
13. Government Experimental Farm - extravagant spending.
14. "Kia Ora" fire claim.
15. Blackstone engine at Goose Green - Lubricating oil.
16. "Ilen" - Windlass.
17. East Jetty Shed.
18. Hay and Wool Press from New Zealand ordered.
19. Letter published in F.I. Magazine - Dean's apology noted.
20. Asks why 145 tons of steam coal were sent to Darwin.
21. Wm. Craig - late Carpenter at Darwin - Damaged foot -
    Asks for report on how accident occurred.
22. Diver at Stanley - asks for position to be explained.
23. Matters of Diving Apparatus and Hill Cove Fire should not have been written in Remarks on Accounts.
    Offer made to Admiralty for Diving Apparatus.
24. Excessive use of cable for store orders.

25. Findlay Creek Bridge - asks how erection is progressing.

26. s.s. "Falkland" - Captain Roberts and Mr.Peters to hold preliminary Survey.

27. Electric Welding Set - enquiries being made.

28. Wool classer, Mr. J. Mitchell, sailing 22nd September.

29. Hill Cove new Wool Shed - Sundry Plans enclosed.

30. Barque "Fennia" - salvage claim - Purchase of hull, cargo and stores.

31. East Jetty Shed - Plan enclosed showing position of concrete piles.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 14th July, 1927

Per "LAGUNA"

No. 1279.

Dear Sir,

The last despatch to you was written on the 4th May since when your 666, 7, 8 and 9 of the 11th, 21st April and 2nd and 9th May respectively have come to hand.

2. 666.2. The claim for damage to the "Falkland", caused by fouling the "Great Britain", has been forwarded to Underwriters for collection.

The future policy to be adopted in connection with this vessel is a matter which has received much consideration of late. In view of the heavy expenses which will have to be met shortly in respect of surveys due, the question of disposing of her,- if a fair offer could be obtained,- and replacing her with a newer vessel has been considered. Enquiries go to show that it is almost impossible to pick up a steamer of so small a tonnage with passenger accommodation. Her accommodation cost, in 1913, £1300 and to-day could not be repeated under £2000, in addition to which about another £1000 would have to be added in the case of a new steamer for the loss on the voyage out. The value here of a sound vessel of a similar size, about nine to ten years old, is £9000. The question of replacement therefore is ruled out.

The alternative of bringing the steamer home for survey and repairs, even if loaded with our produce home, and stores out, is equally unattractive for the reason that, taking into consideration the loss of freight space through her having to carry considerably more coal than her bunkers can take, and the cost of maintaining her crew here, there would be a loss on the round voyage home and out of approximately £2000.

H.H.R. Gresham, Esq.,

Manager,

Port Stanley.

We are therefore compelled to fall back on the consideration of how to comply with the requirements of Lloyds Registry at the least possible expense. With regard to this we have been in consultation with Lloyds Registry, who are anxious to be helpful, and Mr. T.T. Kennaugh.

As you are aware, the screw shaft was due to be drawn and surveyed last October and the Special Survey No.2. is due next December.

As regards the first, it should be done with the least possible delay, but the second can be postponed six months or so, say, until after the next clip is collected, unless you know of special reasons against it.

In January 1917 the "Falkland" was successfully tipped in Stanley (vide Despatch 526.3) and some smart work done by Mr.Peters in fitting a new propeller in three days. Mr. Kennaugh, who has gone into calculations with the plans of the vessel, is of opinion that this could again be done and the screw shaft drawn and suggestions to that end are given in his letters dated 31st May and 13th June (copies enclosed). Please go into the matter with Captain Roberts and Mr. Peters and see what can be done. You will appreciate that to put the vessel on the slip at Punta,with the prospect of her being detained there for a fortnight for tides, merely to draw the shaft, would be an extremely costly proceeding. Lloyds Registry will sanction the Government Colonial Engineer, or any other outside competent man you, as Lloyds Agent, may select to make the survey.

In anticipation of this proposal being found practicable, the Lignum Vitae strips, referred to in Mr.Kennaugh's letter of 13th June, are being shipped by this opportunity. I would also direct your attention to his reference to the rudder pintles possibly requiring renewal.

As regards the more serious Special Survey No.2., we have got Mr. Kennaugh to draw up a detailed specification

(copy enclosed) of all the opening up, painting, etc. called for by the survey and beyond that we need not go. Thereon he has marked "S" against many items which can be dealt with in Stanley and if this is so it will leave to be done at Punta or B.A., as the case may be, only such work as can only be carried out when the steamer is dry, on slip or in dock. This course should save a great deal of expense by reducing to a minimum the opportunity afforded the repairing firms on the Coast to "fleece" us with their exorbitant charges. The Registry has assented to this plan and are agreeable to you, in this case also, as Lloyds Agent, appointing any independent outside qualified person to act as Surveyor for the work done in Stanley, that done on the Coast to be certified by their local Surveyor.

When as much of the work, detailed on the specification and marked "S", as proves possible has been executed in Stanley, an invitation to tender, with specification on the lines of Mr. Kennaugh's,- excluding the work done in Stanley,- can be drawn up for issuing to the various repair firms.

3. 666.3. In signing the freight contract referred to Mr. George Dean took power to send any of his produce into Stanley by the m.v. "Gentoo", and to this we could not easily object. It is, however, not clear whether he intends sending only an occasional lot by his boat or the whole clip. If, from further experience the latter course proves to be the case, it will rest with you to see that the "Falkland" is not made a convenience of in respect of calls at Pebble Island.

4. 666.4. The Board will be particularly interested to hear if, as you suggest, it proves possible to haul up the "Kelp" on the new slipway; photographs would be appreciated.

5. 666.5. Following on our protests to the Pacific Company in the matter of the "Lautaro's short shipment of cargo, the General Manager has expressed much regret and

given assurances,- for what they are worth,- that such a thing will never occur again. The P.S.N.C. assert, with apparent truth, that in spite of the fullest enquiry the matter remains to them inexplicable.

6. 666.6. 668.9. The suggestion to quarry the rock and cast the piles at Navy Point is excellent and you will have gathered from my cable of the 21st ultimo that the Admiralty's assent has been obtained. A copy of the correspondence with them on the subject is enclosed.

It was unfortunate that the 5/8" and 7/8" iron reinforcing rods,- through the breakdown of a railway truck in transit,- were short shipped by the "Lagarto". Advice of this was sent you by cable on the 9th June; the goods are being shipped by this opportunity. The timber required in connection with the scheme has also gone forward from Swansea. A copy of Messrs. Glover and Haiste's specification for same is herewith.

Mr.Peters' Report and comments, dated 3rd May, relative to the project for supporting the "Egeria" was forwarded to Mr. Glover and you will find herewith copy of his reply, dated 15th June.

7. 666.7. The particulars relative to the case of the "Woodville" have been passed on to the Company's Solicitors; the matter is pursuing its nominal course.

8. 667.2. Mr.Peters' report on the Stanley Motor-boat, as fitted with the new engine, is to hand and it has been submitted to Messrs. Pollock. They have, with the information given on the plan of the boat sent home, designed a new propeller which they assert will certainly give more towing power with reduced revolutions.

In view of your unfavourable remarks on the propeller sent, the indent No. 637 of 10th January last for a spare propeller, without any indication being given of the desirability of a change in pattern, appears wasteful. It was sent at a cost of £8 and should not have been asked for until the

one supplied with the engine had been tested. However, we have arranged with Messrs. Pollock & Sons to receive it back and credit us with the value. Please ship it home.

9. 667.4. I have to thank you for the plans of land in the Dairy Paddock and at Sulivan House sold to the Government.

10. 668.2. The Board will await with interest to hear the reply you receive from the Government re the history of Suburban Plot 4.

11. 668.3. Your replies to the questions asked by the Admiralty in theirs of 18th February have been forwarded. Enclosed please find copies of the following further letters from them, to which your attention is directed:-

Dated 7th May, 1927.	Advising that dry battery torch of new pattern will be sent, and asking if fresh water injection tank can be made locally and at what cost.
,, 9th May, 1927.	Advising a Service Pattern Safety Lamp with spares is being forwarded from Chatham.
,, 17th June,1927.	Consenting to use of quarry and shed.
,, 22nd June,1927.	Advising that moorings for oil barge must be lifted for examination.

12. 668.4. 14. We are glad to hear that the visit paid to you by Mr. McMeakin afforded you an opportunity of putting before him on the spot the several grievances we have against his Company; it is to be hoped that the promised improvement will be realized. We agree that when heavily loaded the Pacific Company's motor ships will draw about 27 feet, but it must be borne in mind that these vessels, when reserved for the Punta and Falkland wool, load a comparatively small quantity of deadweight - ore, nitrate, etc.- as stiffening and the bulk of their space is filled with wool. Under such conditions they cannot be down to their marks.

13. 668.7. The Board is naturally perturbed at the extravagant pouring out of money, the end of which cannot be seen, in connection with the Experimental Farm. It is a pity that when the cases to which you refer arose the whole scheme was not abandoned and so cut short the drain on the resources of the

Colony which must inevitably result from its continuance.

14. 668.5. 669.4. Your remarks on the "Kia Ora" fire are noted; the further information to hand will enable the adjustment of the claim to be completed.

15. 668.11. It is very surprising to hear that Price's Motorine D was being used when the trouble arose with the Goose Green Blackstone engine, since it is declared by the suppliers to have a flash point of 400°F. which is the essential factor. The proper course to adopt when such cases arise is to send home a small sample; it can be analysed and tested here and if found not up to the makers guarantee, we shall be in a position to deal with the matter. Please send a sample as soon as possible.

Meanwhile, by this opportunity, is being sent 4 - 10 gallon drums of Shell "All's Well D.2. oil in fulfilment of indent of 2nd February; this is recommended by the Blackstone Company.

With regard to any misconception which you say has arisen, I can only quote Mr. Slaughter's last letter of 2nd February, 1927. - "Since Mr.Peters was out at Darwin we have been using Castor Oil for the cylinder of the new Blackstone engine and have had no further trouble."

16. 668.12. It is gratifying to the Board to learn that the "Ilen" has given such satisfaction.

On receipt of your cable of 3rd May reading:- "Order immediately Davey and Company London catalogue 6 "windlass complete 3762 for 5/8 chain", we got into communication with the firm mentioned and were informed that the particular windlass asked for would only work with a calibrated 5/8" chain, i.e. every link must be of exactly the same size. You were advised of this in the cable sent 17th May, and your reply of the 23rd May was received, reading:- "Windlass required for Motor Boat "Ilen" send one similar to "order of 2nd May take ordinary 3/4 inch chain."

An order has accordingly been placed with

Mr. Kennaugh of Liverpool and the windlass is being shipped by this opportunity. What is the explanation of the measurement of the chain being given first as 5/8" and finally as 3/4"?

17. 668.13. Your proposed alterations to the plan of the East Jetty shed have been approved and an amended quotation in accordance therewith accepted. In view, however, of the amount of work which Peters and Crawford have to deal with in connection with the "Egeria" protection and jetty and the wool shed at Hill Cove, it would appear undesirable to forward this building before you are in a position to deal with it.

Please, therefore, on receipt of this, cable when, approximately, you would like shipment to be effected.

18. 668.17. On receipt of your cables of 22nd April and 3rd May an order was placed with Messrs. Dalgety & Co. for 30 tons of Lucerne Hay and one Donald wool press. We have since been advised that these goods should reach you by the s.s. "Raranga" sometime in June.

19. 669.2. Referring to Mr. Vincent's letter of 4th May relative to one published in the Magazine, signed "Manners maketh Man", the Board is naturally amazed to see that the Dean should have been so indiscreet as to endorse such a scurrilous production. However, his apology, although very lame, having since been received, the incident can be regarded as closed.

20. In your Coal Account dated 9th May there is a record of 145 tons Steam Coal having been sent to Darwin. Surely this must be a mistake; please explain.

21. William Craig, late Carpenter at Darwin, recently called here. He reports that he came home for medical treatment to his foot which was injured while coopering at Goose Green. The injury appears to be, more or less, permanent, and although he has made no demand on the Company, he has asked if it is prepared to do anything towards meeting his expenses. He has been informed that, in the absence of any advice from you or Mr. Slaughter with regard to his case, the Board is not in a

position to say anything. Please report.

22. We shall be glad if you will explain what exactly is the position in Stanley as regards obtaining the services of a diver, as the matter seems somewhat mysterious. In the tender of Messrs. Peters and Crawford for the construction of a slipway foundation, forwarded with your 662 para.3. the very important diver work was not included. From Mr. Peters' tender it would appear that none is available and previous references to the construction of the proposed slipway have given the same impression and that if the slipway is to be laid down it would be necessary to send a diver from home. Yet, when the damaged steamer "Woodville" called, it is recorded in your reports that apparently a local man named Challen performed exceptionally good work under water.

23. In Remarks on Accounts dated 11th April reference is made to the suggested purchase of the Admiralty diving apparatus, and a further paragraph deals with the Hill Cove Fire. Both these important matters are quite out of place there and should have been referred to in despatch. I must again ask your attention to this matter.

An offer for the apparatus has been made to the Admiralty and their decision is awaited.

24. I have to call your attention to the practice which seems much on the increase of late of using the cable for ordering a variety of stores which, it appears to us with the exercise of a little foresight could have been indented for by mail. It is fully appreciated that cases will arise when it is absolutely necessary to use the radio, but an examination of the messages received from Stanley during the past twelve months shows that approximately 150 words have been used in this connection, costing just on £30. Surely much of this outlay could be avoided! To take, for instance, a very glaring case, I would refer to your cable of 12th June when 12/- was spent in asking for 6 Chief Officer's Log Books, the total cost of which was only 18/3d.

25. So far we have heard nothing from you or

Mr. Slaughter with regard to the erection of Findlay Creek bridge. The Board will be interested to hear if it has yet been erected and, if possible, to have photographs sent home of the construction.

26. With further reference to the s.s. "Falkland" and the probable repairs to be done at the Special Survey No.2., please get Captain Roberts and Mr. Peters to hold a preliminary Survey of the vessel at once and send, by return, for the information of the Board, their report on the condition of the following:- Hull, shell plating generally, framing in holds, tank top, floors under tank, decks and bunkers, anchors and cables.

27. A few days ago we were offered a self contained petrol driven complete electric welding unit, made by the Quasi-Arc Electric Welding Co. and cabled you for Mr.Peters' views as to the desirability of installing one in Stanley. Your reply indicates that it is most desirable. We now find that the outfit offered, which is too heavy, is for four welders and weighs with the truck on which it is mounted, about 4 tons; the Quasi-Arc Company's outfit for one welder weighs about 16 cwt. and should be more serviceable in Stanley. Enquiries are therefore being sent out for one of that size.

28. It has been decided to send a wool classer to Goose Green for the next shearing. A Mr. J. Mitchell has been engaged and will travel out by the "Orita" leaving 22nd September.

29. In connection with the new wool shed to be erected at Hill Cove, you will find herewith:-

(1) Complete set of constructional drawings from Messrs. Wm.Bain & Co.Ltd., for the shed.

(2) Drawings:- 4/899B. Foundations for wool press and pumps.
33/30. Foundations for 13 B.H.P. Blackstone Oil Engine, from John Shaw & Sons Ltd.

As Messrs. Peters and Crawford will be superintending the work entailed, it may be well for them to have an opportunity of studying the plans beforehand.

30. Barque"Fennia". I confirm cables exchanged, as per copies enclosed, in connection with this vessel. On receipt of your advices reporting her case the usual steps were taken and instructions sent you on the 17th May to arrest the vessel pending obtaining here security from the Underwriters of the ship and cargo to meet whatever salvage award may be due, in the opinion of an arbitrator, for the services rendered by the s.s. "Falkland".

Your cable of the 23rd May reporting the vessel's hull as being in excellent condition and suggesting the desirability of purchasing her at from £1500 to £2500 was duly received and considered.

The view taken by the Board,- and as to this it would be glad to have your views,- was that your hulkage is sufficient for all present requirements, particularly as there appears little prospect of extending the bunkering business beyond existing storage capacity, and therefore an outlay of £2500 for the mere acquisition of the hull was not justified. On the other hand, the Patent Fuel with which she is loaded is one of the best made in South Wales, and commands a higher price than best Welsh Coal on account of its better calorific value and the fact that it will keep for years without deterioration. Taking this into consideration and also that the fuel could not be stored without the vessel, the Salvage Association, who are acting for all concerned, were informed that the Company was prepared to offer £1000 for the hull and all on board and £1 per ton for the fuel. It subsequently transpired that the stores and provisions were separately insured in Finland and the Salvage Association enquired what we would be prepared to offer for what remained of the stores as per MacSymons Stores Ltd. invoice to the captain dated January, amounting to £952.3.11. A cable was therefore sent asking what you would offer. We were somewhat surprised to receive your reply stating "Ships stores provisions are paying £700 all saleable useful".

A message was immediately sent you to the effect that no authority had been given you to make that purchase, that it must be cancelled, and that we were carrying on all negotiations here. It seemed possible that, in referring to stores and provisions, you might be paying for some goods which should be included in our offer of £1000 for the ship and all on board. It is unfortunate that you made any offer at all, as it is tolerably certain that we can obtain the lot at our own price. This is the position at the moment, and there seems a probability of our offers for the ship and cargo being accepted, in which case you will of course be advised by cable.

In view of the possibility of the deal coming off, it is unfortunate that we were previously committed to the Pacific Company to ship the 1000 tons of Welsh coal now going forward by the "Laguna".

31. Enclosed please find Messrs. Wm. Bain & Company's plan No. B.7426/2 showing the position of the concrete piles required to carry the new shed at the East Jetty.

Yours faithfully,

C. B. Gomark

Managing Director.

PRECIS OF DESPATCH NO. 1280 PER "LAGUNA" (Supplementary) DATED 19th JULY, 1927.

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1 Diving Apparatus - Admiralty accept offer of £50.

2 Wool Sale prices.

3 Fitzroy Wool Shed - Ventilators for.

4 East Jetty Shed - tramway to be run whole length of.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

Per "LAGUNA" (Supplementary)

No. 1280. London, E.C.3. 19th July, 1927

Dear Sir,

Enclosed please find copy of a letter from the Admiralty, dated 14th July, accepting our offer of £50 for the diving apparatus, as detailed in your statement, not dated, for £72.16.0., referred to in your Remarks on Accounts of 11th April. The materials required for the repair of this outfit will be sent by next mail.

2. Herewith you will also find statement of the average prices realized for the Falkland Islands wool sold on the 15th instant, together with catalogues giving full details. It may be as well to mention that for some time past we have adopted the practice of posting catalogues, in the case of both wool and sheepskins, direct to the Stations whose marks are concerned.

3. We are anxious to know for our guidance in ordering the Fitzroy shed, whether Mr.Slaughter finds the ventilators, as supplied to the one at Goose Green, entirely satisfactory. Mr. Bonner complains that in the case of his new shed, where similar ones are fitted, snow is blown into the shed in the winter time. In connection with this Messrs. Wm. Bain & Co. suggest that if the existing Goose Green ventilating capacity is required in the shearing season and the snow is troublesome, it will be an easy matter to board up the insides for which purpose they could supply bolts. The alternative is to supply a ventilator of a different type altogether through which it is impossible for snow to be blown, but it has scarcely the same ventilating capacity. Please put this matter before Mr. Slaughter, and cable as soon as possible either of the following code words:-

H.H.R. Gresham, Esq.,

Manager,

Port Stanley.

No. 1280. 19th July, 1927. - 2 -

YOPIX I recommend ventilators as fitted at Goose Green for Fitzroy Shed.

YOPOZ I recommend an improved type of ventilator to be fitted to Fitzroy Shed.

Yours faithfully,

E. A. Gorrick

Managing Director.

4. Although the plans of the East Jetty Shed sent you do not show it, we assume that you will run the light tramway from the jetty into and along the whole length of the shed. The advantages of this are obvious. Therefore, please let us know in due course what your requirements are in this connection.

Indexed

List of Enclosures per Supplementary Mail via Montevideo.

1 Copy of Cablegram sent dated 19th July.

2 Copy of Cablegrams received dated 15th & 17th July.

3 Copy of letter from the Admiralty dated 14th July.

4 Suppliers Invoices Stores shipped per M/V "Laguna".

5 List of General Cargo per M/V "Laguna".

6 Supplementary Remarks on Stores.

7 Wool Landing Certificates :-

Z	107	bales Wool	ex "Lobos".
H & B	135	,,	,,
W K C	14	,,	,,
J L W	81	,,	,,
W K C	48	,,	ex "Lautaro"
J G	84	,,	,,

8 Copy of John Mitchell's agreement dated 15th July, 1927.

9 Du Croz Doxat & Co's Wool Sale catalogue of 15th July.

10 Average prices of Wool sold at Public Sale of 15th July.

LONDON, 19th July, 1927.

Enclosed

PRECIS OF DESPATCH NO. 1281 PER "SOUTHERN QUEEN", DATED 24TH AUGUST, 1927.

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1 Acknowledges No. 671.

2 Pension for Herbert Broard - matter to be discussed at next Board.

3 Damage to cargo lightered in "Rosa Baker".

4 Hay ex "Raranga".

5 H. Thompson - Store Clerk.

6 Oil Depot - Remarks being passed to the Admiralty.

7 Estate Benjamin Browning - Position noted.

8 Sale of ½ acre Plot to W.H. Sedgwick.

9 Slipway - Attitude of Governor.

10 "Fennia" - gives particulars of purchase.
Can sell fuel at 60/- per ton.
Welsh Coal at 70/- per ton.
Salvage Association instructed Captain to hand over to you.
Salvage claims waived.

11 Small Machinery Shed.

12 Government payment of compensation for animals slaughtered ex "Bogota" noted.

13 "Falkland" - deviations for medical cases.

14 Re payment to E.W. Hobbs of 50% of cost of second lighter.

15 "Falkland" - Work to be done at Survey.

16 Welding Plant ordered.

17. Oil Fuel Barge - Spare spindle for engine.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per "SOUTHERN QUEEN".

No. 1281.

24th August, 1927

Dear Sir,

The last outward despatch was dated 19th July since when your No. 671 has been received.

2. 671.2. The case of Herbert Broad will be brought to the notice of the Board at the next meeting. Meanwhile, I think it unlikely that it will depart from the established precedent of granting pensions only to those who have completed about thirty years of unbroken service.

3. 671.3. It is particularly unfortunate, having regard to her leaky condition, that the "Rosa Baker" was again employed as a lighter; the resulting claim, £731, is a very serious loss. As you are aware, in the case of shipments insured F.P.A., such damage is not recoverable, unless the carrying craft is either "stranded, sunk, burnt or in collision". If, therefore, the "Rosa Baker" was either stranded or sunk, it is vitally important that we should know it; your advices on this point are awaited. No matter what the pressure of ships in the port, requiring discharge, may be, you are not justified in running the risk of employing a faulty craft to facilitate their despatch.

The hulk will doubtless be quite satisfactory for the pile driving work in connection with the "Egeria" and in the event of this proving to be so she certainly should not be disposed of until the question of constructing a slipway has been settled one way or another.

4. 671.4. It is satisfactory to hear such good reports of the hay received from New Zealand per "Raranga".

5. 671.5. The Board will be glad to learn in due course that you have given effect to your intentions as regards the employment of H. Thompson.

H.H.R. Gresham, Esq.,
Manager,
Port Stanley.

6. 671.6.7. Your remarks will be passed on to the Admiralty.

7. 671.8. The position with regard to the Estate of the late Benjamin Browning is noted.

8. 671.9. The sale of a further ½ acre plot of land, South of Fitzroy Road, to William Henry Sedgwick is duly recorded.

9. 671.10. It will be gratifying to the Board to know that the new Governor, Mr. A.W. Hodson, looks at the matter of the construction of a slipway by the Company from a somewhat different angle to that of his predecessor. You will be quite in order in telling him that the Company is fully alive to its urgent necessity and is prepared to give the matter most favourable consideration, provided it is permitted to acquire the freehold of the site and is allowed a perfectly free hand in the construction, the full responsibility for which the Company would be quite willing to accept. Under no other conditions can the Board see its way of limiting the expenditure entailed. Should the Governor signify his agreement to our going ahead on these lines, please advise, but of course you were perfectly right in saying that no such work can be undertaken until the "Egeria" and Jetty Shed are completed.

From correspondence which has passed with the Admiralty re the slipping of their Oil Barge, you will have seen how anxious they are that some slipway facilities for their craft should be available in Stanley.

10. 671.13. You will have gathered from the cable sent you on the 11th August that at last we have come to terms with the Salvage Association, acting on behalf of the Underwriters, for the purchase of the "Fennia" and her cargo, the price agreed being £6750, divided as follows:-

for the hull,	£1000
for 3833 tons Patent Fuel @ 30/- per ton,	5750
	£6750

We have considered that it is perhaps inadvisable to make public by cabling you details of the transaction, but a message is

being sent to the effect that you can offer the fuel at 60/- per ton ex hulk,- and the Welsh Coal ex "Laguna" at 70/-. With the details given in this despatch in your possession you will be able to use your discretion in cutting or increasing the prices indicated. In the meantime, we have offered the Whaling Companies supplies at the above prices.

Having regard to the heavy stocks now in hand, it is desirable not to lose any opportunities of effecting profitable sales.

From the Salvage Association we learn that instructions have been sent the Captain to transfer the vessel and cargo to the Company and doubtless we shall soon receive a cable from you saying that this has been done. News as to what bargain, if any, you have made for the stores on board will be awaited with interest.

In the settlement come to we have agreed to waive whatever amount might have been awarded in respect of salvage services rendered. Notwithstanding this we purpose asking our Solicitors, who have studied all points of the case, to indicate what sum, if any, would fall to the share of the Captain and crew. When this information is obtained the matter will be considered by the Board.

11. 671.14. The Board will certainly highly approve of the erection of the shed referred to for the storage of the valuable plant mentioned.

12. 671.17. We are glad to learn that the Government have at last agreed to compensate Mr. Hamilton and Mr. W.M. Dean for the destruction of their cattle per "Bogota", and it is noted that shippers in future must protect themselves by insurance against such contingencies.

13. 671.15. As regards deviations of the s.s. "Falkland", such as that described, the Board's emphatic decision is that they are only permissible when the ~~xxxxxxx~~ proprietor of the station concerned with the sick case undertakes, in writing, beforehand,

£42

to meet the extra cost entailed on the steamer. To expect any commercial concern to do otherwise is simply ridiculous.

14. In view of the definite instructions sent you by cable on the 20th May, 1926,- and despatch 1267, par.7.,- to make no further payments to E. Hobbs on account of the second barge until approved and delivery taken, we are somewhat surprised to learn from a letter from him, dated 24th June, that you have authorised the payment of £950. Your explanation of this will doubtless be forthcoming in due course but, in the meantime, having regard to the present financial difficulties of Mr. Hobbs, your action is regarded as somewhat risky. No advices are to hand from you saying whether delivery has been tendered.

15. In despatch 1279 par. 2, reference at length was made to the question of work required to be done on the s.s. "Falkland" at the Survey due in December. Your Radio Post message, dated 8th July, has since come to hand, reading:-

"Roberts estimates addition to bottom plating mentioned
"despatch 632 two plates starboard bilge back of old
"donkey boiler about five feet each side underneath engine
"room in run of vessel about fifteen feet web plate web
"frame port bilge under boiler also 255 grate square feet
"deck plating top engineroom 400 feet after deck 200
"foredeck."

Copies of correspondence with Mr. Kennaugh which has followed thereon is enclosed from which you will see that his suggestion relative to decking with pitch pine is worth consideration.

16. Alluding to No.1279 par. 27, an order has now been placed, for shipment by the "Orita", in September, for a Quasi-Arc Welding Self contained motor driven Set for one Welder. Full particulars of this outfit are given in the literature from that Company enclosed. An assortment of electrodes for use in connection with welding different descriptions of iron and steel will be sent as well as ample length of cable to enable work to be done at distances from the generating plant. The question of having the unit sent on wheels was considered, but as £25 extra was asked, we

thought that something suitable could be constructed at less cost in Stanley.

It is hoped that with this outfit available Mr. Peters will see his way to carry out in Stanley a considerable amount of the renewal work required on the "Falkland" that otherwise would not have been possible.

Yours faithfully,

C. A. Sorrell

Managing Director.

17. I enclose copy of letter from the Admiralty, dated 12th instant, regarding a spare spindle for the Bolinder Engine pump of oil fuel barge C.82. Please let me have your remarks.

ENCLOSURES per "SOUTHERN QUEEN" via CARDIFF

1 Copy of Cablegrams received dated 22nd & 23rd August.

2 John Barker & Co's account for Dr Moir.

3 Suppliers Invoices for Petrol & Carbide shipped per "Southern Queen"

4 General Invoice stores per "Southern Queen"

5 Remarks On Stores.

6 Remarks on Accounts.

7 Illustrations of the Quasi Arc Electric Welding Plant Accessories & prices of Electrodes for Iron & Steel.

8 Copy of letter to T.T.Kennaugh dated 26th & his reply of 38th July re "Falkland" 2nd Special Survey.

9 Copy of letter from the Admiralty dated 11th August re Oil Barge C.82.

LONDON 24th AUGUST, 1927

Indexed.

PRECIS OF DESPATCH NO. 1282 PER S.S."ORITA", DATED 21st SEPTEMBER,1927.

1 No despatches to acknowledge.

2 Disappointed to hear "Kelp" cannot be put on small slipway.

3 Direct shipment of timber to West Ports.

4 & 14 "Fennia" - salvage on Stores and Provisions.

5 Pension not granted to Herbert Broad.

6 Oil Fuel Depot - Admiralty asks for June Statement of Issues.

7 Slipway - alteration of design to save excavation work. Asks for an amended quotation from Mr.Peters.

8 East Jetty Shed - gives dates of shipments of materials &c. Pile work.

9 Asks when new Wool Shed for Fitzroy is required to be shipped.

10 "Woodville" - case not yet settled.

11 Government Experimental Farm - Understand Governor considers cannot be carried on to advantage.

12 Quasi-Arc Welding Set shipped this mail.

13 Wool Market.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 21st September, 1927

Per s.s. "Orita".

No 1282.

Dear Sir,

Since the date of the last despatch to you,- 24th August,- no mails from the Islands have been received.

Please note that the second line of my 1281 should read Nos. 670 and 671.

2. 670.2. It is disappointing to hear that the "Kelp" cannot be put on your small slipway; no doubt the question of extending the ways intomdeeper water has been considered and as to this the Board will be glad of your advices.

3. 670.5. Unless you are prepared to quote definite "delivered" prices for timber there is, we fear, little prospect of developing the business of direct shipments from Punta Arenas for although, as you say, it should occur to the Farmers that a saving in handling would result, they would, not unnaturally, expect to know that this would be for their benefit and not the Company's.

It is hoped that you will keep the matter before you for the reason that, as previously advised, it appears to offer the only opportunity of finding work for some portion of the "Falkland"s unemployed time. It will be obvious to you that if the vessel could earn in this way only freight to cover her standing charges, insurance, wages and running expenses, it would be so much to the good.

4. 670.12. The particulars relative to the "Fennia"s case received with this despatch were passed on to our Solicitors; they were very clear and complete. In the last despatch, 1281.10, I advised the terms of the purchase made of the hull and cargo, and your cable of the 30th ultimo has since come to hand stating

H.H.R. Gresham, Esq.,

Manager,

Port Stanley.

that £490. 17. 11. was the balance due to the Owners; it is presumed in connection with the purchase of the stores. Before, however, making the payment it was necessary to be clear as to whether or no any agreement was come to between you and the Captain relative to waiving the proportion of salvage due from the stores and provisions which were covered by a separate insurance. We are glad to learn from your reply that this did not enter into the arrangement made.

5. 671.2. The case of Herbert Broad has been considered by the Board. It is not prepared to depart from the established precedent of granting pensions only to those who have practically given their life's service to the Company. It has, however, no objection to the man remaining employed in any capacity in which Mr. Slaughter considers he is suitable.

6. Enclosed will be found copy of letter from the Admiralty, dated 8th September, asking for the statement of issues of oil fuel to 30th June. This is not yet to hand from you but no doubt will be received by the next mail.

7. Referring to Mr. Peters' tender dated 21st January, 1927,- enclosed with your 662.3,- for the construction of the foundations for a 600 ton slipway, Mr. Gordon Glover and his partner Mr. Haiste have had under consideration the possibility of so altering the design as to save much of the extensive inshore excavation required in the plans previously sent you. Herewith you will find a copy of the former's letter, dated 7th September, relative to this matter and also the amended design to which he refers. In this you will find that an incline of 1 in 18 is substituted for the original suggestion of 1 in 20 and that it will save

(a) ¾ of the excavation in shore,

(b) the necessity of transporting the excavated material any distance,

(c) the suggested retaining walls.

These amended plans are sent with the object of keeping you and Mr. Peters up to date as to what is passing here so that should the question of the work again arise delays will be avoided.

Please ask Mr.Peters to let us have his quotation amended accordingly, and if you can possibly get a quotation included for the diver's portion of the work it would be helpful.

8. From cabled reply of 23rd August to the question asked in my 1279.17, it is understood that you would like all materials for the foundations of the East Jetty Shed shipped about December and the structure by the following mail. A cargo steamer is indicated by the Pacific Company to sail in November; by that opportunity will be shipped all foundation materials up to and including the floor girder work. It is assumed that you will not want the structure to follow by the mail steamer in January and therefore it will be kept back for the following cargo boat,- probably sailing in March, If you wish this plan varied in any way there will be ample time to do so if you cable on receipt of this.

From the cables exchanged there would appear to be some misunderstanding in connection with the foundation pile work. Your message of 22nd July read:- "Details of warehouse foundation work by next mail". To this I replied:- "Foundations, shed, must comply with plans (of shed) sent per "Laguna". By this it was intended to convey that the position of the piling must necessarily conform to the shed design. From your last message of 23rd August it is inferred that your references were with regard to dimensions only. However, the matter will doubtless be fully cleared up on receipt of your next letters.

9. When next cabling please give an indication of when it is desirable to ship the new wool shed for Fitzroy. The order has not yet been placed as it is realized that with so much work on hand Mr. Peters may not be able to deal with it for some time. Meanwhile, the press and engine foundation plans were

posted to you on the 18th August by the s.s. "Falk".

10. The case of the "Woodville" is still unsettled.

11. We understand that Governor Hodson has come to the conclusion that the Experimental Farm cannot, with advantage, be continued and that Messrs. Bonner and Felton have, at the request of the Colonial Office, placed their views on the matter before the Authorities. You will doubtless keep the Board advised of developments.

12. The Quasi-Arc Welding Set, referred to in 1281 6, is being shipped by this opportunity. Enclosed please find for Mr.Peters' information the following literature relative to running:-

Instructions to Operators.
Instructions to Operators - With Electrodes.
Instructions for Running and Care of the Quasi-Arc Petrol Generator Welding set.

We have no doubt that with the assistance of the above Mr. Peters will have no difficulty in quickly mastering the technicalities in connection with the work to be done by it.

13. The current series of Wool Sales opened with a firm tone on the 13th instant. As you will see from the catalogues enclosed, the "N.A" wool and sundry other marks were sold on the 16th and realised satisfactory prices. The balance of the "Lobos" shipment, including some Company's and Clients' wool, will be sold on the 28th instant. After that the usual cable will be sent you giving the average price made for each mark.

Yours faithfully,

C. B. Goldsmith

Managing Director.

14. Since writing paragraph 4. I am advised by our Solicitors that they have agreed with Messrs. Clarkson & Co., acting on behalf of the Owners, that the proportion of salvage which would have been applicable to the provisions and stores, on the assumption that an award of £1000 in all had been given to us, would be £80; in addition there would be their costs, £10. 10. 0. We have therefore paid Messrs. Clarkson, as

per your telegram	...	...	£490. 17. 11
less, as above	...	...	90. 10. 0
			£400. 7. 11

It will now be possible for our Solicitors to say what proportion would have been, in the ordinary course, awarded to the crew. Advice of this will be sent you later.

6789

Enclosures per S.S."Orita" via Liverpool.

1 Copy of Cablegrams sent dated 26th August,10th.12th.& 13th Sept.

2 Copy of Cablegrams received dated 30th August,6th (2) 7th & 12th September.

3 General Invoice Stores shipped per "Southern Queen"

4 Average prices of Wool sold at Public Auction on 13th & 16th September.

5 DuCroz Doxat & Co's reports on Company's Wool ex "Lobos".

6 DuCroz Doxat & Co's reports of Clients' Wool ex "Lobos" :-

D H	81	bales Wool	HP	21	bales Wool
Weddel	159	,,	C C W	27	,,
L	86	,,	AP	36	,,
J H D	101	,,	B	5	,,
F B	72	,,	M	4	,,
Beaver	43	,,	Club	16	,,
A F C	33	,,	S&S	144	,,
W P	36	,,	H	45	,,
T R	129	,,			

7 Original letter received from Gibbs & Co.,Valparaiso dated 2nd Aug sent us in error documents referred to attached.

8 Cinzano & Co's invoice for 15 cases Vermouth shipped direct via Montevideo.

9 Anning & Cobb's report on Hides ex "Lobos"

10 Jacomb Hoare & Co's priced Wool catalogue of 13th September sale

11 Jacomb Hoare & Co's priced Skins catalogue of 7th September sale

12 Anning & Cobb's priced Skin catalogue of 9th September sale.

13 DuCrox Doxat & Co's priced Wool catalogue of 16th September sale.

14 Wool Landing Certificates:-

	D & S	3	bales Wool	ex "Losada"
	~~H & B~~	~~94~~	,,	,,
	Heart	182	,,	"Lobos"
	Z	146	,,	,,
	H & B	14	,,	,,
	J G	227	,,	,,
Moro.	J G	80	,,	"Losada"
	W K C	99	,,	,,
	W K C	19	,,	"Lobos"
	J L W	219	,,	"Losada"
	J L W	6	,,	"Lobos"

15 DuCroz Doxat & Co's wool market reports dated 13th September.

16 Anning & Cobb's reports on Company Skins ex "Lobos.

17 B/L .20 cases Brandy shipped per "Orita" at LaPallice.

18 Copy of letter from the Admiralty dated 8th September.

19 Copy of letter from W Gordon Glover dated 7th September and the two plans Nos.186/5 & No.G.S.D./244 referred to attached.

20 . Memo to H.H.R.Gresham dated 21st September together with plans as detailed attached re Building shipped per S.S. "Orita" for G.J.Felton.

21 Remarks on Accounts.

22 Account Current dated 21st September and vouchers.

23 Remarks on Stores.

24 Copy of letter to T.G.Slaughter dated 21st September.

25 Anning & Cobb's reports on Clients Skins ex"Lobos"

B	1	bale Skins	M	1	bale Skins
S & S	5	,,	C.C.W.	1	,,
McG	6	,,	H	2	,,
R B C	3	,,	T R	5	,,
L	4	,,	Club	4	,,
Heart	13	,,	A F C	3	,,
W P	1	,,	J H	2	,,

26 Copy of letter from W.Gordon Glover dated 19th September

27 Additions to Bentley's Code dated 21st September.

28 Suppliers Invoices for Stores shipped per"Orita"

29 Memo to H.H.R.Gresham dated 21st September together with plans as detailed attached re Building shipped per S.S. "Orita" for G.Bohner.

30 Instructions to Operators in connection with Quaso-Arc Welding Set shipped per S.S."Orita"

~~31 Copy of letter from W.Gordon Glover dated 19th September re Egeria & Shand Jetty~~

31 Two Plans of Proposed 600 ton Slipway for Port Stanley vide Despatch No.1282 par.7.

LONDON 21st September,1927

Enclosures per Supplementary Mail

1 List of Cargo per S.S."Orita"

2 Remarks on Accounts

3 Wool Landing ertificates L-

W K C	120	bales Wool	ex Ortega"
H & B	12	,,	,,
J L W	5	,,	,,
J G Moro	7	,,	,,

LONDON 23rd September,1927

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 30th September, 1927

Per s.s. "ABADESA" via Montevideo.

No 1283.

Dear Sir,

We are notified by the Post Office that a mail for the Falkland Islands is closing to-day by the above, but we are somewhat in the dark as to the connection between Monte Video and Stanley. However, we are taking the opportunity of forwarding accounts up to date together with a large batch of Account Sales which have been completed since writing you last on the 21st instant.

2. As advised you in 1281. para. 10., the "Fennia" and her cargo were purchased for the sum of £6750. The view taken by the Board is that the hull was not a necessity for us except in so far as it became necessary to purchase her for storing the patent fuel. For this reason the total consideration is being liquidated in our accounts herewith as follows :-

3831 tons of Fuel at 34/-	£6512. 10. 0.
27 tons of Coke	37. 10. 0.
	£6550. 0. 0.
The vessel being capitalised here for	200. 0. 0.
	£6750. 0. 0.

You will doubtless be forwarding a complete list of the gear, stores and sundries taken over with the ship. These particulars will be awaited with interest.

Yours faithfully,

E. R. Goodall

Managing Director.

H.H.R. Gresham, Esq.,
Manager,
Port Stanley.

Ind. Ppt.

Enclosures per Supplementary Mail
via Montevideo.

Originals

1 Copy of Cablegrams sent dated 26th & 29th Sept.

2 General Invoice - Stores per S.S."Orita"

3 DuCroz Doxat & Co's Wool sale Catalogue of 28th September.

4 Wool Landing Certificates :-

E E M	2	bales Wool	"Lobos"
H & B	94	,,	"Losada"

5 Remarks on Stores.

6 Account Current dated 30th September and vouchers

7 Average prices of Wool sold at Public Auction on the 28th September.

8 Jacomb Hoare & Co's Wool market report dated 29th September,27

9 Duplicate sets of Plans of Buildings shipped per "Orita" for G.Bonner & G.J.Felton.

London 30th September,1927

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 6th October, 1927

Per s.s. "ARLANZA" via Montevideo.

No. 1284.

Dear Sir,

Since writing you on the 30th ultimo I have received,- only yesterday,- your message despatched from Stanley per Wireless Ocean-Poste on the 30th August, reading as follows:-

"Parker engineer resigned inform Secretary Marine
"Engineers Association Hull He was completely
"satisfactory Recommend send similar man young
"if possible."

An inquiry was addressed to the official referred to by yesterday's post, but the reply cannot be received in time to be dealt with here. It is not clear whether Parker is leaving immediately or has given the six months notice required by his agreement. If the mail per "Laguna" now due throws no light on this point, it will be necessary to ask you by cable when the new man is required.

2. The question of making a change in the Company's Agency at Punta Arenas is under consideration. As Mr. Ernest Hobbs is no longer there and his business is, we understand, being run entirely by his chief clerk, the position is not a satisfactory one. Mr. John Dick of Casilla 374, Punta Arenas, has been strongly recommended, and it is probable the Board will decide to ask him to care for its interests as from 1st January next. It was understood from Mr. Dick at a recent interview that he was prepared to do this on the same terms as paid in the past to Mr. E. Hobbs, viz. 2½%.

Yours faithfully,

E. A. Gonard

Managing Director.

H.H.R. Gresham, Esq.,
Manager,
Port Stanley.

INDEXED

ENCLOSURES.

ORIGINALS

1 Copy of Cablegram received dated 4th October.

2 Copy of Wireless Ocean Post Message dated 30th August received 5th October.

3 Copy of Letter from Mrs Mabel Ansen dated 5th October

4 DuCroz Doxat & Co's Wool Market Reports dated 29th Sept

5 Wool Landing Certificates:-

N A	473 bales Wool ex "Lobos"		
L	86	,,	,,
D H	81	,,	,,
T R	129	,,	,,
J H D Pebble	101	,,	,,

6 Account Current dated 6th October and vouchers

7 Remarks on Accounts.

LONDON 6th OCTOBER, 1927

PRECIS OF DESPATCH NO. 1285, DATED 18th OCTOBER, 1927, PER S.S."THOROY".

1 Acknowledges Nos. 672/3.

2 Direct shipment of sugar from P.A. - Insurance not effected.
Lighter from P.A.

3 Engineer for s.s. "Falkland" - 2nd's Certificate sufficient.

4 "Egeria" and Jetty Shed.

5 Mason-bricklayer.

6 Punta Arenas Agency - offered to Mr.John Dick.

Ind.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 18th October, 1927

Per s.s. "THOROY"

No. 1285.

Dear Sir,

Your despatches Nos. 672/3 of 23rd and 27th August came to hand only yesterday morning, therefore time will not admit of their being dealt with by this opportunity.

2. A letter has been received from Mr. Ernest Hobbs, dated 10th September, a copy of which we are advised is being sent to you, relative to the unfortunate omission to insure xxxxx a parcel of sugar ordered direct from Stanley by the "Lobos" in June last and subsequently damaged in the "Rosa Baker". There is no doubt whatever that if you bought the sugar f.o.b. Punta and gave Mr. Hobbs no instructions to insure he cannot be held to blame. In all such cases when you are importing goods direct and are not buying on c.i.f. terms you should pass us a cable to effect cover for the approximate amount likely to be at risk.

What is the position of the lighter on order? Is it still under construction? Insurance has been effected on the £950 paid on account (vide 1281.14.) and apart from that we assume that it is not at our risk until delivery has been tendered and accepted on the Company's behalf.

3. In continuation of paragraph 1 of 1284, from cables exchanged it is now understood that the Engineer for the "Falkland" need only have a Second's Certificate to comply with your local regulations and that he must arrive in Stanley by the end of February.

The Marine Engineers Association have the matter in hand and anticipate no difficulty in finding a man, although the recent improvement in shipping has much reduced the supply of unemployed good men.

H.H.R. Gresham, Esq.,
Manager,
Port Stanley.

No. 1285. 18th October, 1927.

4. 672.16 & 19. 673. 5 & 23. The information contained in these despatches and Mr. Peters' plan etc. has enabled orders to be placed, for shipment by the "Losada" sailing 12th November, of the required pile shoes, iron rods and binding wire for the East Jetty Shed. Following your suggestion the 1/4" iron binding wire will be sent, bent to shape in Types "A" and "B" as per Mr. Glover's plan for pile construction; this should save a great deal of time. Your idea of raising the level of the shed is certainly very desirable; this will not alter Messrs. Bain's plan of the structure.

That firm is being instructed to ship all its material up to and including the floor by the "Losada" and the remainder by the "January boat. They will also send the necessary gangway material to connect the shed and jetty.

The Board will be very gratified to read your excellent report on your organization and progress of the preparation work at Navy Point.

5. Your urgent need of another mason-bricklayer is appreciated. The great difficulty is that these men can easily earn here, anywhere in the country, owing to the activity in the building trade, as much as we are paying, viz. £17 per month. But I will take the matter up again with our Scotch and Country Agents and see what can be done.

6. In continuation of paragraph 2. 1284, you will since have received the cable advising that Mr. John Dick has been offered the Agency at Punta Arenas as from the 1st January next. We trust that the communication sent has enabled you to meet Mr. Dick on the arrival of the "Orita", thus affording you an opportunity of discussing your various requirements with him. A copy of our letter to him, dated 14th October, is enclosed herewith.

Yours faithfully,

C. B. Fernando

Managing Director.

ENCLOSURES VIA CARDIFF.

ORIGINALS.

1 Copy of cablegrams sent dated 12th & 13th October.

2 Copy of cablegrams received dated 13th & 16th October.

3 Copy of letter to John Dick dated 14th October.

4 Remarks on Stores.

5 Remarks on Accounts.

6 Copy of letter to T.G.Slaughter dated 18th October.

LONDON, 18th OCTOBER, 1927.

PRECIS OF DESPATCH NO. 1286, DATED 25th OCTOBER, 1927 PER S.S."AVILA".

1 Acknowledges No.674.

2 Dependencies Research Fund - approves letter to Government of 5th July protesting against enormous expenditure.

3 "Falkland" regarding Survey. Use of paraffin.

4 Martin Biggs - notes case settled - Artificial arm to be ordered.

5 "Falkland" - deviations - referred to in 1281.

6 Oil Fuel Depot - Matters to be taken up with Admiralty.

7 P.A. Agents - referred to in 1285.

8 Benjamin Browning's Est. Documents not enclosed with 672.

9 Slipway - Pleased that "Kelp" can be hauled up on.

10 Robbery at Fitzroy Store.

11 Sale of land to Sedgwick.

12 Lively Island - re buoying entrance to .

13 Produce Carrying Contracts - Forms will be sent next mail.

14 Dr. Moir's intended resignation - Question of increase in salary to be considered by Board.

15 New Warehouse - dealt with in 1285.

16 Diver - Position noted.

17 Store - Action re Storekeeper approved.

18 Findlay Creek Bridge.

19 Mason-bricklayer - Trying to obtain.

20 Electric Welding Plant.

21 "Fennia" - use of fuel by "Falkland".

22 Wool Sheds - re ventilators.

23 Mail Service - Asks terms on which "Fleurus" has been engaged to carry to and from M.V.

24 re Chief Engineer "Falkland".

25 "Falkland" - Asks for Lignum Vitae to be returned.

26 re Lot 4 Western Suburbs.

27 "Ilen" defects.

28 Hill Cove Wool Shed - what machinery is to be brought back?

29 "Egeria" pile work - Photographs appreciated.

30 Non-Insured goods from Punta Arenas.

31 Experimental Farm.

32 Wm.Craig's application for compensation.

33 "Fennia" - Purchase of Stores and Provisions.

34 New Island Slipway - re sale of.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per s.s. "AVILA" and "SOUTHERN KING".

No. 1286.

25th October, 1927

Dear Sir,

I have to acknowledge receipt,- on the 19th instant,- of your despatch No.674 forwarded by the "Fleurus".

2. 672.2. The appalling waste of money in connection with the "Discovery" enterprise, in respect of which you have so properly lodged your protest in the letter of 5th July to the Government, is a matter which will claim the attention of the next Board. Your action will, I am sure, have its decided approval.

3. 672.3. 673.2.18. Your further advices with regard to the proportion of work connected with the Survey requirements which can be effected in Stanley will be awaited with interest. In the meantime it is noted with much satisfaction that Mr.Peters sees no difficulty is drawing the tail shaft in Stanley.

With the information given as to the annual outlay for paraffin the question of the dynamo will be again considered.

4. 672.4. The Board will be glad to hear that the Martin Biggs case has been settled within the limits laid down and that he is proving useful in the Store. An order will be placed at once for the artificial arm.

I will now take the matter up again with the Admiralty and hope to be successful in recovering some substantial portion of the compensation paid.

5. 672.5. The Board's decision with regard to deviations of the s.s. "Falkland" in cases of sickness was laid down in 1281. para.13.

H.H.R. Gresham, Esq.,
Manager,
Port Stanley.

6. 672.6. The matters referred to will be taken up with the Admiralty and its decision advised you later.

7. 672.8. The appointment of Mr. John Dick as Agent at Punta Arenas was referred to in 1285. para. 6.

8. 672.9. The documents relative to Benjamin Browning have not come to hand and they are not mentioned on your list of enclosures.

9. 672.10. It is delightful news that at length it has been possible to haul up on your slipway one of the Company's vessels of the size of the "Kelp" and have her bottom properly inspected and repaired. It is a record in the annals of the Company and the Board will feel that the outlay on the small cradle was justified. The photographs are much appreciated.

10. 672.11. Your action in bringing the youths who stole from the Fitzroy Store to justice will doubtless go far towards deterring others similarly inclined.

11. 672.12. The Conveyance Form relative to the ½ acre plot of land sold to L.A.Sedgwick will be signed and sealed and returned to you in due course.

12. 672.13. The Board will be gratified to hear of the good work Captain Roberts has done in buoying the entrance to Lively Island.

13. 672.15. Signatures of the Farmers here to the usual form of contract for the carriage of the coming season's produce are being obtained; a supply of forms for your local use will be forwarded next mail.

14. 672.17. 674.13. The Board will, I am sure, much regret to hear of Dr. Moir's intended resignation at the end of 1929. His application for an increase of salary will come before it at the next Meeting.

15. 672.19. 673.5. 23. Dealt with in No. 1285. para. 4.

16. 673.14. The position in Stanley relative to a diver is noted.

17. 673.16. Your action, insisting on the Storekeeper keeping a closer watch on all Store Debtors, is warmly approved. It should be his responsibility in the first place and it is hoped that your letter to him will have good effect.

18. 673.17. We appreciate that the pressure of other work has prevented so far the erection of the Findlay Creek Bridge; it is, however, unfortunate that the materials were shipped out as it must be difficult to prevent deterioration.

19. 673.17. Time has hardly been sufficient to obtain a reply to the enquiry sent to Scotland relative to securing mason-bricklayers, referred to in 1285. 5. The matter is being followed up and you will be kept advised.

20. 673.19. The view taken here with regard to the policy of supplying you with an Electric Welding Plant corresponds exactly with that you express with regard to the diving outfit. Any moment a case might arise, with the steam vessels particularly, when thousands of pounds might be saved by the use of the plant. It is practically certain that had one been in Stanley at the time the boilers of both the "Kelp" and the "Falkland" could have been given some years more of life.

21. 673.20. We are assured by all who ought to know about these matters that there should be no difficulty whatever in the "Falkland" using the "Fennia"s patent fuel. Briquette fuel was almost in general use on coasting vessels here during the war; there are several qualities, but the "Fennia"s is made from best small Welsh Coal, and on account of its higher calorific value commands at all times a price from 1/- to 1/6 above the coal from the best Welsh pits. Moreover it will keep almost indefinitely without deterioration.

22. 673.22. The information re ventilators is noted; an improvement on those fitted at Goose Green will be sent for the Fitzroy shed.

23. 674.2. The particulars you give throw light on the extraordinary profusion of mails recently advertised by the

Post Office with regard to which we have been completely mystified.

You give no information as to the terms on which this service of the "Fleurus" has been arranged; the Board will be very interested to hear this and also to know whether there is any prospect of the "Falkland" obtaining a share of the business.

24. 674.3. There is at present nothing further to add to paragraph 3 of 1285.

25. 674.4. The further information promised will be awaited with interest. A copy of Mr. Kennaugh's letter, dated 22nd October, re the Lignum Vitae is enclosed. Please return it here as he suggests.

26. 673.8. 674.5. The attitude adopted by the Government relative to Lot 4 in the Western Suburbs is noted. The matter will be considered by the Board at its next Meeting.

27. 674.6. The defects and bad workmanship found in the "Ilen" are certainly annoying, but after all it must be borne in mind that at a cost of approximately £20 per ton the same perfect workmanship as in a boat costing £40 per ton could hardly be expected. The lowest quotation obtainable from English coast builders at the time was double the cost paid for the "Ilen".

It is unfortunate that she cannot be hauled up on your small slipway. Evidently "heaving her down" is damaging to her.. The case once more emphasises the helplessness of the position in Stanley without adequate slipping facilities.

28. 674.7. To what machinery do you refer as being brought back from Hill Cove?

29. 674.8. The photographs shewing the arrangement of the plant for concrete pile making at Navy Point are to hand and are much appreciated.

30. 674.9. I am afraid that nothing can be added to what

was written in 1285. para. 2. If you bought the goods ex f.o.b. Punta Arenas and cannot point to any standing or specific instructions to our Agent there to insure he cannot be held responsible. A more alert Agent would certainly have raised the question with you by cable before the vessel sailed.

Doubtless at your interview with Mr. Dick on his arrival in the "Orita" you will come to some clear understanding that will prevent the recurrence of such an unfortunate mistake.

31. 673.9. 674.10. It was understood from Mr. Bonner that the decision come to at the Colonial Office with regard to the Experimental Farm was that it should be continued only so far as the money already granted would permit. There may be some advantage hereafter in following this course as it will then be on Government records that the venture proved a complete fiasco.

32. 673.13. 674.12. Dr. Moir's report on the case of Wm.Craig is to hand; this and the information you give will enable us to know how to deal with him should any further application be received.

33. 674.14. The settlement come to with the Owners of the "Fennia" for the purchase of stores, etc. was fully reported in 1282.14.

34. Messrs. Chr. Salvesen & Co. have sent me a copy of their letter to you of the 7th September. No doubt you will in due course advise whether any of the goods mentioned in their inventory are worth taking over and what you would be prepared to offer for them.

So far as the slipway is concerned, it was a hopeless wreck when I was there on it in 1920, and certainly would not pay for removal even if its capacity were sufficient, which it is not, for our purpose in Stanley. The coal too which has been under water for some time must have deteriorated to some extent.

Yours faithfully,

E. R. Leonard

Managing Director.

ENCLOSURES VIA MONTEVIDEO.

Originals.

1 Copy of letter from T.T. Kennaugh dated 22nd October re "Falkland".

2 Remarks on Stores.

3 Account Current dated 25th October.

4 Copy of letter to T.G. Slaughter dated 25th October.

LONDON, 25th October, 1927.

ENCLOSURES VIA MONTEVIDEO.

Originals.

1 Copy of Cablegram to Stanley dated 27th October.

2 Copy of Cablegram from Stanley dated 25th October.

3 Wool Landing Certificates:-

W C	67	bales of Wool	"Lobos"
D H	87	,,	,,
S I	68	,,	,,
S	77	,,	,,
J H			
Beaver	42	,,	,,
Club	16	,,	,,
AP	36	,,	,,
W P	36	,,	,,
S & S	144	,,	,,
J H			
Weddell	59	,,	,,
M	4	,,	,,
HG	45	,,	,,
B	5	,,	,,
C C W	27	,,	,,
HP	21	,,	,,
Triangle			
F B	70	,,	,,
A F C	33	,,	,,

4 Additions to Bentley's Code, dated 28th October.

5 Remarks on Accounts, dated 28th October, 1927.

6 Account Current dated 28th October and vouchers.

7 8 £1 Falkland Islands Notes and
5 10s/- ditto

LONDON, 28th October, 1927.

6 1

PRECIS OF DESPATCH NO. 1287, DATED 11TH NOVEMBER, 1927 PER "LOSADA".

1 s.s. "Falkland" - deviation of voyage.

2 Contract with P.S.N.C. renewed on old terms.
Coastwise Contract.

3 Dr. Moir - salary increased to £400 p.a.

4 East Jetty Shed - materials to go by first cargo boat.

5 Gives terms arranged for use of Shed and Plant at Naval Camber.

6 Chief Engineer for s.s. "Falkland" - in communication with applicant for position.

7 Naval Fuel Depot - encloses correspondence from Admiralty.

8 Fitzroy Shed - materials to be shipped by first cargo boat next year.

9 Encloses completed Conveyance for land sold to L.A.Sedgwick.

10 "Fennia" - Salvage Award to Captain and crews of "Falkland" and "Kelp".

11 Slipway - Copy of letter from Colonial Office re construction enclosed.

12 "Woodville" - £900 awarded for salvage services.

13 Boy Scout Movement - subscription of £25 advised.

14 Plot 4. - Board taking no further steps to establish claim to.

15 East Jetty Shed - plans enclosed.

16 Fitzroy Shed - plans enclosed.
Confirms cable re specification of timber requirements to be ordered from Punta Arenas.

17 "Gentoo" - carrying of machinery from Hill Cove to Stanley.
Insurance of.

Indexed

(6)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 11th November, 1927

Per "LOSADA".

No 1287.

Dear Sir,

Referring to paragraph 5 of 1286, please find herewith copy of correspondence with Messrs. J.L. Waldron, Ltd., relative to the deviation of the "Falkland" through carrying to Stanley their sick employee. It will be seen they readily agree to bear the extra expenses incurred.

2. The contract with the P.S.N.C (copy enclosed) has been renewed for the coming season on the same terms as last. That with our clients in respect of the coastwise trade has been signed by those enumerated in the accompanying list. In connection therewith Mr. G.T. Dean has written that as his produce will be taken into Stanley by the "Gentoo", he is unable to sign the contract, but is willing to agree that it should be all shipped by P.S.N.C. vessels. Forms to be completed at your end are enclosed.

3. Dr. J.I. Moir's letters of the 10th August and 5th September to you have been considered by the Board. It greatly appreciates the zealous way in which he has carried out his duties and sincerely trusts that he may be induced to remain in the service of the Company, as he suggests, until the end of the season 1929. Does this mean 31st January 1929?

The Board further approves of his salary being raised to £400 per annum as from 1st January next.

Please inform Dr. Moir that the Board will be obliged if, when the period of his service is drawing to a close, he will be good enough to communicate with his Hospital friends and Institutions in Scotland with a view to securing a successor.

4. In paragraph 4 of 1285 I advised that all material for the structure of the East Jetty Shed would be shipped by the January steamer. On further consideration, for many reasons, it has been

H.H.R.Gresham, Esq.,
Manager,
Port Stanley.

decided to forward it by the first cargo boat sailing after the "Orduna". This will save railage from Glasgow to Liverpool, freight and the trouble and expense of lighterage from Port William in the case of the "Orduna".

The gangway (blue print No. B/7551 herewith) to connect the shed and the hulk, shewn in Mr. Peters' plan, will be sent in the "Orduna"; it occurs to us that probably it may be very useful for you to have this before the super structure arrives.

5. Copy of a letter from the Admiralty, dated 7th November, 1927, is enclosed, advising that the rental for the use of the shed and plant at the Naval Camber has been assessed at £1 per week and the royalty on the stone removed at the rate of 1/- per ton. This arrangement is considered as eminently satisfactory.

6. We are in communication with an Engineer for the s.s. "Falkland", holding a 1st class Board of Trade certificate; whoever is engaged will be sent out in the "Orduna" sailing 4th January.

7. Copies of the following letters from the Admiralty are sent herewith:-

3rd November, 1927.	Asking when the statement shewing issues of oil to 30th June 1927 may be expected.
3rd November, 1927.	Advising that the damp proofing solution and brushes,- referred to in your 672. paragraph 6,- are being sent out.

8. Referring to your telegram of 25th October, all materials for the Fitzroy Shed will be shipped by the first cargo boat following the mail steamer "Orduna". The makers have been instructed to mark every piece and package with a colour quite distinctive from that used for the materials of the jetty shed which will go by the same opportunity.

9. Enclosed please find completed Conveyance for the ½ acre of land,- Part of Plot 8 Section II,- sold to Lawrence Adrian Sedgwick.

10. Alluding to remarks in paragraph 14 of 1282, I now send copy of letter from our Solicitors, Messrs. Ince, Colt, Ince & Roscoe, giving their opinion as to the probable salvage which in their opinion would have been awarded for the services rendered in the case of the "Fennia". You will see that £200 is awarded to the crews of the s.s. "Falkland" and the tug "Kelp", and their letter indicates how this sum should be apportioned. The Board has approved of your making the payments accordingly.

11. Enclosed will be found copy of a letter from the Colonial Office, dated 3rd November, 1927, with reference to the construction of a slipway. The conditions laid down therein, particularly as to dealing with the "William Scoresby", are matters with regard to which it will be necessary to consult our Engineers before the Board can come to a decision.

12. Referring to despatch No. 1278, I am able to advise that Sir Joseph Lowrey has now given his award for salvage services rendered in the case of the "Woodville". From copies of letters enclosed from Messrs. Ince, Colt & Co., dated 8th November, 1927, and the copy of the award, it will be seen that the sum awarded is £900, of which the Captain of the "Falkland" receives £40 and £100 is to be divided among his crew and a further sum of £8. 0. 0. among the crew of the "Kelp".

Please make these payments accordingly.

13. Your letter of 11th July with reference to the inauguration of the Boy Scout Movement in Port Stanley was before the Board at the last meeting. I have pleasure in informing you that the Directors authorised the payment, as a donation, of the sum of £25.

14. Referring to your 674 paragraph 5, and the letter from the Colonial Secretary dated 31st August, 1927, on the subject of Plot 4, Western Suburbs, after full consideration the Board is of opinion that, although the provisional grant in its possession is clear proof that the land became the property of Mr. S. Lafone and that there is strong presumptive evidence that it should have been

transferred to the Company with his other holdings, nevertheless it is not prepared to take any further steps to establish its title.

The Board will be glad if you will express its thanks to the Colonial Secretary for the trouble taken to unravel the mystery.

15. In continuation of paragraph 4, in connection with the East Jetty Shed the following plans revised by Messrs. Wm.Bain & Co. will be found herewith:- B.7426/1 and 2. The one sent you on the 14th July should of course be destroyed.

16. In connection with the Fitzroy Shed various foundation and other plans, as detailed on the enclosure list, are sent herewith.

Attached to the above will be found specification of timber requirements. With reference to these and having regard to the fact that the "Falkland" is at the moment due at Punta Arenas, we thought it wise to cable you yesterday an outline of what is wanted so that you can place the order there accordingly.

Yours faithfully,

E. R. Leonard

Managing Director.

17. With reference to your remarks in 674 paragraph 7, to the effect that you were arranging for the "Gentoo" to take back the machinery,- presumably the stone breaking and concrete mixing plant which is valued at approximately £700,- please note that as the "Gentoo" is an outside vessel and not covered under our ordinary policies, in such circumstances a cable should be sent us if the shipment is to be effected so that the necessary insurance can be taken out. Meanwhile we have taken steps to cover the risk.

ENCLOSURES VIA LIVERPOOL.

Originals.

1 Copy of Cablegrams sent dated 31st October, 3rd,4th,7th & 9th November.

2 Copy of Cablegrams received dated 10th,29th,31st October, 3rd,4th,5th,8th & 9th November.

3 Supply of Produce Contract Forms and copy of Circular letter issued to Farmers in U.K.

4 Copy of letter to J.L.Waldron Ltd. dated 27th October and their replies of 28th & 31st October.

5 Martini & Rossi's invoice for Vermouth shipped ~~direct~~ via Montevideo.

6 Copy of letters (two) from the Admiralty, dated 3rd and our replies of 4th November.

7 Copy of letter from Ince,Colt,Ince & Roscoe, dated 8th November re "Woodville" and Award attached.

8 Conveyance for Part of Plot 8 Section II on Plan of Stanley from F.I. Coy. to L.A. Sedgwick.

9 Copy of letter from Admiralty dated 7th November.

10 Copy of freight contract between F.I. Coy. and P.S.N.C. for 1927-28 produce.

11 Account Current dated 11th November and vouchers.

12 Remarks on Accounts.

13 Remarks on Stores.

14 Blue Print of Foundation Plan No.F602/A from Wm.Bain & Co.Ltd. for Fitzroy Wool Shed.

15 Wm. Bain & Co.Ltd. General Plan No. E 602/L of Fitzroy Wool Shed and details of timber floor grating for pens No. 590/1.

16 Wm. Bain & Co.Ltd. Blue Print No.B/7551 of East Jetty Gangway.

17 Wm.Bain & Co.Ltd. 2 Blue Prints No.B/7426/1 and 2 of East Jetty Shed.

18 Copy of letter to T.G.Slaughter dated 11th November.

19 Memorandum H.H.R.Gresham,Esq. dated 11th November re Latham Cookers.

20 Additions to Bentley's Code.

21 Copy of letter from Colonial Office dated 3rd November.

22 Copy of letter from Ince, Colt & Co. dated 31st Oct. re "Fennia".

LONDON, 11th NOVEMBER, 1927.

PRECIS OF DESPATCH NO. 1288, DATED 18TH NOVEMBER, 1927, PER "LOSADA".

1 Stores for Farm - Invoicing direct - Question of pricing.

2 Oil Fuel Depot - Encloses letter from Admiralty.

3 Coal sent to Goose Green for household use.

Indexed

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

Per "LOSADA" (Supplementary)

No. 1288.

London, E.C.3. 18th November, 1927

Dear Sir,

By this vessel,- sailed Liverpool 13th instant,- you will receive the first shipment of general stores, marked, insured against all risks and consigned direct to the Darwin and North Arm Stores. Separate suppliers' invoices for same will reach you in the usual consignees letter and further copies for use at the Stores mentioned will follow with the General Invoice by next mail. This invoice can never be completed in time to be sent with the shipment, but in cases where costs are required before that arrives, you will have all the necessary information in the freight account and measurement slips.

You will see that the invoice value of these stores amounts to £5338 for Darwin and £1666 for North Arm, and it is very important that the sales of such a large and miscellaneous lot of goods on the Farm should not be allowed to reduce our General Store Profit. After all, the Company's employees on the Farm,- some 200 men, and their families-, are a fairly large proportion of the population of the Islands.

Therefore, from the beginning of the year the Farm Stores must be treated in every respect as your branch stores and all profits made must be brought into your annual accounts as:-

Stanley - Profit on Stores
Darwin - " "
North Arm - " "

The prices to be charged for all goods in future must be fixed solely by you, bearing in mind that, apart from selling essentials such as flour, sugar and tea at prices that will cover their delivered cost at the store plus sufficient to defray the inevitable losses applicable to the particular commodity, all other goods must bear a profit at any rate equal to that at

H.H.R. Gresham, Esq.,
Manager,
Port Stanley.

which the same articles are sold to Company's men in Stanley. This must mean slightly higher prices than Stanley, as freight and delivery to the stations must be added.

I would confirm and refer you to page 2 of 1273 and again emphasize that in charging the Farm direct for all consumable stores, such as bagging, hooping, fencing, etc., it is not to be "salted" for the purpose of "boosting" up Stanley Store profits; the charges for same must be limited in accordance with instructions already given.

These shipments to the Farm Stores should in future be charged in your Stanley books to accounts opened for them - Darwin Store, North Arm Store - at actual cost delivered at their destination which of course includes cost of handling in Stanley and freight coastwise. At the end of the year it will be a simple matter to bring into these accounts the stocks on hand, the sales for cash and deliveries debited to men's accounts and strike the profit.

2. Enclosed please find copy of letter from the Admiralty, dated 16th instant, relative to paragraph 22a which has to be added to the Appendix XIX to Store Duties Instructions.

3. It is noted from your 673 paragraph 12 that the 145 tons of Punta Arenas Coal were sent to Goose Green (May 1927) for household use. Bearing in mind that it cost 95s/- c.i.f. Stanley and it could not have been landed at Goose Green under £5. 10. 0. per ton, the cost there works out at £797. This is a very heavy charge for the Farm to bear and the Board would like to know that steps were taken to control and limit its use at Goose Green and to ensure that it is not being drawn on in preference to using peat.

A copy of the above remarks is being sent to the Camp Manager with a request for information.

Yours faithfully,

C. A. Lewis

Managing Director.

ENCLOSURES PER SUPPLEMENTARY MAIL.

ORIGINALS.

1 Copy of Cablegrams sent dated 15th & 18th November.

2 Copy of Cablegrams received dated 12th & 14th November.

3 Copy of letter from the Admiralty dated 16th November.

4 List of General Cargo shipped per s.s. "LOSADA".

5 Copy of invoice for Cinzano's shipment of Vermouth direct

6 Bill of Lading and invoice for two cases Drugs shipped by Evans Sons Lescher & Webb for Dr.Craddock.

7 Suppliers invoices for goods shipped per "Losada".

8 Copy of letter to T.G.Slaughter dated 18th November.

LONDON, 18th November, 1927.

Indexed.

PRECIS OF DESPATCH NO. 1289, DATED 1ST DECEMBER, 1927, PER "ARLANZA".

1 Acknowledges No. 675.

2 "J.P. Smith" - sell if condemned.
"Rosa Baker" - retain for pile work.

3 Noted arrival at Stanley of new barge from Punta Arenas - insurances effected.

4 "Fennia".

5 Acknowledges Report by Captain Roberts on condition of "Falkland".

6 Erection of Hill Cove Wool Shed.

7 Admiralty advised spindle for O.C.82 cannot be made at Stanley.

8 Await Captain Roberts' Report on scraping and cleaning of "Falkland" at Punta Arenas.

9 Resignation of Chief Officer of s.s. "Falkland".

10 New Island Slipway - re sale of.

11 & 15 Mr. J.C. Smith engaged as Chief Engineer of "Falkland" - Sails "Orduna" 4th January, 1928.

12 Regret to hear of Dr. Moir's accident and termination of service - also return of Mr. Alex. Moir.
New Doctor being sought.
Successor to Mr. Alex.Moir - defines future position.

13 Slipway at Stanley.

14 Mutilation and delivery of Radio Poste Letter.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

Per "ARLANZA".

No. 1289.

London, E.C.3. 1st December, 1927

Dear Sir,

Since writing you last on the 18th ultimo, I have received your No.675 of 19th October.

2. 675.2. In the event of the "J.P. Smith" being condemned as no longer fit for the purpose intended, by all means sell her for what she will fetch and save the expense of pumping referred to.

The "Rosa Baker" should be retained for pile driving work as indicated.

3. 675.5. The position as regards the third Punta Arenas barge is satisfactorily cleared up by your recent cables, and those from Mr. Dick, advising that the s.s. "Falkland" had sailed from that port with it in tow on the 26th ultimo and safely arrived at Port Stanley on the morning of the 29th. The insurances on the craft and the cargo aboard it,- including the scow,- and the "Falkland"s cargo have all been effected in accordance with values cabled. It was not possible to get this done "all risks", but the F.P.A. cover effected should be sufficient.

4. 675.3. The Board is glad to hear that steps are being taken to keep the "Fennia" in good order.

5. 675.6. The Report made by Captain Roberts and the Captain and Engineer of the "Fleurus" as to the condition of the s.s. "Falkland" is to hand. This will enable a decision to be arrived at as to how it will be best to proceed in contracting for the necessary repairs and survey.

Captain Roberts' statement on Mr.Kennaugh's suggestions in the matter has also been received. It is valued and will undoubtedly prove most useful, but it is a

H.H.R. Gresham, Esq.,
Manager,
Port Stanley.

pity that he has thought it necessary to conclude with a remark that is needlessly offensive to Mr. Kennaugh which prevents it being passed on to him, as it should be, in full. The report has therefore been amended to this extent, and in future cases I would ask you to kindly do the same, if necessary, and not forward such remarks.

Mr. Kennaugh may have made a mistake in sending out the Lignum Vitae blocks,- the loss in connection with which will be limited to the freight out and home, say £1,- but it is due to him to recognise that he acted as he thought in the best interests of all concerned. He has been the means of saving the Company considerable sums of money and his advice is valued. At the same time we appreciate that it may be difficult for some to realise that he has in one average week's work more experience in dealing with steamers surveys and contracting for same in all parts of the world than has fallen to the lot of all connected with the Islands since their occupation. This in no way mitigates against the Board's full appreciation of the care which Captain Roberts has taken of the ship; it is fully alive to the fact that he has done all that was possible in this matter.

It is assumed that you will not be able to spare the "Falkland" before May for the repairs; advice of the decision come to as to where the work is to be carried out will be sent you as soon as possible.

6. 675.7. Your advice that the erection of the wool shed at Hill Cove was expeditiously completed and that Messrs. Peters and Crawford were expected back when you wrote is noted.

7. 675.8. The Admiralty has been advised that the spindle for the Bolinder engine pump in O.C.82 cannot be made locally, and the particulars of same have been forwarded to them.

8. 675.9. It is satisfactory to hear that arrangements were made to have the "Falkland" scraped and cleaned while at Punta Arenas; Captain Roberts' report on same will be awaited with interest.

9. 675.10. The notice to leave given by Mr. Wiley, Chief Officer of the s.s. "Falkland", is noted; nothing will be done to appoint his successor until hearing from you again.

10. 675.11. The matter of Salvesen's communications was referred to in 1286. para. 34. It is not possible for the Board to come to any decision until you have sent some one competent to inspect the goods offered and have indicated which, if any, are worth buying and what price you would recommend giving. In view of the possible development of the slipway scheme, it would be of interest to have Mr. Peters' report on the description, capacity and condition of the boiler, winches, turning lathe, shaping and boring machines, and any others which in his opinion would be likely to be useful.

11. 675.12. An applicant for the post of Chief Engineer for the s.s. "Falkland" is being interviewed to-day; it is noted that only a Seconds Board of Trade Certificate is required.

12. The Directors very much regret to hear of Dr. Moir's serious accident and sincerely trust that with proper treatment he will suffer no permanent disablement. Great regret is also felt that it should have been the cause of his having to terminate his service with the Company earlier than would otherwise have been the case, and that it has also been the cause of his father and mother returning home for good. Their services, one and all, have been invaluable to the Company, and their equals will be difficult to find.

The Secretary of the University of Aberdeen, with whom I am in communication, is making enquiries and is hopeful of finding a suitable medical man whom we shall endeavour to get away by the "Orduna" sailing 4th January.

You will have learnt from the cable sent you on the 23rd ultimo that approval was given to your suggestion to take over, for £50, the instruments and medical books left by Dr. Moir and to provide Mr. and Mrs. A. Moir with 1st class passages from Montevideo.

As your telegram of 21st November made no mention of how you proposed to fill the post vacated by Mr. A. Moir and his wife, it became necessary to ask you by cable. Yours of the 26 ultimo in reply is read to mean that you have some idea of appointing Hamish Moir and we can but await your letter on the subject referred to. Meanwhile, nothing is being done to find a successor.

Whatever appointment is made it is to be clearly understood that the duties of the position in future are, farm book-keeper, storekeeper and elementary teacher in the school. In view of the larger amount of stores now being shipped to the Darwin and other Sections,- referred to in 1288 para.1,- it is most important that only a thoroughly competent man - and wife if any - should be appointed.

13. In continuation of Para.11 of 1287, enclosed will be found copy of letter to the Colonial Office in reply to theirs of 3rd November relative to the proposed slipway.

14. The forms confirming cables exchanged received from you by last mail disclose a mutilation in your Radio Poste Letter,- despatched from Stanley 30th September but not received here until 29th October. The message as received called for 500 standards, whereas your confirmation states 5,000. It is not improbable that owing to the transmission of this class of message from ship to ship, the liability to mutilation is increased. 500 standards were shipped in the "Losada" and the balance required, 4,500, will go by the "Orduna".

15. In continuation of paragraph 11, an agreement has to-day been concluded with Mr. John Campbell Smith as Chief Engineer of the s.s. "Falkland". Copy of same is enclosed and

attached thereto copy of a letter to him undertaking that his pay should be raised to £25 a month if he gives satisfaction, to which please give effect. He will sail in the "Orduna" 4th January.

Yours faithfully,

G. B. Edwards

Managing Director.

Enclosures per Arlanza via Montevideo.

1 Copy of Cablegrams sent dated 22nd.23rd.& 25th November& 1st Dec.

2 Copy of Cablegrams received dated 21st.23rd.(2) 26th.(2)& 29th November.

3 Brokers' reports on Company's Wool ex Laguna"

4 Brokers' reports on Clients' Wool ex "Laguna"

J H D Pebble	41	bales Wool	ex "Laguna"
H G C	89	,,	,,
T R Fitzroy	32	,,	,,
J B	7	,,	,,
F B	2	,,	,,
B B	19	,,	,,

5 DuCroz Doxat & Co's Wool market reports dated 22nd November.

6 General Invoice Stores per S.S."Losada"

7 Duplicate Set of Suppliers Invoices of Goods shipped per "Losada" for Darwin & North Arm Stores.

8 Remarks on Stores

9 Account Current dated 1st December and vouchers.

10 Remarks on Accounts

11 Copy of letter to the Colonial Office dated 23rd November. re Slipway at Port Stanley.

12 Copy of letter to T.G.Slaughter dated 1st December.

13 Agreement with John Campbell Smith - Chief Engineer for S.S."Falkland"

London, 1st December, 1927

Indexed

PRECIS OF DESPATCH NO. 1290 PER "ALCANTARA" DATED 13TH DECEMBER 1927.

1 Registration of Anglo Norse Whaling Company in Port Stanley by Mr. Hans Borge.

2 Asks for duplicate copies of Ordinance No.6. of 1922

3 Dr. Moir being met at Southampton.

4 Accountant and travelling teacher for Darwin.

5 Naval Fuel Depot - Spindle for Bolinder Engine.

6 Wool Sale Prices.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 13th December, 1927.

Per "ALCANTARA".

No. 1290.

Dear Sir,

I confirm cables which have been exchanged with reference to Mr. Hans Borge relative to the possibility of his registering in Port Stanley a new whaling company, the Anglo-Norse, which he is shortly bringing out. The information contained in your reply has been passed on to him and the decision come to will be advised you in due course.

2. Please forward as soon as possible duplicate copies of Ordinance No.6. of 1922.

3. Your cable of the 6th instant is to hand in accordance with which arrangements will be made to have Dr. J.I. Moir on the "Asturias" met at Southampton and, if necessary, Waterloo, with stretcher accommodation.

4. With reference to your telegram of the 5th, stating that you would require by March a superior accountant and book keeper for Darwin Harbour and also a travelling teacher, before taking any steps in this matter, we must wait until the receipt of your November letter referred to in your cable of the 26th ultimo, as it is not clear to us from your message of the 5th instant what arrangements you propose making for the teaching to be given at the Darwin settlement.

5. Enclosed please find copy of letter from the Admiralty dated 10th December advising that the spindle for the Bolinder engine pump in Oil Fuel Barge "C.82" is being supplied by them. They have been advised in reply to send it forward by the "Orduna" 4th January 1928.

6. The wool brought home by the "Laguna" was sold at Auction yesterday, and you will find herewith the usual statement of highest and average prices made for the respective marks. These are satisfactory and shew a slight advance over the last sales.

Yours faithfully,

C. Bonard

Managing Director.

H.H.R.Gresham, Esq.,
Manager,
Port Stanley.

ENCLOSURES PER "ALCANTARA VIA MONTE VIDEO.

Originals

1 Copy of Cablegrams sent dated 7th December.

2 Copy of Cablegrams received dated 5th & 6th December.

3 Du Croz Doxat & Co's priced catalogue of wool sold 12th December.

4 Copy of letter from the Admiralty dated 10th and our reply of 12th December.

5 Average prices of wool sold at Public Auction on 12th December.

LONDON, 13th December, 1927.

Indexed.

1928-01

PRECIS OF DESPATCH NO. 1291 PER S.S."ORDUNA" DATED 3RD JANUARY, 1928.

1 Acknowledges Nos. 676 and 677.

2 "Fennia" and "Woodville" - Salvage Awards.

3 Oil Fuel Depot - Information passed to Admiralty.

4 Slipway.

5 "Egeria" jetty - Notes progress.
Gangway to be shipped in February.

6 Fitzroy Wool Shed to be shipped in February.

7 "J.P.Smith" - proposal to sell to Mr.Felton not approved.
Can it be used at Port Louis or Fitzroy?

8 "Falkland" - installation on of "Fennia" Wireless set.

9 E.G. Rowe - Assault on Mr. Vincent.

10 Mr. Gresham and Executive Council.

11 Dr. Moir - reports present condition.

12 Work done to "Fennia" noted.

13 Dr. Deane - account.

14 Capt. Christiansen - sealing project.

15 Mr. Dick to be instructed to cable us shipments for insurance purposes.

16 Ocean-poste messages.

17 Approve of training apprentices - Bricklayer sailing this opportunity.

18 Chied Engineer for "Falkland" sailing "Orduna".

19 Pleasedsteel lighters can be hauled up on small slipway.

20 "Fleurus" - running trips at cost price.
"Falkland" should be run on same lines when produce collected.

21 Not yet been able to engage Camp Doctor.

22 Endeavouring to engage Accountant and Bookkeeper & travelling teacher for Darwin.

23 Private code.

24 "Falkland" Special Survey No.2. - Tenders for.

1928-02

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 3rd January, 1928

Per s.s. "ORDUNA".

No 1291.

Dear Sir,

I have to acknowledge receipt of your despatches Nos. 676/7 of 21st and 24th November.

2. 676.3.11. 677.2. You will have learnt from despatch 1287, paragraphs 10 and 12, of the proportion of Salvage Awards given to the crews of the s.s. "Falkland" and tug "Kelp" in the cases of the "Fennia" and "Woodville" and that the Board had authorised the payments. In view of the advices given in 1282.14. that this would be done, it is difficult to see how, as indicated in your 677.2, there could be any doubt about it. The Award in the case of the "Fennia" can be charged to the cost of the coal.

3. 676.5.20. The documents referred to, and the information given with regard to the Oil Fuel Depot, have been passed on to the Admiralty.

4. 676.6. We are glad to have Mr.Peters' comments on the Slipway scheme amended to an incline of 1 in 18; these will be discussed with Mr. W.Gordon Glover later.

In the meantime nothing has been heard from the Colonial Office with regard to the matter in reply to our letter of 23rd November (copy sent you with 1289.13). Probably this has been referred back for the Governor's consideration. In connection therewith you will appreciate the point made therein with reference to the impossibility of proceeding with the scheme without the certainty of a longer tenure than 21 years as suggested. The comparatively minor point of the extension called for to meet their requirements in respect of the "William Scoresby" the Board would probably agree to if it is made a sine qua non.

From Captain Christiansen we hear that there are rumours of some other firm building a slipway; needless to

H.H.R. Gresham, Esq.,
Manager,
Port Stanley.

say that would be a matter of extreme disappointment to the Board. Please keep us closely advised of developments.

5. 676.7.22. 677.13. We are very glad to hear from your remarks, and Mr. Peters' Progress Report No.1, that such good progress continues to be made with the "Egeria" work; also that the first reinforced concrete pile was successfully driven on the 24th November. This is indeed an epoch making event.

The structure for the shed will be shipped by the "Lagarto" at Glasgow 21st February.

The gangway to connect the jetty shed to the hulks is being sent you by this opportunity. In connection therewith the following documents are enclosed:- Drawing B.7551, List of Materials, Bolt & Nut List, Erection Notes, and Specification of Steel Work.

6. 676.8. As previously advised, the Fitzroy Shed will also be shipped by the next opportunity, viz; the "Lagarto" at Glasgow 21st February.

7. 676.12. The proposal from Mr. Felton to pay £75 for the "J.P. Smith" delivered in position at Teal Inlet does not appeal to the Board. The extra £1 per ton paid by that station for lighterage of produce represents about £72 per annum. For Mr. Felton to commute this by the payment of £75 for the hulk which he expects to have towed by the "Falkland",- at considerable risk of its being totally lost en route, and delay and consequent expense to the steamer,- is hardly good enough. Would the hulk be of any use for the same purpose at Port Louis or Fitzroy? Now that you have your reinforced concrete pile work so well organised, could you not induce Mr. Felton to enter into a contract for the extension of his jetty, utilising that material?

8. 676.13. The suggestion to instal the "Fennia"s wireless outfit in the "Falkland" is an excellent one.

9. 676.14. We much regret to hear that Mr. Vincent was the victim of an assault at the hands of Mr. Rowe, but we congratulate you on the result of the Police Court action.

10. 676.15. The Directors are gratified to hear that your membership of the Executive Council is being continued.

11. 676.16. Following on wireless communication with Dr. Moir when nearing the coast in the "Asturias", arrangements were made whereby he was met with a stretcher at the ship, provided with an ambulance compartment on the train and conveyed by motor ambulance from Waterloo to King's College Hospital. He is expecting to undergo an operation in a few days time.

12. 676.23. The particulars of the work done to the "Fennia" are noted; the photos are to hand and much appreciated.

13. 676.24. The action taken in the matter of Dr. Deane's unsatisfactory account is noted; your advices giving the decison of the Court will be awaited with interest, but, as we have always feared, it is very doubtful if he will have assets out of which to pay any judgement given the Company. In your letter of 23rd August you referred to his having "immediately paid £200". To what account was this placed? So far we have been unable to trace it.

14. 676.27. From Capt. Christiansen we heard of his sealing project, and following on your cable of 20th December the sum of £5000 was remitted to his credit on the 28th December.

The question of freight on his oil per P.S.N.C. vessels will be followed up.

15. 677.5. Please instruct Mr. Dick that in the case of all shipments of Company's property from Punta Arenas to Stanley he should cable us a few days before the risk commences the nature of the cargo and approximate value so that insurance can be effected here. We are in a position to do this on better terms than can be obtained there.

16. 677.3. Your remarks are noted.- Our unsatisfactory experience of Wireless Ocean-Poste messages was referred to in 1289 paragraph 14.

17. 677.6. The policy you are adopting of training carpenter and bricklayer apprentices is warmly commended by the Board; it is felt that with the present disparity between wages current with you

and those here and offering in Canada, it will be increasingly difficult to get good men to go out.

Two mason bricklayers from Skye had promised to go to you by this opportunity; at the last moment one backed out and only one, Donald Macdonald, is sailing. Copy of his agreement is enclosed.

18. A copy of the agreement with John G.Smith, Chief Engineer for the "Falkland", is also sent herewith. He, too, sails in the "Orduna". His testimonials are excellent and he looks like a desirable man.

19. 677. 8. We are very glad to have the good news to record that it has been found possible to haul up, and properly care for, on your small slipway one of the iron lighters.

20. 677.11. The arrangements made with the "Fleurus" re mail services are noted. You speak of the owners being "agreeable to run trips when required for practically cost price". This touches on the very point which has before been emphasized, and which the Board trusts you will ever keep before you in connection with the "Falkland", viz; that when the produce is all collected, it is infinitely better to run the steamer at cost than to allow her to be idle. Employed in that way, the standing overhead charges, insurance, wages, depreciation etc.. would at any rate be earned.

21. So far no success has attended our efforts to find a successor to Dr. Moir. From him we learn it is very doubtful if one will be forthcoming from Scotland before March owing to the exams. which take place in January. However, we are not relying on Scotland alone, and every endeavour will be made to get a Doctor away by the "Lagarto" sailing 25th February.

22. 677.15. Alluding to remarks in my 1290 paragraph 4, from your letters to hand and your cable of 5th December, we understand that a superior accountant and bookkeeper as well as a travelling teacher are required for Darwin. Steps will be taken immediately to secure some one suitable.

23. 677.17. We entirely agree with you as to the desirability of insuring greater privacy for our cabled messages. It is a matter which has been in our minds for some time past, and steps will be taken as soon as possible.

24. Alluding to 1289 para.5,- on the information contained in your recent advices, it has now been possible to draw up an amended specification of the bulk of the work required to be done in connection with the s.s. "Falkland"s Special Survey No.2.. Invitations to tender for the work on the basis of this specification are being called for from our Agents at Punta Arenas, Montevideo and Buenos Aires, and our open letters addressed to them on the subject are enclosed herewith. Please forward these to their respective destinations by first opportunity first seeing that the work specified which has already been done in Stanley is deleted and, wherever it is possible, the items of information indicated as to be supplied by Captain Roberts, are filled in. For instance, the size and number of shell plates to be renewed, the square feet and specification of steel deck plating to be renewed, etc. etc.

You will appreciate the importance of specifying as far as it is possible the work to be done, so that the additional work which will be found necessary on opening up, will be reduced to a minimum.

You will realize how necessary it is to be on our guard against the charges made on the Coast and how important it is to get the quotations for the finished work on the basis of weight of materials supplied, from the following instances.

As stated by Captain Roberts in his report 19th October 1927, the estimated cost of renewing 600 square feet of steel deck plating based on what was charged in Punta Arenas in 1924 would be £670. The weight of metal required would be about 90 cwt. which gives a cost of about 150/- per cwt. The common charge for this work on the East Coast to-day is 35/- per cwt.

and other coast ports 45/- to 50/-. Of course, one knows that all prices are considerably down since 1924, but the difference is striking to say the least of it.

You will notice that tenders are to be forwarded here and copies to you.

When they are to hand the whole situation can be considered and a decision come to, advice of same being sent you by cable.

Yours faithfully,

E. B. Sodeard

Managing Director.

Enclosures per S.S."Orduna" via Liverpool.

1 Copy of Cablegrams received dated 19th,20th,22nd,28th,& 31st Dec.

2 Landing Certificates for the following marks:-

D & S	44	bales Wool	ex "Lobos"
D H	224	,,	"Laguna/Bogota"
W C	149	,,	,,
N A	1	,,	,,
S	33	,,	,,
S I	125	,,	,,
T R	32	,,	,,
J H D			
Pebble	41	,,	,,
H G C	89	,,	,,
B B	19	,,	,,
J B	7	,,	,,
F B	2	,,	,,

3 Copy of letter from T.T.Hennaugh dated 21st December.

4 Jacomb Hoare & Co's Wool market report dated 13th December.

5 DuCroz Doxat & Co's Wool market reports of 13th & 31st December.

6 Copy of Donald Macdonald's agreement dated 28th December

7 Instructions for fitting Artificial Arm for Martin Biggs.

8 Blue Print No.B/7551 and specification of packages,Erection notes & sundry lists of materials re "Egeria" Gangway.

9 Remarks on Stores.

10 Account Current dated 3rd January and vouchers.

11 Remarks on Accounts.

12 Copy of letter to T.G.Slaughter dated 3rd January.

13 Open letters to Waldron & Wood,Maclean & Stapledon & John Dick all dated 23rd December with enclosures as detailed.

LONDON 3RD JANUARY,1928

ENCLOSURES VIA MONTEVIDEO.

1 Copy of cablegrams sent dated 4th & 5th January.

2 Copy of Cablegrams received dated 2nd January (2).

3 Copy of Specification of Repairs s.s. "Falkland " - Special Survey No.2.

4 General Invoice Stores per "Orduna".

5 List of General Cargo per "Orduna".

6 S.S."Falkland". Shipping Federation's Certificate of Entry 1928.

7 Suppliers Invoices goods shipped per "Orduna".

8 Account Current dated 6th January, 1928.

9 Remarks on Accounts.

10 Amended Blue Prints Nos. B7565/1 & 2 of Foundation Plans of Fitzroy Wool Shed.

LONDON, 6th January, 1928.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per "ROSARINA" via M'Video.

No. 1292.

12th January, 1928

Dear Sir,

Consideration has recently been given to the question as to the best policy to adopt with a view to securing in the future as large a share of the coaling business in Port Stanley as is possible.

The number of vessels permanently depoted there has in recent years been increased and with the registration of Captain Christiansen's and Mr. Borge's vessels the requirements of coal will grow still more, quite apart from the other Whaling Companies.

The Company's position in this respect is fundamentally changed by the acquisition of the "Fennia". Previous to her purchase the total storage capacity was only 1950 tons ("Lady Elizabeth", 1300, "Capricorn", 350, "Fleetwing", 300). Consequently, it was impossible to take advantage of any chance that might offer of shipping, say, 2000 tons (there is more chance of getting 2000tons shipped in this way than a lesser quantity) as part cargo of any steamer chartered for coal for the Whaling Companies at a low rate of freight.

We learn that a steamer - which we assume was the "Ullstad" - was chartered in October last for delivery of about 5,000 tons of coal from Barry to South Shetlands at the unprecedentedly low rate of 18/- per ton.

This means that, assuming her coal cost at Barry 23/4 (same as "Laguna" shipment in July last) the c.i.f cost South Shetlands would be, per ton, about 44/-

as compared with "Laguna" July, 1000 tons, Stanley, c.i.f.56/-

"Fennia" Patent Fuel, say, 34/-

H.H.R. Gresham, Esq.,

Manager,

Port Stanley.

It is obvious from the above that progress with the sale of the "Laguna"s Welsh coal will be very slow indeed, and we are of opinion that the best policy for you to adopt will be to push sales of the "Fennia"s fuel to the extent of, say, 2000/3000 tons, at any reasonable profit.

When this is done we shall be in a position to accept any good offer for freight should one come along, as we hope it may, in the region of 18/- to 22/- per ton. Should this anticipation be realized, the average cost of your Welsh coal would be reduced to about 49/6 to 50/6.

Captain Christiansen stated that the Whaling Companies operating in the South are consuming about 36,000 tons per annum, and every effort should therefore be made to secure a portion of this business. To do this, however, we feel that we shall have to be satisfied with a lower rate of profit than has been customary of late, as it is far more likely that it will prove possible to sell, say, 4000 tons per annum at a profit of 10/- per ton than 2000 tons at a profit of 20/- per ton.

2. We are glad to learn from your cable of the 5th instant that you have secured the work of repairing the rudder post of the "Ullstad". A telegram is being sent you to-day advising that a credit to defray the cost of same has been arranged here.

Yours faithfully,

E. A. Gouaud

Managing Director.

PRECIS OF DESPATCH NO. 1293, DATED 27th JANUARY, 1928 PER "MARQUESA".

1 Mail via Montevideo.

2 Asks to be kept advised by cable when "Fleurus" goes to M.V.

3 Encloses agreement with D.E. Richardson - Accountant-Book-keeper and Storekeeper for Darwin.

3a Noted from cable Chief Officer "Falkland" has left - asking by telegram whether substitute is required.

4 "Ullstad" - credit for £1000 established.

5 "Loriga" shipment of produce satisfactory.
Wool Market good.

6 Doctor for Camp may sail February.

7 Accumulators for "Falkland" may be shipped "Lagarto".

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per 1293.

No s.s. "MARQUESA"
via Montevideo.

27th January, 1928

Dear Sir,

The Post Office have advertised a mail closing to-day which, it is assumed, will make connection with the "Fleurus" at Montevideo.

2. It has occurred to us that if it is possible for you to keep us advised by cable of the approximate due dates of the "Fleurus" at Montevideo, the opportunity might be made use of to send any one whom we wished to get out to Stanley without delay. At any rate, it would be possible to gauge when our letters, posted as this is by an indefinite mail, will probably reach you. Additions to the code to enable you to give effect to this are enclosed.

3. An agreement (copy herewith) has been concluded with Dudley Edgar Richardson as Accountant Bookkeeper and Storekeeper at Darwin Section and he will sail by the "Lagarto" on the 25th February. His references are very good and from the work given him to do in this office we are satisfied that he is sufficiently experienced and capable. He is a married man with no children. His wife is an experienced shorthand writer and typist and we have told him that if she is prepared to lend a hand in the Store, you will pay her the £30 or £40 per annum. This is not in the agreement, but is left for you to arrange.

We have also told Richardson, who is taking no furniture with him, that, if on arrival in Stanley he will consult you you will advise him as to the best course to follow in getting together the few essentials to enable him and his wife to start housekeeping.

H.H.R. Gresham, Esq.,
Manager,
Port Stanley.

3. From your cable of the 20th January it is noted that the Chief Officer of the s.s. "Falkland", Mr. D. Wiley, had left by the s.s."Loriga". It is a pity you did not indicate whether you required a substitute sent at once or not, as your reference to the matter in 675.10 leaves us in some doubt. It was therefore necessary to put the question to you by cable on the 24th instant.

4. It is regretted the "Falkland" was not fortunate enough to fall in with the s.s. "Ullstad", which vessel it was learnt from Lloyd's had been towed into Stanley by a Norwegian steamer, but we are glad to hear that you are able to effect the repairs required to the rudder post. On the 12th instant a cable was sent you advising that the owners had established the credit asked for - £1000.

5. The shipment by the "Loriga" of 1647 bales of wool and 151 skins reported is an excellent start for the new season. The wool, if present conditions continue, should meet a good market. The current sales have opened and continued with a 10% to 15% advance.

6. Although no actual agreement has yet been concluded, there is every prospect of a suitable Doctor being engaged for Darwin and sent out in the "Lagarto" 25th February.

7. By that opportunity it is probable we shall send you the accumulators asked for for the s.s. "Falkland".

Yours faithfully,

C. B. Gonzalez

Managing Director.

Indexed

PRECIS OF DESPATCH NO. 1294 PER M.V."LAGARTO" DATED 23RD FEBRUARY,1928.

1 Acknowledges 678.

2 Question of "Gentoo" and service to Pebble dealt with in separate letter.

3 Oil Fuel Depot Report forwarded to Admiralty.

4 Asks proportion of salvage awards due D.Wiley.

5 Stock of coal at Darwin.

6 Acknowledges Inventory of "Fennia" fittings, etc.

7 "Brenton" - new barge from Punta Arenas.

8 "Egeria" - progress made with concrete piling will please Board.

9 Darwin Press - Spare control valve will be supplied.

10 Hauling up of lighter on small slipway.

11 Pleased Mr. Peters has mastered electric welding apparatus. Asks for further information re broken compressor.

12 Acknowledges "Falkland" Accounts.

13 "Falkland" - Lloyds Register assent to fitting of new stern bush being deferred.

14 Question of Floating Dock.

15 Glad Bodie Creek Bridge is in order.

16 "Lo ga" too deep to enter Inner Harbour. Matter being taken up with P.S.N.C.

17 ey - late Chief Officer of s.s."Falkland".

18 lkland" - Electric Lighting.

atalogue from Bolinder Co. enclosed.

Shipping per "Lagarto" - "Egeria" shed
Fitzroy Wool Shed
Hill Cove Boiler Shed
do Killing "

1 Extension of Jetty at Port Stephens - Mr.W.M.Dean requires a price for work in ferro-concrete.

2 Dr. E.A. Wilson appointed Camp M.O - sailing this opportunity.

"Gwendolin" Accounts received last mail.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street.

London, E.C.3.

Per m.v."LAGARTO"

No 1294.

23rd February, 1928

Dear Sir,

Your No. 678 of the 6th January was received on the 20th instant.

2.678.2. The question of the "Gentoo" and service to Pebble Island is being dealt with in a separate letter.

3.678.4. The Report on the Oil Fuel Depot to the 31st December, 1927 is being forwarded to the Admiralty.

4.678.6. You will doubtless advise me in due course what proportion of the salvage awards in respect of the "Woodville" and "Fennia" cases is due to Mr. Wiley, late Chief Officer of the s.s. "Falkland".

5. 678.11. Your explanation of the shipment of the 145 tons of coal to Darwin is, coupled with the essential information that it will be there kept under lock and key and not used extravagantly or unnecesarily, entirely satisfactory.

6. 678.12. The Inventories of Fittings and Utensils, Provisions and Stores, taken over from the "Fennia", are to hand.

7. 678.13. We are glad to hear that Captain Roberts forms such a good opinion of the "Brenton", the last barge brought from Punta Arenas.

8. 678.14. The Board will be very gratified to hear your accounts of the excellent progress made with the reinforced concrete piling in connection with the "Egeria"; the photographs are to hand and prove most interesting.

9. 678.15. The spare control valve for the new Shaw Press at Darwin will be supplied before next Season. The set of reseating tools, referred to in Mr.Peters' Report, was shipped in the

H.H.R. Gresham, Esq.,

Manager,

Port Stanley.

"Orduna" in January last.

10. 678.16. It is, indeed, a pleasure to see from the photograph received that at length one of the iron lighters has been properly hauled up on the small slipway for repair. It is not in the least surprising to hear that under the conditions hitherto obtaining there was rapid deterioration going on.

11. 678.17. The prompt and skilful way in which Mr. Peters has mastered the electric welding apparatus is very creditable to him and all concerned. If, as you indicate, he makes a good repair of the "Ullstad's rudder post, it will be a great feather in his cap and the installation of the expensive plant will have been more than justified.

In connection with your remarks, we assume that the air compressor, which was broken in every part by frost, was that belonging to the Ingersoll-Rand rock drill. The information you give with regard to the incident is rather scanty; where was it lying and who was responsible? Was the cracked water jacket of the petrol motor "Fennia" also caused through neglect?

12. 678.20. The accounts of the s.s. "Falkland" to the end of October are to hand; to the amount brought down the outstanding credits will have to be applied and when it can be completed a note of the adjusting entries will be sent you.

Why have you not sent a similar account for the "Gwendolin"? This should also, as in previous years, have been closed to the 31st October.

13. 678.23. The report made by the Surveyor on the screw shaft and stern tube and bush of the "Falkland" when examined at Punta Delgada was obtained from Lloyd's Register a few days ago. We have the assent of its Committee to the new stern bush being fitted when the vessel goes to the Coast for the No.2. Special Survey at the end of the Season.

We are glad to hear that when beached the steamer's

rudder pintles were examined and found in good order.

14. 678.24. The question of a floating dock versus a slipway is one which has been before us since the matter first came under consideration. In the past,- and so far as I have been able to obtain information the position is unchanged to-day,- the cost of the former far exceeds that of the slipway, so much so that the floating dock proposition was turned down. However, we shall be glad to have the details which, accordingly to your cable of the 4th February, are being forwarded. It is not beyond the bounds of possibility, though we think it improbable, that the Norwegian source of supply might be lower than quotations obtainable from home suppliers.

There may be some advantage in the floating dock but there is no question whatever that the cost of maintenance and the deterioration would be greater.

15. 678.25. We are glad to know that Mr. Peters has made an inspection of the Bodie Creek Bridge and reports everything in order.

16. 678.26. It is most annoying to hear that the "Loriga" was too deep in draft to admit of her entering the Inner Harbour. We have written strongly to the Pacific Company about the matter and a copy of our letter of the 21st instant is enclosed. You will see the attitude which we have adopted and would ask you to bear in mind and act on what was written in despatch 1249 par. 18.

17. 678.27. Referring to your cable advice (20th January) of the departure of D.Wiley - Chief Officer of the s.s. "Falkland"- it is important that you should in such cases,- where a montly allotment is being paid on this side to the wife or other relative,- indicate in the message whether the next payment falling due here (if before the expected arrival of the employee) is to be paid or not. Unless this is done we are quite in the dark as to the course to adopt. In this case the payment due to Mrs. Wiley on the 31st January had to be withheld pending enquir-

ing of you by cable the position thus incurring an expenditure which should not have been necessary.

Since writing the above, your memo of the 11th January has been received and correspondence, as per copies enclosed, has taken place with Mr. Wiley. In the absence of any advice on the matter, we are at a loss to understand your reason for departing from the terms of the agreement entered into with him, dated 18th September, 1925, a copy of which was sent you with despatch No.1261. It was for a definite period of 5 years, but clause 5 provided that it could be terminated after two years service by six months notice on either side. Clause 7 states that in the event of the Company giving such notice it would provide homeward passage and half pay on the voyage but there is purposely no undertaking whatever for the Company to provide either in the event of the employee giving 6 months notice. It would be obviously absurd to contemplate paying about £100 of passage money for two years of service; the form of agreement is as used for many years past.

In looking for a successor to Mr. Wiley as Mate for the "Falkland", we will follow out the suggestion indicated in your letter of the 11th January.

18. Referring to par.7. of 1293, after further consideration it has been decided that without more detailed information with regard to the maximum charging and working capacity and the installation generally of the dynamo on the "Falkland", there is difficulty in determining whether the storage battery should be one of 100 volts or, say, 64 volts.

A copy of letter from the Chloride Electrical Storage Co, dated 9th February, is enclosed, which please submit to Mr.Peters and let me have the information asked for; the matter will then be put in hand.

19. Herewith you will find a new illustrated catalogue, No. 2895, issued by the Bolinder Co., giving full particulars of parts of their B.M. Engines as installed in the "Ilen" and "Normanna".

20. By the "Lagarto" is being shipped the bulk of the super structure for the East Jetty Shed and, in addition, all the materials for the "Fitzroy Shed.

There is also going forward, for Hill Cove, from Messrs. Bain & Co., materials for New Boiler Shed and Killing Shed.

As these goods are all very much of the same nature and will no doubt be turned out by the steamer at Port Stanley much mixed up, we have had all packages for each building distinctly marked in different colours as under, to assist you in sorting out:-

"Egeria" Shed.	Painted	RED.
Fitzroy Wool Shed.	,,	GREY.
Boiler Shed for Hill Cove.	,,	BROWN.
Killing Shed ,,	,,	GREEN.

In the case of the Jetty Shed and also the Fitzroy Wool Shed a departure has been made from past practice of using plain corrugated iron sheets for the walls and roof. Instead of these there is being supplied Robertson's Protected Metal Corrugated Sheets. Whilst more expensive, these sheets are so protected with asbestos and bitumen that no upkeep whatever in the way of painting is required after erection, and experience has shown that the life of these sheets is incomparably longer than those merely treated with paint.

Your very particular attention is drawn to 2 copies enclosed of Standard Fixing Instructions with regard to receiving, storing and fixing this material, as care has to be taken to see that they are not damaged before being put into position.

21. Mr. W.M. Dean is considering the question of extending the jetty at his Port Stephens Station, so as to enable the "Falkland" to go alongside, and would like you to submit, as early as possible, a scheme and quotation for carrying out the work in ferro-concrete. Please, therefore, instruct Captain Roberts, the first time he is in that port, to take the necessary soundings and obtain what information is essential to enable Mr.Peters to submit a sketch and proposal of how he considers the work could best be carried out.

22. Since writing you last, I have been successful in completing an agreement with Dr. E.A. Wilson for Darwin Settlement. He is a fully qualified man, with most excellent testimonials, and will, we consider, be found suitable. A copy of his agreement is enclosed.

Yours faithfully,

E. A. Lovegrove

Managing Director.

23. Referring to paragraph 12, I find that the "Gwendolin" Account was received by last mail. Not having been referred to in despatch, it was overlooked.

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PRECIS OF DESPATCH NO. 1295 PER M.V. "LAGUNA" DATED 16TH APRIL, 1928.

1 Acknowledges Nos. 679/681.

2 Action in refusing to ship wool per "Orduna" via Panama approved.

3 Pleased with progress "Egeria" and Jetty Shed.

4 Sending next mail chipping, &c.tools for use with Compressor.

5 Cable - reduction of cost - taking up with Post Office.

6 Re Annual Accounts.

7 Plant for sale at New Island.

8 & 22 Asks proportion of Salvage Awards "Woodville" and "Fennia" due Chief Officer and Engineer. Men's Accounts.

9 Floating Dock Proposal.

10 "J.P. Smith".

11 Dr. Deane's Account.

12 Gives rate of insurance on goods Punta Arenas to Stanley.

13 Mr. Vincent arrived London 11th instant.

14 Approve engagement of Mr. Birch, engineer.

15 Lister's sheep shearing machinery - use of to be discussed with Mr. Slaughter.

16 Pleased to deal with produce from Anson Farm.

17 Capt. Roberts report on cleaning of "Falkland" read with interest.

18 "Fennia" wireless set installed on "Falkland".

19 Oil Fuel Depot - £150 received from Admiralty towards compensation paid Martin Biggs.

20 Rifle Club - contribution to be brought before Board.

21 Pebble Island - Correspondence with Mr.G.T.Dean enclosed.

22 See Paragraph 8.

23 Admiralty Oil Barge moorings.

24 Produce Market.

25 Encloses agreement with H.D.Matthews appointed Chief Officer "Falkland".

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

Per M.V. "LAUNA".

No. 1295

London, E.C.3. 16th April, 1928.

Dear Sir,

Since writing you last on the 23rd February I have received your despatches Nos. 679, 680 and 681 of 30th January, 22nd February and 4th March respectively.

2. 679.4. Your action in refusing to ship wool on the "Orduna", homeward bound via Valparaiso and Panama, has the approval of the Board. That nothing was lost by this is evident from the very satisfactory shipment made by the "Lobos". It certainly was, as you say, a "try on" on the part of the Pacific Company.

3. 679.8.9. 681.9. It is pleasing to the Board to hear that the "Egeria" and Jetty Shed work still progresses satisfactorily. Also to know that you are alive to the possibilities of, later on, securing orders for reinforced concrete piles.

4. 679.11. The chipping, scaling and painting tools to be used with the Rand Compressor will be sent out by the next opportunity.

5. 679.12. The reduction in cost of cabling is excellent news; the matter is being taken up with the Postal Telegraph Authorities here with a view to our obtaining similar facilities.

6. 680. As this despatch, enclosing the annual accounts, has only just come to hand, time has not permitted of a detailed examination, and further comments will, if required, follow when the Audit has been completed.

I can say, however, that, generally, the results are regarded as satisfactory, and the various schedules in support appear to be as complete and clear as usual. Meanwhile the following points strike us:-

STORE. The profit for the year, viz, £5303, on a turnover of

H.H.R. Gresham, Esq.,
Manager,
Port Stanley.

£95,172 is, as you say, distinctly unsatisfactory. This turnover is made up of:-

Deliveries to Farm		£35,318
Sales		59,854
	Total	95,172

If the instructions to limit the charge made on Farm deliveries to 10% on c.i.f. cost, to cover Stanley expenses, were followed, the profit earned in that connection could not exceed, say, 5%.

On £35,318 this would give	£ 1,765
Deducting this from the total profit,	5,303
there would be left	3,538

profit applicable to sales, amounting to £59,854, or say under 6%. This is a rough way of looking at the matter, but it indicates sufficiently that further investigation is urgently needed.

The decrease in the profit appears to be explained to some extent by the increased wages referred to. The necessity of employing M.W.H. Biggs as an extra packer is clear, but why two are required, and another carter, is not so seeing that the turnover is practically the same as in the previous year. The increased expense for cartage appears to indicate that the Ford Lorry, especially when cost of petrol is taken into account, has not resulted in the economy hoped for. Is this so?

However, it is confidently anticipated that when the new East Shed and Jetty are completed & in working order you will find it possible to effect considerable savings in handling goods.

7. 681.3. The lists of plant and materials being offered for sale by Messrs. Salvesen & Co. at New Island are to hand, but you do not say that you recommend the purchase of any portion. It is therefore concluded that none of it is really wanted and nothing further will be done in the matter.

8. 681.7. The payments of the Salvage due to the Company's men in connection with the "Fennia" and "Woodville" are noted, but you have omitted to advise how much is due to Wiley and Parker - Chief Officer and Engineer respectively of the "Falkland".

Both these men are calling for a settlement of the matter but nothing can be done until receipt of the necessary information from you. It has also been impossible to make a final settlement with these men - and Mitchell the wool classer - on account of the omission to send home copies of the settlements made with them in Stanley shewing how allotment money payable on this side has been dealt with. This matter was referred to in despatch 1294 paragraph 17.

9. 681.8. We are glad to have Mr. Peters's recommendations as to the floating dock proposal. The matter will receive the close consideration of the Board at its next Meeting. From Mr. Soren L. Christensen we have since learnt that the one sent out to South Georgia, of 600 tons capacity, cost £11,500 f.o.b. Norway. It would therefore appear at the first glance that the final price after paying freight out and cost of erection will, as we feared, work out more than a slipway. However, we are fully alive to the advantages mentioned by Mr. Peters and a decision in the matter will be come to shortly.

We would like to have Mr. Peters's opinion as to the possibility of his being able to electrically weld the parts of a floating dock, and code words to enable you to advise us of this at the earliest opportunity are sent herewith. Experience here has shewn that this has effected a saving, as compared with riveting, of 15% to 20%. We realise, of course, that it would be necessary to specially design the construction for this to be done.

10. 681.11. Our records shew that the "J.P.Smith" is built of soft wood, and if this is so it would hardly be suitable for posts if broken up. If you consider that her timber, such as it is, is not worth more to the Company that £35 after paying for the cost of breaking up, you are at liberty to sell her for the best price obtainable.

11. 681.14. It is very satisfactory to hear that you have been successful in collecting from Dr. Deane all monies owing.

From the Account Current you will see that we are still receiving monthly payments of £20 from the Crown Agents for his credit; we have stopped all payments for his boy's school fees.

12. 681.15. The arrangement made with Mr. Dick should prevent any doubt arising in future as to insurance. Inthe case of future shipments you can add 5s/- % for the F.P.A. Theft, Pilferage and Non-delivery risks, which will be covered here on receipt of his advices. Deck cargo double rate.

13. 681.18. Mr. Vincent and family arrived in London on the 11th instant having left the "Lobos" at Havre.

14. 681.20. The Board quite approves of your engagement of Mr. Birch. With the increased quantity of modern motor and other machinery it is clear that such a man will prove useful.

15. 681.21. Messrs. Lister & Co., Ltd. are well known to us; they have a world-wide reputation for shearing machinery. The question is one to be discussed with Mr. Slaughter when home in the summer.

16. 681.22. We shall be pleased to receive the produce from the Anson Farm consigned to us by the Government and will see that it is realized to the best advantage.

17. 681.23. Captain Roberts's report on the scraping and cleaning of the "Falkland" has been read with interest; it once more emphasises the saving that would be effected in fuel were facilities available in Stanley for doing this work at regular intervals.

18. 681.12.24. The Board is very pleased to hear of the successful installation of the "Fennia"s wireless on the s.s. "Falkland". It marks a great advance and should tend towards economy in operating the vessel.

19. 681.26. The Admiralty has been advised of the work referred to.

Please find herewith copy of letter from them, dated 11th April, relative to 700 tons of oil to be ready for

delivery in June.

Also copy of letter, dated 14th March, advising that the Lords Commissioners had sanctioned an ex gratia payment to the Company of £150 in connection with the case of injury to Martin Biggs.

20. 681.27. The question of a contribution to the Rifle Club will be brought up at the next Board Meeting.

21. Copies of correspondence with Mr. G.T.Dean relative to calls of the "Falkland" at Pebble Island are enclosed.

Mr. Dean is somewhat perturbed at the prospect of the steamer not taking out his stores and has now asked whether the Company would be prepared to do this at an increased rate of freight. You will be advised later of the decision come to on this point.

22. Since writing the foregoing (paragraph 8) I have received your advices of payments, dated 3rd March, in accordance with which a payment of £24. 10. 0. is being made to Mr. Wiley for his share of the two Salvage Awards.

23. We have just received a letter from the Admiralty, dated 13th April, as per copy enclosed, regarding the examination of the moorings of oil barge.

24. From the cable sent you, supplemented by the Account Sales and catalogues enclosed for both Wool and Skins, you will see that satisfactory prices have been realized. The indications point to a continuance of a steady market.

25. Enclosed please find copy of agreement with Mr. Harry Dent Matthews who has been appointed Chief Officer of the s.s. "Falkland" and is sailing by this opportunity. He holds a Master's certificate, has had wide experience in sail and steam and is, he says, a total abstainer. Although his appearance is not, perhaps, striking, we trust that Captain Roberts will find that he is a reliable officer.

Yours faithfully,

C. A. Gordon

Managing Director.

Filed

PRECIS OF DESPATCH NO. 1296, DATED 1ST MAY, 1928, VIA MONTEVIDEO.

1 H.M.S. "Cornwall" to call at Stanley for oil.
Statement required of stone quarried at Navy Point.

2 S.S."Falkland" accounts.

3 Carrying of Pebble Stores.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street.

Per MONTEVIDEO.

No 1296.

London, E.C.3. 1st May, 1928

Dear Sir,

1. I would call your attention to copy of letter, dated 25th April, from the Admiralty, enclosed, advising that H.M.S. "Cornwall", due to arrive at Port Stanley between 25th June and 1st July, will require about 1,000 tons of oil and requesting that in anticipation of this the oil barge shall be fully loaded beforehand.

With Despatch No. 1295 a copy of a letter from the Accountant General of the Navy was sent you calling for a certified statement shewing the number of tons of stone quarried at Navy Point and the period of occupation of the shed.

Doubtless this will have received your attention.

2. A further examination of the accounts for the s.s. "Falkland" to 31st October last has now been made. The results are certainly very disappointing. Her earnings from all sources, £12,437, are rather above the average for past years and to that extent must be regarded as satisfactory. Her total expenses, on the other hand, are, however, appalling, and this appears to be chiefly accounted for by the coal account which is some £2756 more than for 1926. It looks as though the whole weight of very high priced coal, incident on the strikes in this country in 1926, has fallen against this particular period of the vessel's trading.

Cabin Deck and Engine Stores are about £500 up, while repairs in Stanley shew a saving of £788. Wages are increased by no less than £914 and Stanley Office Management by £215. The last two items are difficult to account for without some further explanation from you. Kindly supply this.

H.H.R. Gresham, Esq.,

Manager,

Port Stanley.

When closing the accounts for the s.s. "Falkland" - and "Gwendolin" if it arises - to 31st October each year, please in future estimate the amount due to the period for freight on produce, crediting same to the old account and debiting to the new one. This will close the account in your books at approximately the correct figure and more nearly shew the result of trading for the period. This should present no difficulty as the freight per bale for each mark concerned always works out at about the same figure. The small difference that there will be between the estimate debited to the new account and the actual when received from London will make no material difference to the next period's accounts.

This method will leave only depreciation to be dealt with here.

3. In continuation of paragraph 21 of 1295, Mr. G.T.Dean has been informed X that in all the circumstances the "Falkland" could only be permitted to carry stores to Pebble Island at an increased rate of freight, and that this and the question of the calls are matters which must be left entirely to you. Also that we have asked you to do at all times what you can to meet his wishes, but that he cannot expect to have quite the same treatment as you will naturally feel bound to give to those who support the steamer with their shipments of produce. As regards the increased freight, you will be the best judge of what will pay, but it occurs to us that it should not be less than 33 1/3% to 50% over the ordinary rates.

Yours faithfully,

G. M. Grant

Managing Director.

X See copy of letter enclosed.

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PRECIS OF DESPATCH NO. 1297, PER "BOGOTA", DATED 25th MAY, 1928.

1 Acknowledges No.682.

2 Government Experimental Farm purchase.

3 Change in working hours in Stanley.

4 Pleased "Falkland"s wireless is proving useful.

5 East Jetty Shed - Progress.

6 Information re Metallic Solution passed to Admiralty.

7 Notes Dr. Dean has left Colony.

8 Will discuss with Mr. Slaughter the question of Fitzroy North (Robsons)

9 Cooper's "Kymac" sheep dip - sole agency for Islands in our hands.

10 Mr. Gresham - damage to hand.

11 Admiralty require samples of the oil in the tanks sent home.

12 Paint sprayer, etc. sent this boat.

13 Lorry for Welding Outfit also shipped.
Eye screens sent per Parcels Post.

14 Advises state of Wool market.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 25th May, 1928.

Per S.S. "BOGOTA"

No. 1297.

Dear Sir,

Since writing you last on the 1st instant your despatch No. 682 of 7th April has come to hand.

2. 682.2. There is nothing to add to the private letter sent you on the 1st instant on the subject of the repurchase of the Anson - Government Experimental - Farm. From your remarks it is clear that the buildings are of very little value to the Company.

The photographs referred to,- which would have been interesting,- did not come to hand with your letter.

3. 682.3. The news of the Government's action with regard to working hours and pay has, indeed, come as a surprise. From what you say it would appear to be quite an unwarranted step to take and it is very surprising that no mention of the matter was made to you beforehand.

An additional load will undoubtedly be laid on all operations in Stanley entailing labour, and the Company cannot be expected to carry it entirely for the benefit of all. As recently seen, our Store results and the hulkage and lighterage have not been profitable and now, owing to this increase of wages and shorter hours of working, it is inevitable that prices and rates must be raised. The matter will be considered by the Board at its next meeting and its decision conveyed to you.

4. 682.4. It is satisfactory to hear that the s.s. "Falkland"s wireless continues to prove useful; the arrangement made by the Government re charges for messages to and from the ship seems reasonable.

H.H.R. Gresham, Esq.,

Manager,

Port Stanley.

5. 682.5. Mr. Peters's Report,- and his photographs,- dealing with the East Jetty Shed are most interesting. The construction is evidently progressing in a very ship-shape manner.

6. 682.6. The information re metallic solution for the Pump-house is being passed on to the Admiralty.

7. 682.7. That Dr. Deane has left the Colony after settling all his debts to the Company is noted.

8. 682.8. Note has been taken to discuss with Mr. Slaughter the question of the Station - Fitzroy North - farmed by the Robson Brothers, possibly coming into the market.

9. 682.9. The matter of the "Kymac" dip will also be gone into with Mr. Slaughter. It is one of Cooper, McDougall's productions, for whose goods we already hold the sole agency. In fact a credit is being passed out to you by this mail for the supplies you refer to.

10. 682.11. The Directors are extremely sorry to hear of the complications which have retarded the recovery of your hand and hope for better reports soon.

11. Enclosed please find copy of letter from the Admiralty, dated 19th instant, calling for samples of the oil in tanks to be sent them.

12. The paint sprayer, scaling tools and spares, for use with the Ingersoll Rand Compressor, are being shipped by this opportunity.

Please report in due course whether you find them useful.

13. The lorry asked for in connection with the Quasi Arc Electric Welding outfit is also being shipped and by Parcels Post have been despatched the two eye screens indented for in the mail just to hand.

14. The bulk of the wool shipped by the "Lobos" was sold at Auction on the 11th instant. From the cable message sent you on the 16th you will have seen that satisfactory prices were realized although about 5% lower than those made in March Sales. The catalogues and Account Sales sent herewith will give you the fullest particulars.

Yours faithfully,

E. B. Sowards

Managing Director.

ENCLOSURES VIA MONTEVIDEO.

1 Copies of cablegrams sent dated 19th,24th & 27th April.

2 Copies of cablegrams received dated 21st,24th & 30th April.

3 Copy of letter from the Admiralty dated 25th April.

4 Copy of letter to G.T. Dean dated 1st May.

5 Brokers' reports on Company's Wool ex "LOBOS".

6 Brokers' reports on Clients' Wool ex "LOBOS" :-

H.P.	112	bales Wool
R.B.C.	38	,,
L.	80	,,
H G	23	,,
H	4	,,
H D	4	,,
J.H.D		
Pebble	52	,,
H.G.C	54	,,
W.P	44	,,
B	46	,,
S.& S	41	,,
T.R	20	,,
Triangle		
D.H	30	,,
M.V	16	,,
McG	3	,,
J.B	172	,,
F	154	,,
J H		
Weddell	10	,,

LONDON, 1ST MAY, 1928.

Enclosures per S.S."BOGOTA" via Liverpool.

1 Copy of Cablegrams sent dated 16th,17th & 24th May, & 25th May.

2 Copy of Cablegrams received dated 3rd,7th,15th,17th,19th & 23rd May.

3 Copy of letter from the Admiralty dated 19th May and memorandum referred to attached.

4 Falkland Island £1 Note No. 10277 changed for Dr. Moir - Debit will appear in next P.C.List.

5 Anning & Cobb's priced Sheepskins Sale catalogue of 17th May.

6 Average Wool prices of 11th & 14th May Sales.

7 Du Croz Doxat & Co's Wool Market Reports of 8th & 22nd May.

8 Wool Landing Certificates :-

W.K.C.	80	bales Wool	ex "Loriga"
Z	102	,,	,,
J.G	60	,,	,,
H & B	124	,,	,,
J.L.W.	69	,,	,,

9 Brokers' Reports on Clients' Wool ex "LOBOS":-

Z	156	bales Wool
H & B	136	,,
AP	167	,,

10 Brokers' Reports on Company's Wool ex "LOBOS". W.C 240 Bales. S 253 ,,

11 Copy of Cinzano & Co's invoice for 15 cases Vermouth shipped direct from Genoa.

12 Du Crox Doxat & Co's priced Sale Catalogue of Wool sold 11th May

13 Jacomb Hoare & Co's priced Sale Catalogue of Wool sold 14th May.

14 Brokers' reports on Company's Sheepskins ex "LOBOS":-

F I C	90	bales Sheepskins
F_S	68	,,
D H	20	,,
S	6	,,
F I C	129	casks Tallow

15 Brokers' Reports on Clients Sheepskins & Tallow ex "Lobos" :-

H G C	4	bales Sheepskins
B	4	,,
J B	4	,,
S & S	5	,,
F	13	,,
H	5	,,
HP	4	,,
WP	7	,,
AP	10	,,
MV	3	,,
McG	6	,,
R B C	2	,,
H	9	,,
D H	15	,,
J B L	14	casks Tallow
Z	1	,,

16 Jacomb Hoare & Co's Wool Market Report dated 22nd May.

17 Remarks on Stores.

18 Account Current dated 25th May & vouchers.

19 Remarks on Accounts.

LONDON, 25th May, 1928.

PRECIS OF DESPATCH NO. 1298, DATED 19TH JUNE, 1928.

1 Acknowledges No. 683.

2 Mail service - re delay at Montevideo.

3 Coal - approve of course adopted as to disposal of stocks.

4 Furniture for Mr. Richardson.

5 s.s. "Falkland" - Lighting Set - Accumulator will be ordered.

6 "Egeria" Shed - Erection Notes &c. sent 1st June.

7 Government Experimental Farm - Matter will be discussed with Mr. Gresham.

8 Bisley Shoot - Question of paying R.L. Robson wages while home.

9 Admiralty sanctions further issues up to 500 tons of oil to "Wm. Scoresby".

10 Fitzroy Wool Shed - Accept Peters's contract to erect for £750.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 19th June, 1928

Per "ALMEDA"

No. 1298.

Dear Sir,

I have to acknowledge receipt of despatch No. 683.

2. 683.2. From the information given it would appear that the despatches of the 12th and 27th January took just on three months to reach you. It was a very poor start for the new mail facilities and it is to be hoped that the representations of your Postmaster to the Uruguayan Authorities will result in letters not being unduly delayed again at Montevideo.

3. 683.3. The action taken with regard to the disposal of coal is noted and approved.

4. 683.5. It is evident that in writing this paragraph with reference to Mr. Richardson arriving without furniture, the fact that advice of this was sent you in despatch 1293.3. of 27th Jan. was overlooked. That despatch, according to the statement in your 683.2., although delayed, reached you on the 6th April.

5. 683.10. Mr. Peters's answers to the questions asked by the Chloride Electrical Storage Co. are to hand. The order for the accumulator can now be placed.

6. 683.11. Messrs. W. Bain & Co's Erection Notes and List of Materials were sent you on 1st June.

7. 683.14. The matters referred to will be discussed with Mr. Gresham.

8. 683.15. The letter from the Colonial Secretary was before the last Board. While unanimously anxious to meet the Governor's wishes, the Directors - as Trustees for the Company's Shareholders- feel they would not be justified in creating a precedent by undertaking to pay wages to R.L. Robson while absent for 4½ months from the Colony. Were this done some doubt exists as to whether the

J.D. Creamer, Esq.,

Port Stanley.

Auditors would pass such a payment. Although the man has worked for the Company regularly for some years, he is under no agreement or obligation to even return to the Colony. It is felt that the matter can best be met by a contribution towards the general expenses, and this will be discussed with the Governor after arrival.

9. Enclosed please find copy of letter from the Admiralty, dated 18th June, authorising the issue of oil fuel up to 500 tons to the "William Scoresby". Your attention is drawn to the request contained therein as to the procedure to follow in the matter of charging for same.

10. Cables exchanged in connection with the contract for the erection of the Fitzroy Shed are confirmed as per copies herewith. The £800 first quoted by Mr. Peters appeared to be excessive and a message was sent you to that effect. His amended price, £750, has since come to hand, and you will have received my reply stating that, assuming this figure includes the construction of all foundations for the shed and the engine in addition to the erection of both, you have authority to accept same.

Yours faithfully,

C. M. Fowler

Managing Director.

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ENCLOSURES VIA MONTEVIDEO.

ORIGINALS.

1 Copy of Cablegrams sent dated 30th May, 12th, 15th & 18th June.

2 Copy of Cablegrams received dated 26th & 29th May, 8th, 9th, 13th, 15th & 18th June.

3 Copy of British Petroleum Co's invoice for Shale Oil per "Bogota".

4 Copy of letters to the Admiralty dated 15th & 19th June and their reply of 18th June.

5 Anning & Cobb's Report on Hides ex "LOBOS".

LONDON, 19th JUNE, 1928.

P R E C I S.

DESPATCH NO. 1299, DATED 18TH JULY, 1928, PER "LAGARTO".

1 Acknowledges Nos.6845.

2 Discussing with Mr.Gresham the matters referred to therein.

3 "Egeria" and Jetty Shed - acknowledges report and photographs.

4 Port Stephens Jetty - Report and plan of proposed extension passed to Mr. W.M. Dean.

5 s.s. "Falkland" Repairs at Montevideo. - Regusci & Voulminot's tender accepted.

6 "Penguin" - Local Government Publication - re support.

7 "Falkland" Accounts.

8 Acknowledges list of furniture etc. purchased at Anson Auction.

9 Mr. Gresham arrived and undergoing treatment which promises to be successful.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

64, Gracechurch Street,

London, E.C.3. 18th July, 1928

Per "Lagarto" via M.V.

No 1299.

Dear Sir,

I have to acknowledge the receipt of despatches Nos. 684/5 of 24th May and 8th June respectively.

2. As Mr. Gresham's presence in London affords an opportunity of discussing with him the several matters referred to, it is not therefore necessary to allude to them here in detail.

3. 684.2. The reports dealing with the progress made with the "Egeria" and Jetty Shed - and the photographs - have proved most interesting.

4. 684.11. 685.5. Mr. Peters's report and the plan relative to the proposed extension of the Port Stephens Jetty have been passed on to Mr. W.M. Dean.

5. 684.17. The information that Messrs. Regusci & Voulminot's tender for the repairs to the s.s. "Falkland" had been accepted was conveyed to you in a cable despatched on the 9th instant. In that message instructions were given for the steamer to be in Montevideo at the end of this month.

6. 684.19. Steps will be taken to make known the Governor's wishes with regard to supporting the publication of "The Penguin", and in due course a list of those requiring copies will be sent.

7. 685.3. It is realised that a proportion of the increase in wages of the "Falkland" in 1927 compared with 1926 is accounted for by the reasons given, but if a comparison with previous years is made, it will be seen that whereas in 1927 they amounted to £3,731, the previous years were as follows:-

1925	£3220
1924	£3454
1923	£3126

1926 2817

J.D. Creamer, Esq.,

Port Stanley.

Your further explanation will be awaited.

8. 685.8. The list of furniture and farm gear etc. purchased at the Anson Auction is to hand.

9. I am glad to say that since writing last Mr. Gresham has arrived and is already undergoing treatment which promises to be successful.

Yours faithfully,

E. A. Goddard

Managing Director.

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ENCLOSURES PER "LAGARTO" VIA MONTEVIDEO.

Originals

1 Copy of Cablegrams sent dated 5th & 9th July.

2 Copy of Cablegrams received dated 5th, 7th, 24th June, 3rd, 6th, 7th, 9th & 11th July.

3 Du Croz Doxat & Co's Wool Market Reports of 10th July.

4 Wool Landing Certificates :-

H.& B	136	bales Wool	ex "Lobos"
Z	155	,,	,,
J.L.W	238	,,	,,
E.E.M	2	,,	,,
W.K.C	200	,,	,,
J.G	188	,,	,,

5 Copy of letter to Compagnie de la Source Perrier dated 13th July.

6 Blue Prints of Messrs. Harbrow's Bungalow shipped per "Lagarto" for Mrs. Ricketts :-

No.18.104, 18.105, 18.106 & 17294A

Also original plan No. 17.294 returned herewith.

7 Shipping specification of M[illegible] [illegible]onner's Bungalow shipped per "Lagarto". P[illegible] etc. sent direct to San Carlos.

8 Suppliers invoices for Stores shipped per "Lagarto"

9 Account Current & Vouchers.

LONDON, 19th JULY, 1928.

DOCUMENTS PER MR. A.W.N. VINCENT.

1 General Invoice Stores per m.v. "Lagarto".

2 List of General Cargo per m.v. "Lagarto".

3 Wool Market Reports.

4 Copies of Cables despatched dated 23rd & 25th July.

5 Copies of Cables received dated 21st & 24th July.

6 Remarks on Accounts.

LONDON, 26th July, 1928.

The Falkland Islands Company, Limited.

INCORPORATED BY ROYAL CHARTER 1851.
REGISTERED 1902.

CODES. BENTLEY'S, A.B.C. 5TH EDITION.

LETTERS SHOULD BE ADDRESSED TO THE MANAGING DIRECTOR.

FOREIGN TELEGRAMS TO "FLEETWING" LONDON.
INLAND " " "FLEETWING" BILGATE, LONDON.

TELEPHONE No. ROYAL 4791.

61, Gracechurch Street,
London, E.C.3.

26th July, 1928

A.W.N. Vincent, Esq.

Dear Sir,

You will be returning to Port Stanley by the "Arlanza" sailing on the 27th instant, connecting with the "Lagarto" at Montevideo.

On arrival in the Colony the Board directs that you will take full charge of its business until the return of Mr.Gresham which we hope will not be later than the end of October.

This is to say that an over-riding full Power of Attorney will be executed by the Board and forwarded you immediately if you should cable that it is necessary for any purpose whatever.

We trust that you will have a pleasant voyage out, and would ask you to bear in mind that in the event of any difficult question arising for your decision not to hesitate to use the cable freely.

Yours faithfully,

E.H. Foxcroft

Managing Director.

P R E C I S

DESPATCH NO.1300, DATED 22nd AUGUST, 1928, PER "ALCANTARA".

1 Acknowledges Nos. 686/7.

2 Crown Grant of Anson Farm to hand. Asks for drawing referred to.

3 Anson Farm - Insurance on buildings effected.
Re Sale of Stores, etc.

4 Jetty & Shed - Mr. Peters' reports received.
Bracings, bollards and cleats ordered.

5 R.S.S."William Scoresby" - Papers re fire filed.

6 Fitzroy Shed - Mr.Peters' tender.

7 Oil Barge - Reports being sent to Admiralty.

8 Landing Charges - Referred to in letter of 25th July.

9 Paint Sprayer - Instructions enclosed.

10 Telegraphic communication via Bergen - Matter being followed up.

11 Sale of ½ acre plot to Thomas Mills noted.

12 Donald McKenzie deceased - Documents to hand.

13 New Whaling Company - Formation of in Stanley.

14 Oil Barge - remarks noted.

15 Naval Fuel Depot - Use of house at - notes from cable of 31st July that project abandoned.

16 "Falkland" at Montevideo - leaving about 15th September.
Enquires re freight arrangements for return journey

17 Damaged Glass - Fitzroy Shed.

18 Asks for statement of Petrol supplied and used in 1927.

19 Shearing Machinery to be installed at Goose Green - Plant being shipped "Orita".
Considered that Mr.Peters should not go on leave until erected.
Foundation Plan for engine enclosed.

20 Encloses agreement with John Mitchell - Wool Classer.

21 s.s. "Falkland"s Coal Bill - to use Patent Fuel.

22 John C.Smith - Chief Engineer s.s. "Falkland".

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per "ALCANTARA" via Montevideo.

No. 1300.

22nd August, 1928

Dear Sir,

I have to acknowledge receipt of despatches Nos. 686/7 of the 30th June and 20th July respectively.

2. 686/4. The Crown Grant No. 409, dated 14th June, 1928, in respect of the land recently used as the Government Experimental Farm and now repurchased by the Company, is to hand.

Please obtain and forward the drawing referred to; it is always useful to have filed with the Deed.

3. 686/5. 687/2. The insurances against fire have been effected on the buildings at the Anson Farm, now taken over from the Government, for £3000 in all, as per endorsement slip dated 30th July, 1928, duplicate of which is enclosed. This should be attached to your policy.

It is noted that the bad winter weather has interfered with the removal of the goods purchased and that it appears probable that this work will have to be delayed for some time.

In connection with this sale it has come to the knowledge of the Board that, to quote one instance, a Fordson Tractor and Plough were together sold for £15; it realises with regret that the person deputed to attend the sale on the Company's behalf was so wanting in initiative as to fail to secure such a bargain.

4. 686.6. 687.13. Mr. Peters' Reports Nos. 6. and 7. and photographs in support are to hand and have proved most interesting.

Please note that the steel rods for diagonally bracing the first eight rows of piles, as suggested in Mr. Peters' Report No.5., have been ordered and will be shipped out

A.W.N. Vincent, Esq.,

Port Stanley.

in the "Orita".

I would point out, however, that Mr. Peters has made an error on the sketch sent as regards the quantity; as six rods are required for each row, 48 in all are called for and not 36 as shewn thereon. This and the quantity of bolts required has been amended in the order which we have placed with Messrs. Bain.

A drawing relative to the above is enclosed.

The bollards and cleats referred to in progress report No.7 will be shipped as soon as possible.

5. 686.7. The copy of your letter and other documents supplied to Lloyd's in connection with the fire on the R.S.S. "William Scoresby" are to hand and will be filed for future reference if required.

6. 686.8. The work covered by Mr. Peters' tender of £750, which has been accepted, in connection with the erection of the Fitzroy Shed is duly noted; also that a start is to be made at the end of this month.

7. 686.9. 687.14. The attention of the Admiralty has been drawn to the difficulty experienced in working the Oil Barge "O.C.82" attributable to the pumping gear drive.

The two further Engineer's Reports dated 7th and 20th July are to hand and these are being forwarded to the Admiralty; their attention will also be drawn to the question of spares.

8. 687.3. The question of increasing the landing and other charges in Stanley, necessitated by the adoption of the 8-hour day, was referred to in my letter to you of the 25th July.

9. 687.4. The Aerostyle Co., the manufacturers of the Paint Sprayer, declare positively that full instructions for using and cleaning their machines are invariably sent in the case containing the machine. However, a duplicate is enclosed herewith.

Meanwhile as it is common knowledge that

turpentine is almost the only, and certainly the best, remover of paint, it can hardly be imagined that Mr.Peters is ignorant of the fact.

10. 687.7. It is very satisfactory to hear that the Telegraph Department has established direct communication with Bergen for the transmission of wireless messages and that the rate per word is so low. The matter is being followed up, but I would point out to you that any message handed in to any office here for Port Stanley, whether marked via Bergen or not, is charged for at the standard Port Stanley rate, 3s/8d per word, and will be so until the Authorities issue instructions to the contrary.

11. 687.8. The sale of the ½ acre plot for £75 to Thomas Mills is noted.

12. 687.9. 687.16. The documents in connection with Donald McKenzie, deceased, are to hand. When we receive the Power of Attorney, referred to in paragraph 16, the Solicitors will be able to proceed in the matter of the Probate.

13. 687.10. The full information you have supplied in connection with the proposed formation of a new whaling company, for which Mr. Mitchell Steel appears to be acting as promoter and Messrs. Salvesen are taking a controlling interest, is appreciated. The particulars will be before the Board at its next meeting on the 19th September and I am not in a position as yet to say whether any of the Directors would like to be interested There is no doubt that the formation and working of such a company should indirectly benefit Port Stanley and the Company's business there.

14. 687.11. Your remarks are noted.

15. 687.12. It is understood from your cable of the 31st July that the request of the Colonial Government to be allowed to house a family in the unoccupied building at Navy Point has been abandoned. Nothing further, therefore, will be done in the matter unless we hear from you that a similar occasion has again arisen.

16. 687.17. We were glad to hear of the safe arrival of the s.s. "Falkland" at Montevideo on the 28th July. We have since learned from Messrs. Maclean & Stapledon that the vessel is expected to leave that port about the 15th September and this mail which leaves the U.K. by the "Alcantara" is expected to connect with her.

Please advise what arrangements, if any, have been made to provide the "Falkland" with freight on her return trip to Stanley.

17. 687.18. We will await the information you have called for as to whether there was anything faulty in the packing of the sheets of glass consigned to Fitzroy for the wool shed. It can scarcely be believed that there was as Messrs. Chance Bros. are accustomed to pack glass in similar packages as used in this case and ship it all over the world. There is little doubt that the damage is caused in discharging from the Pacific Steam Navigation Company's vessels in Port Stanley and it is to be regretted that we have no one sufficiently alert to call attention and protest at the time. A sling full of this heavy glass could not possibly be lowered into a barge and much of the contents smashed without it being audible to those near.

18. Please furnish as early as possible - in respect of the year 1927 - a statement giving particulars of the petrol, and cost thereof, in stock in Stanley and on the Farm at 1st January, 1927, the quantities and value of that issued for sale and consumed on the Farm and for other purposes. And, separately, a statement giving the cost of running the Ford Lorry for Stanley Store purposes, during the past year.

19. It has been decided to instal at Goose Green 17 stands of Messrs. Burgon & Ball's Shearing Machinery, to be driven by a new 15½ H.P. Blackstone Engine, similar to that used for the Press. A cable advice was sent you of this on the 15th instant and requesting that Mr. Peters be instructed to prepare the engine foundations in anticipation of the arrival of the

plant by the "Orita" sailing 20th September. It is considered advisable that Mr. Peters should not return on leave until this machinery has been erected and available for next season's shearing.

Foundation plan for engine is enclosed.

20. Herewith will be found copy of the agreement made for the coming season with Mr. John Mitchell, Wool Classer.

21. Having regard to the appalling coal bill for the "Falkland" - £4594 - for last year's working, to which reference was made in despatch No.1296 paragraph 2, we are surprised to see from the Coal Returns that her supplies for the past twelve months have been drawn exclusively from the Welsh Coal in stock, costing 53/6 c.i.f. Stanley, and not from the "Fennia"s Patent Fuel at 34/-. Please give instructions at once that only the latter must be used. There is no question whatever that it is fully equal for steam raising to the Welsh Coal.

22. It has just been learned from Mr. Gresham that he has received information from Mr. Creamer to the effect that the Chief Engineer of the s.s. "Falkland" has been guilty of drunkenness and found incapable for duty. Why was this very serious matter not reported officially? Please enquire and explain. Captain Roberts is being asked by cable to Montevideo if he is now satisfied with this man and instructed that in the event of such a thing occurring again he must be dismissed forthwith.

Yours faithfully,

C. M. Sowden

Managing Director.

1 Duplicates - Originals per "Lagarto" via Liverpool and Supplementary mail via Montevideo 17th & 26th July

2 Remarks on Stores.

3 Suppliers Invoices Stores shipped per "Lagarto".

4 Duplicate Set of Blue Prints of Messrs William Harbrow's Bungalow shipped per "Lagarto" for Mrs Ricketts Nos.18.104,18.105,18.106 & 17294.

5 Blue Prints of Messrs Wm.Bain & Co's Bungalow shipped per "Lagarto" for Mr George Bonner Nos.B/612/1,B/612/2 B/612/3,B/612/4,B/612/5 and specification of materials sent attached.

6 Copy of Cablegrams sent dated 7th August. (2)

7 Copy of Cablegrams received dated 31st July & 3rd August.

8 Blue Print,in Duplicate,of details of Flashings for Mr George Bonner's Bungalow shipped per Lagarto. (These prints have only just come to hand Messrs W.Bain & Co ~~omix~~ Having omitted to send them with the other drawings sent last mail.

LONDON 9th AUGUST,1928

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per via Montevideo

No. 1301

30th August, 1928

Dear Sir,

Referring to par.22 of despatch No.1300, a reply has since been received from Capt.Roberts asking that a Chief Engineer should be sent out at once to Montevideo. It is therefore clear he finds it necessary to dispense with the services of Mr.John Smith which is very disappointing. One William Ogilvy Nicoll has been appointed to succeed him and he leaves for Montevideo in the "DENA" sailing on Saturday next, the 1st September. The agreement concluded with Nicoll has been forwarded to Capt.Roberts with instructions to hand it to you on arrival in Stanley.

2. On further consideration of your remarks, 687.12, it was deemed advisable to place the facts before the Admiralty. A copy of the letters exchanged is sent herewith.

Yours faithfully,

E. A. Lowe

Managing Director.

A.W.N.Vincent, Esq.,

Port Stanley.

Enclosures per "Alcantara" via Montevideo

Originals

1 Copy of Cablegram sent dated 18th August.

2 Copy of Cablegrams received dated 11th,13th,&17th Aug.

3 Copy of Royal Insuranve Co's endorsement dated 30th July re insurance "Anson Farm"to be attached to policy No.18204712

4 William Bain & Co's Blue Print No.B/7842 - Pile Bracing.

5 The Blackstone Co's Blue Print of Foundation plan No.4585A for their 15½ H.P.Blackstone Engine for Goose Green Shearing Machinery.

6 Original Agreement with John Mitchell (Woolsorter) dated 24th July,1928

7 Copy of Invoices for Lathan's Cooker & Colston's Clothing shipped in the"Laguna"

8 Account Current dated 22nd August and vouchers.

9 Remarks on Accounts.

10 Instructions for using and cleaning Aerostyle,5 gallon Paint Spraying Set and drawing No.2514 attached.

11 Copy of letter to H.C.Harding dated 22nd August.

LONDON 22nd August,1928

P R E C I S

DESPATCH NO. 1302, PER S.S. "ORITA", DATED 19TH SEPTEMBER, 1928.

Endorsed

1 Acknowledges No.688.

2 Correspondence re house at Camber sent with 1301.

3 Moorings of Oil Barge "O.C.82".

4 Falkland Islands & Dependencies Sealing Co.Ltd. re shipment and marketing of oil.

5 N.A. Indent for Stores returned - goods should be supplied from Stanley Store.
Stock at 31st December 1927 excessive and must be reduced.

6 Admiralty supplying spares as per their letter of 20th September, 1928.

7 Timber - surprised that report has not been sent on shipment made in May last.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street.

London, E.C.3. 19th September, 1928

Per s.s. "Orita"

No. 1302.

Dear Sir,

I have to acknowledge receipt of despatch No.688 of 15th August.

2. 688/2. The correspondence exchanged with the Admiralty relative to the use of a house at the Camber was sent with 1301, paragraph 2.

3. 688/3. A copy of your remarks, and the report on the examination of the moorings of the Oil Barge O.C.82, have been sent to the Admiralty. In due course they will doubtless advise whether more extensive lifting is necessary.

The copy of the plan is to hand and will prove useful for future reference.

Enclosed please find copy of letter from the Admiralty, dated 11th September, asking for information as to the circumstances in which two manilla ropes were supplied, as per your invoice of 30th June, 1928 for £6. 11. 3.

4. 688.4. The separate letter on the subject of the Falkland Islands and Dependencies Sealing Company Limited is to hand. Meanwhile Mr. D. Watson has informed me that the shipment and sale of the oil will be left in the hands of the F.I. Company, but it will be well for you to obtain official and formal confirmation of the arrangement. When this is received the Company - F.I.C - is quite prepared to assist the Sealing Company from time to time in the matter of finance up to the safe estimate of the value of oil on hand.

A cable was despatched yesterday asking that the samples be sent here as soon as possible.

A.W.N. Vincent, Esq.,

Port Stanley.

5. The comprehensive indent, received a few days ago, asking for Stores for N.A., is returned herewith. The remarks in my letter to you of 25th July equally apply to this case. None of the lines asked for has been ordered as most of the goods should and must be supplied from Stanley, for reasons given in letter referred to. Any goods for which you indent under the N.A. mark will be shipped accordingly but the Board expects that strict and careful supervision will be exercised by you in seeing that excessive quantities, or articles for which the sale is doubtful, are not sent. The stocks of Stores on hand at 31st December last were excessive and must be reduced.

6. Your attention is drawn to a further copy of letter from the Admiralty, just received, dated 20th September, advising that certain engine spares will be forwarded.

7. Considering all the complaints that have been made in the past in connection with timber, and the trouble taken at this end, we are surprised that the request sent you in Remarks on Stores of 25th May, 1928, to report on the shipment made per "Bogota" 26th May last, has not been complied with. It was the first order for many years that had been given to Messrs. Lamb Bros. and we are particularly anxious to know if their guarantee as to the quality was substantiated. Please let us have this report.

Yours faithfully,

C. R. Swan

Managing Director.

ENCLOSURES PER "ORITA" VIA LIVERPOOL.

1 Copy of cablegrams sent dated 22nd,23rd,27th (2) 28th,29th (2) August,5th,10th,14th,17th (2) 18th,20th Sept.

2 Copy of Cablegrams received dated 22nd (2), 23rd,29th,30th,31st August,5th,6th,7th,8th,12th,13th,19th,17th,18th(2) Sept.

3 Labourers' signed agreements :-

Frank Stroud, George Sweet, John Sweet & Walter Burridge.

4 General Invoice for Petrol shipped per "Southern Empress".

5 B/L for 70 cases Perrier Water shipped per "Orita" by the Perrier Co.

6 Brokers' reports on Company's & Clients' Wool ex "Loriga":-

N A	628	bales Wool	S.I	109	bales Wool
S	9	,,	W C	9	,,
S & S	106	,,	HGC	50	,,
P H	53	,,	T R	104	,,
F B	39	,,	F	17	,,
AP	4	,,	AFC	42	,,
M	46	,,	HP	36	,,
JHD	73	,,	JHD	30	,,
BB	17	,,	WJH	1	,,
WP	1	,,	H	3	,,
JBL	46	,,	T R	18	,,
Heart	195	,,	Z	2	,,

Weddell	60	bales Wool
B	43	,,
L	52	,,
Beaver	25	,,
D H	49	,,
Club	83	,,
H G	19	,,
H	45	,,

7 Copy of letters from the Admiralty dated 22nd August & 11th September.

8 Brokers' reports on Company's & Clients' Sheepskins ex Loriga:-

W C	10	bales Skins	BB	1	bale Skins
F	25	,,	L	3	,,
S	3	,,	H	3	,,
N A	29	,,	M	3	,,
S I	3	,,	F	2	,,
H&B	3	,,	T R	1	,,
J H	5	,,	AP	1	,,
Club	4	,,	Weddell	13	,,
H	6	,,	JBL	1	,,
McG	6	,,	RBC	2	,,
S&S	4	,,	TR	3	,,
AFC	3	,,	Heart	9	,,

9 Anning & Cobb's priced catalogue of Sheepskins sold on 7th Sept

10 Jacomb Hoare & Co's priced catalogue of Sheepskins sold on 6th Sept.

11 Brokers' reports on Clients' Tallow ex "Loriga".

12 North Arm indent for Stores returned.

13 Du Croz Doxat & Co's Wool Market Reports dated 18th Sept.

14 Suppliers Invoices for goods shipped per "Orita".

15 Remarks on Stores.

16 Copy of letter from the Admiralty dated 19th Sept. with Accounts referred to, and our reply of 20th.

17 Copy of letter from the Admiralty dated 20th September.

18 Copy of letter to T.G. Slaughter dated 19th September.

19 Jacomb Hoare & Co's priced Wool Catalogue of 20th Sept.sale.

20 Remarks on Accounts.

21 Account Current dated 21st September & vouchers.

22 Statement of average prices for Wool sold at Auction on 20th September.

LONDON, 21ST SEPTEMBER, 1928.

Enclosures per Blue Star "Avelona" via Montevideo.

1 Copy of Cablegram sent dated 25th September.

2 Ducroz Doxat & Co's priced sale Catalogue of 21st September

3 Remarks on Stores

4 General Invoice Stores per S S "Orita"

5 Average prices of Wool sold on 21st September.

6 List of General Cargo shipped per s s "Orita"

LONDON 26th September, 1928

PRECIS OF DESPATCH NO. 1303, DATED 9TH NOVEMBER, 1928,

PER " BOGOTA ".

1 Acknowledges No.689.

2 Naval Fuel Depot - copies of reports to hand.
Encloses copies of letters from Admiralty.

3 Re-assessment of House Property in Stanley.

4 "BELLVILLE" - claim - documents sent to Norway.

5 East Jetty Shed completion.

6 Accumulators for "Falkland" Electric Lighting Plant
shipped "Bogota".

7 s.s. "Falkland Survey - Copies of Reports enclosed.
Board appalled at condition of vessel.
Asks certain questions.

8 Rifle Association - Challenge Cup being sent next mail.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 9th November, 1928

Per "Bogota"

No. 1303.

Dear Sir,

I have to acknowledge receipt of Despatch No.689 of 31st August, 1928.

2. 689.2. The copies of the several reports relative to the Naval Fuel Depot are to hand and will be filed for reference.

Enclosed will be found copies of the following letters from the Admiralty to which your attention is directed:-

28th Sept.	Re failure of belt drive of Bolinder Engine. Suggested chain drive not approved, 50 ft. of Balata Belting being sent. Three books on working of Bolinder Engines herewith.
1st Oct.	Repairs,- an account of same to be included in Half-Yearly Report.
3rd Oct.	New electric cable being despatched.
9th Oct.	Agreeing to defer further examination of moorings of "O.C.82".
25th Oct.	Relative to shortage of several spares found by inspecting officer and asking for explanation. (No communication has been received from you about this as is suggested).

3. 689.3. It is fairly evident that the increases in the assessments will have to be endured.

4. 689.4. The documents in connection with the "Bellville" claim have been forwarded to Mr. Moen Andersen,- the Agent of the Sealing Company approved by Mr. Watson in Tonsberg. He has been asked to advise whether the policies cover such loss.

5. 689.6. The report on the completion of the East Jetty Shed is noted with much satisfaction. The photos to hand are most interesting and welcome.

6. The accumulators for the s.s. "Falkland" electric lighting plant are being shipped by the "Bogota". A copy of The

A.W.N. Vincent, Esq.,

Port Stanley.

Chloride Co's letter of 2nd November is enclosed giving special information with reference to the booster for the guidance of the Company's Engineer. A blue print No.2190B, giving diagram of connections for the equipment is attached.

7. It is not clear whether copies of the Survey Reports of the s.s. "Falkland" made by Mr. Wilson, acting for the Company in Montevideo, have been sent you. In case not copies are enclosed herewith. It is scarcely necessary to say that the Board has been appalled at the condition of the ship as disclosed therein and at the prospect of the expenses that will have to be met to put the vessel in order. After making every allowance for exceptional wear and tear incident to the special circumstances existing in Stanley, it is felt that the remarks made by our Consulting Engineers, Messrs. T.T. Kennaugh & Co. as to grave neglect on the part of all responsible for the upkeep of the vessel are none too strong.

The Board calls for specific answers to the following questions:-

a. Has the Captain at any time called for upkeep work to be done that for any reason could not be attended to?

b. Has Mr. Peters, in his capacity of Company's Superintendent Engineer, from time to time inspected and reported on the general care and work required to keep the vessel in good condition?

To take one item only as an example: Has he ever made any report on the condition of the condenser?

When the steamer was taken over the the Company, and in despatches sent since, it was clearly laid down that this was his duty as Superintendent Engineer, and if there has been laxity in this respect the blame must attach not only to him but also to the Colonial Manager for the time being for not seeing that the officials attended to the duties for which they are paid.

8. Referring to your despatch 681.27, I have the pleasure to advise that the Challenge Cup, the presentation of which to the Rifle Association the Board has authorised, will be sent by the "Orduna"; a small replica will be given each year to the winner.

Yours faithfully,

C. A. Cossart

Managing Director.

Enclosures per Supplementary Mail via Montevideo

1 Copy of Cablegrams sent dated 12th & 13th November

2 Copy of Cablegrams received dated 9th,10th,& 12th November.

3 Copy of letter from the Admiralty dated 13th November.

4 Letter to A.W.N.Vincent dated 15th November and list and circular letters referred to attached.

5 Copy of Letter to T.G.Slaughter dated 9th November.

LONDON 15th November,1928.

ENCLOSURES VIA MONTEVIDEO.

Originals.

1 Copy of Cablegrams sent dated 15th,20th & 21st November.

2 Copy of Cablegrams received dated 14th & 19th November.

3 Du Croz Doxat & Co's Wool Market Report dated 20th Nov.

4 General Invoice of Stores shipped per "Bogota".

5 Remarks on Stores.

6 Account Current dated 21st November and vouchers.

7 Remarks on Accounts.

8 Wool Landing Certificates:-

Heart	196	bales Wool	ex "Loriga"
Z	2	,,	,,
H & B	3	,,	,,
H & B	1	,,	ex "Bogota"
Z	4	,,	,,
E L W	14	,,	"Loriga"
Anson			
J G	137	,,	,,
W K C	32	,,	,,
J L W	9	,,	,,

LONDON, 21st November, 1928.

LIST OF ENCLOSURES VIA MONTEVIDEO.
&

Originals.

N.G.C. 1 Copy of Cablegrams sent dated 19th,31st Oct.,2nd,6th 8th October.

N.G.C. 2 Copy of Cablegrams received dated 16th,23rs,31st October, 2nd, 6th November.

Peters 3 Copy of letter from Admiralty, dated 28th Sept. and three books of notes on working of Bolinder Engine referred to attached.

do. 4 Copy of letter from The Chloride Electrical Storage Co., dated 2nd November and diagram referred to attached.

do. 5 Ferguson & Simpson's catalogue of Engineers Sundries for Mr. C.P. Peters.

C.P.P. C.P.P. 6 Copy of letters from the Admiralty dated, 1st,3rd,9th,25th Oct. and our reply of 26th October re Oil Fuel Depot and O.C.82, Oil Barge.

E.G.C. 7 Suppliers duplicate invoices of goods shipped per "Bogota".

8 Wool Landing Certificates:-

L Roy Cove	9	Bales Wool ex "Bogota"/"Orita"	
J H Beaver	3	,,	,,
Club	16	,,	,,
D & S	36	,,	,,
Triangle D H	11	,,	,,
B	13	,,	,,
H G	5	,,	,,
H	19	,,	,,
J H Weddell	12	,,	,,
N.A	625	,,	"Loriga"
S	9	,,	,,
S I	111	,,	,,
J H D Pebble	74	,,	,,
K	30	,,	,,
W J H	1	,,	,,
W C	9	,,	,,
T R	18	,,	,,
Triangle P H	53	,,	,,
H G C	50	,,	,,
J H Beaver	21	,,	,,
Club	67	,,	,,
B	30	,,	,,
H G	13	,,	,,
H D	3	,,	,,
D & S	84	,,	,,

H	29	Bales Wool "Loriga"	
J H Weddell	47	,,	,,
M	46	,,	,,
L	42	,,	,,
HP	36	,,	,,
A F C	42	,,	,,
T R	104	,,	,,
F	17	,,	,,
S & S	106	,,	,,
Triangle F B	38	,,	,,
Triangle D H	39	,,	,,
J B L	46	,,	,,
B B	15	,,	,,
AP	4	,,	,,
W P	1	,,	,,

✓ 9 Jacomb Hoare & Co's priced sheepskins catalogue of 24/25th Oct.

10 Deeds relating to the Estate of Alexander Greenshields as detailed in letter dated 6th Nov. from Kimbers Willims & Co. enclosed in letter addressed to A.W.N.Vincent.

E.G.C. 11 Cann & Taylors' price list of golf clubs etc.

do 12 List of general cargo per "Bogota".

13 Signed Agreement - H. Owen, Chief Engineer s.s. "Falkland" in duplicate.

14 Suppliers invoices stores shipped per "Bogota".

15 Remarks on Stores.

16 Account Current dated 9th November and vouchers.

17 Remarks on Accounts.

18 Duplicate set of documents for goods shipped per "Bogota" A/c Les.Hardy.

19 s.s. "Falkland" - Survey Reports:-

Preliminary Survey Report.

2nd Survey Report.

Details of Repairs recommended by Lloyds Surveyor 12/9/28.

Additional Details of Machinery Repairs Found Necessary up to 19/9/28.

Details of Repairs found necessary since 12/9/28.

Copy of letter from Maclean & Stapledon dated 24 Sept.

Copy of letter to Maclean & Stapledon dated 24th Oct.

Copies of Cablegrams exhanged,with Maclean & Stapledon.

Copies of letters from T.T.Kennaugh dated 23rd Oct. & 6th Nov.

20 B/L for 4 packages personal effects Mrs. Clement "Bogota".

LONDON,9TH NOVEMBER, 1928.

Enclosures per S.S.Alcantara via Montevideo

1 Copy of Cablegrams sent dated 4th,5th,11th & 12th October.

2 Copy of Cablegrams received dated 26th,29th September,1st 2nd(2) & 10th October.

3 DuCroz Doxat & Co's priced Wool Catalogue of 28th September sale.

4 Average Prices of Wool sold on 28th September.

5 DuCroz Doxat & Co's wool market reports dated 4th October.

6 Jacomb Hoare & Co's wool market reports dated 4th October.

7 Account Current dated 17th October and vouchers.

8 Remarks on Accounts.

LONDON 17th OCTOBER, 1928

P R E C I S

DESPATCH NO. 1304, DATED 12th DECEMBER, 1928 PER "ALCANTARA".

1 Acknowledges No.690.

2 Drawing of land repurchased at Block 5 received.

3 s.s. "Falkland" expected to leave Montevideo on 13th Dec.

4 Glass to be packed in corrugated cardboard in future.
Size of panes to be reduced on new sheds.

5 Chief Engineer Nicoll broken agreement - H.Owen succeeds.
Agreements will be gone into by Managing Director.

6 Light on "Great Britain".

7 New Dog Regulations noted.

8 B.A. Sedgwick - Land Purchase - no grounds seen for reduction in price.

9 John Walsh - Conveyance form executed and returned.

10 Inward Cargo - delivering to consignees.

11 Passage & Split Islands - Mr. Hamilton pleased with purchase.

12 "Afterglow" - not in the market to purchase.

13 Dismissal of H. Stuchey noted.

14 Farm Stores - to be dealt with by Managing Director.

15 Richardson's Agreement - Managing Director will decide any alteration in.

16 Farm Medical cases.

17 Suggested site for new millinery store.

18 Delivery of stores per "Gwendolin" - Collection of produce for "Magellan".

19 Speedwell store stocks - Managing Director will look into position of.

20 Noted Mr. Carter, Stock Inspector, leaving Colony - enquires as to store debit.

21 Seal oil - reports on offer.

22 Contract placed for Floating Dock.

23 Contract with P.S.N.C. concluded - copy enclosed.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 12th December, 1928.

Per "Alcantara" via M.V.

No. 1204.

Dear Sir,

I have to acknowledge receipt of your despatch No.690, dated 16th October, 1928.

2. 690.6. The drawing of the land repurchased at Block 5 is to hand.

3. 690.10. Copies of Mr. Wilson's Survey report on the s.s. "Falkland", dated 9th November, and letter of 19th November, together with Mr. Kennaugh's comments on the report are enclosed. Messrs. Maclean & Stapledon have cabled that the vessel is now expected to finish her repairs by working overtime on the 13th instant, and as Captain Roberts will endeavour to bunker and load whilst the repairs are being completed, the ship should not be further delayed. The long detention of the "Falkland" must be very demoralizing to the crew who, with no employment, would be tempted to pass away the time to no good purpose.

4. 690.11. It is noted that the glass which was packed in corrugated cardboard arrived intact, and the suppliers will be instructed to adopt this method of packing in future. With regard to reducing the panes to half the size and connecting with a division bar, Messrs. W. Bain & Co. state that this could easily be done and at small extra cost. They will adopt the idea on any new sheds.

5. 690.16. Captain Roberts will have reported to you that Chief Engineer Nicoll broke his agreement after being a month at Montevideo. He has been succeeded by Mr. Hugh Owen who sailed in the "Asturias" and arrived Montevideo 26th November.

The question of the terms of agreements entered into with the Officers and crew of the s.s. "Falkland" is one which the Managing Director intends to discuss with you on his arrival.

A.W.N. Vincent, Esq.,

Port Stanley.

6. 690.19. The new Regulation to maintain a light on the "Great Britain" certainly appears to entail at present a great number of trips to and from the hulk, and it is noted that on Captain Roberts' return you intend to go into the matter with him of fixing an automatic light.

7. 690/20. When shipping dogs the new Regulations will be borne in mind.

8. 690.21. B.A. Sedgwick's application for a reduction in the purchase price of £75 paid by him for a half-acre plot of Stanley land came before the Board. No grounds were seen for any reduction unless strong reasons were placed before the Managing Director in Stanley.

9. 690.22. The Conveyance form in respect of half-acre plot sold to John Walsh is returned herewith duly signed and sealed.

10. 690.23. The custom of allowing the various carters to remove cargo which had been landed from P.S.N.C. vessels without any check was, to say the least of it, very slack. The arrangement you are now adopting to take a receipt for all packages removed from your custody is one that should have already been in force.

11. 690.25. Your purchase for £1,000 of Passage and Split Islands for Mr. John Hamilton was cabled him and he has written expressing his pleasure that it was bought at the upset price.

12. 690.26. You were correct in concluding that as no reply was sent to your cable the Board was not interested in the purchase of the "Afterglow".

13. 690.27. The dismissal of the farm hand Herbert Stickey is noted.

14. 690.28. What you have written with regard to the Farm Stores has been closely read. The Managing Director who is going fully into the matter of the Store and its branches will decide on the spot any questions that arise.

15. 690.29. He will also make any alteration in the terms of Richardson's agreement which he may deem desirable.

16. 690.31. The subject of paying part of the expenses of

emergency trips to Stanley for medical cases has been discussed by the Board. It was decided to pay the balance of expenses, £19. 10. 0., incurred in the case of Miss Middleton, for whom the "Fleurus" was hired, but it must be thoroughly understood that this does not constitute a precedent and all future cases are to be referred home and adjudged on their merits.

17. 690.33. The site where the old rigging shed now stands certainly appears to be a good one for a new millinery store, and the complete suggestions you are sending will be carefully studied.

18. 690.36. It is hoped that by putting the schooner "Gwendolin" into commission you have been able to save congestion of clients cargo. No doubt the schooner will bring into Stanley all the produce she can, but as the "Falkland" cannot be back in time to make many trips, it is feared that the "Magellan", due 7th January, will only bring home a small parcel of wool.

19. 690.37. The matter of Clark's store stocks at Speedwell Island has been left for the Managing Director to look into and report on.

20. 690.38. Your advice that Mr. Carter, Chief Inspector of Stock, was leaving the Colony by the "Orita" was not altogether unexpected. The matter of his store debit at 30th June, £106. 2. 9., was referred to in Remarks on Accounts of 21st September, and the Board will be glad to hear that he paid up before sailing.

21. As advised by cable on the 3rd December, the Brokers have received a bid of £31 per ton c.i.f. Copenhagen for a quantity of 300 tons of Seal Oil for delivery January/February. Your reply offering firm 250 tons for shipment per "Magellan" in January and 50 tons "Loreto" in March at this figure has been passed on to the Brokers and they are now endeavouring to improve on the bid. A cable will be sent you as soon as possible advising what has been done.

22. A contract has been entered into with Messrs. Swan Hunter & Wigham Richardson Ltd. of Wallsend for the building of a 600 tons floating dock for delivery by the end of June next. Negotiations are on foot to have the dock shipped out by a whaling factory about August.

23. The freight contract with the Pacific Steam Navigation Company for the coming season has been agreed as per copy enclosed. You will see that the rate on produce is now £5. 10. 0. per ton, an increase of 2/6d per ton over last year. This has been occasioned by a rise of 7/6d per ton in the Punta Arenas rate which now stands at £5. 5. 0., and as the Stanley rate has always been 10/- more it is considered that the Company has done well to agree terms at the slight increase mentioned.

An additional clause has been embodied in the contract which states that "the cargo vessels referred to in clause 3 will load in the Inner Harbour. The first ship, the "Magellan", will be loaded from lighters; the other two vessels will go alongside the "Great Britain" if the Commanders consider it prudent to do so, otherwise they will load from lighters in the Inner Harbour".

The inclusion of this clause should stop any repetition of the trouble you have experienced in the past with the Captains who have refused to enter the Inner Harbour and made it necessary for you to load from lighters in Port William at considerable risk and extra expense.

Yours faithfully,

Chairman.

ENCLOSURES PER "ALCANTARA" VIA MONTEVIDEO.

Originals.

1 Copy of Cablegrams sent dated 26th,29th November, 1st,3rd (2) 11th December.

2 Copy of Cablegrams received dated,22nd,24th,26th,28th,30th November,7th (2) & 11th December.

3 Average prices for Wool sold 22nd November.

4 Du Croz. Doxat & Co's catalogue of Wool sold on 22nd November.

5 Conveyance of part of Plot 8 Section II, about ½ acre from F.I. Co. Ltd. to John Walsh.

6 Jacomb Hoare & Co's Wool market reports dated 5th December.

7 Wool Croz. Doxat & Co's Wool Market reports dated 5th Dec.

8 Freight contract entered into with P.S.N.C. for 1929.

9 Copy of letter from Esplen Swainston & Wilson dated 19th November & details of repairs and T.T. Kennaugh's remarks of 30th November re "Falkland".

10 Account Current dated 12th December & vouchers.

11 Remarks on Accounts.

12 Remarks on Stores.

13 Copy of letter to T.G. Slaughter dated 12th December.

14 Additions to Bentley's Code dated 12th December.

LONDON, 12th December, 1928.

1929-01

Indexed
Acdef

P R E C I S.

DESPATCH NO. 1305, DATED 8TH JANUARY, 1929 PER S.S. "[illegible]".

1 Acknowledges No.691.

2 "O.C.82". Admiralty advised why new mooring ropes were required.

3 Letter received from F.I. & Dependencies Sealing Co. authorising Company to sell their oil.

4 Darwin Drapery Indent - regret mistake made in [illegible].

5 Pleased that timber now received is of good quality.

6 Local freights - notes "Fleurus" rates not advanced.

7 Acknowledges "Falkland" and "Gwendolin" accounts.

8 Overcarrying by "Orita" of shears.

9 Glass for Fitzroy Shed - supply sent in replacement of broken panes.

10 Plan of proposed Millinery Store to hand.

11 6 sheepdogs being sent by "Lautaro".

12 North Arm Wool Shed - Part of Foundation Plans will be sent this mail if possible.

13 s.s. "Falkland" - left Montevideo on 31st December. Disbursements £18,000.

14 Inventory of Furniture etc. in Colonial Manager's House sent.

15 Mr. W.M. Dean sailing per "Orduna".

16 Mr. Gresham's agreement not being renewed. His successor leaving by "Lautaro".

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 8th January, 1920.

Per s.s. "GEUNA"

No. 1305.

Dear Sir,

I have to acknowledge receipt of your Despatch No.691 dated 31st November, 1918.

2. 691.2. The Admiralty have been informed why the two new mooring ropes were required for the "O.O.S" and we expect to receive settlement of your account shortly.

3. 691.3. The letter from the Falkland Islands & Dependencies Sealing Co., confirming the arrangement that this Company is to ship and sell their oil for this season is to hand.

As cabled you on the 28th ultimo, 250 tons have been sold on the samples per "Lagarto" at £30 per ton c.i.f. Copenhagen for shipment per the "Magellan" due Stanley about the 7th January. Should the oil not be shipped by this vessel the buyer has the option of cancelling the contract. The Brokers tried hard to improve on the above figure, but the market for whale and seal oil at the moment is poor.

4. 691.4. A copy of the Darwin Drapery Indent to which you refer was received by a subsequent mail and through an error, executed. This is much regretted as it is realised that your stocks at 31st December 1918 will be swelled unnecessarily. The mistake was noticed on receipt of the indent for this Store dated 18th October the drapery portion of which has accordingly been cancelled.

5. 691.5. It is gratifying to know that the timber which Messrs. Lamb Bros. are now supplying is of good quality.

6. 691.6. The information that the "Fleurus" still maintains the old outward freight rates and that Port Howard has a preferential rate of 20/- per ton, is noted.

A.W.N. Vincent, Esq.,

Port Stanley.

No doubt you have discussed fully with Mr.Goddard the question of the collection of produce from those stations for which there is no outward freight and decided on the future policy.

7. 691.7 & 8. The working accounts sent of the "Falkland" and "Gwendolin" to 31st October last will be placed before the Managing Director on his return.

8. 691.10. It is very annoying to hear that the "Orita" overcarried to Valparaiso the case containing the shears for the machine shearing plant for Goose Green, but it is hoped that you were able to get them delivered in time for the shearing.

9. 691.12. Glass for the Fitzroy Shed, to replace the 12 sheets broken in transit, is being shipped by this opportunity. 18 panes have been ordered and the suppliers instructed to pack in corrugated cardboard and double cases. Please report on this method of packing.

10. 691.16. The plan of the proposed new Millinery Store is to hand, and Mr. Peters estimate for concrete walls is awaited.

11. Please note that 5 wide working sheepdog bitches are being shipped out for the Company's farms by the "Lautaro" sailing on the 23rd February. They have been purchased from Mr. William Roy of Crieff, Scotland, and all are two years old.

Schedule B
Sent Sloth
Inspector
8/2/29.

12. Messrs. William Bain & Co. are preparing the plans for the new North Arm Wool Shed, and it is hoped to be able to forward you by this mail a portion of the foundation plans so as to enable the preliminary work to be started without delay. The suppliers will have the shed ready for shipment by the boat to follow the "Lautaro", and this should give you time to have the building erected for next shearing. The new Shaw Press will also be sent out by the same opportunity.

13. The Company's Agents at Montevideo cabled that the s.s. "Falkland" left there on the 31st December and that

her total disbursements are about £18,000. Comment on this appalling figure is left until the accounts are received from Messrs. Maclean & Stapledon.

14. Mr. Goddard has cabled for the inventory of furniture, etc. in the Manager's House; a copy of the last one received, dated 28th February, 1917, is accordingly enclosed.

No list is filed here of the goods taken from Sulivan House, but no doubt you have a note of them.

15. Mr. Markham Dean is sailing for the Islands by the "Orduna", and a cable was despatched to you on the 25th ult., advising that he wished to inspect the Company's farms first and proceed to Port Stephens at the beginning of March.

16. The Board has decided not to renew Mr. Grenham's agreement. His successor, Mr. L.W.H. Young, together with his wife and three young children, will be leaving in the "Lusitania" sailing on the 23rd February.

Yours faithfully,

Chairman.

ENCLOSURES PER S.S."ORUNA".

ORIGINALS.

1 Copy of Cablegrams sent dated 19th,21st,28th December, 2nd (2) & 7th January.

2 Copy of Cablegrams received dated 12th,13th,19th,23rd, 29th December & 31st Dec.

3 Du Cros Doxat & Co's Wool Market Reports dated 31st December

4 National War Bonds 1929 Redemption Form for G.Harrison for completion.

5 Shipping Federation's Certificate of Registration of s.s."Falkland" for 1929.

6 Account Current (2) dated 8th January and vouchers.
" " dated 31st December, 1928.

7 Remarks on Stores.

8 Copy of invoice from Mappin & Webb for Silver Salver, posted direct to Mr. Vincent.

9 Copy of letter from the Bernese Alps Milk Co. dated 4th December, 1928.

10 Copy of Inventory of Furniture in Manager's House 1916/17.

11 Letter "N" for Remington Typewriter No.20.

12 Shuttleworth's export pricelist of Confectionery samples sent in Stationery Case.

13 Copy of letter to T.G. Slaughter dated 8th January, 1929.

14 Letter addressed to Mr. E.B. Goddard from the Chairman.

15 Copy of letter from Messrs.Wm.Bain & Co., dated 8th January, 1929, re North Arm Shearing Shed, together with the plans detailed therein.
Also blue print of Mr.Slaughter's tracing.

London, 8th January, 1929.

Enclosures per Supplementary Mail

1 Copy of Cablegram sent dated 2nd January.

2 Copy of Cablegrams received dated 4th.8th.& 9th.January.

3 List of General Cargo per S S "Orduna"

4 General Invoice - Stores per S S "Orduna"

5 Remarks on Accounts.

6 Remarks on Stores.

LONDON 11th January, 1 9 2 9

PRECIS

Indexed

DESPATCH NO. 1306, PER M.V. "LAUTARO", DATED 22nd FEBRUARY, 1929.

1 Acknowledges Nos. 692 & 693.

2 "Gwendolin" - produce collected - laying up.

3 Installation of oil winch on "Fennia".

4 M.G. Creece - House allowance of £36 per annum.

5 "Magellan" wool to be offered in March sales.

6 Pitch Pine logs for East Jetty shipped per "Lautaro".

7 Lambert Bros. have heard nothing further re supplying coal at Stanley.

8 s.s. "Falkland" - further insurance effected.

9 Counter hands for West Store.

10 North Arm Wool Shed - plans enclosed.

11 Five Sheepdog bitches shipped - Veterinary Surgeon's Certificate enclosed.

12 Mr. L.W.H. Young and family leaving by this opportunity.

13 Stanley House - inventory asked for.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per m.v."Lautaro".

No 1306.

22nd February, 1929

Dear Sir,

I have to acknowledge receipt of your Despatches Nos. 692 and 693, dated 26th December 1928 and 10th January 1929 respectively.

2. 692.2. 693.6. The total amount of produce collected by the "Gwendolin" is noted, also that the vessel has now been laid up.

3. 692.5. The installation on the "Fennia" of the Clarke Chapman oil winch which was originally shipped out in 1928 for use on the "Gwendolin" should help you greatly in dealing with the discharge of the Patent Fuel.

4. 693.9. Note has been made on the copy of Mr. Martin G. Creece's agreement, filed here, of the housing allowance of £36 per annum authorised by the Managing Director.

5. 693.15. The "Magellan" arrived London on the 14th instant and the wool brought home by her will be offered in the sales commencing on the 5th prox.

6. Pitch Pine logs for the East Jetty, as cabled for by you on the 9th January, are being shipped by the "Lautaro".

7. Messrs. Lambert Bros. have heard nothing further from their client regarding the supply at Stanley of 500 tons of Welsh Coal which was the subject of cable messages between us.

8. An extra cover, pro rata, for £5,000, has been taken out on the hull and machinery of the s.s. "Falkland" until the expiry date,- the 31st March,- of the existing policies. The question of the new values to be covered on the vessel will be gone into with Mr. Goddard on his return.

9. Your cable of the 9th instant, recommending that Mr. Young should bring with him four counter assistants for the West Store to replace local ones, came to hand. A reply was telegraphed to the effect that they could not be sent by this

A.W.N. Vincent, Esq.,
Port Stanley.

opportunity and the matter was receiving attention. The subject has been fully discussed with Mr. Young and, in the circumstances, it is thought best to defer engaging any men until he has had an opportunity of studying local conditions and putting his recommendations before the Board.

10. Messrs. Wm. Bain & Co., Ltd. will follow the instructions contained in your cable of the 13th instant and see that the bottom rails of the pens for the North Arm Wool Shed are made 6" from the floor and also that galvanised sheets are used. The number of ventilators is being doubled. Two sets of preliminary plans are enclosed and full erection drawings will be sent you by the vessel bringing the shed.

11. Five sheepdog bitches for the Company's farm have been shipped by the "Lautaro" and Veterinary Surgeon's certificate is enclosed. Particulars of the animals were given you in Despatch No. 1305, para. 11., and no doubt you have notified the Stock Inspector of their intended arrival.

12. Mr. L.W. H. Young, wife and three children are sailing by this opportunity.

13. Please send home an up-to-date inventory of the contents of Stanley House belonging to the Company.

Yours faithfully,

Chairman.

LIST OF ENCLOSURES PER "LAUTARO".

ORIGINALS.

1 Copy of Cablegrams sent dated 18th,23rd,28th Jan., 2nd, 5th,11th (2),12th & 20th February.

2 Copy of Cablegrams received dated 12th,15th,25th Jan., 6th,7th,9th,11th & 13th February.

3 Veterinary Certificate - 5 Collie Bitches shipped from Glasgow "Lautaro".

4 Copy of letter from Sodax Ltd, dated 6th February, re Aerated Water Plant.

5 P.S.N.Co. Contract for the 5 Collie Bitches per "Lautaro".

6 Du Cros Doxat & Co's Wool Market Report dated 15th & 30th January.

7 Jacomb, Hoare & Co's Wool Market Report dated 30th January.

8 Martell's invoice for 50 cases Brandy shipped per "Orduna".

9 John Shaw & Sons' Foundation Plan 4/899 for North Arm Wool Press.

10 Joseph Terry & Sons' priced catalogue of Chocolates and Boiled Sweets.

11 Remarks on Stores.

12 Account Current dated 22nd February and vouchers.

13 Remarks on Accounts.

14 Copy of letter from Messrs. Perrier dated 19th February.

15 8 Plans (in duplicate) of North Arm Wool Shed - Wm.Bain & Co., Ltd.

E.655.L	E.673.L
E.657.L	E.667.L
E.660.L	B/6426/4
E.661.L	W/27/29/1

16 Additions to Bentley's Code dated 22nd February.

LONDON, 22nd February, 1929.

ENCLOSURES PER "LUTETIA" & "LAUTARO".

1 Copy of Cablegrams sent dated 25th February.

2 Anning & Cobb's Report on Tallow ex "Magellan".

3 Jacomb Hoare & Co's Report on H.& B. 103 Bales Wool ex "Magellan".

4 Suppliers Invoices for Stores shipped per "Lautaro".

5 Remarks on Stores.

6 List of General Cargo per "Lautaro".

7 Invoice for Drugs shipped by Evans Sons Lescher & Webb for Dr. Craddock.

LONDON, 1st March, 1929.

PRECIS.

DESPATCH NO. 1307 PER "ANDES" AND "FLEURUS" DATED 18TH APRIL, 1929.

1 Arrival of Mr. Young on 10th April.
Managing Director's notes re state of affairs in Stanley and the Store business.

2 Acknowledges Despatches 694/6.

3 Report of breakage of pump air vessel of Oil Barge sent to Admiralty.

4 Staff for Store at Stanley.

5 Stanley Land - sale of block south of James Street.

6 F.G. Langdon agreement - awaiting Mr. Dean's arrival home.

7 "O.C.82" - spares.

8 West Store - re Exchange of land.

9 East Jetty extension around stern of "Egeria".

10 "Kelp" reports to hand.

11 Accounts for 1928 received. Surprise as to Store results not shared here.

12 Manager's House - water under.

13 Rifle Association - Challenge Cup. Replica being sent next mail.

14 Estate of Louis Williams - not interested in sale of business.

15 Await result of offer made for Robson's Fitzroy Camp.

16 Engineer - negotiating for Peters' successor.
To be sent to Swan Hunter's yard to gain knowledge of Floating Dock.

Floating Dock Floating

17 Floating Dock - letter from W.Gordon Glover enclosed.

18 Hulks "Great Britain" and "Fennia".

19 "Gwendolin" - Insurance risk while lying up to be taken on Underwriting A/c.
Cable to be sent if commissioned.

20 Seal Oil ex "Magellan" dispute between Brokers and Buyers.

21 Quotations of steel drums for seal oil.

22 E.G. Creece's agreement. -
Camp Storekeeper.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per s.s "ANDES" and s.s "FLEURUS"

No. 1307

18th April, 1929.

Dear Sir,

The news of your safe arrival at Port Stanley on the 10th instant was received with much pleasure, but I fear that the long voyage of the "Lautaro" and the unfortunate six days quarantine in the Buenos Aires Roads must have made it a very tedious journey for you and your family. I trust that you were able to get quickly and comfortably settled in your new home; should there be anything wanting which you consider should be supplied by the Company please advise me.

On taking up your position as the Company's Colonial Manager I would like to assure you that you have the fullest confidence and best wishes of all the Directors.

Mr. W.M. Dean will have handed you my notes relative to the general chaos which existed in all branches of the Company's business on my arrival in Stanley and also details of the scheme of reorganisation of the Store business. Please, however, do not regard the latter as "cast iron"; if, from your experience, you can see any way to improve on it by all means do so.

2. The last Despatch was dated 22nd February; there have since been received the following signed by Mr. Vincent:-

No. 694, dated 19th February, 1929.
695, " 7th March " (Annual Accounts)
696, " 9th " "

3. 694.6. The report relative to the breaking of the pump air vessel on oil barge "O.O.82" has been sent to the Admiralty.

4. 694.9. Nothing definite has so far been done in response to the cable sent before your arrival asking that four counter assistants be sent out, for the reason that for want of accommodation they cannot sail in the "Bogota" leaving 11th May. The next opportunity will probably not be until June or July by

L.W.H. Young, Esq.,
Manager,
Port Stanley.

the Pacific Company, but if you will keep me advised in good time by cable of the opportunities that may arise for getting passages from Montevideo by the "Fleurus"; it may be possible to send them by that route.

The request for four was regarded as rather a wholesale order, and it is just as well that your views on the matter will be available before sending so many out. At the same time, from my recent experiences in Stanley, I am confident that you will need at least two good men owing to the impossibility of finding any honest and suitable local man.

Amongst several applicants interviewd for this work is one, Alexander Paul, a Scotsman. His experience in general store and drapery business, and his testimonials, make him a very suitable man to be head of the Retail Store, and as soon as an opportunity of getting him out is known, a cable will be sent you suggesting that he be engaged.

Another young man of the required experience, suitable for the ordinary counter work, is also available, but we are trying to find a man who can combine the work of barber and shop assistant. The salutary effect of importing two such men as the above would probably brace up the local handleft in the Store!

5. 694.10. The Board has given its sanction to the sale of the land referred to. Should, however, you see any objection to parting with all or part, by all means hold the matter up.

6. 694.11. After the arrival home of Mr. W.M. Dean I will advise you with regard to Mr. Langdon's new agreement.

7. 694.12. The remarks in reply to the Admiralty's enquiry re missing spares have been passed on.

8. 694.14. The Board will be interested to hear the result of the negotiations relative to acquiring the strip of land along Dean Street referred to.

9. 694.15. If, after you have had an opportunity of studying the conditions of working, you consider the extension

of the jetty around the stern of the "Egeria" would be desirable and warrant the outlay, please proceed with it.

10. 694.16. Captain Roberts' and Mr. Peters' reports on the "Kelp" are to hand.

11. Despatch No.695 - Accounts.

The final accounts for the year ended 31st December, 1928, together with the supporting schedules, are to hand. As yet there has been no time for a detailed examination, and such comments as are called for will follow later. Meanwhile it can be said that the surprise expressed relative to the result of the Store Account is not shared on this side. In fact, having regard to the little interest shown in that department in the past & the total lack of proper organisation, supervision and control, the wonder is that a loss has not been made.

The Board has complete confidence in your obtaining very different results in the future.

12. 696.2. The trouble of the water under the Manager's House, referred to in this Despatch, is a very old story, and should have been tackled years ago. It was there when I was in Stanley in 1919, 2'-6" deep; I found about the same in January last and arranged with Mr. W.M. Dean that he would give instructions to have the matter seen to before he left.

13. 696.4. A replica of the Challenge Cup, duly inscribed, will follow by next opportunity.

14. 696.6. The Board is not interested in the possible sale of the business conducted by the Estate of Louis Williams.

15. 696.9. The result of the offer made for Robson's Fitzroy Camp will be awaited with interest. It is difficult to understand why the Government should be supposed to have any objection to the proposed deal.

16. 696.8. Negotiations are in progress with a view to securing a really good man to succeed Peters as Company's Engineer. We are looking for one with a Marine Board of Trade Certificate,-

so that he could take charge of the "Falkland" in an emergency,- and who has had experience in ship repair work so that he will be fully competent to deal with business that may come when the floating dock is installed. The intention is to engage him at once and send him to Swan, Hunter's yard with a view to making himself thoroughly acquainted with and capable of erecting the dock on arrival in Stanley. A point will also be made of his obtaining a thorough knowledge of the use of the electric welding and other plant.

17. The copy of letter, dated 15th April, from Mr. Gordon Glover, will acquaint you of the progress being made with the contruction of the floating dock. Instructions have been given him to have as much riveting as possible done on this side to save labour in Stanley.

18. When you have had ample time to study the requirements of the situation, the Board will welcome your considered opinion as to the best policy to follow in respect of the hulks "Great Britain" and "Fennia". As you will have learned, the latter vessel was acquired recently in order to store her cargo of fuel, which was a desirable purchase, but it is a question whether she has not sufficient capacity for all requirements, in which event it seems unwise to incur further expenditure on the "Great Britain", the decks of which are needing attention. A point to be borne in mind is whether the hull of the "Great Britain" will, notwithstanding her age,- she was built in 1843,- outlast that of the "Fennia", for the reason that the former shell was of 7/8" iron plate while the "Fennia" is of comparatively thin modern steel, and this, as you are doubtless aware, deteriorates much more rapidly than the old iron plate.

A boring of the "Great Britain's plate between wind and water was taken last some twelve years ago and the wastage detectable was very little indeed. I understood from Captain Roberts that he feared that internal corrosion of the under water plates might have gone on to a greater extent.

19. The insurances of the "Gwendolin", hitherto taken out with Lloyds and the Companies, expire on the 22nd instant. A cable is being sent you advising that the risk will from that date be taken on the Company's own Underwriting Account as it is assumed that barring any accident to the "Falkland", she will be lying in Harbour. In the event, therefore, of the schooner being again put into commission, please cable me so that the necessary cover can be taken out.

20. Referring to the shipment of Seal Oil per "Magellan" in January, I regret to report, for the information of the Falkland Islands & Dependencies Sealing Company Ltd., that a dispute has arisen between the Brokers and buyers in respect of the quality of the oil as defined in the contract (sent you 22nd Feb.) and the packages. A copy of Messrs. Anning & Cobb's letters of the 17th & 18th April & reply is enclosed which gives full particulars. It will be seen that in consequence of their not having yet received the landing weights the final Account Sales, which we had hoped to send by this opportunity, cannot be completed. Meanwhile we hold £8000, received on 1st March, on account of the sale.

21. In response to the cable of 30th ultimo asking for quotations for steel drums a reply, as per copy enclosed, was sent you on the 15th instant from which it will be seen that we were offered 90 gallon new plain steel drums at a price which worked out at £2. 9. 0. each c.i.f. Port Stanley. This is made up as follows:- cost f.o.b. Liverpool 22/-, freight at 40/- per ton cu.ft., 25/6, insurance & charges 1/6 - £2. 9. 0. On the 17th inst. we cabled again advising that we were offered similar drums, only second hand, at £2. 2. 9. each c.i.f. Stanley, subject to immediate reply.

In spite of every endeavour it has been impossible to get the Pacific Company to quote a lower rate than 40s/- per 40 cu.ft. The Continent was then tried with a view to effecting shipment from Antwerp or Hamburg - per the Kosmos Steamers which sail regularly to Punta Arenas. So far that Line has agreed to make the call at Stanley for a shipment of 1000 drums but,

unfortunately their freight quotation is even higher, at 45/- per cubic metre. Correspondence with them is continuing and it is hoped to get a more favourable rate. The shipment of this parcel by the Kosmos Line, if it could be arranged, should have a salutary effect on the Pacific Company in more ways than one.

22. A cable despatched from Stanley 3rd April was received, reading "W.M. Dean decides undesirable to renew agreement E.G. Creece, will require suitable Camp Storekeeper Darwin Harbour as soon as possible." This is somewhat puzzling as there has not been the least idea of renewing the agreement referred to. Creece was given six months notice to terminate his agreement by me in Stanley and is merely working out that time as Darwin Storekeeper and Bookkeeper. He was told that if he gave every satisfaction at Darwin he would be recommended for the post at, of course the reduced salary, should he care to continue there. As Mr. Vincent was quite aware of the above arrangement, the message is not clear and can only be taken to mean that Creece has not given satisfaction and must be replaced.

We have some promising applicants, but have hesitated as to whether to select a married or single man, the latter are more attractive, hence our cables of the 4th and 15th instant. On further consideration, however, we have come to the conclusion that in view of the assistance which a married man would obtain from his wife in the Store, he would be the more suitable and will therefore be selected.

Unfortunately there is small prospect of being able to send anybody out before June.

Yours faithfully,

C. A. Goldard.

Managing Director.

ENCLOSURES PER "ARLANZA" via MONTEVIDEO.

1. Copies of cablegrams received dated 2nd, 6th & 11th March.

2. Brokers reports on wool ex "Magellan:-

D.H.	511	bales.
N.A.	9	,,
S.I.	38	,,
S&S	49	,,
T.R.	40	,,
AP	36	,,
D.B.	4	,,
M.V.	14	,,

3. General Invoice for stores per "Lautaro".

4. General Invoice for stores per "Orita".

5. Copy of letter from the Admiralty of 9th March re Oil Fuel Depot.

6. Average prices of Wool sold 6th March.

7. Average prices of Wool sold 12th March.

8. Du Croz & Co's priced sale catalogue of 12th March.

9. Clients invoices for stores shipped per "Lautaro" & "Orita".

10. Jacomb Hoare & Co's priced sale catalogue of 6th March.

11. Du Croz Doxat & Co's wool market report of 6th March.

London, 13th March, 1929.

Enclosures per S.S."Andes" via Southampton.

1 Copy of Cablegrams sent dated 28th March.2nd.4th.15th.& 17th April

2 Copy of Cablegrams received dated 13th.23rd.28th.30th.March.3rd 5th.10th.& 12th April.

3 DuCroz Doxat & Co's price sale catalogue of 20th March.

4 DuCroz Doxat & Co's Wool market report dated 21st March.

5 Jacomb Hoare & Co's Wool market report dated 21st March.

6 Average prices Wool sold on 20th March.

7 Brokers' reports:-

F	106	bales Wool ex"Magellan"
J B	86	,, ,,

8 Wool Landing Certificates:-

D H	512	bales Wool ex"Magellan"
S I	37	,, ,,
N A	9	,, ,,
J B	84	,, ,,
F	103	,, ,,
T R	40	,, ,,
Port Louis		
S & S	49	,, ,,
H & B	103	,, ,,
AP	36	,, ,,
M V	14	,, ,,
B B	4	,, ,,

9 Blue Prints $\frac{4}{899A}$ of Foundation for John Shaw & Sohs 10" Woolpress for North Arm (in duplicate)

10 Account Current dated 18th April and vouchers.

11 Remarks on Accounts.

12 Remarks on Stores.

13 Copy of letterfrom W.Gordon Glover dated 15th April re Floating Dock.

14 Copy of letters from Anning & Cobb dated 17th & 18th April and our reply of the 18th April re Seal Oil.

15 Copy of letter to T.G.Slaughter dated 18th April.

LONDON 18th APRIL,1929

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P R E C I S

Despatch No. 1308, dated 15th May, 1929, per "Highland Chieftain" and "Bogota".

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1 Nothing to acknowledge.

2 Notes from cable that Store [illegible] are not required.

3 Encloses further correspondence re dispute over Seal Oil ex "Magellan" - [illegible] to arbitration.
1000 Drums contracted for at [illegible] 9. each c.i.f.

4 Drums - question of making in Stanley.

5 Letter from Anning & Co. re Hair Seal [illegible] enclosed.

6 "Afterglow" - insurance.

7 Mr. John Macdonald Thomson appointed Resident Engineer.
Going to Sam Hunter's Yard for instruction.
Shipment of Floating Dock.

8 Copy of letter from Admiralty enclosed.

9 Wool Market.

The Falkland Islands Company, Limited.

INCORPORATED BY ROYAL CHARTER 1851.

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per "Highland Chieftain" & "Bogota".

No. 1308. 15th May, 1929.

Dear Sir,

Since writing you last on the 18th ultimo no letters from the Islands have been received; cables have been exchanged as per copies herewith.

2. Referring to paragraph 4 of last Despatch, a cable was sent you on the 29th ultimo advising that the man Paul and junior assistant were available for the Retail Store if still required and asking your wishes as to sending them out. We were glad to hear from your reply that they were not needed and it is assumed that you have been able to make satisfactory arrangements with the local hands.

3. Following up the remarks in last Despatch, 1307 para.20, relative to the dispute which has arisen in connection with the shipment of Seal Oil per "Magellan", herewith will be found copy of further correspondence on the subject which has passed between this office and the Brokers. It will be seen from this that no settlement of the dispute having been arrived at the case is being taken to arbitration; Mr. Fehr, than whom we could not have a better representative, being appointed to act on our behalf.

As Mr. Felton will shortly be arriving the whole matter can be put before him.

In reply to your cable of the 30th March messages were sent you on the 15th and 17th April advising that new plain steel 90 gallon drums could be delivered c.i.f. Stanley at £2. 9. 0. each and second-hand ones at £2. 2. 9. Both are of 15 gauge bodies and 14 gauge B.G. sides.

When your cable of the 25th ultimo came to hand suppliers could not then give delivery of 1000 per "BOGOTA".

L.W.H. Young, Esq.,
Manager,
Port Stanley.

Efforts to obtain supplies cheaper from the Continent,- shipment by the Kosmos steamers,- have proved quite fruitless that Company having advised us that after discussing the matter with the P.S.N.C,- with whom they are joint members of the Conference,- they were unable to entertain the proposal of a call at Port Stanley even for a shipment approximating to 600 tons of drums.

These negotiations, however, were not without good effect, as we were subsequently able to get the P.S.N.C. to agree to reduce their hightrate of 40s/- per 40 cu.ft. for the empty drums to 20s/- each. This will explain to you why in the cable of 6th May we advised having placed the order for 1000 drums at a price which works out at £2. 8. 9. c.i.f. Stanley against the first quotation of £2. 9. 0. This is for new drums of which 250 are going by the "Bogota" and 750 by the m.v. "Lautaro" from Liverpool 13th July.

4. In view of the high freight of £1 each charged on these empty drums to Stanley it is a question whether it would not pay us to assemble them xx there for resale. The plates and stamped ends with bungs fitted could be shipped out by cargo boat at 55s/- per 20 cwt. which equals 1s/9d per drum. This would appear to leave a very fair margin for the cost of assembling and profit. provided the necessary machinery does not entail too much outlay. As to this I hope to send you further information at any early date. The electric welding plant could be usefully employed in this connection.

5. Enclosed please find copy of letter from Anning & Cobb relative to the value of hair seal skins, which please bring to the Notice of the Sealing Company.

6. Your telegram of the 26th April advising that the "Afterglow" had been bought by the Falkland Islands & Dependencies Sealing Company for £1200 and asking if insurance could be arranged against all risks temporarily for £2500 including the catch, estimated at £50 per day, was duly received.

In view of the fact that the insurances for this Company have been done direct with Mr. Moen-Andersen,- the Agent for the Sealing Company at Tonsberg,- the enquiry was immediately passed on to him as it is fairly certain that a lower rate would be obtained by him in conjunction with the other insurances than if put forward in London as an independent risk. We are awaiting Mr. Moen-Andersen's reply which will be cabled to you immediately on receipt.

7. Referring to cables exchanged (20th & 22nd April), your desire to know what was being done in the matter of appointing an Engineer in place of Mr. Peters was quite realised and the full reply sent you will have given you all information then available.

I am now glad to say we have secured Mr. John MacDonald Thomson who appears to be thoroughly capable and suitable in every way, having had some 12½ years experience of ship repair work at Graysons well-known yard at Liverpool, and other places in addition. A copy of the agreement entered into with him will be sent you together with copies of his application and testimonials. He will be on pay from to-day and is to spend his time at Messrs. Swan & Hunter's yard making himself thoroughly conversant with everything connected with the Floating Dock to enable him to undertake the final erection in Port Stanley.

He is being put into touch with Mr. Peters who has promised to give him all information relative to the plant and machinery at present in Stanley, and together they will decide, what, if any, machines, it is desirable to send out to enable ordinary repairs to Cathers to be dealt with. A lathe capable of dealing with a tail shaft is certainly wanted.

Mr. Thomson will sail in the "LautaroO" on the 13th July, the first opportunity, and will, we hope, be with you well ahead of the delivery of the Dock, which will be completed about the end of June. Our friends, the Whaling Companies in

Norway are now planning their arrangements for the coming season and we hope to hear within a few days whether they can convey the material direct from the Tyne to Stanley. This would probably not be until July or August, but if their services can be enlisted in this way it will be the most economical method to ship. Failing this we shall endeavour to effect shipment in conjunction with a coal charter to Bahia Blanca unless the Pacific Company are prepared to quote a low price, shipment from the Tyne.

Mr. Thompson,- with wife and two children, aged 8 and 10 and an elderly aunt,- will need a house, but in view of the changes which have taken place of late it has not been possible to say which of the Company's houses you will allocate for his use. As he certainly appears to be a very desirable man and of a class superior to engineers previously sent out, it will be wise to do the best you can for him in this respect.

8. Enclosed please find copy of Admiralty letter of 2nd May 1929,- with their statement attached,- calling for an amended one relative to oil supplied to H.M.S. "Colombo".

9. The shipment of wool per "Loreto" - at Stanley 9th March - has been offered at the current sales. Prices have averaged for D.H. 15.50d and S. 14.75d, about ½d per lb. down on March Sales. Full details of the realizations will be found in the accompanying catalogues.

Yours faithfully,

C. B. Gowans.

Managing Director.

Telephone No. ROYAL 4791.
Telegraphic Address: "FLEETWING, BILGATE, LONDON."

MEMORANDUM.

26

London, 18th June, 1929

From

THE FALKLAND ISLANDS COMPANY, LIMITED,

61, GRACECHURCH STREET, E.C.3.

To L.W.H. Young, Esq.,
Manager,
Port Stanley.

Attached please find retyped Despatch No. 1309, referred to in memo of 23rd May.

Indexed

P R E C I S .

DESPATCH NO. 1309, DATED 23RD MAY, 1929 per "CAP ARCONA" & BOGOTA".

1 Encloses agreement with J.T. Wood - Camp Bookkeeper and Storekeeper.

2 Re Piston required for Gardner Engine.

3 Admiralty asks for further search to be made for missing spares.

4 As to appointment of a Lloyds Surveyor in Stanley.

5 Walls Ties not shipped per "Bogota".

6 Replica for Challenge Cup posted.

7 North Arm Wool Shed material shipped "Bogota". Plans &c. enclosed.

8 Shearing Shed for Dean Bros. shipped. Plans &c.Enclosed.

9 Agreement made with J.M. Thomson - Resident Engineer - enclosed.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 23rd May, 1929

Per "Cap Arcona" & Bogota".

No. 1309

Dear Sir,

Referring to remarks in paragraph 22 of 1307, please find herewith the agreement concluded with James Traill Wood who has been appointed Accountant Bookkeeper and Storekeeper at Darwin. He is a married man - no children - and has received permission to take his father-in-law- to reside with him, the passage money for whom he will pay. A charge of 10/- per week is to be debited to Mr. Wood's account in respect of the meat supplied to his father-in-law. A copy of letter to Mr. Wood, dated 13th May, on this point is attached to the agreement. The wife has been a typist and has had office experience; it will be in order to make her a payment of £20 to £30 per annum, as was done in previous cases, if she is agreeable to assist in the Store.

Advice of this man's engagement and intended sailing on the 13th July was cabled you on the 16th instant.

2. Your cable of the 3rd May was received, reading, "Send by first steamer piston 7-7/16 by 9-5/8" 2 valve set rings Gardner Engine 5 M.V." The word for/7/16 was mutilated and a repetition called for confirmed previous assumption of the meaning as 7/16. The order was then sent to Messrs. Norris, Henty & Gardners who raised further queries as per copy of their letter of 14th May herewith. To settle the points raised the matter was referred to Mr. Thomson,- the new Engineer,- for him to decide what should be sent after consultation with Mr.Peters who is thoroughly conversant with the engine.

3. Enclosed please find copy of letter from the Admiralty, dated 15th May, asking that a further search and report be made in respect of some missing spares.

L.W.H. Young, Esq.,

Manager,

Port Stanley.

4. Following on the suggestion in your cable of the 7th instant, before Mr. Thomson was engaged his testimonials and qualifications were submitted to Lloyds Register, and we offered to arrange an interview between them with a view to his being appointed Lloyds Surveyor in Stanley. The extraordinary position in this connection which has existed there for years was fully discussed. The decision come to is conveyed in a letter from the Secretary dated 13th May, copy herewith.

It is, perhaps, after all not unreasonable that, at this juncture, they may not see fit to fall in with the proposal made, but in all probability when a case arises later on it will be possible to convince them that a certificate from a man of Thomson's qualifications and experience is of much more value than that of one possessing only the title of Colonial Engineer. In the past the Registry have been satisfied with that which is really not worth anything. This matter is also being taken up with the Norwegian Societies and the result will be advised you later.

5. I am sorry to say that to our intense annoyance Messrs. F. Braby & Co. of Glasgow, through sheer inattention and failure to keep in touch with the Shipping Company as instructed, have failed to ship the Wall Ties in the "Bogota" and they cannot now go forward until the 12th July sailing of the "Lautaro".

6. The replica of the Challenge Cup for Rifle Shooting, referred to in your 696.4, was despatched by Parcel Post on the 18th April.

7. The whole of the material for the North Arm Wool Shed has been shipped in the "Bogota".

Herewith you will receive the following, supplied by Messrs. Wm. Bain & Co. and required in connection with the erection.

Blue Prints Nos. W/27/29 - Nos. 1 to 12.
" " No. E 600 L.
" " No. 2750.
Lists of materials.
Erection Notes.

These, with the plans sent 22nd February, complete the set; duplicate set will be sent you next mail.

8. A small shearing shed for Messrs. Dean Bros. for use on Jason Islands has been shipped in the "Bogota" in respect of which the following will be found herewith :-

Wm. Bain's drawing No. W/85/29 1 - 3.
List of materials.
And a separate sketch showing how the timber pen floor gratings should be erected.

9. Enclosed please find the agreement concluded with Mr. John MacDonald Thomson as Resident Engineer.

Yours faithfully,

C. A. Bodman

Managing Director.

Telephone No. ROYAL 4791.
Telegraphic Address: "FLEETWING, BILGATE, LONDON."

MEMORANDUM.

31

London, 23rd May 1929

From

THE FALKLAND ISLANDS COMPANY, LIMITED,

61, GRACECHURCH STREET, E.C.3.

To

Dear Mr. Young,

The despatch has got badly spoilt in the copying and as it would be difficult to read I append a carbon copy. It will be typed out afresh and sent you next mail.

With kind regards.

Yours truly,

R.B. Hall

P R E C I S.

DESPATCH NO. 1309, DATED 23RD MAY, 1929 PER "CAP ARCONA" & "BOGOTA".

1 Encloses agreement with J.T. Wood - Camp Bookkeeper and Storekeeper.

2 Re Piston required for Gardner Engine.

3 Admiralty asks for further search to be made for missing spares.

4 As to appointment of a Lloyds Surveyor in Stanley.

5 Wall Ties not shipped per "Bogota".

6 Replica for Challenge Cup posted.

7 North Arm Wool Shed Material shipped "Bogota". Plans &c. enclosed.

8 Shearing Shed for Bean Bros. shipped. Plans &c. enclosed.

9 Agreement made with J.M. Thomson - Resident Engineer - enclosed.

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It is, perhaps, after all not unreasonable that, at this juncture, they may not see fit to fall in with the proposal made, but in all probability when a case arises later on it will be possible to convince them that a certificate from a man of Thomson's qualifications and experience is of much more value than that of one possessing only the title of Colonial Engineer. In the past the Registry have been satisfied with that which is really not worth anything. This matter is also being taken up with the Norwegian Societies and the result will be advised you later.

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List of materials.
And a separate sketch showing how the timber pen floor gratings should be erected.

9. Enclosed please find the agreement concuded with Mr. John MacDonald Thomson as Resident Engineer.

Yours faithfully,

(Sd.) H.R. Goddard

Managing Director.

Enclosures per Supplementary Mail per "Cap Arcona".

1 Copy of Cablegram sent dated 16th May.

2 Copy of Cablegrams received dated 15th & 18th May.

3 Du Croz Doxat & Co's Wool Market reports dated 15th May.

4 Jacomb Hoare & Co's Wool Market reports dated 15th May.

5 Blue Print No. 2750 of North Arm Woolshed (plan of pens) erection key.

6 Copy of letter from John Dewar & Sons dated 16th May.

7 Remarks on Stores.

8 Copy of letter from the Admiralty dated 15th May.

9 Copy of letter to James T. Wood dated 13th May and signed agreement referred to attached.

10 Copy of J.M. Thomson's signed agreement as Company's Resident Engineer in Port Stanley dated 15th May and testimonials.

11 Copy of letter from Lloyds Register of Shipping dated 13th May.

12 Copy of letter from Norris Henty & Gardners Ltd. dated 14th May.

13 Copy of letter to T.G. Slaughter dated 23rd May.

LONDON 23rd MAY, 1929.

ENCLOSURES PER "ASTURIAS" VIA MONTEVIDEO.

1 Copy of cablegrams sent dated 24th & 27th June.

2 Copy of cablegram received dated 25th June.

3 Remarks on Accounts.

4 Remarks on Stores.

LONDON, 27th June, 1929.

Enclosures via Montevideo. London, 21st June, 1929.

1 Copy of Cablegrams sent dated 31st May, 3rd, 6th, 11th, 13th, ~~13th~~ 19th & 20th June.

2 Copy of Cablegrams received dated 29th, 30th May, 3rd, 8th, 10th, 12th, 18th & 19th June.

3 Press copy of Brokers' Report on Hides ex "Loreto".

4 Despatch No. 1309 dated 23rd May.

5 Corrected General Invoice Stores per s.s. "Bogota".

6 Wool Landing Certificates:-

S	162	bales Wool	ex "Loreto"
AP	74	,,	,,
HGC	97	,,	,,
M	22	,,	,,
BB	8	,,	,,
McG	2	,,	,,
F	164	,,	,,
T R	56	,,	,,
HP	86	,,	,,
F B	79	,,	,,
D H	352	,,	,,
J B	211	,,	,,
J H D	52	,,	,,
S & S	23	,,	,,
J B L	28	,,	,,
D & S	86	,,	,,

7 Copy of letter from Anning & Cobb dated 3rd June and certificate of landing weight of Seal Oil ex "Magellan" attached.

8 s.s. "Falkland" Club Insurance British Marine Mutual Insurance Association's Book of Rules.

9 Duplicate Set of Wm. Bain & Co's 3/Blue Prints of Dean Bros. Woolshed W/85/29/1,2 & 3 also lists of Materials &c. & sketch showing how pen floor gratings are to be constructed

10 Duplicate Set of Wm.Bain & Co's 12 Blue Prints of North Arm Woolshed W/27/28/1 to 12 inclusive and lists of Materials erection notes, also Blue Print E.660L.

11 Duplicate Set of Wm.Bain & Co's 3 Blue Prints of Shepherds House shipped per "Bogota" for Baillon & Stickney.

12 Accounts Current (2) dated 21st June and vouchers.

12a Remarks on Accounts.

13 Copy of letters from the Admiralty dated 5th & 20th June.

14 Remarks on Stores.

15 Wm.Bain & Co's Blue Print E 671/L. Proposed New Retail Store.

16 £22 Falkland Islands Notes (see debit in Account Current).

17 Copy of letter from Messrs.Morice Tozer & Beck Ltd. dated 31st May & copy of Provisional Cover Notes No.02341 & 02293

18 Copy of letter from Southern Whaling & Sealing Co.Ltd. dated 17th November, 1928.

19 Copy of Contract and Specification for Floating Dock.

20 Copy of letter to G.J.Felton dated 30th May, 1929.

21 Schedule of prices in competition tender by Messrs.Regusci & Voulminot. Montevideo. May. 1928.

Enclosures via Montevideo.

1 Copy of Cablegrams sent dated 19th.22nd.26th.29th April.6th & 8 th May.

2 Copy of Cablegrams received dated 18th.20th.24th.25th.26th April 3rd.7th.& 18th May.

3 Average prices Wool sold on 2nd.9th.& 14th May.

/4 DuCroz Doxat & Co's Wool market reports dated 30th April.

/5 Wool Reports:-

D H	352	bales Wool ex "Loreto"
S	161	,, ,,
F	164	,, ,,
H G C	97	,, ,,
HP	85	,, ,,
F B	80	,, ,,
J H D	52	,, ,,
J B L	28	,, ,,
T R	56	,, ,,
S & S	53	,, ,,
McG	12	,, ,,
B B	8	,, ,,
H V	12	,, ,,
AP	74	,, ,,
J B	210	,, ,,
Heart	95	,, ,,
Z	142	,, ,,

6 Dock Landing Certificate for W.K.C.80 bales Wool ex "Magellan"

7 Jacomb Hoare & Co's Wool sale catalogue of 2nd May.

8 William Bain & Co's 3 Blue Prints & Photo of Shepherds House shipped per S.S."Bogota"

9 Copy of letter from the Admiralty dated 23rd April.

10 Anning & Colb's report on Tallow ex "Loreto"

11 DuCroz Doxat & Co's priced Wool Catalogue of 9th May

12 Jacomb Hoare & Co's priced Sheepskin catalogue of 9th May

13 William Bain & Co's 3 Blue Prints of Dean Brothers Woolshed W/85/29/1,2 & 3 also lists of Materials &c.and sketch showing how timber pens floor gratings are to be construde

14 William Bain & Co's 12 Blue Prints of North Arm Woolshed W/27/29/1 to 12 inclusive and lists of materials and Erection notes also Blue Print E 660 L.

15 Account Current dated 15th May and vouchers.

6 Remarks on Accounts.

Remarks on Stores.

18 Copy of letters from Anning & Cobb dated 2nd & 7th and our replies of 6th & 7th May.

19 General Invoice - Stores per S.S."Bogota"

20 List of General Cargo per S.S."Bogota"

21 Suppliers Invoices for Stores per S.S."Bogota"

22 Anning & Cobb's priced Sheepskins Catalogue of 9th May.

23 Brokers' reports on Company's Sheepskins ex"Magellan,Lorega and Loreto"

W C	1	bales Sheepskins	FIC	6	bales Sheepskins
S I	7	,,	F	61	,,
D H	17	,,	N A	22	,,
S	6	,,			

24 Brokers' Reports on Clients Sheepskins ex "Magellan,Lorega" Loreto & Bogota"

J H	1	bales Sheepskins	S B	2	bales Sheepskins
L	1	,,	P H	3	,,
J B L	1	,,	F	12	,,
A F C	2	,,	B B	1	,,
M V	3	,,	J B	6	,,
T R	6	,,	H & B	14	,,
McG	25	,,	S & S	6	,,
H	2	,,	B	1	,,
S B	1	,,	J H	1	,,
L	1	,,	H & B	1	,,
A P	8	,,	J B L	7	,,
HP	6	,,	J H	11	,,
B B	1	,,	McG	3	,,
H G C	8	,,	M V	1	,,
J B	4	,,			

25 Copy of letter from the Admiralty dated 2nd May

26 DuCroz Doxat & Co's Wool sale Catalogue dated 14th May.

"Cap Arcona" & "Bogota".

1309. 23rd May. 29

Dear Sir,

Referring to remarks in paragraph 22 of 1307, please find herewith the agreement concluded with James Traill Wood who has been appointed Accountant Bookkeeper and Storekeeper at Darwin. He is a married man - no children - and has received permission to take his father-in-law to reside with him, the passage money for whom he will pay. A charge of 10s/- per week is to be debited to Mr. Wood's account in respect of the meat supplied to his father-in-law. A copy of letter to Mr. Wood, dated 13th May, on this point is attached to the agreement. The wife has been a typist and has had office experience; it will be in order to make her a payment of £20 to £30 per annum, as was done in previous cases, if she is agreeable to assist in the Store.

Advice of this man's engagement and intended sailing on the 13th July was cabled you on the 16th instant.

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3. Enclosed please find copy of letter from the Admiralty, 15th May, asking that a further search and report be made in respect of some missing spares.

Esq.,

Indexed

P R E C I S.

DESPATCH NO. 1310, DATED 21ST JUNE, 1929 per "UPWEY GRANGE".

1 Acknowledges 697/700.

2 Intend posting despatch fortnightly in future.

3 Manager's house - drainage.

4 J.McNicoll in Guy's Hospital.

5 New Retail Store - Estimates & designs for roof being obtained.
Question of utilising the pitch pine from Anson buildings.
Changes to be effected considered best possible.

6 Closing of Chilean Consulate.

7 Claim for Medical Expenses of "Falkland" crew lodged.

8 Crown Agents payments.

9 Chief Officer for "Falkland" - small chance of securing good man here - Can one be obtained from Whalers?

10 Approve of decision to carry on Retail Store with present staff.

11 Pleased to hear that collies arrived safely.

12 Acknowledges copy of "Penguin" re Stock Importation Scheme.

13 Appointment of Chief Engineer.

14 Fitzroy North property - not competing against Morrison's offer of £5,000.

15 Will advise anything heard of the intentions of "Discovery" Committee.

16 Sale of "Afterglow" noted.

17 Floating Dock.

18 Proposed trip of "Falkland" to South Georgia for drums.

19 New Agreement with Mr. H.C. Harding to be made.

20 No reference to Mr. Honeyman in Mr. Slaughter's letters.

21 Acknowledges Inventory of Furniture &c. in Manager's House.

22 No objection to Capt.Roberts acting on Board of Sealing Co.

23 Insurance of "Afterglow".

24 Piston for Gardner Engine.

25 £7 recovered from P.S.N.C. on account of Mrs.Miller's passage per "Orita".

26 "Shipbuilding & Shipping Record" to be sent.

27 Correspondence with Admiralty enclosed.

28 **Retail Store - Bain's plan of proposed roof enclosed.**

29 **Seal oil ex "Magellan" - Arbitrator's Award not yet issued.**

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61. Gracechurch Street

Per "Upwey Grange" via Montevideo.

No 1810. London, E.C.3. 21st June, 1929.

Dear Sir,

Since writing you last on the 23rd ultimo, Despatches Nos. 697 to 700 of the 9th and 24th April and 1st and 3rd May have come to hand.

2. In view of the long intervals arising between direct mails outward and the absence of knowledge on this side of the dates when the s.s."Fleurus" is connecting with Montevideo, I purpose in future posting a despatch at least one a fortnight. This should keep matters more up-to-date.

3. 697.2.
698.7.
699.2. The progress made with the drainage of water from the basement of the Manager's House is noted.

4. 697.3.
698.12. J. McNicoll - Blacksmith - duly reported. He goes into Guy's Hosipital to-day where arrangements have been made for his operation to take place at once. His progress, and intentions as to returning, will be advised you when known. The question of any allowance to him while on this side will be taken up later.

5. 697.6.
698.14.
700.3. The arrangements made for acquiring the extra strip of land in Dean Street and the construction of the new Retail Store are satisfactory; the plan and notes thereon are to hand. Estimates and designs are being obtained for the roof, the dimensions of which it is noted from your cable of the 10th inst. are amended to 40 feet in breadth. This, it is presumed, is outside measurement. With regard to the timber required for the counter, floors, etc., it is a question whether the pitch pine, of which the extensive stables at Anson are built, could not with economy be worked in! Please consider this and use

L.W.H. Young, Esq.,
Manager,
Port Stanley.

it as far as possible. Prices are also being called for for the windows and counter.

The changes you refer to, to be effected when the new Retail Store is available, are, in my opinion, the best possible for the future conduct of the several branches of the business. The suggestion to keep open later the Sweet and Tobacco Shop is certainly a wise one.

6. 697.7. The discontinuance of the Chilean Consulate at Stanley is noted. Should there be any change you will doubtless advise me.

7. 697.8. The British Marine Mutual Insurance Association's Book of Rules for 1929/30 is being sent you herewith. The claim for medical attendance on the s.s. "Falkland"s crew at Montevideo has been put forward. When rendering future claims, please support with vouchers and extracts from ship's log.

8. 697.9. The explanation of the abnormal demands for payments to the Crown Agents is noted.

9. 697.12. The chances of obtaining a man here who would be satisfactory as a Chief Officer of the s.s. "Falkland" are extremely remote; so far none of them has proved so. Is there no prospect of securing one from the Norwegian Whalers?

10. 698.4. Your decision to endeavour to carry on at the Retail Store with the hands you have, in preference to sending new men out, is warmly approved.

11. 698.6. It is good news to hear that the six sheep dogs sent out in the "Lautaro" arrived safely.

12. 698.8. The copy of the "Penguin" containing the provisional scheme re importation of Stock is to hand.

13. 698.11. 699.3. The matter of the appointment of an Engineer was fully dealt with in 1308.7 and 1309.4. From all we have since seen of Mr. Thomson we have every confidence in saying you will find him a thoroughly capable man. He anticipates no difficulty whatever in erecting the Floating Dock in Stanley though it will undoubtedly be a very big job, but after all almost exclusively straightforward riveting.

14. 698.15. You will have gathered from cables exchanged that the Board will not consider making any offer for the Fitzroy North property in competition with that for £5000 put forward by Mr. A. Morrison.

15. 698.16. I will certainly keep you advised of any news that may be received relative to the intentions of the "Discovery" Committee.

16. 698.17. The sale of the "Afterglow" to the F.I. & D. Sealing Company for £1,200 is noted.

17. 699. 4. The Board is very glad to have your comments on the proposed installation of a floating dock as compared with a slipway. As a matter of fact your views correspond on all points with those held here from the first, notwithstanding the strong opinion expressed by Mr. Gresham and the late Engineer, Mr.Peters, in favour of the dock. It was realised all along that the latter, although generally considered a more up-to-date outfit, would be more expensive, but all efforts made during the Governorship of Sir John Middleton and again after the arrival of Mr.Hodson,- whom it was known was favourably disposed to the Company and the project,- failed to obtain from the Colonial Office terms for the purchase and tenure of the land for a slipway that could be for one moment entertained. Up to now there has been no modification whatever of the conditions laid down in their letter of 3rd November 1927 agreeing to the sale of the site "at a nominal rental for twenty one years". It was obviously unthinkable that the Company would incur the heavy outlay entailed on any condition other than a complete freehold. The other terms relative to the slipping of the "William Scoresby" "fully loaded" could, without doubt, have been met.

However, the Board in its desire to support your views to the fullest extent possible is prepared to consider the sale of the dock if it can be arranged without undue loss and trusts in that event to your being able to obtain the necessary permission to purchase the slipway site on acceptable conditions. It is

perhaps possible that were a fresh appeal now made to the Colonial Office by Governor Hodson, satisfactory terms could be obtained. Following, therefore, the exchange of cables with you on these lines, every effort is being made to find a buyer for the dock as it stands erected in the yard of Messrs. Swan Hunter & Wigham Richardson Ltd. at Wallsend-on-Tyne, and should anything in this direction eventuate, you will be advised by cable immediately.

Meanwhile, the position is a difficult one for the reason that if the dock is not sold and has ultimately to be shipped out, say, within the next three months, it is necessary to make the shipping arrangements very soon and also to cable you particulars of the timber required in connection with the erection and launching. This timber could be bought at Punta Arenas at a third of the U.K. cost, and the proposed trip of the s.s. "Falkland" to that port, referred to in your cable of 12th June, would provide an excellent opportunity.

Mr. Thomson is of opinion, from information we have been able to give him, that if the slipway in the West Yard can be utilised for the construction and launching of the four pontoons separately, it will prove a great economy. These pontoons are 61'-3" long by 37'-6", and draw, when light, under 2 feet. The work of erecting the sides would be done afloat. This is Mr. Thomson's general idea after consultation with Messrs. Swan Hunter.

If the dock goes we purpose sending four experienced riveters and also a compressor to drive six hammers.

Referring to the suggestion in your cable of 10th June that an endeavour should be made to come to a definite understanding with the Association of Norwegian Whaling Companies with regard to getting the repair work of their catchers, it is not possible to do more than has already been done in this connection. For some time past we have been in the closest touch, not only with the Companies, but also with the principal

insurance men, both in Norway and here, who have to pay the repair bills. We have the assurance from them all that, provided the work can be done satisfactorily in Stanley, and at less cost than at Montevideo, they would be only too glad to send their vessels to Stanley in preference. Their experience of exorbitant changes has been ruinous. The Underwriters told us that notwithstanding that some catchers are repaired at South Georgia floating dock, the business still going to Montevideo is enormous.

Enclosed will be found a schedule of the prices quoted in competition there. They speak for themselves, being generally about 300 per cent in excess of similar work in this country.

I also send you copy of a letter from The Southern Whaling & Sealing Company, of 17th November, 1928 which gives the price charged for actual docking and undocking. With this information to work to a schedule of prices can be drawn up at some future date.

18. 699.6. 700.4. The prospective trip of the s.s. "Falkland" to South Georgia for drums is very good news indeed, and the freight indicated would be eminently satisfactory. We understand from Mr. Felton that there is a very big stock of drums there offering at 12/6 f.o.b. If this is so, we trust further voyages of the "Falkland" will be called for later. This would appear to be a more desirable business than the making of the drums, suggested in 1308.4.

You will have seen from our cable of the 6th May that as regards insurance the "Falkland" is at liberty to go anywhere; the only stipulation made in the policies is that she is 'employed on the Company's business". If any suggestion arose of her being chartered - which is most unlikely - the Underwriters would need to be advised.

19. 699.7. A new agreement will be made with Mr.H.C.Harding and a copy sent you later.

20. 699.8. So far I do not appear to have any reference to

Mr. Honeyman in Mr. Slaughter's letters.

21. 700.2. I have to thank you for the inventory of the Company's property in the Manager's House and note that the others mentioned will follow later.

22. 700.6. The Board will raise no objection to Capt. Roberts accepting the appointment referred to.

23. The insurance of the "Afterglow" could not be closed until Mr. Felton's arrival and information required by Underwriters could be obtained. As advised in the cable sent you on the 6th instant, this has now been closed for £2500 at 5% for 12 months with cancelling clause on f.p.a. terms absolutely. This is more particularly defined in copy of letter, dated 30th May, to Mr. Felton herewith. The catch is covered under a separate policy for £100 for 6 months. Copy of both Cover Notes enclosed.

The insurance of everything connected with this Seal and Whale Oil business is in a peculiar position. Whereas in almost every case of marine insurance on vessels or produce the lead is obtained at Lloyds, this business is centred in the A/S Sjoforsikringsselskap of Tonsberg. They take out annually a cover of over £2,000,000 on vessel and oil and take a fairly large line themselves, and place the balance, which is after all the bulk of it, in London through Messrs. Morice Tozer & Beck Ltd. It follows that for a comparatively small business like the F.I.& D. Sealing Company, they can often lead and get the cover at a lower rate than we could obtain in London. In these circumstances, as stated in 1308.6., the Sealing Company would be well advised to do their insurances through Mr. H.Moen Andersen direct as was done in the renewal of the policies of the "Afterglow".

24. Following remarks in 1309.2, several cables have been exchanged relative to the replacement of the piston of the Gardner 5 M.V. engine, and it is now understood that the correct size required is 7½". This is being sent by this opportunity.

25. 700.10. The case of Mr. Miller has been taken up with the Pacific Steam Navigation Company, and they have refunded £7 which sum will be credited out in account.

26. 700.11. The "Shipbuilding and Shipping Record" shall be sent to you as requested.

27. Copies of the following letters from the Admiralty are enclosed to which we would ask your attention:-

5th June, 1929. Relative to incomplete returns rendered for quarter 31st March and vouchers required for delivery to "William Scoresby".

20th June, 1929. Notice of intention to replenish Oil in October.

28. Messrs. Bain's plan No. E 671.L of 20/6/29, showing the construction of the proposed roof of the new retail Store, has just come to hand and is enclosed herewith. Please check the measurements and wire if your amendment to the size - cable of 10th June - has been correctly interpreted.

If you wish doors and side windows supplied, please advise sizes by cable and quotations can be obtained. Messrs. Bain & Co. suggest iron framed windows 7' 3" x 6' 2" with "hopper" top ventilators.

29. No award has yet been given by the Arbitrator in the case of the dispute re Seal Oil. Mr. Felton is being kept closely posted of the position.

Yours faithfully,

E. B. Godward.

Managing Director.

P R E C I S.

DESPATCH NO. 1311, PER M.V."LAUTARO" DATED 10TH JULY, 1929.

1 Acknowledges No.701.

2 Approves employment of local labour in Store.

3 Seal Oil - Still awaiting Arbitrator's Award - Contract for 750 drums cancelled at 3/- per drum.

4 Bookkeeper and Storekeeper for Camp sailing this opportunity.

5 s.s."Falkland's" programme noted - Board pleased with South Georgia trip to pick up drums. Copies of vessel's insurance policies enclosed.

6 Maclean & Stapledon confirm your appointment as Consul for Uruguay.

7 Acknowledges copy of Bye Laws of Board of Health. Remarks re Slaughter House noted.

8 New Petrol Shed covered for insurance.

9 Anson Stables - Notes Pitch Pine useless for framing of New Store.

10 Obtaining information regarding flooring for New Retail Store.

11 Fitzroy North property.

12 Appointment of Lloyds Surveyor for Stanley.

13 Non-collection of fees for carrying local mails.

14 P.S.N.C. service - Discusses and advises action taken this end with Kosmos Line. Transhipment at Montevideo.

15 Regulations re stationary boilers - obtaining information.

16 Company not carrying materials for jetties free of freight

17 Royal Insurance Company tranferring Agency into Company's name.

18 Copy of "Falkland's" Club rules enclosed.

19 Endeavouring to arrange for cables from London to be sent via Bergen Radio.

20 Letter from Admiralty enclosed re spare tubes for Oil Fuel Depot.

21 Faulty Hides per "Loreto".

22 Literature attached regarding "SIKA" compound for waterproofing cement.

23 Increase of Store Sales most promising.

24 Encloses illustrations of unclimbable fencing - Asks for particulars of requirements for East and West Jetties.

25 Agrees interpretation of Mr.Matthew's agreement.

26 Seal and Sea Lion Skins.

27 s.s."Falkland" - Voyage to Montevideo - Mail subsidy of £350.
Coastal rates - encloses circular letter dated 16th July 1926 on the subject.

28 "Falkland's" trip to Punta Arenas - timber required for launching Floating Dock.

29 Sale of Floating Dock placed in hands of John Kilgour & Co.

30 Mr.Vincent to retain fee of £20 for work in connection with Alex.Greenshield's Estate.

31 Copy of Admiralty letter dated 16th July enclosed re Naval Fuel Depot.

32 Insurance effected on drums shipped per "Falkland" from South Georgia to Port Albemarle.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per m.v. "LAUTARO"

No 1311.

18th July, 1929.

Dear Sir,

I have to acknowledge receipt of your Despatch No.701 of the 31st May.

2. 701.2. As stated in previous despatches, the view held here is that you have done wisely in deciding to give the local labour every chance before replacing with men from home.

3. 701.8/9. The award of the Arbitrator in the dispute in respect of the sale of Seal Oil is still awaited. A mass of evidence has been called for by him, both from here and Copenhagen, and his decision cannot be much longer delayed.

Following the cables exchanged, the cancelment of the balance of contract,- 750 drums,- for shipment per "Lautaro", has been arranged at 3s/- per barrel.

4. 701.10. Further to remarks in No. 1309.1, Mr. J.T.Wood, Book-keeper and Storekeeper for Darwin, sails by this opportunity.

5. 701.11. The movements of steamers, particularly the programme made out for the "Falkland", have been read with much interest. The Board is pleased to note that so much is being done to give the steamer as much freight outwards as possible. This is a matter to which too little regard has been paid in the past. Doubtless you will have seen from previous correspondence that the finding of employment for her in the off season has been constantly urged. It is therefore particularly gratifying to learn from your cable of the 3rd instant that the vessel left on that day for South Georgia to pick up a cargo of empty drums. The Board will be very interested to hear from you what the prospects are for a continuation of that business. Mr. Felton informs us that there is a very large accumulation of drums there available for purchase by the Sealing Company. We shall be glad to have your confirmation of this.

L.W.H. Young, Esq.,
Manager,
Port Stanley.

Copies of the "Falkland"s current insurance policies are enclosed.

6. 701.12. Confirmation of your appointment as Consul for Uruguay has been received from Messrs. Maclean & Stapledon.

7. 701.13. The copy of the Bye-Laws (13th March, 1928) is to hand, and your remarks re the proposed new Slaughter House are noted.

8. 701.14. The valuations given for insurance cover in connection with the New Petrol Shed have been adopted and put forward.

9. 701.15. In connection with the property at Anson to which you refer, Mr. W.M. Dean having reported that the Stables,- for which no future use can be seen,- were constructed throughout of very good pitch pine, it was decided to cable you on the 1st inst. asking you to consider to what extent the timber could be made use of in the construction of the New Retail Store. It is noted from your reply of the 3rd that you do not consider this wood suitable for framing as the Sandy Point proportion has been damaged in dismantling.

10. 701.18. Information is being obtained as to the costs etc. of composition and rubber flooring suitable for the Retail Store. The matter will be referred to later.

11. 701.19. The question of the proposed purchase of Fitzroy North was fully dealt with in my No.1310.14.

12. 701.20. So far as Lloyds Registry is concerned, it has always in the past readily agreed to allow any independent suitable man such as the Colonial Engineer or the Engineers of any of H.M. vessels or the Pacific Company to act as Surveyor on its behalf, and there is no apparent reason why the Norwegian Societies should not be agreeable to adopt the same course. The fact is the Underwriters for whose protection these Societies exist have been so severely stung by charges on the Coast that there is little doubt that when it is shown that the work can be done more economically in Stanley, it will be to

their direct interest to appoint a Surveyor there.

13. 701.21. The neglect to collect from the Government the sums referred to in respect of postal services is only another instance of the slackness of past administration.

14. 701.23. Dissatisfaction with the service afforded by the P.S.N.C. is by no means confined to the Governor. A perusal of despatches out and home written since the opening of the Panama Canal will show you that this feeling was permanently established long ago. Their freight rates are certainly high, but when it is considered that these are only 5s/- per ton above those current from Punta Arenas,- for infinitely larger quantities of wool, than the Falkland Islands have to ship,- it is questionable whether thay can be regarded as unduly so. As regards outward freight, by cargo boat, the 55s/- per ton all round compares favourably with rates by all the established Lines to Montevideo.

Their passage rates are, like most other Lines to-day, extremely high & the service they afford the Islands is most unsatisfactory.

You refer to approaching the Kosmos Line. This we actually did a short time ago, and copies of letters exchanged in April and May last with that Company will show you that at present there is little hope of securing their assistance.

In any case, under existing arrangements between them and the Conference, they agree not to load at an English port outwards, which cuts out any possibility of shipping our stores. Moreover, excepting in the Punta Arenas wool season, they send their vessels fortnightly to that port and homeward via Valparaiso and Panama. A further trouble is that they are merely cargo boats with little or no passenger accommodation.

It is very interesting to hear that you consider the extension of the Company's service to Montevideo, with transhipment of cargo and mails there, may offer a solution of the difficulties.

It is a matter which I discussed with Mr. Stapledon when in that port last March, and I send you herewith copy of letter from him on the subject which has only come to hand within the last few days. There certainly would be no difficulty with the Uruguayan Government; it would welcome the trade. The scheme, if it could be worked out, would have the great advantage of finding practically full employment for our steamer all the year, and this should certainly tend to reduce the working costs.

The scheme appears to resolve itself into two important points.

1. Can regular tonnage for wool, etc. - for London - be secured from Montevideo at rates sufficiently lower than now being paid the P.S.N.C. to leave a payable freight for the Company's extended service, and after paying transhipment charges?
2. Can fairly regular outward tonnage be obtained from any suitable shipping port in the U.K for our stores at rates which, after paying transhipment charges and freight to our steamer, will, together, be no higher than the 55s/- per ton paid by P.S.N.C.cargo boat?

As indicated above, the prospect of shipping our stores by any of the regular Lines to M.V. must be ruled out, and tramp tonnage would be the alternative.

With regard to passengers, this scheme would give them the choice of the several Lines leaving the Plate and Montevideo.

Messrs. Maclean & Stapledon are collecting further information relative to No.1. above and enquiries are being made here as to No.2.

Meanwhile, your discussion of the subject with the Governor is heartily approved and your further views on the whole matter will be valued.

As regards the Company's charges for freight,

landing, etc., there is no question that they are regarded as high by many who may overlook the fact that the circumstances existing in the Islands make this inevitable. The capital employed in necessary craft of all sorts is very large and probably double the quantity of cargo tonnage could be handled by it and the costs of operating proportionately reduced, but where is the extra tonnage to come from? It does not exist.

I know of no better answer to those who complain of the Company's high charges than to say that it is as deeply concerned as any that the operations in question should be performed at the lowest possible cost and that although it has debited itself for these at exactly the same rates as charged to all others, the accounts have not provided sufficient profit to cover interest on capital employed and depreciation. If, as the Board anticipates, under your able management this can be rectified, it will be only too pleased to see the charges reduced although owing to the increased expense resultant on the introduction of the eight hour day, it is appreciated that your task will be difficult.

15. 701.24. The Board of Trade regulations re periodical survey of boilers and hydraulic machinery will be obtained and sent you.

16. 701.25. The suggestion that the Company was prepared to convey the materials for jetties free of freight is entirely without foundation. The case of Chartres referred to was not done with the Board's knowledge or consent.

17. 701.27. We have arranged with the Royal Insurance Company to transfer their Agency into the name of the Company. A new Power of Attorney will be sent later.

18. 701.29. Copy of the s.s."Falkland's" Club Rules is enclosed.

19. 701.30. The matter of sending cables from here via Bergen is being taken up with the Bergen Radio Office. Correspondence enclosed.

20. Attached please find copy of letter from the Admiralty, dated 10th July, in which they advise that a quantity of spare tubes and a tube expander are being shipped to the oil fuel depot, Port Stanley, in an Admiralty Oiler expected to leave U.K. end of August. These spares are to be added to the inventory.

21. With reference to the shipment of "S" 39 Hides by the "Loreto" from Stanley in March last, the Brokers have written us as per copy of their letter enclosed. Please go into the matter and endeavour to trace whether the fault lies with the way in which the hides were handled in Stanley. Failing that, please refer the matter to the Camp Manager and ask him to send us his report on same.

22. Herewith we send you some pamphlets and literature relative to a compound called "SIKA". It is, we are satisfied, the most perfect substance yet produced for either mixing with concrete or to put direct on a concrete wall to make it thoroughly waterproof. I took the opportunity of going with Mr. Thomson, our Engineer, to see the demonstrations and undoubtedly all was achieved that was claimed for it. A copy of their letter of 27th June with quotations is enclosed. It occurs to us it might be useful for waterproofing the concrete pits in connection with the wool presses.

Yours faithfully,

E. B. Sonnard.

Managing Director.

23. Your monthly cable giving particulars of the total sales from the Retail and Millinery Stores are being watched with the closest interest; the increase for the months of April and May are distinctly promising.

24. Enclosed will be found illustrations of unclimbable iron fencing for erection in such places as you find necessary to prevent the Stanley public from invading

the East and West Jetties as in the past. Please indent for the number of feet required and say what dimensions the gates should be.

25. 701.16. Your interpretation of the clause in Mr. Matthew's agreement is quite correct.

26. With regard to the cabled enquiry for an offer for the season's sealskins, estimated at 5000 at 25s/- each, it was necessary, before anything could be done, to know approximately the average weight of the skins. In your cable of 1st July this was given as 35 lbs. This information clashed with that supplied by Mr. G.J. Felton. He stated that the catch would consist almost exclusively of sea lion skins of much heavier weight. At his request we cabled you "we mean sea lion skins not fur" which was rather a badly worded message, but your reply is clearly to the effect that large sea lion skins will weigh 90 lbs and smaller ones 45 lbs. These details have been passed on to the Brokers, and we hope to be able to cable you within a day or so the best offer obtainable, although any such offer must obviously be subject to the condition on arrival here being satisfactory.

27. The news contained in your letter of 3rd July, reading "Have arranged voyage "Falkland" to Montevideo sailing hence 31st August Government paying £350 mail good prospects cargo seal oil etc." is particularly pleasing, especially the fact that you have obtained a mail subsidy for the voyage. The Board feels very strongly that had the Company's interests been cared for at the time as they should have been, the whole of the work being done by the "Fleurus" to Montevideo and back might have been secured for the "Falkland".

With further reference to the high coastal rates charged by the "Falkland", referred to in a previous paragraph, I would call your attention to a circular letter, dated London 16th July, 1926, copy enclosed, issued at the

time to all clients emphasising the point that they were having the benefit of a service which for four years had been run at bare cost.

28. In view of the proposed trip of the "Falkland" to Punta Arenas shortly, and the fact that she is unlikely to be going there again for some time, a cable was sent you on the 28th June, reading "Referring to your telegram 12th Floating Dock no sale effected yet, prospects doubtful, if ultimately sent following timber required 50 pieces 15 ft. 9" x 9" 12 pieces 18 ft. 6" x 6" 130 feet 9" x 6" short lengths recommend ordering Punta Arenas".

29. There is nothing definite to report as to the sale of the Floating Dock. The matter has been placed in the hands of John Kilgour & Co., one of the leading and most active Ship Brokers in this City. They are broadcasting particulars to all countries and amongst others,- following on the suggestion in your cable of 8th July,- to Messrs. Maclean & Stapledon, Montevideo. Should a sale be effected you will be advised immediately by cable.

30. The Board has approved of Mr. Vincent retaining the fee of £20 charged by him for his services in settling up the Estate of Alexander Greenshields.

31. Enclosed please find copy of letter from the Admiralty, dated 16th July, regarding repairs sanctioned in connection with the Oil Fuel Depot. They also call for a report from you on the condition of the main 300 tons reservoir.

32. Since writing paragraph 5 we have received your cable reading "Insure f.p.a. 701 drums 2 digesters £1400 South Georgia Albemarle per s.s."Falkland". The insurance has accordingly been effected.

100

Enclosures per Supplementary Mail per "Almanzora".

1 Copy of Cablegrams sent dated 28th June 1st.& 3rd July

2 Copy of Cablegrams received dated 27th.29th June 1st.3rd. 8th.12th.& 15th July.

3 Du Croz Doxat & Co's Wool market reports dated 9th July

4 Wool Landing Certificates:-

Z	147 bales	Wool	ex "Loreto"
Heart	99	,,	,,
W K C	208	,,	,,
J L W	261	,,	,,
J G	124	,,	,,
J G	122	,,	,,

5 Four Blue Prints of Packe Brothers & Co's Bungalow shipped per "Lautaro" (not numbered)

6 Copy of Letter from Idris & Co.dated 30th May re Sole Agency for the Falkland Islands.

7 General Invoice - Stores per S S"Lautaro"

8 List of General Cargo per s s "Lautaro"

9 Remarks on Stores

10 Account Current dated 18th July and vouchers.

11 Remarks on Accounts.

12 £72 . 10/- Falkland Islands Notes (see debit in Account Current

13 Specimen copies of S.S.Falkland" Insurance Policies.

14 Copy of letter from the Admiralty dated 10th July.

15 Copy of letter from the Admiralty dated 16th July.

16 Copy of our letter to the Bergen Radio Office dated 4th & their replies of 9th & 15th July.

17 Copy of letters to the Kosmos Steamship Co.dated 10th April and their replies of 25th April & 2nd May.

18 Copy of letter from Maclean & Stapledon dated 1st June.

19 Copy of letter from Wm.Bain & Co.dated 1st July.

20 Copy of letter from Sika,Ltd.dated 27th June snd illustrated pamphlets &c.&c.attached.

21 Copy of Circular letter dated 16th july 1926 re Coastwise Service.

22. Copy of letter to T.G.Slaughter dated 18th July.

23 Additions to Bentley's Code.

24 Copy of letter from Anning & Cobb dated 21st June

LONDON 18th JULY, 1929.

P R E C I S

DESPATCH NO. 1312 PER "STUARTSTON" DATED 7TH AUGUST, 1929.

1. Regulations regarding survey of stationary boilers.
2. Shipment per "Ballena".
3. Company appointed Sole Agents in Colony for Messrs. C. & E. Morton Ltd.
4. Seal Oil ex "Magellan" - Arbitration Award.
5. Power of Attorney from Royal Insurance Company enclosed.
6. Mr. Langdon's agreement renewed for 5 years at £500 p.a.
7. Filing of correspondence on Farm Sections.
8. Seal Skins.
9. Mate of "Falkland" leaving - Trying to obtain Norwegian successor.
10. Letter from Admiralty re boilers and steam crane enclosed.
11. New Retail Store - Composition for flooring to be sent. Contract for roof placed with Wm.Bain & Co.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per "STUARTSTAR" via Montevideo

No 1312.

7th August, 1929.

Dear Sir,

701.24. We are informed by the Board of Trade that it makes no regulations as regards periodical surveys of boilers, etc. such as you refer to. Here, these would come under the Factory Act, 1901 (copy herewith). A copy of letter from the Home Office of 19th July on the subject is enclosed.

2. I have to acknowledge receipt of your cable of the 23rd July advising the very satisfactory shipment of produce by the "Ballena".

3. It has recently been represented to Messrs. C. & E. Morton Ltd. that in view of the large amount of business we give them annually in comparison with what they obtain from small storekeepers in Stanley, it is unsatisfactory to us that the latter should be supplied on the same terms. It has now been arranged that the Company be appointed their Sole Agents on the terms of their letter of 9th July - copy enclosed. Under this we receive from 1st July, 1929, 5% on goods bought bearing their label and 1% on others, with an overriding commission at the same rates on goods supplied outside the Company.

4. Alluding to remarks in 1307.20 and 1310.29, I am now able to advise that the Arbitration Award in connection with the claim put forward by buyers of the Seal Oil ex "Magellan" has been given, and a copy of same is enclosed herewith. It is much to be regretted that on the three points of reference, viz. quality, packages and tares, the decision has gone against us. As regards the award as to quality, it amounts to only 5s/- per ton, and is of minor importance, but the allowance made in respect of drums, instead of barrels as stated in the contract

L.W.H. Young, Esq.,

Manager,

Port Stanley.

of sale, emphasises the importance of knowing exactly what the containers are for each shipment before a contract can be made in future. This point will be very closely guarded. The Account Sales for the consignment are forwarded herewith. The weights shown in the Account Sales are supported by official weight notes in our possession.

5. Referring to remarks in 1311.17, enclosed please find Power of Attorney from the Royal Insurance Company to the Falkland Islands Company, together with letter of 25th July relative to the Agency.

6. Please advise Mr. Langdon that the Board has sanctioned the renewal of his Agreement for five years, at a salary of £500 per annum. The form of agreement, in triplicate, will be found herewith. Please have same completed.

7. Mr. W.M. Dean has reported that he found the correspondence and other statistical papers on the several farm sections kept in rather a state of confusion. If you have any files on hand that will suit the purpose, please supply them, or failing that they can be sent from here if we know what is wanted.

8. In continuation of advices in para.26 of 1311 it has been found impossible to obtain a definite offer for the Seal Skins pending the receipt of a sample. The fact is that only recently has a use been found for hair seal skins and those interested naturally wish to see the type and condition of the goods coming from a new source of supply before bidding a price. In these circumstances a cable was sent recommending that until the results of the sale of the sample shipment,- which we note is on the "Ballena",- are ascertained, it is not advisable for the Sealing Company to go on curing them.

9. Your cable of the 25th July is to hand advising that the Mate of the s.s. "Falkland" is leaving. The matter is receiving attention and we have already communicated with the Captain of the "Southern Empress" as suggested and are

awaiting his reply.

Yours faithfully,

C. A. Edwards

Managing Director.

10. Enclosed please find copy of letter from the Admiralty dated 2nd August advising that they do not approve of anything being done towards re-housing the boilers and the 1½ ton steam crane. With regard to their enquiry No.2, please advise whether the steam crane is worth making an offer for and if so, how much. It is assumed the locomotives would be useless.

11. With regard to the flooring for the New Retail Store, we have exchanged telegrams on the subject to the effect that we have now had submitted to us a composition flooring, named Dolomont, which, both from the experience of our friends and the cost, we consider likely to fill your requirements better than timber. Sufficient for the whole of the flooring will be shipped by the "Orita" and full instructions sent as to mixing and laying.

The contract for the roof, as per the drawing sent you, has been entered into and it, together with the complete counter and the glass for the windows, will be forwarded in the "Orita".

ENCLOSURES PER "STUARTSTAR" VIA MONTEVIDEO.

Originals.

1 Copy of Cablegrams sent dated 22nd, 24th, 25th & 31st July, 1st & 7th August.

2 Copy of Cablegrams received dated 23rd, 25th, 27th & 31st July and 2nd August.

3 Jacomb Hoare & Co's Wool Market Report dated 26rd July.

4 Copy of letter from Royal Insurance Co. dated 25th July and Power of Attorney attached.

5 Copy of letter to Dr. E.A. Wilson dated 1st August, 1929.

6 Copy of letters from C. & H. Morton Ltd., dated 9th and 23rd July, 1929.

7 Du Croz Doxat & Co's Wool Market Report dated 23rd July.

8 Copy of letter from the Home Office dated 19th July, 1929 and Factory and Workshop Act 1901 attached

9 Mr. Langdon's agreement, in triplicate, for completion.

10 Remarks on Stores.

11 Account Current dated 7th August, and vouchers.

12 £18.10.0. Falkland Islands Notes, see debit in Account.

13 Copy of letter from Admiralty dated 2nd August, 1929.

LONDON, 7th AUGUST, 1929.

P R E C I S

Despatch No. 1313 per "Avelona Star", dated 14th August, 1929.

1 Seal Oil - "Ballena" cargo sold £26.10.0. per ton Advisable to sell forward proposed shipment via Montevideo.

2 Camp teachers. Mr. Honeyman being asked if he wished to return. Hope to secure additional teacher.

3 Floating Dock not yet sold.

4 Mutilated cable.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per "AVELONA STAR" via Montevideo.

No. 1313.

14th August, 1929

Dear Sir,

You will have gathered from cables exchanged that the market for Seal Oil is down and so far as the Brokers can see, there is not much likelihood of any improvement in the near future. In these circumstances they strongly recommended the sale of the parcel per the "Ballena" on the basis of £26.10.0. per ton, packages included, c.i.f. Glasgow, and a contract as per copy enclosed has since been completed on these lines. As advised in our message, the freight and charges to be met in respect of the shipment from London to Glasgow may be taken at 30/- per ton, but incidentally we may say we hope to be able to do better.

The question of selling this Oil "packages excluded" is not feasible and, in fact, if the contract were completed on these lines with any of the continental buyers,- and they are in the majority,- the drums would be of little value to the Sealing Company when empty at a foreign port owing to the difficulty and cost of freighting them back to the Islands.

With regard to the further proposed shipment of 200 tons by the "Falkland" via Montevideo, it is certainly most desirable to sell forward as the Brokers advise that the tendency of the market is downward for all oils. We shall cable in this connection probably tomorrow.

We are looking forward with interest to the receipt of the Seal Skins in the "Ballena", and are glad to note that a further sample shipment is being made by the "Falkland" via Montevideo. This will enable the Brokers to bring the matter before an additional circle of likely buyers.

L.W.H. Young, Esq.,

Manager,

Port Stanley.

No. 1313. 14th August, 1929. - 2 -

2. It is noted from your message of 9th August that Mr. Slaughter would like Mr. Honeyman back if still single. We have advised him of this but up to the time of writing do not know his decision. We hope to secure an additional teacher in time for despatch by the "Orita".

3. Notwithstanding every endeavour, we have so far not been successful in effecting a sale of the Floating Dock although Messrs. Johan Rasmussen & Co. are still considering the purchase, probably for South Georgia.

4. Your cable of 31st July about sundry matters arrived not only mutilated, but the sequence of the words had been entirely changed by some extraordinary mishap in course of transmission, and we accordingly asked you to redraft a portion. Subsequently, however, the matter was to some extent straightened out by the Post Office as you will see from the forms of confirmation sent.

Yours faithfully,

C. A. Edwards

Managing Director.

Enclosures per"Avelona Star" via Montevideo.

1 Copy of Cablegram sent dated 8th.& 9th August.

2 Copy of Cablegrams received dated7th.8th.9th.& 12th August.

3 Account Current and vouchers dated 14th August.

4 Remarks on Accounts½

5 Copy of Contract for Seal Oil afloat per S.S "ballena"

6 Remarks on Stores.

London 14th August,1928

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 15th August, 1929

Per via Montevideo

No 1314.

Received 25 SEP 1929

Answered

Dear Sir,

In continuation of paragraph 7 Despatch 1312, please advise Mr. Langdon that the Board is prepared to accede to his wish to come home next season and is prepared to defray the cost of passage money of himself and wife.

2. Referring to 1313 para 1, we have cabled to-day informing you that, subject to immediate reply, we have an offer of £26. 10. 0. c.i.f. Glasgow for 200 tons of Seal Oil,- drums included, shipment from Stanley in September via Montevideo, and further advising that the market for oil,- and in fact most other things,- has a downward tendency (attributable in some measure to the high Bank Rate) and that in our opinion it is very desirable to sell ahead. With this offer before you it will doubtless occur to you to see whether Messrs. Maclean and Stapledon could not quote a rate for delivery from Montevideo to Glasgow on the same terms as London, in which case the transhipment charges from London to Glasgow could be saved.

3. Copies of letters which have been exchanged with Messrs. Maclean & Stapledon relative to the possibility of transhipping our Wool at Montevideo if taken there by the "Falkland" are enclosed herewith, and will put you in possession of all the information we have so far obtained.

The letter of 25th July only arrived this morning, and there has not been sufficient time to go closely into the matter, but the rate they indicate for Wool from Montevideo to London,- 20/- per 40 cu.ft.,- works out on the Company's average bale weighing, say, 6. 1. 4, 38/9d per ton. Deducting this from the

L.W.H. Young, Esq.,

Manager,

Port Stanley.

No. 1314. 15th August, 1929.

P.S.N.C. contract rate of £5. 10. 0, there remains a margin of £3. 11. 3 out of which th pay for transhipment charges which, until we have had some experience are rather an uncertain amount, and an extra freight for the "Falkland" for the trip. It is realised that the "Falkland" could not carry the whole of the output from the Islands, but I quite think it might be arranged with the Shaw Savill and/or the Commonwealth and Dominion Line to come into Port Stanley for a reasonable quantity of say 1000 Bales.

As regards the outward cargoes of stores, as previously advised you, the rates per the regular liners to Montevideo show us no saving on the present 55/- per ton all round paid per the P.S.N.C. cargo boats for delivery in Stanley. Further enquiries will be made with a view to seeing if it is possible to obtain opportunities for shipment of our outward stores by tramp steamers to Montevideo at a rate sufficiently lower than the P.S.N.C.55/- above quoted to leave the "Falkland" a remunerative freight on the goods down to Stanley. The probability of achieving this is, I fear, not very bright, but I will write you again on the subject later.

The data sent you herewith will enable you to consider the matter further. Please go into the question as to the number of voyages the "Falkland" would be able to make in the course of a year after collecting the produce from all the ports. With this information the New Zealand Lines referred to above could be approached with regard to lifting the remaining quantity in Stanley.

Yours faithfully,

E. B. Leonard

Managing Director.

P R E C I S

Despatch No. 1314, dated 15th August, 1929 via Montevideo.

1 Leave for next season granted to Mr. Langdon.

2 Seal Oil - Offer of £26.10.0.per ton c.i.f.Glasgow.

3 Transhipment of Wool and Stores via Montevideo - Encloses correspondence with Maclean & Stapledon. Asks how many voyages "Falkland" could make to Montevideo during year.

P R E C I S.

DESPATCH NO. 1315 PER S.S."ORITA" DATED 18TH SEPTEMBER, 1929.

Indexed

1 Acknowledges 702 and 703.

2 Retail Store - Supervisor.
A.Brown - going as labourer - has had store counter experience.
Not engaging married couple for Millinery Dept.at present.

3 Not desirable while "Falkland" is freighting from South Georgia to carry on at present with question of making drums in Stanley for Seal Oil.

4 Sale of salt to Sealing Company noted.
Seal Skins - "Ballena" samples useless - pupp fur skins worth about 15s/- each.

5. McNicoll returning "Orita" - Position under Engineer.

6 Glad old drums have been sold.

7 702.12 noted.

8 Menendez Behety position in Islands.
s.s."Falkland")
"Gwendolin")discusses freight and position.

Transhipment at Montevideo.

9 702.15. Will be referred to later.

10 Board pleased with supervision of Store Dept.

11 Sale of telephone line to J.R. Robson noted.

12 Uruguayan Consulate.

13 New Retail Store - Progress noted - composition flooring being shipped - Roof to be shipped "Laguna".

14 Stone from Sparrow Cove.

15 Anson stable timber for wholesale store.
Reference to "J.P.Smith" not quite clear.

16 Floating Dock will be referred to later.

17 702.25. remarks noted.

18 "Fennia" - bringing nearer in.

19 Values of coal and Crown Patent Fuel.

20 Charges for hire of "Kelp" approved.

21 Approve plan of sending Carpenter per "Falkland" to P.A. to select timber.

22 Stanley Arms - Asks for views as to Company running Hostel or boarding house.

23 Scrap lead and copper ex "Ballena" will be sold.

24 Store organisation - Loose leaf ledger sheets going this mail.

25 Plans of store buildings to hand.

26 Cables - no progress made with Post Office. Intend asking Moen-Andersen Tonsberg to act as intermediary.

27 Particulars of Winget Concrete Block machine enclosed.

28 Coasting freights - no reduction can be contemplated; suggested fare reductions approved.

29 Recovery of arrears for landing mails.

30 Taxation on lighters, &c.
Advises interview with Board of Trade regarding ocean and coastal service.

31 Employment of "Falkland" for carrying seal oil.
Mail subsidy obtained.

32 702.42. Proposal approved.

33 Notes termination of Matthews services as Chief Officer of "Falkland" - trying to get Norwegian.

33a Claim for damage to "Falkland's" scows will be put forward when received.

34 Approve of meeting Mr.Hansen in matter of charges.

35 Notes Government Lighting Scheme dropped - Sending Plenty-Still estimate for plant suggested.
Notes Canning Works outfit not suitable.

36 Position of North Arm Wool Shed noted.

37 Public Baths and Gymnasium. Agree waste of money - Company not selling Church Green plot.

38 Board will give decision re selling land in Stanley later.

39 Conveyances of sale of land to Crawford and A.Lellman signed and sealed.

40 "Fennia" - note anticipate no damage through dragging anchor.

41 Diversion of "Falkland" for case of illness approved.

42 Missing Spares - statement sent to Admiralty.

43 Stanley Engineer's House.

44 Roof and counter for new store going per "Laguna".

45 Floating Dock. Shipping per "Laguna".
Plant.
Riveters.
Insurance on Company's Underwriting A/c whilst under construction.

46 Employment of "Falkland".

47 Camp Teacher - Honeyman not returning.
Marshall Foggo engaged and sailing "Orita".

48 Oil Fuel Depot - Statements forwarded to Admiralty.

49 Transportation of materials from Anson.

50 Docking and painting "Falkland" at M.V.

51 Chief Storekeeper - Agree should come home only after working through complete year.
Question of employing Buying House.

Copy of Shuck's Back conversation

52 Damage of wool in "Great Britain" through rain water.
"Fennia" available as substitute bulk for produce.

53 Position in Millinery Store not suitable for Mr.Parmenster.

54 Labourers engaged and sailing "Orita".

55 F.I. & D. Sealing Co.Ltd. - Accounts
Assignment of Assets to Coy.
Oil ex "Ballena".

56 Proposed road to Wireless Station.

57 Working P.S.N.C. steamers.

58 Mr.Ole A. Tomelthy - Norwegian - engaged as Chief Officer "Falkland" - sailing "Orita".

59 Copy of Admiralty letter of 30th August enclosed.

60 Mr. John Jacques engaged as Wool Classer sailing "Orita".

61 Copy of new agreement with Mr.H.C.Harding enclosed.

62 Continuation of Para.56.

63 Land in Stanley - Approves suggestion to reserve site for Engineer's House.
Plots for turning out horses from Camp.

64 J. McNicoll and R. Finlayson to be allowed half pay whilst on leave.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per s.s. "ORITA"

No. 1315.

18th September, 1929.

Dear Sir,

I have to acknowledge receipt of your despatches Nos. 702 and 703.

2. 702.2. Your reference to the engagement of a man to act as superviser in the New Retail Store having since been cancelled by your cable message of 24th August, nothing is being done pending your further advices.

I would mention that one of the nine men engaged for the Farm navvy gang, and sailing by the "Orita", is Arthur S. Brown. He is the young man referred to in the last paragraph of my 1307.4. He has had considerable store and counter experience. Should you decide that he can be more usefully employed in the Stores, either in Stanley or the Camp, please arrange accordingly.

As the Millinery Department cannot be moved into the old West Store until early in the new year, nothing will be done meanwhile in the matter of engaging a married couple to take charge; when the time draws nearer please cable if you wish a couple sent out.

3. 702.4. Since writing 1308.4. on the subject of assembling drums for sale in Stanley, the satisfactory business of freighting them in the s.s. "Falkland" from South Georgia has developed. So long as that source of supply is available it would appear undesirable to do anything to disturb the arrangement.

4. 702.5. The sale of salt to the Sealing Company and the additional employment provided thereby for the s.s. "Falkland" is noted with much satisfaction.

L.W.H. Young, Esq.,
Manager,
Port Stanley.

No. 1315. 18th September, 1929. - 2 -

On the subject of seal skins there is nothing to add to paragraph 8 of 1312 except to say that the two casks ex "Ballena" have been inspected by Mr. Felton and our Brokers. They contain only very small pup hair seal skins weighing 10 to 14 lbs and these are practically worthless. Until the further sample of the heavy and light asked for in cable of 7th August comes to hand, no indication of value can be sent you. As advised you - cable 26th August - there is a moderate demand for pup fur skins probably at about 15s/- each. If this hair seal business should develop later, please note the skins had better be sent "booked" and not in casks as previously advised.

5. 702.10. 24. Your remarks are noted. McNicoll, who is returning by this opportunity, was written to on the subject of his future position coming under the Engineer. Copies of letters exchanged are enclosed.

6. 702.11. We are glad to hear you have effected a sale of the old drums on hand.

7. 702.12. Noted.

8. 702.14. 702.33. Messrs. Menendez Behety have been anxious to secure a footing in the Islands for many years past and Mr. Pole Evans of Port Howard and one or two others have certainly done all they can to encourage them. Apart from these few, however, there is little doubt that most of the other farmers are loyal to this Company. At the same time it is fully realised that our coasting freights are much too high and that the continuance of the "Falkland" under conditions that have hitherto obtained is not warranted. She is undoubtedly in the nature of a luxury, the cost of which falls most heavily on the Company, a fact which is usually entirely overlooked by critics.

The Board realised that the matter is receiving your serious attention and when in a few months time you have seen the completion of the season's working, it will welcome your views and recommendations.

The maintenance of a passenger carrying steamer such as the "Falkland" is less needed for the Company's work than for that from any other station, and if she is to meet the competition of a Government subsidised steamer such as the "Fleurus", it is a matter for serious consideration whether it would not be more profitable to replace her with an auxiliary schooner with a minimum of accommodation. At the same time it is realised that the results of the "Falkland's" working may be greatly changed by the economies you have effected and the extra employment you have been so successful in obtaining to South Georgia and Montevideo. The whole position will need to be thoroughly reviewed at the end of the year.

The successful operations of the "Gwendolin" - October 1928/January 1929, referred to in your 702.33, certainly indicate what this type of coasting vessel is capable of. I think you will find that the cost for freighting bales of wool on those voyages works out very much the same as if the "Falkland" had been employed. A schooner of more than double the "Gwendolin's" capacity should show a material reduction in the cost per ton of cargo carried and any idle time would be much less.

The suggested establishment of connection at Montevideo with the s.s. "Falkland" and transhipping of produce and stores there has been under further consideration. The statement herewith will show you the freights on stores by all the regular sailings to Montevideo and that the rates leave little or no margin out of which to pay the "Falkland" for the extra work she would do. In fact in several cases the rates are in excess of the 55s/- now paid by cargo boats to Stanley. This makes the proposal almost impossible in addition to which the Directors would not regard favourably the prospect of being obliged to make the voyage from Montevideo to Stanley in a vessel even twice the size of "Falkland".

However, the Board will appreciate your remarks on the matter and give them full consideration.

To return to the question of Menendez Behety, you may rest assured that the Board would never support the suggestion of sending its produce by their vessels for transhipment at Punta Arenas, and without the Company's tonnage it is extremely doubtful if any other shipping company would be prepared to collect it from the several stations where the quantities are small and the detention considerable. Further than this, as regards the passenger service, would the prospect of calling at all the Coast ports from San Julian to Buenos Aires be preferred to boarding the P.S.N.C. steamers direct for Montevideo and home?

9. 702.15. Will be referred to later.

10. 702.16.a. It is gratifying to the Board to learn that at last the supervision of the Store Department is alert and that an example was made of the man in the case referred to.

11. 702.17. The sale of the telephone line to J.R. Robson and the arrangement made for rental are noted.

12. 702.18. We are glad to hear that Messrs. Maclean & Stapledon have been successful in obtaining for you the Uruguayan Consulate.

13. New Retail Store.
702.19. Your remarks as to the progress of this building
703.5.26.
have been read with much interest; the photos too give a good idea of the work.

As advised in 1312. para.11, the composition "Dolomont" for the floor is being shipped in the "Orita", and the suppliers instructions for mixing and laying same are herewith. The quantity sent is sufficient to cover 110' x 42' half an inch thick. A small sample is enclosed.

Owing to the Scotch August holidays Messrs. Bain & Co. have found it impossible to get the roof finished for shipment by this opportunity. It will follow by the "Laguna" and the economy in shipment from Glasgow will compensate for the delay. Herewith please find two blue prints W/215/29 giving full details of above.

No. 1315. 18th September, 1929. -5-

14. 702.20. The arrangements made for obtaining stone from Sparrow Cove are excellent.

15. 702.22. The unsuitability of the Anson stable timber for the Retail Store is noted as also are your views as to utilising the building in connection with the Wholesale Store.

Your reference to the "J.P. Smith" and the use to which she is to be put is not quite clear; it is gathered from Remarks on Accounts - July - that the hulk has been sold. The proposal under consideration when I was in Stanley was to use her for the extension of the Goose Green Jetty. Was that idea dropped?

16. 702.23. Floating Dock. This matter will be referred to later.

17. 702.25. Remarks noted.

18. 702.26. 702.30. The bringing of the "Fennia" nearer in should certainly effect economy. We are glad to hear you were able to obtain the necessary permission.

Mr. Thomson's survey report on the boiler will be of interest to us; Mr. Peters's opinion was difficult to understand in view of the comparatively recent survey certificate in your office.

19. 702.27. The present current prices and relative calorific values of coal and Crown Patent fuel asked for are as given in a copy of letter dated 13th September from Messrs. Lambert Bros. Ltd.

20. 702.28. The new scale of charges for the hire of the "Kelp" and motor boats is certainly approved.

21. 702.29. Your plan for sending the "Falkland" to "Magallanes" for timber,- with the Chief Carpenter to pass same,- is a good one.

22. 702.31. Stanley Arms. The conditions of this building, the terms of the tenancy and the management, disclosed in your remarks, show a highly unsatisfactory state of affairs. The Board's views thereon will be given later. In the meantime I may say that clients of the Company have many times in the past appealed to the Board to erect a hostel or boarding house where they could put up and find more comfortable accommodation than

provided at present in the crowded boarding houses. It would appear opportune to consider this in connection with the rebuilding, and, if that is what you suggest, the complete taking over of the whole business. Your further views on the matter will be welcomed.

If you have not already done so, you can give Mrs. Wilson notice that her tenancy will be terminated unless business is confined strictly to the Company.

23. 702.32. The scrap lead and copper sent home per "Ballena" will be sold as soon as possible and credit sent you. The clearing up of the old wood cases is a distinctly good move.

24. 702.34. Store organisation. The remarks in your Despatch and your separate Memorandum on this subject have been read with the greatest interest and will be closely followed by the Board. The arrangements you have made are excellent and cannot but operate in the direction of systematic supervision and economy.

Your indent for loose leaf ledger sheets and for the various forms required was put in hand at once and the suppliers - Messrs. Sandle Bros. - have promised shipment by this opportunity.

25. 702.35. The plans, showing each store place separately numbered, are to hand. These will greatly simplify future references. The numbers will appear in the new fire insurance schedule to be taken out in January next.

26. 702.36. It has so far been found impossible to make any headway with our Home Authorities in getting them to accept radio messages via Bergen to Stanley although I am reliably informed that no practical difficulty whatever exists to prevent communications being maintained direct between the Government Rugby Station and the Falklands. Steps have been taken to bring the absurdity of the Government's inaction to the notice of the Press. In the meantime, we purpose asking Mr. Moen Andersen of Tonsberg if he will act, for a small fee, as our intermediary in

sending our messages to you via the Bergen route.

The tonnage of Company's and Clients' cargo shipped will be cabled you separately in future.

27. 702.37. Particulars and prices of the Winget Concrete Block Machine are enclosed.

28. 702.38. Until such time as the working of the coastal service leaves a reasonable return on the capital employed no reduction in freights can be contemplated. If the government, instead of subsidising a competing vessel, and a foreign owned and manned one at that, were to support to the utmost the "Falkland" that time might be brought nearer. The Company has not received as much as 5% interest on the capital employed in this branch of its business but has continued to carry it on merely for its own protection. Had it abandoned the coastal service and handed it over to others what guarantee was there that in two or three years time rates would not be far higher than at present. The Government and some clients fail to appreciate this point.

The alterations you suggest in the passenger fares are certainly called for and are approved.

29. 702.39. The recovery of arrears of payment from the Government for landing mails - referred to in 1311.13 - is very satisfactory.

30. 702.40. It is difficult to write moderately with reference to the action of the Government in imposing taxation on lighters, floating dock, etc. The Board warmly approves of your letter to the Authorities on the subject and wishes to supplement the protest therein in a further communication enclosed, which please forward.

Your advices reached us at the same time as an intimation from the Board of Trade to the effect that, through the Colonial Office, a complaint from the Governor had reached them pointing out what a very undesirable monopoly of oversea and coastal freight was in the hands of the P.S.N.C. and this

Co pany. No letters have been exchanged, but I had a long interview with regard to the matter and was able to show that there are two sides to this question. The Company certainly has had a practical monopoly of coastal and shipping work for years past, but we are prepared to challenge any one to prove that this has been abused or used in the least degree to the detriment of any one in the Islands. That the charges are high is admitted. The capital employed, the comparatively small volume of trade obtainable and the local circumstances all combine to make this inevitable. Should any further reference be made by the Government to this matter you are at liberty to say that the Board is perfectly prepared to throw open its coastal freight and hulkage accounts for ten or twenty years past to the inspection of any recognised Chartered Accountant of standing and that it is prepared to surrender any amount of profit in excess of 5% which he may report has been made by the Company on the capital employed provided that the Government will guarantee to bring the figure up to 5% should it be found that that return had not been reached.

I think you will agree that if this offer is not considered it is futile to think seriously of any further complaints received.

With regard to meeting this new tax, I would suggest that you advise all concerned that it calls for a direct charge of 7d per ton, but that the Company is prepared to await the result of this years working at the increased rates before doing anything in the matter.

31. 702.41. The further employment of the s.s. "Falkland" for the conveyance of seal oil and the securing of the subsidy from the Government is highly satisfactory.

32. 702.42. Your proposal is approved.

33. 702.43. 703.13. The termination of Mr. Matthews services is noted. Following up your cable suggestion the Captain of the

"Southern Empress" recommended Mr. Nilsen as a suitable successor. We conceded an increase of salary to £25 per month and a reduction in the term of agreement to two years, but at the last he refused to sign the usual agreement and has failed us. Other Norwegian and British sources of supply are being followed up but it is extremely difficult to obtain a desirable man for the post.

33a. 702.44. It is fortunate that the heavy gale reported did not result in more serious damage to the craft which got adrift. The claim for damage to the "Falkland's" scows will be put forward when received.

34. 702.45. Your suggestion as to meeting Mr. Hansen in the matter of charges is approved.

35. 702.46. 703.21. We are very glad to hear that the Government electric lighting scheme has been dropped. The Directors entirely agree with your proposals for lighting the buildings referred to. Enclosed will be found Messrs. Plenty Still & Co's estimate and specification for the outfit indicated. Before placing an order for same we shall be glad to have your approval. The matter of the agency for the plant installed will not be overlooked.

We understand from the reply to the cable sent you asking if the lighting set of the Canning Works could be utilised for the above purpose that it is not suitable.

36. 702.47. North Arm Wool Shed. Position noted.

37. 702.48. Public Baths and Gymnasium. The Board entirely agrees with your views as to this being a waste of public money and as to the undesirability of selling, for the building, the Church Green plot. A building there would most certainly detract from the appearance of the new retail store. Following interviews with the Trustees of the Cathedral a cable was sent you advising that in deference to their strong appeal not to sell the site for building, the Company had decided not to do so.

38. 702.49. The Board's decision with regard to selling the land in Stanley and the building of a house for the Engineer, will be given later.

39. 702.50. We note the sale of the land to Crawford and A. Lellman; the relative Conveyances are returned herewith signed and sealed.

40. 702.51. The Board is pleased to learn that you anticipate finding no damage to the "Fennia" through dragging her anchor on the 16th July.

41. 702.52. Your action in diverting the "Falkland" on the occasion referred to is approved.

42. 703. 3. The statement in connection with the Admiralty missing spares has been forwarded to them.

43. 703. 9. We are glad to know that you have done so much to make the house for Mr. Thomson more comfortable. It is realised that the accommodation is indifferent, but we trust he will make the best of it until a new house can be built.

44. 703.11. Your remarks are noted. Messrs. Bain & Co. are supplying only the roof complete and the counter. Both will be shipped in the "Laguna" 7th November.

45. 703.15. Floating Dock. All efforts to effect a sale here proved useless. Arrangements have therefore been made after a considerable amount of negotiation to ship the materials at Wallsend in the "Laguna" about mid-October and deliver at Port Stanley for a lump sum of £1500 equal to approximately 32/6 per ton, which is not an unreasonable rate. The compressor to drive six hammers and the four riveters will go out in the same vessel.

I will write you later sending full particulars of the spares, tools, etc. being sent.

With regard to insurance, while under construction, there appears to be no risk whatever of fire or foundering and therefore it is proposed to cover it under the Company's Underwriting Account.

46. 703.16. The employment of the "Falkland" referred to is most satisfactory. If you can only manage to utilise her in this way when the seasons coastal work is completed, the results of her operations will show a great improvement on past years.

47. 703.17. As Honeyman was receiving £15 per month - inclusive of some payment for store work - when he left Darwin, it is not surprising he will not re-engage at £12. Following cables which have been exchanged Mr. Marshall Foggo has been secured and he is leaving in the "Orita". Copy of his agreement is enclosed.

48. 703.20. The several detailed statements relative to the Fuel Oil have been forwarded to the Admiralty.

49. 703.22. The arrangements made for the transportation of the material from Anson are excellent.

50. 703.23. Noted. The quotation for docking and painting the "Falkland" at Montevideo is not unreasonable.

51. 703.24. We quite agree with your remarks with reference to Mr. Richardson returning here only after working through the complete year.

With regard to employing a buying house, the experiment is probably worth trying for Millinery and Fancy goods but apart from those lines about 80% of our importations consist of standard lines and proprietary goods for which export prices and discounts are fixed. To employ a buying firm to buy these would be to incur an additional charge for their services.

52. 703.25. The Board is amazed to hear that rain-water was found to be the cause of the damage to wool on the "Great Britain" and that she has not been pumped out since 1918. It would like to know what explanation Captain Roberts has to offer for what appears to be a grave dereliction of duty. The decision to spend nothing in caulking the decks is probably best in view of the hulk's age and the fact that the "Fennia" is available as a substitute. The damage sustained is recoverable under our contract (copy enclosed) with the British & Foreign Marine

Insurance Co., Ltd. This protects wool and skins against all and every risk sheeps back to warehouse in London.

53. Since writing paragraph 2, we have heard from Mr. Parmenter, referred to in your 702.2, that he considers that the Company's Millinery Department would be "a bit" out of his line of business.

54. The following labourers are sailing in the "Orita" and agreements are enclosed:-

A.S. Brown. Has had store experience.
Stewart Morrison
Kenneth Morrison
Duncan McKay
Samuel McKenzie
Donald John MacInnes
Murdo Macdermid
Donald John McKay
Kenneth MacLennan

55. Falkland Islands & Dependencies Sealing Co.Ltd.A/cs.

I have to thank you for the Statement of Account with this Company showing the position at 19th July,- an overdraft of £5438. 9. 4. This will now be reduced by the sale of 160 tons of Oil realising gross approximately £4000. Mr. Moen-Andersen is asking for a further £500 to cover expenses for forwarding six men from Norway by the "Orita" and current allotments of crews wages.

The assignment of assets and the undertaking with regard to not mortgaging same was a wise precaution and is thoroughly approved of and confirmed by the Board.

The seal oil ex "Ballena" has reached the Buyers. Our Brokers report that "the quality is satisfactory and there is no claim for moisture or impurities. There is, however, one drum of nothing but "sludge"", see copy of Anning & Cobb's letter dated 16th September enclosed. The sample drawn from this had been sent you under separate cover.

56. Proposed Road ~~and~~ to Wireless Station.

Referring to your 702.15, if the proposal is to spend a considerable sum on making a graded and paved or asphalted road,- such as exists in Ross Road,- for two miles or more beyond the point Westward, where houses at present are, to the Wireless

Station, it will be nothing short of a freightful waste of public money. The Board trusts that you will do all you can to oppose it. The character of such a made road is obviously required only for modern motor traffic, and since beyond all question it would be impossible, for practical and sane financial reasons, to continue it in that form across the Camps to the North, why waste money on any portion beyond that actually required to serve residences existing or likely to be built in the future? To do so merely for the greater amusement of the small proportion of the population living in Stanley is in our opinion wholly unjustified.

If, however, the Government is out to clear and make several miles of track or road, suitable for a Ford or Citroen car, such as has been done at Darwin at small cost, the proposal is worthy of every support.

57. We throughly approve of the steps you purpose taking with regard to curtailing the hours of working P.S.N.C. steamers, referred to in Remarks on Accounts - July. In the past it has been the tendency to consider their interests in preference to the Company's, both as regards hours of working and loading and discharging in Port William, against which there are grave objections, although in the case of the larger mail steamers it cannot be avoided.

58. We have to-day secured one, Ole Andreas Tomelthy, for the berth of Chief Officer of the "Falkland" and he sails in the "Orita". He is rather on the young side, 23, but looks alert and smart, is well spoken of by his Captain and has passed for Master's Certificate. In Norway he could take charge of a 1500 ton steamer. His agreement is enclosed.

59. Enclosed please find copy of letter from the Admiralty dated 30th August, to which we would ask your attention.

60. Mr. John Jacques has been appointed to act as Wool-classer for the coming season. He sails in the "Orita" and a copy of his agreement is enclosed.

No. 1315. 18th September, 1929. -

61. Copy of fresh agreement concluded with Mr. H.C. Harding, together with a letter with reference to coming home on leave, is enclosed.

62. In continuation of remarks in paragraph 56, The Board wishes me to say that the suggested provision of work for unemployed in Stanley is a policy to be highly deprecated in view of the fact that the Colony is purely a pastoral one. It is difficult enough to get men now to remain on the Farms and if jobs are always available in Stanley for any loafer the problem of the farm labour will become more so.

63. Referring to paragraph 38, I am now able to say that the Board approves of the suggestion to reserve,- for the erection of a house for the Engineer,- the site suggested facing John Street South.

With regard to some of the other plots available, it must be borne in mind that however poor they are for the purpose, they provide the only places where the horses of those who have ridden in from the Camp can be turned out.

Apart from the consideration of those requirements, the Board is open to consider the sale of any land that may be wanted if you will advise thereon; it is in agreement with you as regards the price to be made.

64. Please note the Board has sanctioned the payment of half pay, while absent from the Colony on leave, to James McNicoll, Blacksmith and R. Finlayson, Overseer.

Yours faithfully,

E. A. Goldsmith.

Managing Director.

Enclosures per S.S."Orita" via Liverpool.

1 Copy of Cablegrams sent dated 15th.17th.23rd.26th.27th.30th.Aug. 3rd.5th.6th.10th.11th.& 16th September.

2 Copy of Cablegrams received dated 16th.22nd.24th.27th.(2) 29th. 31st Aug.4th.5th.9th.11th.12th.& 13th September.

3 Jacomb Hoare & Co's report on Heart mark 104 bales Wool ex Ballena

4 Anning & Cobb's reports on Company's Sheepskins ex.Ballena & Magellan

5 Anning & Cobb's report on Company's & Clients Hides ex Ballena & Loreto.

6 Anning & Cobb's reports on Clients Sheepskins ex Ballena & Magellan

7 Copy of letters to Mr J.McNicoll dated 23rd & 27th.Aug.& 13th Sept and his reply of 11th September.

8 Copy of Anning & Cobb's contract dated 17th August for 200 tons Seal Oil sold C.I.F.Glasgow

9 Discrovery Investigations- Second Annual Report dated January 1927 -- May,1928

10 Blue Print of Roof for Store Shed W/215/29 in duplicate

11 Copy of letter handed to Mr H.C.Harding dated 11th September together with duplicate copy of his agreement.

12 DuCroz Doxat & Co's reports on Company's Wool ex "Ballena"

13 DuCroz Doxat & Co's reports on Clients' Wool ex "Ballena"

14 Anning & Cobb's Sheepskin catalogue of 5th September sale

15 Jacomb Hoare & Co's Sheepskin catalogue of 4th/5th September sale

16 Sample of Dolomont Flooring.

17 Copy of letter from C.& E.Morton dated 11th September.

18 Copy of letter from Maclean & Stapledon dated 12th September together with proposed transhipment,Lighterage Contract - Administration del Puerto de Montevideo & Falkland Islands Co.,Ld Port Stanley and rates of Freight fr U.K.to Montevideo

Letter from Winget , Ltd.dated 14th September together with the Catalogues &c.referred to.

20 Copy of letter from Lambert Brothers dated 13th.September.

21 DuCroz Doxat & Co's Wool market reportsdated 17th September

22 Copy of letters from Anning & Cobb dated 10th.11th.& 16th September

23 £13 . 0 . 0 --- Falkland Islands Notes -- see debit in account.

24 Following signed Agreements:-

Marshall Foggo	Camp Teacher
John Jacques	Wool Classer
A.S.Brown	Labourer
D Mackay	,,
S.Mackenzie	,,
D.J.MacInnes	,,
M.Macdermid	,,
D.J.Mackay	,,
K.MacLennan	,,
S.Morrison	,,
K.Morrison	,,
O.A.Tomelthy	Chief Officer "Falkland"

25 Account Current dated 18th September and vouchers.

26 Remarks on Accounts

27 Remarks on Stores.

28 Copy of Messrs C.& E.Morton Agency Agreement dated 20th August,29

29 Copy of letter from the Admiralty dated 30th August.

30 Copy of Terms of open cover with the British & Foreign Marine Insurance Co.,Ltd.on homeward Produce.

LONDON 18th September,1929

1.

PUBLIC BATHS etc.

Despatch No 1315. Dated 18th Sept. 1929

37. 702.48. Public Baths and Gymnasium. The Board entirely agrees with your views as to this being a waste of public money and as to the undesirability of selling, for the building, the Church Green plot. A building there would most certainly detract from the appearance of the new retail store. Following interviews with the Trustees of the Cathedral a cable was sent you advising that in deference to their strong appeal not to sell the site for building, the Company had decided not to do so.

708-4. 706. 22. It has been decided that the Baths and Gymnasium building is to be erected immediately to the East of the Town Hall.

722-6. GYMNASIUM AND BATHS.

This building was opened by the Governor on the 21st inst.

Indexed

P R E C I S.

DESPATCH NO. 1316, DATED 23rd September, 1929, PER "ORITA".

1 Oil Fuel Depot.

2 Ole A. Tomelthy - Chief Mate "Falkland".

3 Encloses letter for forwarding to Colonial Secretary. Statement re Coastwise Trade,- results of working.

4 Plenty-Still quotation for Electric Light plant.

5 Copy of letter from Anning & Cobb re Hides ex "Ballena".

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 23rd September, 1929.

No. 1816.

Per "Orita" Supplementary.

Dear Sir,

1. Oil Fuel Depot. Enclosed please find copy of letter from the Admiralty dated 18th September relative to the quantity of oil fuel to be supplied to the R.R.Ships "William Scoresby" and "Discovery II". Your special attention is drawn to the last paragraph of the letter.

2. Cle. A. Tomelty, First Mate "Falkland". Herewith will be found translation of the certificate held by this man and also a letter from Captain B.T. Petersen of the s.s. "Starya", on which he was recently employed. You will see that Tomelty can obtain his Master's certificate as soon as he sends in the school passing certificate which he holds.

3. Referring to paragraph 3a. of 1815, enclosed please find letter which kindly forward to the Colonial Secretary.

Herewith will be found a statement of the final results of the Coastwise Trade,- in which the "Falkland" and "Gwendolin" are brought together and treated as one,- and also the separate accounts for these vessels. A statement relative to the Hulkage account is also given.

4. We have just received, and enclose herewith, the Plenty Still quotation, referred to in 1815.35.

5. Attached is copy of letter from Messrs. Anning & Cobb relative to the condition of the Hides ex "Balena". Please draw the Coop Manager's attention to what is said of the SL. and S. marks.

Yours faithfully,

E. B. Edwards

Managing Director.

L.N.H. Young, Esq.,
Manager,
Port Stanley.

Enclosures per Supplementary via Montevideo

1 Copy of Cablegrams sent dated 19th & 20th (2) September.

2 Copy of Cablegrams received dated 17th.18th.& 20th September (2)

3 General Invoice - Stores per S.S."Urita"

4 DuCroz Donat & Co's priced Wool Catalogue of 20th Sept.sale

5 List of General Cargo per S.S."Urita"

6 William Bain & Co's Plan No.W/214/29 in duplicate of Hay Shed shipped per S.S."Urita" for Mr G.J.Felton also Election Notes Shop,Outside Materials,Field Bolts Lists &c.

7 Average prices of Wool sold on 20th September.

8 Conveyance from F.I.Co.to A.F.& F.T.Lellman of part of Southern Section of Lots 8 & 9 Section 2 on plan of Stanley

9 Conveyance from F.I.Co.to E.S.Crawford of part of Southern Section of Lots 10 & 11 Section 2 on plan of Stanley

10 Conveyance from F.I.Co.to H.Sedgwick of part of Plot 8 Section 11 as shown on plan of Stanley

11 Conveyance from F.I.Co.to Government of the Falkland Islands of parts Lots 5 & 6 on Section 11.

12 Remarks on Stores.

13 Account Current and vouchers dated 23rd September.

14 Copy of letter from Plenty-Still Oil Engine,Ltd.,dated 17th Sept and quotations referred to attached.

15 Copy of letter from Anning & Cobb dated 10th September

16 Copy of letter from the Admiralty dated 18th September

17 Copy of letter to T.G.Slaughter dated 23rd September

18 Copy of letter from B.T.Petersen dated 17th September and certificate re Ole Tomelthy passing examinations.

19 Letter to The Colonial Secretary , Stanley for forwarding.

20 Copy of letter to the Colonial Secretary,Stanley dated 20th Sept and circular dated 16th July,1926

21 Remarks on Accounts.

22 Statement re Coastwise Trade .

LONDON 23rd September,1929

P R E C I S

Despatch No. 1317, dated 5th November, 1929, per m.v. "LAGUNA".

Indexed

1 Acknowledges No. 704.

2 Pleased with better working of shop assistants.

3 Cables to Stanley being sent through Mr.Moen Andersen, Tonsberg. Correspondence re cables with Post Office enclosed.

4 Supply of "SIKA" waterproofing cement being sent this mail.

5 Approve of proposed deal with Sealing Company to supply coal per "Falkland" direct from Montvideo to Albemarle.

6 Note that timber recently bought from Punta Arenas by "Falkland" is satisfactory.

7 Expects that information Creamer and Richardson will obtain from Montevideo and Buenos Aires will prove of value.

8 Separate letter written re insurances on craft.

9 Approve of charge of £1 per drum for transhipment of empty drums ex "Bogota" to Albemarle.

10 "Pudlo" shipped 8th August - note successful use of in basement at Stanley House.

11 The "Ferrocrete Bulletin" being sent.

12 Motor Winches - "Fennia" boiler can be installed if necessary.

13 Copy of Port of London Authority River Bye-Laws enclosed.

14 Notes progress made in erection of New Retail Store - roof and counter shipped this opportunity - plans enclosed.

15 Sealing Company -
"Highland Chieftain" and "Rossetti" shipments arrived.
Reports mistake made in "Ballena" tares.
Sealskins - Encloses copy of Broker's report.
Imperial Institute's analysis of oil enclosed.
Terms approved on which this Company is to be appointed Managers of Sealing Co.
Surprised at loss of £4000 to date - no support here for proposed increase of capital.

16 Quarrying of stone at Navy Point - cannot understand difficulty of obtaining further supplies.

17 Blue Prints of Packe Bros. Cookhouse addition and shed enclosed.

18 Approve of sale of surplus sheep to Coast.

19 Details of Livestock shipped by "Laguna".

20 Copies of letters from Admiralty sent herewith.

21 Bolinder Engine - Stanley Motor Boat - trouble with reversing gear.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per M.V. "LAGUNA"

No. 1317.

5th November, 1929

Dear Sir,

Since writing you last on the 23rd September I have received your No. 704 of 29th August.

2. 704.2. It is gratifying to the Board to learn of the improvement in the working of the shop assistants,- doubtless due entirely to the proper supervision and control now being exercised,- and that you are hopeful of being able to carry on without importing any from here.

3. 704.6. Referring to 1315.26, arrangements have been made with Mr. Moen Andersen of Tonsberg to forward our cables to Stanley through him, at a cost of 1/3d per word as against the 3/8d we have been called on to pay here.

The enclosed copy of correspondence with the Post Office on the subject will interest you.

The only objection we see to this plan is the increased risk of mutilation and delay and the lessened secrecy of our messages.

4. 704.9. We are sending in the "Laguna" 5 gallons of "SIKA" No.1. and 5 gallons of "SIKA" No.4a. Enclosed herewith will be found Sheet No.1. with instructions for using No.1. and Sheet No.3 with instructions for using Nos.2 and 4a.

We have informed the manufacturers that the test of this will probably be made in a hydraulic wool press pit, where we know that water has been a frequent source of trouble. They have explained that the best method of dealing with a "weeping" wall in such cases is to first apply the cement mixed with 4a "SIKA" and then to put over it cement made with No.1.

L.W.H. Young, Esq.,

Manager,

Port Stanley.

5. 704.12. The proposed deal with the Sealing Company for delivery of coal at Albemarle, providing as it will further employment of the "Falkland", is highly approved.

6. 704.13. Your report on the quality and price of the timber purchased at Punta Arenas is very satisfactory. It was a wise move to send Hannaford there to select it.

7. 704.17. There is little doubt that the information which Messrs. Creamer and Richardson will be able to obtain at Montevideo and Buenos Aires will prove of value to you.

8. 704.18. Full particulars of insurances effected on all craft are given in a separate letter.

9. 704.19. Your suggestion to charge £1 per drum inclusive for the transhipment of empty drums ex "Bogota" to Albemarle is approved.

10. 704.20. The Pudlo to which you refer was shipped by the "Highland Chieftain" - sailed 8th August - to Montevideo to connect with the "Falkland". We note that this article proved successful in the basement of Stanley House. The "SIKA", referred to in paragraph 4, is generally found to be an improvement on Pudlo, and it will be interesting to hear as to this when you have had an opportunity of making a comparison.

11. 704.21. Arrangements have been made to send you a copy of the "Ferrocrete Bulletin" as issued.

12. 704.22. The motor winches referred to were sent out in 1923. The one on the "Egeria" has been in constant use and has always been reported on as working well and efficiently. It is not surprising to hear that the wearing parts need renewal. By all means instal the "Fennia" boiler in its place if you decide that it is desirable.

13. 704.23. Herewith will be found the Port of London Authority's River Bye-Laws 1914/26.

14. 704.24. Your report on the progress of the erection of the new retail store, and the photographs are most interesting.

The roof and the counter, supplied by Messrs.

Wm. Bain & Co.Ltd., have both been shipped by the "Laguna". In respect of same the following are enclosed:-

Roof.

Erection Notes (2) Material Lists (2)

Blue Prints (2) No. W.215/29 for roof and sheeting

" " (2) Purlins & Roof Lights and Ceiling Joists.

Counter.

Blue Prints (2).

15. 704.27. Falkland Islands & Dependencies Sealing Co.Ltd.

The shipments of Seal Oil per "Highland Chieftain" and "Rossetti" have arrived, and the relative Account Sales will be forwarded by first opportunity. That for the shipment of 227 drums per "Ballena" was sent last mail since when the Brokers have advised us that a mistake was made in the statement of tares therein. A copy of Messrs. Anning & Cobb's letter of 17th October 1929 enclosed explains fully how this arose. A debit in adjustment of the error is included in Accounts herewith.

The second sample of sealskins per "Highland Chieftain" arrived in good order and are fully reported on in Messrs. Anning & Cobb's letter of 14th October - copy enclosed. On receipt of this report we cabled you on the 15th October to the effect that skins of 50 lbs average were valued at 10/- each, 14 lbs. 5/- and those of 90 lbs. would probably make £1 each, c.i.f. in each case.

As requested, the Imperial Institute's analysis of the sample of Seal Oil per "Rossetti" and "Highland Chieftain" is enclosed herewith; it is almost identical with that taken for the Brokers by Messrs. Tate.

The arrangement referred to in your cable of 23rd October whereby the Company is to be appointed Managers at 150 guineas per annum and 5 per cent on net profits is eminently satisfactory. Approval of this was cabled you in reply. The internal management has, until now, been chaotic but

notwithstanding this the news that £4000 has been lost to date came somewhat as a surprise. In view of this fact it is not possible to solicit further support here for the proposed increase of capital.

16. Referring to your 702.20, we cannot quite understand the difficulty you refer to of obtaining further good stone economically from Navy Point. Kindly explain. It was considered that the supply there was inexhaustible and that the conditions of winning it and getting it to the Admiralty Shed were ideal. The arrangements come to with the Admiralty in this connection were detailed in 1287.5.

17. By the "Laguna" is being shipped a Cookhouse and Shed for Messrs. Packe Bros., Fox Bay Station. In connection therewith the following documents from Messrs. Wm. Bain & Co. are enclosed:-

Blue Print Erection blue print.

18. Referring to your cable of 23rd October advising that a sale of surplus sheep could probably be effected at a minimum of 6/6 per head to the Coast, shipment Jan./Feb./Mch., you will have learned from the cable sent in reply that the proposal is approved of. We fully expect, however, that as in previous years it will be found that it has not been possible to arrange the necessary tonnage for shipment. It is assumed that the price indicated, 6/6, is f.o.b. Egg Harbour.

19. <u>Livestock.</u> By the "Laguna" there are being shipped:-

4 Welsh Bulls for the Company's Camp.
20 Cheviot Rams for Hill Cove.
6 Romney Rams for Mr.Luxton, Chartres.
4 " " for Mr.G.J.Felton, Teal Inlet.

Following the usual practice sufficient fodder has been put on board for the above for a voyage on the basis of 50 days and for 30 days after arrival. There should

therefore be a considerable surplus to land for the animals use whilst in quarantine.

20. Enclosed please find copies of letters from the Admiralty as follows, to which kindly give attention.

Dated 27th September, 1929. Oil to Scores & Discovery
" 14th October, " - Missing Spares.
" 19th " " - British Light -
" 21st " " Stock.

21. It is understood that considerable trouble has been experienced from time to time in connection with the reversing of the Bolinder engine in the Stanley Motor Boat, and it has been emphasized that the reversible propeller type as originally fitted is more reliable than the new engine with its reversing gear. Following on our conversation with Messrs. James Pollock Sons & Co. on the matter, they wrote us on the 30th September, 1929 as per copy of letter herewith. It will be a question for you to decide whether you consider the expense in connection with their proposed remedy is warranted.

Yours faithfully,

E. B. Edwards.

Managing Director.

Enclosures per M/V Laguna" via Liverpool.

1 ✓ Copy of Cablegrams sent dated 25th Sept.1st.2nd.7th.9th15th 19th.21st.25th.& 26th October.

2 ✓ Copy of Cablegrams received dated 25th.30th.Sept.1st.3rd.8th. 10th.12th.18th.23rd.28th.& 30th.October (2)

3 ✓ Falkland Islands Notes value £13 . 10 . 0

4 ✓ Average prices Wool sold at Public Auction 24th & 30th Sept.

5 ✓ Bill Lading for Floating Dock & Smithy Coal shipped at Newcastle per M/V "Laguna"

6 ✓ DuCroz Doxat & Co's Wool market reports dated 4th October

7 ✓ Jacomb Hoare & Co's Wool market reportsdated 4th October

8 ✓ DuCroz Doxat & Co's priced catalogue of Wool sold on 30th Sept.

9 ✓ Jacomb Hoare & Co's priced catalogue of Wool sold on 24th Sept.

10 ✓ Copy of letter from Norton Rose & Co dated 22rd Sept.and our reply of 27th.and transfer referred to attached.

28 R 11 ✓ Copy of letter from John Jaffrey & Co.dated 1st & 17th October and our reply of 3rd October.

12 ✓ Wool Landing Certificates ex "Ballena" shipment:-

S	31 bales Wool		J H Weddell	42 bales Wool
J H D	103	,,	W P	25 ,,
Pebble Club	92	,,	F	17 ,,
J H D K	12	,,	B	53 ,,
J H D J I	38	,,	HP	41 ,,
N A	639	,,	AP	58 ,,
L	167	,,	H	22 ,,
D H	175	,,	R B C	21 ,,
S I	174	,,	J B	1 ,,
T R	29	,,	A F C	35 ,,
P H	61	,,	J B L	16 ,,
D H	37	,,	B B	2 ,,
M	30	,,	F B	47 ,,
J H Beaver	32	,,	D & S	162 ,,
T R	38	,,		
S & S	37	,,		

13 Copy of letter from Gas Accumulator Co.dated 25th October and drawing No.3033 attached.

14 Ferrocrete Bulletin.

15 Estler Brothers illustrated catalogue of Steel Storage Bins &c.

16 Particulars of Sika's Waterproofing Compound.

17 Brokers Reports on Company's Wool ex "Bogota"

18 Brokers Reports on Clients' Wool ex "Bogota"

R B C	16	bales Wool	M	1	bale Wool
Weddell	9	,,	T R	1	,,
H	11	,,	J H D	19	,,
D H	44	,,	J H D	1	,,
S & S	33	,,	F	3	,,
B	28	,,	W P	24	,,
Club	58	,,	T R	1	,,
H & B	71	,,			

19 List of Cargo shipped per Highland Brigade" via Montevideo

20 General Invoice Stores per "Highland Brigade"

21 Copy of River Bye Laws &c.issued by Port of London Authority

22 Signed copy of Riveters Agreements:-

Edward McIntosh
Harrower Chalmers
John Jamieson
Thomas Killop

23 Copy of Anning & Cobb's reports on Tallow ex "Ballena"

24 Copy of letters from Anning & Cobb dated 14th.17th.23rd & 28th October also analysis of Seal Oil ex Highland Chieftain" & Rossetti"

25 Copy of letter to the General Post Office dated 22nd July,20th September & 15th October and their reply of 3rd October re cablegrams to the Falkland Islands

26 Copy of letter from James Pollock Sons & Co.dated 30th Sept.

27 Copy of letters from the Admiralty dated 27th Sept.14th,19th & 21st & our reply of 15th October

28 Blue Prints of Store Roof No.W/215/29 & Counter,Purlins & Rooflights (3 in all) also Erection notes,Shop
29 Outside Materials Field Bolt& nuts Lists.

29 Complete Set of 6 Blue Prints for Packe Brothers & Co.re Cookhouse & Shed shipped in the Laguna"

30 Copy of letter to T.G.Slaughter dated 5th November.

31 Insurance Schedule of Floating Property.

32 Copy of letter from Anning & Cobb dated 1st October.1929

London 5th November,1929

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The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street.

Per m.v. "LAGUNA"

No. 1318.

London, E.C.3. 5th November, 1929.

Dear Sir,

FLOATING DOCK.

As advised you by cable the Floating Dock has been shipped by the "Laguna", and the relative Bills of Lading will be found herewith. It will be noticed that these bear a clause "22 packages & or pieces in dispute if on board to be delivered". In connection therewith Messrs. Swan Hunter write :- "The ship "had an officer checking the material going on board but it was "very difficult for him to identify and accurately count all the "pieces, as the plates and bars were lifted in bundles. We do "not think you need attach any importance to this clause on the "receipt, and we are satisfied that the complete dock was shipped."

Attached will be found a list of the documents being sent you.

With the Dock has also been shipped from the Tyne 10 tons of Smithy Coal, in bags, in anticipation of the requirements in connection with the riveting.

The 13½" centre gap lathe inspected by Mr. Thomson at Messrs. Cohen's Yard also goes forward by this opportunity.

RIVETERS. Of the four men interviewed by Mr. Thomson when on the Tyne, who agreed to go out, only one - John Jamieson - came up to the scratch, and very great difficulty has been experienced in securing three men to complete the complement. It is somewhat remarkable, and worth noting that notwithstanding the vast amount of unemployment existing in this country, although the Department of the Ministry of Labour has had our enquiry in hand for over one month and have circulated the same to all branches, not one single riveter has been forthcoming from that source! However, Messrs. Wm. Bain & Co. have obtained two and Mr. Kennaugh one.

L.W.H. Young, Esq.,

Manager,

PORT STANLEY.

No. 1318. 5th November, 1929. - 2 -

The names of the four men are :-

John Jamieson
Harrower Chalmers
Edward McIntosh
Thomas Killop.

The agreements concluded with them are enclosed. The rate of pay is £3. 10. 0. per week plus board and lodging to be provided by the Company in the case of the three last names. In the case of Jamieson we have undertaken to pay him 30s/- per week for board and lodging, but you may decide to put him on the same terms as the others.

The question of the best available site for mooring the dock is one which you will shortly be called on to decide. In this connection we would ask you to take into consideration whether it would be a feasible proposition if this could be just off the point beyond the Cemetery selected for a slipway,- or any other suitable place,- with a view to ultimately connecting the dock with the shore by means of a light piled bridge with the object of saving the time which will be wasted transporting men to work, as pointed out in your 699.4. The suggestion may be impracticable, but as to this you will be best able to decide. Of course, if the idea is entertained, it would be necessary to acquire the required land and foreshore rights.

There is no necessity,- we are advised,- to have the dock further off shore than where 25/26 ft. of water is available at ordinary high tide in order to dock craft drawing 14 ft. But as to this your experience will be your best guide.

Yours faithfully,

E. B. Sorensen.

Managing Director.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per m.v. "LAGUNA"

No 1319.

5th November, 1929

Dear Sir,

INSURANCE.

Indexed

704.18. **MARINE.** For your guidance I send herewith a statement giving details of the insurances effected on vessels, lighters, hulks, etc., and also shewing the risks covered "outside" and those taken by the Company under its Underwriting Account.

The policy adopted in the past has been to keep well covered, "outside", the seagoing vessels, such as the "Falkland" and the "Gwendolin", when in commission, and to take on the Company's Underwriting A/c the risks,- apart from fire,- on the hulks, lighters, motor boats, etc. employed in Stanley Harbour and Port William.

Past experience has fully justified this for although damage has occasionally arisen through craft dragging anchors and getting ashore in exceptionally heavy weather such as referred to in your despatch, no serious claim has ever been incurred.

In the case of the m.v. "ILEN", you will notice that she is covered "outside" for £1000 against total loss only, and that £1750 is taken on the Company's Underwriting A/c at £10%, the rate quoted by Lloyds.

Other small craft are also taken on Company's Underwriting A/c.

FIRE. The amounts for which the isolated Shepherd's Houses, and some other small buildings, on the Farm are insured,- vide the Royal Insurance Company's Schedule,- may strike you as being too low. I would therefore explain that

L.W.H. Young, Esq.,

Manager,

Port Stanley.

since July 1926 the difference between those amounts and the estimated replacement values has been taken on our Underwriting A/c for the reason that experience has shewn that the risk of destruction by fire is extremely remote.

FLOATING DOCK. It is the present intention to take this risk on the Company's Underwriting A/c.

As stated in a previous paragraph no serious damage has ever resulted to any craft in Stanley Harbour and the Company's experience goes back for eighty years. The other considerations which have counted in coming to this decision are that the dock will probably be moored out of the way of traffic, where, at most, there will only be 25 ft at high water and the fact of her sectional construction. Having regard to this it is hardly possible for the dock to be sunk by collision and even if she were, it would be in the nature of her ordinary functions and no great expense could be incurred in pumping and floating her.

For these reasons it is considered a good risk to take. It is a question whether there will be - when completed - a sufficient quantity of wood and other inflammable material on board to call for a fire insurance. As to this your views will be welcomed.

S.S."FALKLAND". As already advised you, the policies on this vessel permit her to go anywhere on Company's business. At the same time, on being informed that several trips may possibly be made in future to South Georgia, the Underwriters intimated that this risk was not contemplated when the policies were taken out, and that when the time for renewal comes - in March next - an additional 1% per voyage to that place will be asked. Before, however, we should agree to that an endeavour will be made to do the insurance more economically in conjunction with the big Whaling Companies.

Yours faithfully,

C. B. Connach

Managing Director.

Indexed

P R E C I S.

Despatch No. 1320 per "Cap Polonio", dated 7th November, 1929.

1 Floating Dock - 2 Portable Forges shipped per "Laguna.

2 Automatic Lights and Searchlights - encloses particulars.

3 Re Salvage services rendered to "Afterglow" by "Falkland".

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per "Cap Polonio" via Montevideo.

No 1320. 7th November, 1929

Dear Sir,

1. FLOATING DOCK. There have been shipped to you in the "Laguna", for use in connection with the erection of the dock, 2 portable forges or riveting fires. These McNicoll thought it would be advisable to send to supplement those you have already available. The cases are marked Falkland
F.I.C.
Falklands.

2. AUTOMATIC LIGHTS AND SEARCHLIGHTS. Referring to your enquiry in Remarks on Accounts of the 10th August, we have found that the Gas Accumulator Co. (United Kingdom) Ltd. are the manufacturers of the sun valve lamps having purchased some years ago the "AGA" patents. Following on an interview with them when the requirements were explained, they wrote us on the 25th October as per copy of their letter sent with despatch 1317. We think you will probably decide that the high cost is scarcely justified.

The best information we have been able to obtain in connection with the searchlights is contained in the copies of letters herewith from Messrs. Davey & Co. London Ltd., and Messrs. Coubro & Scrutton Ltd.

3. We note from your telegram of 8th October that salvage service was rendered by the "Falkland" to the "Afterglow". Doubtless we shall receive from you later full particulars of the conditions under which this was performed and also the values at stake. Copies of the log will also be required by the Underwriters before meeting a claim.

We are glad to learn that the broken rudder can be repaired in Stanley.

Yours faithfully,

C. A. Gowland

Managing Director.

L.W.H. Young, Esq.,
Manager,
Port Stanley.

Enclosures per Supplementary Mail via Montevideo

1 Account Current dated 7th November and vouchers.

2 Remarks on Accounts.

3 Suppliers Invoices - Stores shipped in the M/V "Laguna"

4 Remarks on Stores

5 Copy of letter from Mary Macdonald dated 28th and our reply of 31st October.

6 Copy of Cablegram received dated 6th November.

7 Additions to Bentleys Code dated 7thNovember.

8 Copy of letters from Messrs Davey & Co.& Coubro & Scrutton dated 4th & 10th October respectively quoting prices for Searchlights &c.with illustrations attached.

LONDON 7th NOVEMBER,1929

P R E C I S

Despatch No. 1321 dated 15th November, 1929 per "Lutetia" & "Laguna".

1 No. 705 received yesterday.
Re fuller employment of "Falkland".
Interesting to know why "Falkland" is now preferred to "Fleurus".

2 Sealing Company - control of by Company and carrying of stores and produce by "Falkland".

3 Stocks of Bagging on Farm Sections.

4 Spare parts for Motor Winches shipped "Orita".
Those for "Ilen" not yet received from Sweden.

5 Reports arrangements made for Mrs. Hodson and party's passages from M.V. per "Laguna".

6 Approve apportionment of cost of diversion of "Falkland".

7 Will ship Youngers Monk Brand beer as requested.

8 Crawford - Mason - Pleased you think well of him.

9 New Retail Store - Suggested higher walls.
Will ship boiler for heating next mail.
Store hours.
Library.
Dismissal of Ryan.

10 Marine Insurance - Wooden Lighters taken on Underwriting Account.

11 Notes particulars of salvage services by "Falkland" to "Afterglow" will be sent later.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per "Lutetia" and "Laguna"

No. 1321.

15th November, 1929

Dear Sir,

Your despatch No. 705 of 14th October was delivered yesterday, and by this opportunity time admits of little more than an acknowledgment of same.

It is full of matter of the greatest interest and will, I am sure, be read by the Board with extreme satisfaction. This particularly refers to all you have been able to do for the fuller employment of the "Falkland" and the good prospect there appears to be of obtaining from the Government a share of the subsidy in respect of the trips to Montevideo with mails.

Incidentally it will be of interest to know how it comes about that the Government have shown their willingness to support the "Falkland" in this connection in preference to the "Fleurus" as when I personally made an application to the Governor in January last he informed me that it could not be done as a contract had been entered into with the "Fleurus" for five years.

2. The arrangement you have come to with the Falkland Islands & Dependencies Sealing Company, whereby it is practically controlled from the Stanley Office, is eminently satisfactory. The advantages which will accrue to the Falkland Islands Company by the continued operations of the Sealing Company are very obvious. If the continuance of the employment of the "Falkland" for the conveyance of coal and seal oil can be looked forward to, it will work in remarkably well with the

L.W.H. Young, Esq.,

Manager,

Port Stanley.

mail service to Montevideo above referred to and these together will make all the difference between profit and loss in the running of the steamer. As you are probably aware, in past years it has proved to be almost impossible to find any employment for her for three to four months out of the year which would even recoup her standing charges.

3. 705.17. Your action in calling attention to the excessive stocks of bagging on the farm is much appreciated. There is not the slightest doubt that a great saving of interest can be effected in that direction. With regard to future policy, it should be laid down that by the termination of the shearing or by, say, the 1st March of each year, every section should have sufficient bagging, hoops and dip in stock for the next season's requirements. Bearing in mind our opportunities for shipment both overseas and coastwise this should prove to be a perfectly safe plan.

4. 705.21. The spare parts for the motor winches from Messrs. Clarke, Chapman & Co. were shipped by the "Orita" sailed 19th September.

The spares for the motor of the "Ilen" were ordered on the 27th September, immediately on receipt of your cable, and although delivery was promised within four weeks we are advised by Messrs. James Pollock & Sons that they have only just been despatched from Sweden. The delay is most annoying and is beyond our control.

5. 705.24. On receipt of your cable of 11th September I immediately got into communication with the Pacific Company and with Mrs. Hodson. It was arranged with the former to provide the best possible accommodation for Mrs. Hodson, her father and sister by the "Laguna" from Montevideo to Port Stanley, with which steamer they will make connection at the first mentioned port by the R.M.S. "Almanzora" from Southampton on the 7th November.

6. 705.31. Your proposal as regards apportionment of the cost of diverting the "Falkland" to bring F. Morrison to Port Stanley for an operation is approved.

7. 705.32. The Younger's Monk Brand beer shall be shipped as you request. Messrs. Bass were given every opportunity to match this beer and a shipment of their lighter brew was sent out. Evidently it does not meet with a popular demand.

8. 705.33. It is very satisfactory to hear you have such a good opinion of Crawford, the Mason. He has always been similarly spoken of by other Managers under whom he has served. Your proposals with regard to him are approved.

9. 705.36. New Retail Store.

Your accounts of the progress of this have been followed with interest. Your suggestion to carry the walls 18" higher than originally planned is wise as the additional shelf room which will thus be provided should prove most useful.

The boiler for heating will be shipped by the next opportunity. In the meantime, you do not mention whether you wish the pipes sent; we will therefore telegraph you as to this in the next few days.

The alteration you have made in the Store hours is a distinct improvement and more in accordance with what they used to be years ago. Why they were ever altered is not clear.

Your suggestion of running a library is good, if viewed only from the aspect of attracting people to the Store who probably otherwise would not go there.

The example you have made of the man Ryan should have a beneficial effect.

10. 705.41. Marine Insurance.

You will have seen from the statement of Insurance sent you with my 1319 that the risks referred to on the wooden lighters are taken on the Company's Underwriting account. It is quite appreciated that they are a far better risk than the steel ones.

11. 705.44. We note that the particulars required to enable the salvage services of the "Falkland",- in connection with the "Afterglow",- to be assessed will be forwarded later. You will doubtless include the fullest information you can with regard to the values of cargo etc. at stake at the time in each case.

Yours faithfully,

C. A. Cowasjee

Managing Director.

1930-01

(10)

Indexed

MEMORANDUM FOR L.W.H. YOUNG, ESQ.

Correction to Despatch No. 1322 para 30.

In the first reference to Mrs. Clark receiving £2 per month, it should have been written Miss Clark. On reading again Mr. Vincent's report, it is noted that in addition to attending to the Store, it is proposed that she should keep the accounts, so that our comments are hardly applicable. It is left to you to authorise the best arrangement you think fit.

E. B. Goodall.

Managing Director.

THE FALKLAND ISLANDS COMPANY, LTD.

LONDON, 9th January, 1930.

P R E C I S

DESPATCH NO. 1322, DATED 6TH JANUARY, 1930, PER S.S."ORDUNA".

1 Copy of No.706 sent by Air Mail from Montevideo received on 11th December; original on 16th.

2 Our No. 1321 dealt with only a few matters contained in your 705.

3 Langdon's agreement to hand.

4 Freight on Seal Oil charged as directed.

5 P.S.N.C. freight contract.

6 Claim for breakdown of "Falkland's" engine not recoverable.

7 Plan approved for averaging Coal and Patent Fuel prices.

8 Langdon's report on Hides to hand.

9 Damage to Wool ex "Ballena" and "Lautaro".

10 Conveyance for land sold to H.H. Sedgwick completed and enclosed.

11 Retail Store. Heating apparatus being shipped "Orduna".

12 Note steps taken to keep people off jetties.

13 Mr. J. Hamilton - regarding rumour that he intends opening a Store in Stanley.

14 Spare shaft for "Falkland" shipped per "Laguna".

15 Farm visit by Colonial Manager; also by Accountant.

16 Sealing Company. Mr. Vincent's report.

17 Progress of New Retail Store noted.

18 Enquires to whom the "J.P.Smith" was sold.

19 Board pleased to have your views re Stanley Arms.

20. Wiring and Lighting Set for New Retail Store ordered from General Electric Co. Negotiations taking place for their agency.

21 Regarding cable messages to Stanley via Norway.

22 Pleased new Chief Officer of "Falkland" has made a good impression.

23 New North Arm Shed. Notes may be available this season.

24 Floating Dock - Preparations made for erection.

25 Duncan & Donald McKay's agreements passed to Mr.W.M. Dean.

26 Finlayson's pay whilst on leave.

27 Outbreak of Measles.

28 Discusses Mr. Thomson's Reports on Machinery & Bodie Bridge. Approve of proposals for dealing with unused plant.

29 Board pleased with Mr. Young's election to Legislative Council

30 Mr. Vincent's report on Farm Account.
Re suggested payment to Mrs. Clark for attending to Speedwell Store. - Must not stock "slow sellers" etc.

31 Sale of Surplus Sheep.

32 Regarding matters discussed with Governor.
"Falkland" freights.

33 Sealing Company's ~~affairs~~ affairs -
Overdraft.
Trying to interest practical Norwegians in the business - Mr. Hans Borge approached.
"Bellville" insurance.

34 Stranding of "Falkland".
Papers being placed before Underwriters.

35 New Retail Store. Heating - drawing &c. enclosed.
Lighting do. do.

36 P.S.N.C. freight contract renewed. Through rate same as last year with deferred rebate of 7/6 per ton.

37 Searchlights. Encloses quotations.

38 Wm. Munro - bricklayer and mason engaged - sailing "Orduna".

39 Shaw Savill Co. - Cannot make a call at Stanley.

40 Encloses letter from Admiralty dated 19th December.

41 Crown Grant No. 409 enclosed.

The Falkland Islands Company, Limited.

INCORPORATED BY ROYAL CHARTER 1851.

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per s.s."ORDUNA".

No. 1322.

6th January, 1930.

Dear Sir,

Your letter of 14th November,- sent by Air Mail from Montevideo,- enclosing copy of your Despatch No.706, came to hand on the 11th December; the original with all enclosures was delivered on the 16th idem.

2. My last Despatch, No. 1321, merely acknowledged receipt of your 705 and dealt with a few of the more urgent matters.referred to therein.

3. 705.6. Mr. Langdon's agreement was duly received.

4. 705.12. The freight on Seal Oil has been charged in accordance with your remarks.

5. 705.13. The usual contract with the P.S.N.C. will probably be concluded within the next few days.

6. 705.14. The claim for £139. 18. 8. in connection with the breakdown of the "Falkland's" engine is not recoverable from the Underwriters it being less than the 3% on the machinery value of £5000. In any case there having been no accident, it is a question whether the Underwriters would not have contended that the expense arose out of ordinary wear and tear and was therefore not recoverable under the policies.

7. 705.16. Your plans for averaging the coal and patent fuel, and also for contracting with Montevideo for future requirements, are approved. It is, however, feared that the proposal you outline will be greatly disturbed if the Sealing Company ceases to operate.

8. 705.18. Mr. Langdon's report on the hides is to hand and noted.

9. 705.23. 706.17. I regret to say that considerable damage to wool ex "Ballena" and "Lautaro" has been found on landing and this, so

L.W.H. Young, Esq.,

Manager,

Port Stanley.

far, can only be accounted for by the damage reported to have arisen on the "Great Britain". The Average Adjusters have the case in hand and further details will be referred to later.

The Board is pleased to note the steps taken to guard against a recurrence of such trouble in future.

10. 705.25. The Conveyance for the Plot of Land sold to H.H. Sedgwick is sent herewith duly completed.

11. 705.36. Your plans for heating the Retail Store have been submitted to Messrs. Thos. Potterton Ltd., one of the leading London firms in this business. Following generally your ideas they have drawn out the scheme as per their drawing enclosed. If this is closely followed you may rely on the installation being thoroughly efficient. You will notice that in addition to the pipes four radiators are being provided; the pipes alone, we are advised, would have been insufficient. Every effort is being made to get the boiler, pipes, radiators and all fittings away in the "Orduna".

12. 705.38. We are glad to note the steps taken to put an end to the nuisance of the Stanley people overrunning the jetties.

13. 705.39. 706.32. Time alone will disclose what is at the back of the rumour referred to. It can hardly be credited that Mr. J. Hamilton is seriously thinking of embarking in a business so much out of his line.

14. 705.40. The spare shaft for the s.s."Falkland" was shipped in the "Laguna" sailed November.

15. 705.43. The Board is glad to hear of your intended visit to the Farm, etc; also that Mr. Vincent will carry out an inspection of the accounts at each Section annually. This is an excellent arrangement.

16. 705.44. In my 1321.para.11. I omitted to refer to Mr. Vincent's report and sketch of the Sealing Company's Station at Albemarle. Both are to hand and have proved

interesting. Other matters relative to this Company will be referred to later.

17. 706.5. The details given of the progress of the New Retail Store have been noted.

The heating installation was referred to in Para. 11.

18. 706.7. We should be interested to hear to whom the "J.P. Smith" was sold.

19. 706.8. The Board is pleased to have your views with regard to the future of the "Stanley Arms", and will give the matter further consideration when, later, the scheme for the conduct of the business which you will prepare is to hand. The steps already taken to control as far as possible the purchases made by the tenant are noted with satisfaction.

20. 706.14. The order for the Wiring and Lighting Set specified was given to the General Electric Company on the 13th December, and every endeavour is being made to effect shipment by the "Orduna". As, however, their Works are closed for a week for Christmas Holidays, it is by no means certain that this can be done.

Drawings relative to the engine foundations are sent herewith.

Negotiations have been opened with the G.E.C. in respect of their sole agency and there is every probability of it being obtained.

21. 706.11. That the cables sent you through Bergen have reached you correctly is noted. The only objection to the plan is that our messages could be read by Mr.Mann-Andersen. Generally speaking this would not matter but it is possible that some relating to the Sealing Company will need to be treated more secretly. These can and will be sent you through the other route if necessary.

22. 706.13. We are very pleased indeed to hear that Mr. O.A. Tomelthy has made a good impression as Chief Officer of

the "Falkland". The only uncertainty we felt here was with regard to his youth.

23. 706.15. The Board is glad to hear that there is a prospect of the new shed at North Arm being available for this Season.

24. 706.16. The particulars of your preparations for the arrival and erection of the Floating Dock have been read with interest.

25. 706.18. The copies of agreements concluded with Duncan and Donald McKay are to hand and have been passed on to Mr. W.M. Dean.

26. 706.23. When R. Finlayson's application, made when here, in respect of pay while on leave came before the Board for consideration in September last, it was quite overlooked that a decision had been previously given, as long ago as November, 1927. If that decision was conveyed to him at the time it will have to stand.

27. 706.24. The Board much regrets to hear of the outbreak of measles in Stanley and on the Farm; it is not surprising that work will be delayed in consequence. It is hoped that your family has escaped infection.

28. 706.26. Mr. Thomson's reports on the boiler and machinery at Goose Green, the Bodie Bridge, and the unused Canning Machinery are to hand and have been read with the greatest interest. The Board feels that it can rely on your seeing that his recommendendations with regard to the work required to be done for the proper maintenance will be carried out in due course.

With regard to his report as to damage done to "the boss of the lever" of the wool press at Goose Green through the use of a hammer in place of the lever supplied for the purpose, please point out to the Camp Managers that the risk complained of is usually got over by making fast a heavy rope to the stanchions of the press, across the door,

leaving it sufficiently loose to allow the door to open only a few inches when the catches are released. The use of a hammer as described should on no account be allowed; it will most likely lead to damage.

Your proposals for dealing with the unused plant at Goose Green are approved. The best offer for the solder obtainable here is 70s/- per cwt. It will be surprising if you cannot do much better at Montevideo.

29. 706.28. The Board was very gratified to hear of your election to the Legislative Council.

30. 706.29. Mr. Vincent's report is to hand and has been read with interest. In connection with his remarks under "Speedwell Island" however, the suggestion to allow Mrs. Clark £2 per month for merely attending to the Store for a few hours each week strikes us as rather too liberal for a place employing only 10 hands. It is considered that £10 to £12 per annum should be ample for this service. It is noted that she is already on the Speedwell pay sheets at £5 per month. What is the explanation of this? The capacity in which she is employed is not stated on the return April to June.

see Memo Concerning 9/1/30

With reference to the remarks as to "slow sellers" and "unsaleable articles" in the store there, such things should never have been sent to a store so situated. Doubtless you will see that in future only essentials, and goods which will certainly be required are sent to this store. Other things must be obtained from North Arm or Stanley.

31. 706.31. The Board's approval of the sale of surplus sheep, if satisfactory prices can be arranged, was conveyed in 1317.para. 18.

32. 706.33. Your summary of the points discussed with the Governor arising on the letter of protest to the Colonial Secretary has proved most interesting. Why, in the event of the trade of the port expanding at some future date to the extent that further lighters or hulks are required, these

should be made the subject of taxation, it is difficult to see. Meanwhile we are glad to note that the proposed tax is to be abandoned.

Those who persist in thinking that the increase in coastal and other rates is due exclusively to the heavy survey expenses of the s.s. "Falkland" wilfully shut their eyes to the circular letter dated 16th July, 1926, issued to all, clearly stating that for the four previous years no profit on working the steamer had been taken and that an increase of rates was necessary.

Your opposition to the budgeting for an excessive surplus is warmly approved by the Board. It cannot see that such action can be in any way justified.

33. 706.34. Your cable of the 21st November advising that "after allowing for production to date" the overdraft of the Sealing Company amounted to £7000 came as a shock to the Board. It is realised that this has arisen through the "Afterglow" being out of commission during October in which month, we calculate that on the basis of the working in September, some £4,000 worth of oil should have been obtained. In the circumstances your refusal to make further advances was strictly correct. A cable was immediately sent you approving of your action and advising that under no circumstances must the F.I.C. be further committed. We are anxious to know whether the indebtedness to the Company referred to will be reduced by the operations immediately following the re-commissioning of the "Afterglow" on 29th October.

Every endeavour will of course be made,- following the suggestion in your cable,- to get some of the experienced and practical Norwegian people to come in and "carry on" on such terms as they may choose to lay down, but the position is extremely difficult. As the company can show only a loss on the working to date the ordinary investor is not likely to take up further shares. It therefore appeared to us that the only line of approach was to show that the sealing concession,-

which it is admitted is valuable,- was not transferable and that the only way for them to participate in it was to take up unissued Capital, it being increased for that purpose.

We accordingly approached Mr. Hans Borge of Tonsberg. He is known to be one of the most widely interested men in the whaling business and was the founder of the Anglo-Norse Company recently registered in Stanley. Copies of letters exchanged with him are enclosed. We are still awaiting his definite reply, but in the meantime it is interesting to note he writes as follows:- "When the Company was started I was wondering how the men put in command could tackle such a proposition, and have since heard that they have not been very successful. I cannot understand why a sealing enterprise in the Falkland Islands Dependencies should not be successful, and I should be interested to learn a bit more about the matter than set forth in your letter,- also what capital may be needed."

In our opinion it would be inadvisable to "hawk" the business to all and sundry pending a definite refusal from Mr. Borge.

In the meantime, Mr. Moen-Andersen has been advised that we cannot undertake to make him any further payments on account of the Sealing Company and a similar intimation has been sent to Mrs. Peterzens.

The insurances of the "Bellville" will fall due for renewal on the 31st instant. We shall of course not incur that further liability but it may be necessary to effect such insurance as will cover this Company's interest in the assets. Cables as to this will need to be exchanged later.

In the event of it proving impossible to induce the Norwegians to come into the business, the Board would like to know if you have any suggestions to make as to the best way of working off the Sealing Company's liabilities to the Company.

34. 306.355 It is satisfactory to know that the accident to the "Falkland" referred to resulted in no serious damage. The papers relating thereto are to hand and are being placed before the Underwriters. This "stranding" will enable us to recover a proportion of the steamer's next docking expenses.

35. New Retail Store.
Heating. Enclosed will be found Messrs. Thos. Potterton's invoice and specification relative to the shipment of this plant and also their drawings showing the lay out of the pipes and radiator system.

Lighting. The General Electric advise that owing to the holidays intervening the suppliers of the engine have been unable to forward it by this opportunity. Blue prints, in duplicate, to enable foundations to be prepared, are enclosed. The water cooling tank shown therein has been left for you to supply locally. A drawing of stands suggested for the accumulators is also sent herewith.

36. The contract with the Pacific Company has been renewed for the ensuing wool season. Please inform clients we are prepared to convey the produce from stations - with wharf facilities - to London at the same through rate as last year, viz:

Wool & Skins	£10	per ton of	1000 Kilos.
Tallow	£ 8	,,	,,
Hides	£ 8	,,	,,

From these rates, however, a deferred rebate of 7/6 per ton will be made at the end of the Season to all those whose produce has been shipped exclusively by the Company's coasting vessels and the P.S.N.C.steamers.

The ports having no wharf facilities will be charged £1. per ton over the above rates as heretofore.

The "Bogota", due Stanley about 8th January,- to connect with the March Sales,- and the "Lobos" due there about 5th March,- for the May Sales,- are the two fixtures arranged. The following boats to be as mutually settled.

37. **Searchlights.** Since writing you in Despatch 1320 para.2., we have obtained further quotations for searchlights. The following quotations are enclosed herewith:-

London Electric Firm. Letter dated 19th November, with price-list and illustration attached.

Carl Zeiss (London) Ltd. Letter and quotation of 20th Nov. with pricelist and illustration attached.

Clarke Chapman Ltd. Letter of 21st November.

We are informed that Messrs. Zeiss projectors,- which of course are of German make,- are far more efficient than any others on the market.

38. On receiving an application from one, William Munro, a fully qualified bricklayer and mason and apparently a very desirable man, we cabled you that he was available. In accordance with your reply asking that he should be engaged, an agreement was concluded with him, as per copy herewith. He sails by this opportunity.

39. On receipt of your cable of 20th December, we approached the Shaw Savill Company, and copies of letters exchanged will be found herewith. From these you will see that there is little hope of our being able to utilise any of the New Zealand liners homeward bound in February, March or April on account of it being the height of their own homeward passenger season.

40. Enclosed please find copy of letter from the Admiralty, dated 19th December, to which kindly give attention.

41. Referring to your cable of 18th December, enclosed will be found Crown Grant No.409 relative to the Anson property.

Yours faithfully,

Edward S. Gowans

Managing Director.

Enclosures via LIVERPOOL per S.S. "ORDUNA"

1 Copy of Cablegrams sent dated 18th.19th.21st.26th.27th.28th.Nov. 2nd.4th.6th.16th.17th.18th.20th.27th.Dec.1st & 3rd Jany.

2 Copy of Cablegrams received dated 19th.20th.22nd.(2)23rd.25th. 28th.Nov.3rd.4th.5th.7th.10th.18th.19th.20th.28th.Dec. & 2nd January.

3 Brokers' Reports:-

N A 97 bales Wool ex "Lautaro"

J H D Pebble 16 ,, ,,

A F C 2 ,, ,,

4 William Munro's signed agreement dated 9th December,29.

5 Conveyance of land in Stanley,part of Lots 9 & 10 from F.I.Co. to H.H.Sedgwick.

6 DuCroz Doxat & Co's Wool market reports dated 19th.November , 4th & 31st December,29.

7 Jacomb Hoare & Co's Wool market reports dated 4th December,29.

8 Wool Landing Certificates:-

— W K C	4	bales Wool ex Ballena		— J G	124	bales Wool ex Balle	
— J L W	64	,,	,,	— H&B	110	,,	,,
— Heart	105	,,		— Z	112	,,	,,
— D H	14	,,	"Bogota"	— Club	58	,,	"Bogota"
— S	15	,,	,,	— JHD Pebble	1	,,	,,
— HD K	19	,,	,,				
— W P	22	,,	,,	— D H	44	,,	,,
— S&S	38	,,	,,	— F	3	,,	,,
— M	1	,,	,,	— Weddell	9	,,	,,
— H	11	,,	,,	— T R	1	,,	,,
— R B C	16	,,	,,	— B	28	,,	,,
— T R	1	,,	,,	— H&B	71	,,	,,
— Z	1	,,	,,	— Heart	1	,,	,,
— J L W	2	,,	,,	— J G	8	,,	,,
— W K C	7	,,	,,	— J H D Pebble	14	,,	"Lautaro"
— A F C	2	,,	"Lautaro"	— N A	99	,,	,,
— D & S	2	,,	,,				

9 Copy of letter to John Haig & Co dated 4th December.29

10 Average prices of Wool sold at Public Auction on 22nd & 25th Nov.

11 Jacomb Hoare & Co's priced catalogue of Wool sold 22nd Nov.

12 DuCroz Doxat & Co's priced catalogue of Wool sold 25th Nov.

13 Copy of letter from Huntley & Palmers dated 20th and our reply of 21st November.

14 Account Current dated 6th January and vouchers.

15 Copy of letters from the Admiralty dated 29th.Nov.,13th Dec. and our reply of 3rd December.

16 Copy of letters to Hans Borge of 21st.Nov.9th.18th Dec.and his reply of 4th Dec.also to Moen Anderson of 27th Nov. 2nd Dec.and his replies of 9th & 14th December.

17 Copy of letter from Carke Chapman & Co.dated 21st November.

18 Copy of letter from Carl Zeiss dated 20th November.

19 Copy of letter from the London Electric Firm dated 19th Nov.

20 Copy of letter to Shaw Savill & Albion dated 23rd and their reply of 24th December.

21 Copy of letter from the Admiralty dated 19th December

22 Thomas Potterton's 3 plans of Low Pressure Hotwater Heating Installation for New Store at Stanley and copy of invoices and specifications as follows:-

1/5 5 cases Radiator Castings.

6/18 13 ,, Iron Boiler Castings.

23 Copy of letter to T.G.Slaughter dated 6th January.30

24 Additions to Bentley's Code dated 6th January.30

LONDON 6th January,1930

Indexed

P R E C I S

DESPATCH NO. 1323 DATED 4th MARCH, 1930 PER M.V. "LORETO".

1 Wrote last on 6th January.

2 Acknowledges 707.

3 Direct wireless facilities to the Islands - Imperial & International Communications Ltd. considering matter.

4 Sheep & Bulls per "Laguna" - Lowden Connell & Co. advise that Purser handed to Mr.Creamer envelope containing Veterinary Certificates &c.

5 Notes Bolinder Engine in Motor Boat to be opened up.

6 Floating Dock - Arrival.
Insured F.P.A. for voyage out.
West Yard Slipway - work done.
Charges for using Dock - gives M.Video scale.
Discusses charges for ship repair work.
Condition for incorporation in tenders - copy of those drawn up by Company's Solicitors enclosed.
Draft tender form enclosed.
Docking of "Gentoo" - correspondence with Mr.G.T.Dean enclosed.

7 Notes "Kelp" hauled up for overhaul.

8 East Jetty - work on finished.

9 Stanley Butchery - Approves being run as separate department.

10 New Store - progress noted.

11 s.s."Falkland" - Pleased with results of last year's running.

12 "Great Britain" - Agrees it is best to replace her with "Fennia" as soon as possible.
Notes compromise made with Government regarding mooring of hulks.

13 Coal - Stocks and supplies.

14 "Fairy" - approves of selling.

15 Board glad that you have been able to visit Stations on the East Island.

16 Mr. Thomson's Report on Machinery at Goose Green.
Batteries for s.s."Falkland".

17 F.I. & Dep. Sealing Co. - sundry matters.

18 Injuries to Employees - New regulations approved.

19 Rent of Islands - Bleaker Is. - Board not prepared to lease again after expiry of present tenancy.

20 Copy of "New Standard" Code posted.

21 Collection of produce from Port Howard.

(continued)

22 Receipt given for cargo by "Falkland" & "Gwendolin". Solicitors' draft of form enclosed.

23 Correspondence from Admiralty enclosed.

24 s.s."Falkland" - Salvage of "Afterglow" - Asks for copy of Logs, etc.

25 Copy of letter from Admiralty re oil fuel to "Melville" enclosed.

26 Remarks on employment of aux. schooner in place of "Falkland".
Attaches particulars of Aux.Schooner, "Mynonie R. Kirby".

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

64, Gracechurch Street.

London, E.C.3. 4th March, 1930.

Per m.v. "Loreto".

No. 1323.

Dear Sir,

My last Despatch to you was dated 6th January since when there has been little object in writing you owing to the absence of any connection between Montevideo and Stanley until the "Loreto's" arrival.

2. Your No. 707 came to hand on the 17th ultimo.

3. 707.2. The attention of Imperial & International Communications Ltd. has again been drawn to the lack of direct wireless facilities to the Falklands. Their reply, dated 17th January, was to the effect that "the question is receiving careful consideration and we hope at no distant date to be able to communicate with you on the subject."

4. 707.8. It is satisfactory to hear that the sheep and bulls per "Laguna" arrived in such good order. The matter of the missing Veterinary certificates has been taken up, and we are informed by Messrs. Lowden, Connell & Co. that following a communication with the Purser, who is now in Hull, they have ascertained that he handed the envelope which Lowden, Connell & Co. gave to the Pacific Company containing the Bills of Lading, the Contract for the conveyance of stock, weight slips, etc., and the Veterinary certificates to Mr. Creamer.

5. 707.9. Your decision to await the opening up of the Bolinder Engine in the Motor Boat before considering the question of fitting a reversible propeller is certainly wise.

6. 707.10. FLOATING DOCK. We are glad to hear that the parts were landed without apparent loss. That some frames were bent is not surprising; it is satisfactory to hear that

L.W.H. Young, Esq.,

Manager,

Port Stanley.

these can be straightened. The insurance effected was on f.p.a. terms, so that no claim can be made in this connection.

The information given relative to the preparation of the West Yard Slipway is read with interest.

It will be necessary shortly to fix a scale of charges for vessels using the dock. We are of opinion that, at any rate to commence with, we cannot do better than adopt those current in Montevideo, particulars of which were referred to is Despatch No. 1310 para 17. viz.

For docking and undocking	£15 - minimum.
Dock Dues per day	£10.

It is obvious that whether the vessel is large or small the cost of docking and undocking remains about the same. The variation of these charges, however, is a matter left to your discretion.

As regards charges for ship repair work, the schedule of prices, sent with 1310.17, current in Montevideo,- probably the cheapest of the Coast ports,- will give you an idea of how extortionate they are. It is with these our future charges will be compared. Little doubt is felt that your working costs will be much lower than these on the Coast where all materials imported are taxed and labour, relatively, is more highly paid.

While desirous that this should be brought home to customers with a view to attracting as much business as can be dealt with, you will appreciate the Board naturally desires to obtain the best return possible.

With regard to tendering for docking and repairs, the Company's Solicitors have drawn up conditions (copy attached) which should be incorporated with every tender. These you will see stipulate that the Company will accept no responsibility whatever for vessels on the dock.

We suggest that a form should be used when tendering

as per draft herewith. If you would like these printed here, as drafted, and sent out at once, please cable the word "WSJOY". If you consider any alteration or addition is called for you can advise by mail.

Enclosed will be found copies of letters exchanged with Mr. G.T. Dean relative to docking the "Gentoo".

7. 707.13. We are glad to hear you have the "Kelp" hauled up for repairs. It is just twelve months since the last overhaul.

8. 707.14. East Jetty. The conclusion of this work is noted.

9. 707.15. Stanley Butchery. Your suggestion is warmly approved; it is certainly most desirable to run the Butchery as a separate department to secure the better control or working indicated.

10. 707.16. New Store. Progress noted.

11. 707.17. s.s."Falkland". The greatly improved results in the running of this steamer for the twelve months to 31st October 1929 are noted with much satisfaction. The Board fully appreciates that this is largely due to your initiative in securing outside business.

12. 707.18. "GREAT BRITAIN". The Board is glad to see you are keeping a close watch on this hulk so as to guard against further damage to produce stored in her. The decision not to spend further money on her and to replace her with the "Fennia" for storage purposes as soon as possible is certainly the best course to adopt. That you have been able to come to a satisfactory compromise with the Government as regards mooring of hulks is noted. It would appear, however, that the provision of the best possible commercial facilities in the port is a matter of very minor importance to the Authorities.

13. 707.19. Coal. Your remarks on the present position, and your future plans with regard to stocks and supplies, have been read with interest.

14. 707.20. "Fairy". It is not surprising to hear that this old hulk has at last come to her end. She has certainly rendered remarkable service and it only remains to sell her as suggested.

15. 707.22. The Board is glad to know that you have been able to get to the Company's Stations and to other parts on the East.

16. 707.24. Mr. Thomson's Reports on the boiler and the hydraulic machinery at Goose Green are to hand and have been read with interest. The despatch of the several spares etc. he has asked for is referred to in Engineering Remarks.

We quite appreciate what you say as to the risk of damage to the "Falkland" from sulphuric acid fumes etc. if the lighting batteries are fitted. It is very unfortunate that Captain Roberts' and Mr. Peters' recommendations in this connection were acceeded to.

17. Falkland Islands & Dep.Sealing Co.Ltd.

From the enclosed copy of letter dated 20th February received from Mr. Borge you will see that there is little prospect at the moment of getting any Norwegians to come to the rescue of this Company. The recommendations he has made for the future conduct of the business will be found herewith.

Meanwhile, we were glad to note in your Remarks on Accounts of 26th November and 7th January that success attended the Company's operations to the end of the year which will result in their indebtedness to the F.I.Company being considerably reduced in the near future.

Copies of letters from Messrs. Anning & Cobb, of 17th, 22nd, 24th January and 4th February, relative to trouble over the analysis of the oil arrived per "Balzac" are

enclosed. The allowance, based on the difference in analysis, appears in Account Sale. Copy of analysis herewith.

Following exchange of cables the sale has been effected of 200 tons seal oil, April shipment from the Falklands to Oslo, and 25 tons to Dunkirk, both at £25 per ton.

Please instruct the Sealing Company that detailed specifications must always accompany shipments sold on c.i.f. terms, on which must be shewn the number, gross tare and net weight of each drum.

The buyers of the 25 tons for Dunkirk have further requested that their drums be marked S.H. numbered 1 up and that a certificate of origin, certified by the French Consul, should accompany the documents. A request to this effect was cabled you on 25th Feb.

The copy of the license and schedule defining conditions granted by the Government to the Sealing Company is to hand.

18. Injuries to Employees. The new regulations (referred to in your Remarks on Accounts 26th November 1929) you have put into force are approved. It was desirable that it should be clear to all employees exactly what they are.

19. Rent of Islands - Bleaker Island. In your Remarks on Accounts 7th January an application from Mr. Alec Bonner in connection with this Island is referred to. The Board is not prepared to lease the Island again after the expiry of the present tenancy on 31st March, 1931. For purposes of future reference, and as it is a question calling for the Board's consideration, it is preferable that such matters be referred to in despatch.

20. New Standard Code. We have decided to adopt this code in place of the Bentley. A copy is being sent you by this mail. When you have had time to study it, please telegraph the word "WSIUN" which we will take to mean that it will be used in

future for all messages between us. It does not clash in any way with the Bentley and is more comprehensive and economical. It occurs to us that it might be a good plan for you not to make it known that we have adopted it, but to keep it exclusively for messages to and from you and this office. In this way complete secrecy would be obtained. Other messages are comparatively few, and not much extra expense would be incurred by continuing to use the Bentley for them.

You will find that special tables have been incorporated in the New Code (Pages 639 and 649) for the purposes of advising shipments homewards and average prices of wool outwards. Two examples of previous messages sent, compiled under the new tables, will be found herewith. Probably, further desirable additions will occur to you, and if you will let us have particulars from time to time, they can be added.

21. Your attention is drawn to copies of letters exchanged with Messrs. James Lovegrove Waldron relative to the shipment of their produce from Port Howard and the 7/6d per ton deferred freight rebate. They have been verbally informed that we cannot allow Mr. Pole Evans to decide whether or no he may ship by outside vessels, but that if your permission is first obtained their claim for rebate will not be prejudiced. Mr. Evans is being advised by his Directors of this arrangement.

22. We are not clear as to whether the form of receipt given by the s.s."Falkland" or "Gwendolin" for cargo received at the Stations contains any conditions protecting the Company against the results of negligence, etc. This is important for many reasons and to mention one only, claims which might arise on the Mutual Club in which the s.s. "Falkland" is entered would be void unless this is the case.

We have consulted our Solicitors and they have drafted the conditions which will be found herewith. If receipts now given contain no such conditions, we suggest that this should be printed on a slip,- on adhesive paper, and attached to each receipt. Please advise if you would like these printed here and sent out or would prefer to have new receipt books containing this matter. If the latter, please supply the form in which required.

23. Enclosed will be found the following letters from the Admiralty, to which kindly give attention:-

5th Feb. 1930.	With reference to a discrepancy in the Stock Returns and directing that the contents of the pipe line must be always taken into account.
8th Feb. 1930.	Referring to repairs on the main 300 tons reservoir and asking for a report on the Pudlo used ~~thereon~~ on the pumphouse. Authority given for wire ropes to be renewed.
13th Feb. 1930.	Advising that steel wire rope and cordage for "O.C.82 are being sent from Chatham Dockyard.
21st Feb. 1930.	Authorising an increase, up to 1125 tons, of oil to be delivered to R.R.Ships "William Scoresby" and "Discovery II".
28th Feb. 1930.	Calling for a specification of repairs to be done to "O.C.82" and an estimate of the cost for same. Your special attention is directed to our reply thereto relative to the charge to be made for the use of the dock.

24. <u>s.s."Falkland" - Salvage of "Afterglow"</u>.

With reference to the salvage services rendered by the "Falkland", reported in your 705.44, 706.34 and Remarks on Accounts 7th January, before any progress can be made with the salvage, we still require to have a copy of the Log of both vessels and a full report of the services rendered if it is not sufficiently set out in the Log and also to know whether the "Afterglow" had any cargo on board and if so the approximate value, and nature of it. When this information is to hand we purpose putting the matter before

the Chairman of the Salvage Association (provided the Underwriters of the "Afterglow" agree) and to abide by his award.

25. Enclosed please find copy of letter from the Admiralty, dated 10th January relative to the supply of 128 tons of oil fuel to the steamer "Melville".

26. As you are aware, in recent years it has been a matter for consideration whether it would not be more profitable to get rid of the "Falkland" and employ in her place one, or perhaps two, auxiliary schooners. The position, however, owing to the development of the Sealing business and the further excellent arrangements you have been able to make for the employment of the "Falkland" in work outside the ordinary coasting business, has materially changed in favour of the steamer. It is clear that the work she has done during the past twelve months could not be equalled by schooners.

However, merely as a matter of interest, I send you herewith particulars of an auxiliary motor schooner, the "Mynonie R. Kirby" which is on offer for £1,000. Her age is certainly against her but it should be borne in mind that having been built for the North Wales slate trade with North America, she is constructed of oak throughout with frames spaced 2½" apart!

Yours faithfully,

E. B. Edwards.

Managing Director.

Enclosures per Supplementary Mail per "Cap Polonio".

1 Copy of Cablegrams sent dated 4th,6th,7th,10 & 12th March.

2 Copy of Cablegrams received dated 4th,11th & 13th (2) March.

3 General Invoice Stores per M/V "Loreto".

4 Suppliers Invoices of Stores shipped for Dean Brothers per "Loreto".

5 List of General Cargo per M/V."Loreto".

6 Brokers' reports on Company's wool ex "Bogota".

7 Brokers' reports on Clients' wool ex "Bogota".

8 Brokers' reports on Company's and Clients' Hides ex "Bogota".

9 Remarks on Stores.

10 Copy of letters from the Admiralty dated 11th & 12th March.

11 Copy of letter from Ince Colt & Co. dated 10th March, with copy of Sir Robert Aske's opinion and amended form of tender.

12 Copy of letter from Hans Borge dated 20th February.

13 Engineering Remarks.

14 Remarks on Accounts.

15 Account Current dated 14th March and vouchers.

16 Copy of letter to T.G. Slaughter dated 14th March.

17 Evans Sons Lescher & Webb's invoice for drugs shipped per M/V."Loreto" on account of West Farmers Medical Assn.

18 Stanley Land - Conveyance. Lots 8 & 9 to J.F. Summers.
" Lot 4 Sec.2. to B.A.Sedgwick.
" Lot 10 " M.McCarthy.
" Lot 11 " J.D. McKay.

LONDON, 14th MARCH, 1930.

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P R E C I S

DESPATCH NO. 1324, DATED 14th MARCH, 1930, PER "CAP POLONIO" & "LORETO"

1 F.I. & Dep. Sealing Company - Mrs. Borge's views.

2 Mr. B. Elliott granted £100 for passages.

3 Floating Dock - Liability of Company for damage to vessels whilst in Dock - Counsel of opinion that clause in tender forms a complete protection.

4 Oil Barge "C.82" - Admiralty asks for tender for docking and repairs, etc.

5 Stone from Navy Point - Admiralty asks for settlement on terms of their letter of 7th November, 1927.

6 Asks for Mr. Thomson's report on boiler and steam crane which Admiralty have for sale.

7 Stanley Land - 4 Conveyances enclosed duly completed.

8 Locks - not to be shipped.

9 Seal Lion Skins - ex "Highland Brigade" - Reports position.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street.

Per "Cap Polonio" & "Loreto".

London, E.C.3. 12th March, 1930

No. 1324.

Dear Sir,

1. F.I. & Dep. Sealing Co. Referring to paragraph 17 of 1323, the statement of Mr. Borge's recommendations as to the conduct of this business did not come to hand but he has since called here and given me his views, which are as follows:-

(a) He considers that having regard to the very bad weather usual around the Islands, a vessel of the type of the "Bellville" is quite unsuited for the work.

(b) That it should be carried on by a small self-contained factory steamer of from 5000/6000 tons, fully equipped for boiling down. That there are such vessels now in Norway in every way suitable for the work obtainable at from £30,000 to £40,000. These have been given up by the whaling companies as they are found to be too small to operate on the larger scale now generally adopted.

(c) Such a vessel should not be depoted permanently, as the "Bellville" is, at Albemarle, but should be worked around the Islands, lying in harbours, and after doing all the sealing available in the neighbourhood move on to fresh grounds, and not return to the same places for at least a year. The factory ship should ~~xxxxx~~ come home each year with the catch and undergo her necessary repairs returning with stores and all requirements.

(d) The "Afterglow", he considers, should be suitable for sealing.

(e) He is convinced that a shore factory is a great mistake, as it necessarily limits the sphere of operations to the neighbourhood.

L.W.H. Young, Esq.,

Manager,

Port Stanley.

(f) The operations should be under the control of a thoroughly experienced and energetic man. Mr. Peterzens, Mr. Borge informed me, was merely a chemist on a whaling staff.

Mr. Borge is strongly of opinion that, properly worked, there is a profitable business to be done in sealing and whaling around the Islands, even on the basis of present prices of oil, £25 per ton, for many years to come.

If a company were formed to carry on the business on the above lines, it is doubtful if the F.I.C. would obtain the advantages of the employment of the "Falkland" such as have proved so valuable in the past year. That being so it would appear to be more to our advantage, provided the present difficult financial corner can be rounded, for the little Company to carry on. With the assistance of your better business direction the mistakes of the past would be avoided and perhaps a profitable result obtained.

2. With reference to Mr. Slaughter's application in his letter of 6th January 1930 for assistance for B. Elliott in the matter of passage money, the Board has given authority for him to be paid £100. This is equivalent to the second class passages out and home which would have been given him had he signed the usual five years agreement when going out.

3. Floating DOck. Since writing despatch 1323 para. 6, we have had under consideration whether there were any possible risks to vessels being docked and repaired for which the Company might be held liable notwithstanding the protecting clause, drafted by our Solicitors, and embodied in the draft form of tender sent you. It occurred to us that should there be any, insurance should be effected to cover same. The matter was placed before Underwriters with the result that they made the absurd suggestion of a premium of £600 per annum arguing that there was just a possibility that our protecting clause might not in Court "hold water".

Accordingly we again consulted our Solicitors who advised taking Counsel's opinion on the point. Herewith will be found copy of Messrs. Ince, Colt & Co's letter of 10th instant and copy of Sir Robert Aske's opinion. From the latter you will see that he considers our clause - which he has slightly amended - a complete protection against all and every risk. In these circumstances it is not intended to effect any further insurance in the matter.

A further draft of the form of tender, bearing the clause as amended, will be found herewith. Instead of awaiting your cable reply as suggested in our para. 6 of 1323, we purpose having a supply of the forms printed and these will be posted to you by the next opportunity.

4. Referring to my remarks in No. 1323 para.23, I enclose copy of letter of 11th March received from the Admiralty in reply to ours of the 3rd, relative to the charge for docking the oil barge "C.82".

5. In Despatch No. 1287 para. 5, a copy of letter from the Admiralty dated 7th November 1927 was enclosed. That letter provided that we should pay a royalty of 1s/- per ton on the stone removed from their quarry and £1 per week for the use of the shed and plant at the Naval Camber. This was in connection with the construction of the "Egeria" jetty and East Shed, etc. So far nothing has been paid to the Admiralty in this connection, and an application for a settlement, as per copy of their letter of 12th March 1930 enclosed, has just come to hand. Kindly let us have a credit note, on the lines of their letter of 1st March 1928 referred to, for the amount due to them when a cheque in settlement can be forwarded.

6. Referring to your 705, para. 9, we shall be glad to have Mr. Thomson's report on the boiler and steam crane which the Admiralty are anxious to sell. They are asking for our decision. Doubtless you will indicate what you think should

be offered for this gear if it is considered likely to be useful.

Yours faithfully,

E. A. Goodall

Managing Director.

7. Stanley Land. The following Conveyances, duly signed and sealed, are returned herewith:-

1½ square poles 22 square feet. Lots 8 & 9. To J.F. Summers.
1/2 acre Lot 4 Sec. 2. To B.A.Sedgwick.
38 square poles 25 square yards. Lot 10. To Michael McCarthy.
39 ,, ,, 13 ,, ,, 6 sq.ft. Lot.11 to J.D.McKay.

8. Locks. Owing to the decline in value for wool, we wired you on the 7th instant not to ship locks for the present.

9. Sea Lion Skins. With regard to the 337 Skins arrived per "Highland Brigade", six have been sold at 15s/- each and are Account Saled this mail.

These are being treated and worked up by the buyer and until the result of this is known we cannot say whether he is open to buy the whole parcel.

Enclosures via Montevideo

1 Copy of Cablegrams sent dated 17th & 19th March.

2 Copy of Cablegrams received dated 14th & 15th March.

3 Brokers' Report on Heart mark 36 bales Wool ex"Bogota"

4 General Invoice - Stores per"Highland Princess"

5 General Invoice - Stores per"Principessa Maria"

6 DuCroz Doxat & Co's Wool market report dated 18th March.

7 Remarks on Accounts.

8 Copy of letter from Hamilton & Saunders,Ltd.dated 8th February and documents referred to attached

9 Memorandum to L.W.H.Young dated 19th.March and copy of Admiralty's letter of the 18th.attached.

LONDON 19th MARCH,1930

LIST OF ENCLOSURES VIA LIVERPOOL.

1 Copy of Cablegrams sent dated 13th,14th,16th,27th,28th,29th (2) January,6th,14th,18th,24th & 25th February.

2 Copy of Cablegrams received dated 13th,22nd,24th,28th30th,31st January,4th,10th,15th (2) 19th,21st,22nd,24th & 27th February.

3 Copy of letter from St. Dunstans dated 18th February and receipt attached.

4 Copy of Open Cover on Produce with the British & Foreign Marine Insurance Co.Ltd.

5 Du Croz Doxat & Co's Wool Market Reports dated 21st Jan & 6 Feb

6 Copy of letter from A.J. Caley & Son dated 6th & our reply of 7th February.

7 Jacomb Hoare & Co's Wool Market Reports dated 6th February.

8 Copy of Agency Agreement with the General Electric Co. dated 1st February.

9 Corrected General Invoice Stores per "Orduna".

10 Brokers' reports on Company's Sheepskins ex "Lautaro" & "Bogota"

11 do. do. Clients' do. do. do.

12 Anning & Cobb's priced catalogue of Sheepskins sold 30th Jan.

13 Shipping Federation's Certificate of Entry s.s."Falkland".

14 Copy of letter from Perrier Ltd. dated 9th and our reply of 13th January.

15 Remarks on Stores.

16 Copy of letter from the Admiralty dated 28th Feb. and our reply of 3rd March.

17 Copy of letter from G.T. Dean dated 2nd and our reply of 4 Feb.

18 Copy of letters from the Admiralty dated 10th Jan,5th,8th,13th & 21st Feb. and ours of 22nd Jan. & 10th Feb.

19 Copy of letters to J.L.Waldron Ltd. dated 29th Jan. & 6th Feb. & their replies of 5th & 11th Feby.

20 Copy of letters from Anning & Cobb dated 17th,22nd,24th Jan. & 4th Febry.

21 Draft of Receipt Form for goods carried by Coasting vessel.

22 Particulars of "Mynonie R. Kirby".

23 Form of Tender for docking vessels in Stanley.

24 New Standard Code - Examples for special Tables.

25 Copy of letter to T.G. Slaughter dated 4th March.

LONDON, 4th MARCH, 1930.

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P R E C I S

Despatch No. 1325, dated 9th May, 1930, per m.v. "Lautaro".

1 Acknowledges Nos. 708/10.

2 Cables - message sent from Stanley 5th Feb. not received.

3 Mail Fixtures - acknowledges advice of.

4 Italian Consulate - pleased to hear of your appointment as Consul.

5 Stanley Arms Trade - notes improvement in.

6 "Egeria" Jetty - approve of decision not to proceed with the further extension.

7 Veterinary Certificates - glad those for stock per "Laguna" were found.

8 Millinery Store - decline in sales.

9 Lamp for "Great Britain" - Windproof lamp being sent this mail.

10 "Kelp" - acknowledges Mr. Thomson's report.

11 "Bertha" Wreck - Salvage of Cedar Logs - trying to get information as to value, etc.
Pitch pine spars.

12 Findlay Creek Bridge - Work to be suspended.
Concrete piles -
Contracting for work.

13 "Great Britain" & "Fenia" Boilers - Engineer's reports to hand.

14 Colonial Development Bill - Grant - Proposed expenditure of £20,000 - Board agrees with your views.

15 Slaughter House and Stanley Arms - rebuilding to remain in abeyance.

16 F.I. & D. Sealing Co.- Purchase of drums from M.V.
Not practicable to word contracts "Barrels or drums".
Freight on seal skins.
"Afterglow" - reclaim for cost of temporary rudder.
"Bellville" Insurance.- Catch insc.

17 "Samson"

18 New Retail Store - Particulars re progress to hand - also photographs.

19 Floating Dock - do. do.
Pneumatic Riveter. Parts cabled for going this mail.
"White Rose" Paraffin best oil for "Hercules" engine.

20 "Fleurus" Agency - matter being taken up with Mr.H.Borges

21 Improved attitude of Government to "Falkland".

22 General Electric Company - asking for credit for shortage.

23 Canning Plant & Solder - notes steps taken for disposal of

24 Hides and Tallow Coastal Freight - present rates considered high enough.

25 "Lady Elizabeth" and "Fennia" - new anchorages noted.

26 s.s. "Falkland" - trip provided for "Orduna" passengers.

27 Admiralty Pump and Boiler House - Progress noted - Question of board etc. not discussed with Munro when engaged.

28 s.s. "Falkland" Mails - method and remuneration for carrying.
Fuglendorff - arrested for stealing mails.

29 Anson House and Stables - approve suggestions.

30 Norwegian Whaling Association - Collecting Agency Fees.

31 Steamer Agency Fees - approve of.

32 Fitzroy North - Robsons - Purchase of lease.

33 Tallow in metal drums - not desirable to ship in.

34 F.I. & D. Sealing Co. - Overdraft.

34a Inspection of Wool at Docks - Copy of letter from Cooper's re Kymac dip attached.

35 Continuation of paragraph 11 - Copy of letter from Lamb Bros. re Pitch Pine Spars attached.

36 Mr. Marshall Foggo's testimonials sent herewith.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 9th May, 1930

Per M.V. "Lautaro"

No. 1325.

Dear Sir,

Since writing you on the 14th March I have to acknowledge receipt of your Nos. 708/10.

2. Cables.

On comparing the confirmation forms of messages despatched by you to us, we find that yours of 5th February,- referring to insurance rates and a remittance of £7 to Tomelthy,- did not come to hand. The Post Office Authorities advise us that any enquiry as to the miscarriage must come from the sender. Please take the necessary steps.

3. 708.1. 708.24. Mail Fixtures.

I have to thank you for the advice of future mail sailings and arrivals.

4. 708.2. Italian Consulate.

The Board is pleased to hear of your appointment as Consul for Italy.

5. 708.5. Stanley Arms Trade.

It is very satisfactory to note the improvement, resulting on your recent action.

6. 708.6. "Egeria Jetty".

Your decision not to proceed with the further extension is approved.

7. 708.7. Veterinary Certificates.

We are glad that the Veterinary Certificates for stock per "Laguna" were found. With regard to your suggestion that in future these should be sent with the

L.W.H. Young, Esq.,

Manager,

Port Stanley.

Despatch, I regret that this is not possible for the reason that they are required in Liverpool when shipment takes place,- usually the day of sailing,- and therefore have to be posted direct to you by Lowden, Connell & Co. They will, however, be asked to send a separate covering letter.

8. 708.8. 710.16. Millinery Store.

It is noted that the Millinery Store business shews a decline for the past year. Having regard to the accumulation of old stock, and the totally inadequate premises, this is not surprising. When it is moved into its new abode we trust it will shew improvement.

9. 708.9. Lamp for "Great Britain".

By this opportunity is being sent you one of Messrs. Davey & Co's No. 105 Windproof Lamps, fitted with oil (Paraffin) container for 48 hours supply. This should meet your requirement.

10. 708.10. "Kelp".

Mr. Thomson's report on the hull and boilers of the "Kelp" is to hand and has been studied with interest.

11. 708.11. 710.27. "Bertha" Wreck.

The report on your visit to this wreck has been read with much interest and your plans for recovery of the timber appear perfectly practicable. Following my visit to the wreck in February 1920,- when only 207 logs were on the beach,- a light timber wagon was shipped out for the special purpose of conveying them to Mare Harbour, but through lack of energy and interest nothing whatever has since been done. On taking up the matter again with Messrs. Denny, Mott & Dickson, they inform us that they are no longer interested in cedar and they give no indication of a value of the pitch pine spars on hand. We will accordingly try other possible outlets and will advise you later of the result.

12. 708.12. Findlay Creek Bridge.

You will have understood from the cable sent you on the 2nd April that the Board has decided,- pending an improvement in the Wool Market,- to suspend this and all other constructional work not absolutely necessary. In the meantime, I am able to say for your future guidance that your suggestions as to using concrete piles and contracting for the work are approved. A query as to the number of tie rods asked for in your indent is referred to in Remarks on Stores by this mail.

13. 708.13. "Great Britain" and "Fennia" Boilers.

Mr. Thomson's reports are to hand and have been read with interest.

14. 708.14. 710.17. Colonial Development Bill - Grant.

The Board is in entire agreement with you as to the proposed expenditure of £20,000 merely on Stanley improvements. It is a most unsatisfactory waste of public funds, accumulated in the past directly from the Farming Industry, and now to be spent for the sole benefit of a very small proportion of the population,- consisting largely of officials,- who have done nothing and can do nothing towards the development of the Colony's wealth and resources.

15. 708.15. Slaughter House and Stanley Arms.

Until the return of better times the rebuilding of the Stanley Arms will have to remain in abeyance. It is hoped that you will be able to get the Government to consent to your delaying the erection of the New Slaughter House.

16. 708.17. Drums from Montevideo.

Your proposal for the purchase of drums at Montevideo and delivery at Abemarle is excellent.

Sale of Seal Oil.

It is not the practice for seal oil sale contracts to be worded as you suggest. Any such, giving the shipper the option of delivering in barrels or drums, restricts the market of sale for the reason that in several of those countries where import duties are imposed duty is levied on the metal drum or barrel as a manufactured article, but this is not done in the case of wood barrels. For that reason, if the cost were not against it, it would be preferable to always ship in wood barrels. You may take it that in wood barrels the market value is about 30/- per ton higher than if sent in any metal package.

Sale of Seal Skins.

The Account Sales for 332 Seal Skins ex "Highland Brigade" will be found herewith.

You will see that after charging the agreed through freight, £7. 10. 0 per ton = £56. 14. 8., insurance, etc., there remains a final return of £52. 1. 2. or about 3s.1½d per skin, an amount hardly justifying the shipment. Having regard, however, to the desirability of encouraging the business,- the above transaction was really experimental on the part of the buyers and better prices are hoped for,- you may deem it advisable to reduce somewhat the freight until the trade is established.

"Afterglow" Insurance Claim.

The claim you refer to has been before the Insurance Brokers. They advise "We duly received your favour of the 1st instant advising that you have received from your Manager at Port Stanley a letter asking whether a claim for the cost of fitting a temporary rudder and for crews' wages etc. in bringing the above vessel into Port Stanley for repairs, can be submitted under the Sue and Labour Clause. The insurance

is effected on Norwegian conditions but free from Particular Average absolutely. We suggest, therefore, the best course is that all the claim documents should be submitted to Messrs. A/S Tonsberg Sjoforsikringsselskap so that they can prepare any claim that may be recoverable under the policies against the Underwriters". Please send full particulars.

"Bellville" Insurance.

The certificate relative to laid up time is before Underwriters for collection of return premium.

The proposal in your cable of 22nd January referred to was correctly understood and put before the Brokers but they advised covering for 12 months and collecting return premium for laid up time as being probably the most economical course to follow.

Insurance of Catch.

This matter was dealt with in our Remarks on Accounts of 26th March.

17. 708.18. "Samson".

Your remarks are noted.

18. 708.20. 710.24. New Retail Store.

The particulars given relative to the progress of this Store have been read with interest and the photos to hand are much appreciated.

19. 708.21. 710.23. Floating Dock.

The remarks in the above paragraph apply equally to your advices under this heading.

Pneumatic Riveter.

On receipt of your cable of 26th ulto. we immediately got into communication with the Consolidated Pneumatic Tool Co.Ltd. and they have promised shipment of the parts asked for by the "Lautaro". We considered it wiser to ship by this vessel than run the risk of connecting

with the "Falkland" at Montevideo.

Hercules Engine.

It was ascertained from the Consolidated Company that any of the best grades of lamp burning paraffin, such as "White Rose", of a specific Gravity of .815, and flash point F. 115/120, are suitable for this engine. 1000 gallons of "White Rose" are being shipped by the "Lautaro" carrying this mail.

20. 708.23. "Fleurus" Agency.

An application has been made to Mr. Hans Borge in respect of this Agency. The result will be advised you later.

21. 710.2. Government and s.s. "Falkland".

Your account of the development of the improved attitude of the Government to the "Falkland" is most interesting. We hope that the better relationship established will be maintained.

22. 710.8. General Electric Company.

An application has been made to this Company for a credit in respect of the shortage of one shade referred to.

The securing of their Agency was referred to in Remarks on Stores of 4th March.

23. 710.9. Canning Plant & Solder.

The steps taken to dispose of these are noted.

24. 710.12. Hides and Tallow Coastal Freight.

The arrangements in the past have been to charge 10s/- per ton extra for tallow and hides from Stations without port facilities. If you find cases where this has not been done it is an oversight. In view of the low values of this produce we consider this is high enough. The charge for hulkage mostly concerns Pebble Island Account

and as the proprietors are good clients we do not purpose making the increase suggested.

25. 710.13. "Lady Elizabeth" and "Fennia".

The new anchorages of these hulks are noted.

26. 710.14. s.s."Falkland".

The employment provided for the "Falkland" in connection with the trip for the "Orduna" passengers was excellent.

27. 710.15. Admiralty Pump and Boiler House.

Your report on the progress of the plastering work is noted.

The question of allowing Munro for board,etc. in Stanley was not even mentioned here when he was engaged. You will doubtless deal with the matter as you think best.

28. 710.18. s.s."Falkland" - Mails.

The method of,- and remuneration for,- carrying mails certainly calls for some improvement, and the Board is glad to note you have the matter under consideration.

In this connection we much regret to see from the "Penguin" that Fuhlendorff, who has always been considered one of the Company's most respected servants is under arrest for tampering with mails aboard the "Falkland".

When one considers that the Government is contemplating spending £20,000 for the benefit of only one third of the Island population resident in Stanley, consisting largely of Government employees and others mostly in no way responsible for the commercial development of the Colony, its attitude in declining to pay a subsidy of even £300 per annum for a mail room on the "Falkland", which has been run without any advantage whatever to the owners for the benefit of all, is difficult to understand.

29. 710.19. Anson House and Stables.

No better use could be made of this material and approval is given to proceed at once with the work.

30. 710.20. Norwegian Whaling Association.

The amount of Agency Fees outstanding from this Association is being collected.

31. 710.21. Steamer Agency Fees.

Your suggestion relative to the charge for Agency Fees is thoroughly approved.

32. 710.25. Fitzroy North - Robsons.

You will have gathered from the cable sent you on the 2nd April that having regard to the very heavy fall in wool prices the proposal to purchase the lease of Robsons' property at Fitzroy North was not sufficiently attractive for the Board to entertain. It is understood that for the £3750 the Company would be purchasing merely the lease with the buildings and fences and about 2000 sheep. The freehold would have to be acquired later at a cost of,- 15143 acres @ 3/- - £2271. Is this the position?

33. 710.26. Tallow in metal drums.

On receipt of your despatch a cable was sent you to the effect that it was undesirable to ship tallow in metal drums and that the market price for it so packed was 50/- to 60/- per ton below that in casks.

The explanation is that a very large proportion of the tallow sold in London is transhipped to Continental ports at some of which, where import duties are imposed, the iron drum is taxed as a manufactured article thereby considerably increasing the cost of the tallow. We are informed that Lever Brothers, and other firms in this country, will not purchase it in drums.

34. 710.29. F.I. & Dependencies Sealing Co.

The overdraft of this Company,- £12,235,-

at 31st December is a cause for some anxiety	/21[illegible],2[illegible]5
although the shipment of 140 tons oil -	
prompt February	[illegible],347
reduces the amount to	9,688
In addition the 225 tons oil shipped in April	
and sold at £25 should realise about net	4,050
reducing the debt again to	£ 5,638

In view of your Remarks on Accounts of 1st April, we gather that shipments may be resumed in June and that the total catch for the season may amount to 800 tons. If this proves to be the case there is a good prospect of the debt being entirely liquidated. Of course, we are in the dark on this side as to current expenses running on, and it is noted with approval that you are allowing them sufficient stores and fuel to carry on.

The trouble with the Norwegian crew is much to be regretted and presents further difficulties of operating with inexperienced hands.

We shall be glad to hear if anything results from the interest shewn by The Compania Argentina de Pesca.

34a. From an inspection of the wools recently on show at the Docks, it was difficult to believe,- they presented such a marked difference in appearance,- that the N.A. Wool had been dipped with the same dip as the S. from Fitzroy, although from the cables exchanged we understand that this was so. The matter is referred to in the letter to the Camp Manager, and if there is any explanation no doubt it will be received later.

You will be interested to read the copy of Messrs. Copper, McDougall & Robertson's letter of 1st April relative to the efficiency of the fluid and paste preparations.

No. 1325. 9th May, 1930. - 10.-

35. Referring to para. 11. copy of Messrs. Lamb Brother's letter dated 1st May, giving their views as to the value of the pitch pine spars and logs will be found herewith.

36. At the request of Messrs. Fleming & Hatton, we enclose the original testimonials belonging to Marshall Foggo, the Camp Teacher. Kindly forward same to him.

Yours faithfully,

E. B. Gowanlock

Managing Director.

Enclosures per M.V.Dautaro via Glasgow

1 Copy of Cablegrams sent dated 29th.31st March,1st.(2) 2nd.11th 16th.22nd.23rd.25th.28th.April & 2nd & 7th.May.

2 Copy of Cablegrams received dated 2nd.4th.12th.14th.16th.22nd. 26th.(3) 28th.April 1st.6th.& 7th.May.

3 Copy of letter from Philip & Sons of 22nd & 24th and our replies of 23rd & 25th April re order Indent No.278 Items 374/6.

4 Wool Landing weights certificates:-

D & S	80	bales Wool	ex Bogota
J B	89	"	"
D H	364	"	"
L	44	"	"
S	102	"	"
N A	170	"	"
F	100	"	"
F B	51	"	"
Club	71	"	"
HP	32	"	"
B	16	"	"
S I	22	"	"

5 Copy ofletter from the Admiralty dated 9th April and documents referred to attached.

6 Ducroz Doxat & Co's priced Catalogue of Wool sold on 28th March.

7 DuCroz Doxat & Co's Wool market reports dated 9th April

8 Jacomb Hoare & Co's Wool market reports dated 9th April

9 Average prices Wool sold on the 28th March.

10 Jacomb Hoare & Co's report on J H Passge Isld. Wool ex Bogota

11 DuCroz Doxat & Co'sreports on Wool ex "Lobos"

D H	634	bales Wool	ex "Lobos"
S	84	"	"
M	29	"	"
H	26 28	"	"
McG	2	"	"
W P	42	"	"
J B L	44	"	"
H P	119	"	"
m v	33	"	"
A P	170	"	"
T R	~~136~~ 135	"	"
F	169	"	"
L	95	"	"
S&S	78	"	"
B	57	"	"
J H	12	"	"

12 Falkland Islands Notes £7 . 10/- see debit in Account Current herewith.

13 Remarks on Stores.

14 Account Current dated 9th May and vouchers.

15 Marshall Foggo's original testimonials

16 Copy of letter to Lamb brothers dated 30th April and their reply of the 1st May.

17 Jacomb Hoare & Co's Sheepskins sale catalogue of 8th May.

London 9th May, 1930

The Falkland Islands Company, Limited.
INCORPORATED BY ROYAL CHARTER 1851.
REGISTERED 1902.
61, Gracechurch Street,
London, E.C.3.

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Per M.V. "Lautaro"
No. 1326.

9th May, 1930.

Dear Sir,

ACCOUNTS 1929.

I have to acknowledge receipt of your No.709 of 24th February enclosing the final accounts for the past year together with the several schedules in support of same.

These are under examination previous to being incorporated in the books before the final Audit. Comment may follow later, but in the meantime it can be said that notwithstanding the exceptionally heavy decrease in Farm profit, directly attributable to the collapse of wool values, the results are better than anticipated. In the Account Current sent you 14th March will be found the credit for £1325. 11. 11, amount recovered from the Underwriters for damage to the North Arm wool. This will be added here to the final profit shewn in your accounts.

Consumption materials on hand.

Your remarks are duly noted; the methods you have adopted in dealing with bagging, hoops, etc. and fencing are approved.

The further details given of materials charged to the Farm in your statement are a distinct improvement.

Lighterage, Hulkage Account.

It is satisfactory to note that after making allowances for the adjustments referred to, this account looks like being on a better footing in future.

Store.

The result of the Store trading for the year is,-

L.W.H. Young, Esq.,
Manager,
Port Stanley.

particularly in view of the collection of old stock on hand at the commencement of the year,- exceedingly satisfactory. It points to the possibilities of this branch of the Company's business, and it will doubtless shew a still further improvement when your new store premises and millinery department are in full swing.

The reduction in the total value of stocks on hand at 31st December is also most satisfactory.

s.s."Falkland" and "Gwendolin" accounts.

The results of these accounts are particularly gratifying. The balance at credit will provide for depreciation for the "Gwendolin" and leave a substantial amount to go to the credit of the "Falkland" Reconditioning Account which latter then will be reduced to the satisfactory figure of £4830. 7. 8.

Yours faithfully,

C. B. Fodrach

Managing Director.

Indexed

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

64, Gracechurch Street,

London, E.C.3. 9th May, 1930

Per m.v. "Lautaro".

No. 1327.

Dear Sir,

OIL FUEL INSTALLATION.

Herewith we beg to enclose the undermentioned letters from the Admiralty to which we would ask you to be good enough to give your attention:-

31st March, 1930. (1) Enclosing copies of reports of tests on samples of oil fuel ex tanks 1 and 2 taken after the discharge of Oiler "British Light" in November, 1929, and requesting that the information contained therein be communicated to the Commanding Officers of H.M. Ships drawing oil fuel from theAdmiralty tanks.

Paid for Oil Fuel

8th April, 1930. (2) Re missing spares for Lighter "C.82".

25th April, 1930. (3) Calling for detailed proposals for the suggested telephone between the jetty and pumphouse together with local tenders for the work required.

2nd May, 1930. (4) Requesting that a report be obtained from Mr. G. Roberts, Colonial Government Engineer, on the state of the main reservoir, with remedial measures proposed and his estimate of cost.

7th May, 1930. (5) Raising of Admiralty moorings. Form D.283a enclosed.

Yours faithfully,

E. N. Edwards.

Managing Director.

L.W.H. Young, Esq.,
Manager,
Port Stanley.

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P R E C I S.

Despatch No. 1328, dated 16th May, 1930, per "Duilio" & "Lautaro".

1 Acknowledges No. 711.

2 Board regrets Mr. Slaughter's accident.
Expenses to be charged to Farm.

3 Government Roads - agree with your views expressed to Governor

4 Mail Thefts.

5 Approve proposals re "Lady Elizabeth","Fennia" and "Great Britai

6 Acknowledges information regarding steamer movements.

7 Notes it is proposed to drydock "Falkland" at Montevideo and to send Mr.Thomson there to gain information as to catcher repairs.

8 Obstruction by hulks - account of "Delhi's" arrival and departure belies Government's attitude.

9 Progress on Floating Dock noted.

10 New Store - Regrets delay caused by bad weather.
Broken glass being replaced.

11 Seal Oil - Acknowledges specifications of parcels for Dunkirk and Oslo.

12 Island Transport - Expresses views.

13 Approve proposals for rat-proof storage bins.

14 Asks for more details of Farm Accounts so that the costs of running the different sections can be arrived at.

15 Reports non-receipt of cable from Stanley of 2nd May.

16 Not prepared to sanction advance to employee for house.

17 Instructed Brokers to sell the 100 tons Seal Oil leaving for M.V. on 19th May - to Rotterdam if possible.

18 Reports on Wool Sales.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per "Duilio" & "Lautaro"

No. 1328.

16th May, 1930.

Dear Sir,

I have to acknowledge receipt of your No.711 of 3rd April.

2. 711.2. Mr. T.G. Slaughter's accident.

It was with much regret that the Board heard of the accident to Mr. Slaughter; it is hoped that he will make rapid progress and a complete recovery.

The Board has agreed to the expenses you refer to, £43. 1. 0, in connection therewith being charged to the Farm.

3. 711.3. Government Roads.

The Board is in complete agreement with the views you expressed to the Governor relative to the projected roads and the Company's policy with regard thereto.

Your account of the trip made by the 6-wheel lorry is decidedly interesting, it being a great surprise to those who know the track to hear that the lorry was able to make Darwin and especially that portion from Stanley to Hillside. It is difficult to believe that any 6-wheel lorry, unless fitted with a caterpillar track, could cope with existing conditions as well as Citroen Kegresse. Your further advices under this heading will be awaited with interest.

4. 711.4. Mail Thefts.

This matter was referred to in Despatch 1325.28.

5. 711.5. "Lady Elizabeth", "Fennia", etc.

Your decision not to spend money on the "Lady Elizabeth" is approved as also are your proposals for utilising the "Great Britain" for the storage of coal and the "Fennia" to take her place as a wool store.

L.W.H. Young, Esq.,
Manager,
Port Stanley.

6. 711.6. Steamer Movements.

The information given is duly noted.

7. 711.7. s.s."Falkland".

It is noted that you purpose dry docking the "Falkland" in Montevideo next month. The idea of sending Mr. Thomson in her to get all the information he can with regard to the requirements connected with the repair of catchers is excellent.

The certificate relative to the period of laid up time is to hand.

8. 711.8. Stanley Harbour alleged obstruction by hulks.

Your account of the "Delhi's" arrival and departure certainly does belie the Government's recent attitude to the Company in this matter.

9. 711.9. Floating Dock.

The progress of this work is noted.

10. 711.10. New Store.

We regret to hear that bad weather has delayed the completion of this store and also that the breakage of skylights was so heavy. The suppliers of that now indented for will be instructed to take special steps with regard to the packing. It is very difficult to mark down where this damage arises; it is hard to believe that it can be done in handling on rail to the port of shipment or whilst lying in the hold of the Pacific Company's steamer until arrival at Port Stanley, but we do know that the way in which the Pacific Company dump their slings into the barges alongside in Stanley is rough in the extreme. Would it be possible when it is known that a parcel of glass is to be landed to give some instructions to have it looked out for and landed with special care?

11. 711.18. Seal Oil.

I have to thank you for the shipping specifications for 72 drums for Dunkirk and 532 drums for

Oslo, together with Certificate of Origin. Bills of Lading have reached us from Montevideo and note has been taken with regard to the rate of freight to be charged in each case.

12. 711.13. Island Transport.

The Despatch now being acknowledged only arrived two days before the Board so there has not been time to collect the necessary information as to the probable cost of a steamer to take the place of the "Falkland" and to go deeply into your proposal.

In the meantime, I am able to say that the Board regards your suggestion as the best if not the only possible solution of the transport difficulty. It entirely agrees with you as to the wisdom of disposing of the "Falkland" before the next Survey in December, 1932 has to be met.

An enormous number of ships are at present laid up in this country and the demand for a boat the size of the "Falkland" with passenger accommodation is practically nil. For that reason we cannot help thinking that a market for her should be sought on the Coast, which please keep in view.

Your suggestion with regard to retaining the right to ship via Montevideo a proportion of the produce of the year is perfectly practicable and we do not doubt for a moment that any difficulty will arise with the Pacific Company in that connection, although, of course, they would not like it. You have certainly met with marked success in negotiations with the Government in getting them to agree to an annual subsidy of £2600 for the trips to Montevideo, & £500 to the West. If, in addition to this extra revenue reliance could be placed on the continuation of the seal oil freightage, there would appear to be little doubt of the success of the venture.

This matter will be referred to later when time has enabled more consideration to be given to the scheme.

13. 711.14. Your proposal for the provision of rat-proof bins for the storage of sugar, flour, etc. is approved.

14. ACCOUNTS.

Under the system hitherto in vogue in respect of the Farm Accounts as rendered to London, it has not been possible for the Board to make any comparison one year with another or one section of the farm as compared with another in respect of wages, stores consumed and general cost of running as against the proceeds of wool and other produce.

We therefore shall be obliged if, as soon as possible, you can inaugurate a system under which you can render a separate monthly detailed analysis of the Farm Account in respect of the Sections - Darwin Harbour, North Arm, Fitzroy and the Islands in your books shewing the wages and cost of supplies applicable to each and on the other side an analysis of the credits. It will be a simple analysis of your Farm Account month by month, so that when this is entered in the record which we will keep here the total expenditure and the total revenue will agree with your balanced accounts for the year. In connection with this please send a monthly analysis shewing the different descriptions and values of stores supplied to the Sections so that it can be readily seen what the total costs of each amount to.

In order to carry this out you may possibly find that it helps you to keep separate accounts in Stanley for Darwin, North Arm, Fitzroy and the Islands but as to this you will be better able to judge after getting the system into working order.

You will appreciate that what we want to arrive at is the comparative costs of running the different farm sections. If you are able to get this under way as from the 1st January last so much the better.

15. Cables.

Referring to your telegram of the 6th instant which contains the words "awaiting reply to our telegram of 2nd instant", we telegraphed you immediately on receipt of same on the 7th instant that that message from you had not come to hand. As we have not heard from you further in reply we assume it was a matter of no consequence.

16. Advance to Employee.

In reply to the enquiry in your cable of 6th May "may we advance £767 employee purchase house on same conditions as before" a telegram was sent you on the 7th reading - "not prepared to sanction advance for employee's house at present". You will appreciate that in the present state of the wool market the Board desires to conserve its financial resources to the utmost.

17. Seal Oil.

Your message of the 14th instant requesting us to sell 100 tons shipment by the "Falkland" 19th May, was received yesterday. The matter was immediately taken up with out Brokers who have been urged to do their utmost to effect a sale to Rotterdam in preference to any other port, in accordance with your recent request. As soon as the sale is effected we will telegraph you the final destination.

18. Wool Sales.

The first lot of wool ex "Lobos" was put up in the current series of sales on the 14th instant. Full details of the prices realised will be found in the analysed statement, catalogues and Brokers' circular report to be found herewith. I am glad to say that a distinctly firmer tendency was ruling at the auction and prices improved to the extent of about ½d per lb. The balance of the "Lobos" shipment will be offered on the 22nd May after which the usual cable will be sent you giving average prices at the two sales for the various marks.

Yours faithfully,

C. B. Goddard.

Managing Director.

Enclosures per Supplementary Mail via Montevideo

1. Copy of Cablegrams sent dated 13th & 16th May.
2. Copy of Cablegram received dated 14th May.
3. Average prices of Wool sold at Public Auction on 14th May.
4. DuCroz Doxat & Co's priced wool catalogue of 14th May.
5. General Invoice Stores shipped per "Lautaro"
6. List of General Cargo per S S "Lautaro"
7. Wool Landing Certificates:-

J L W	141	bales Wool	ex "Bogota"
W K C	154	,,	,,
E E M	2	,,	,,
J H	13	,,	,,
H & B	76	,,	,,
Z	48	,,	,,
Heart	36	,,	,,

8. Clients' Reports on Wool ex "Lobos"

H G C	61	bales Wool	ex "Lobos"
H & B	177	,,	,,
Z	143	,,	,,

9. Account Current dated 16th May and vouchers.
10. Remarks on Accounts.
11. Remarks on Stores
12. Anning & Cobb's priced Skin Sale Catalogue of 9th May
13. Supplement for General Electric Co's Catalogue.
14. DuCroz Doxat & Co's Wool market reports dated 13th May.
15. Copy of letter to T.G.Slaughter dated 16th May.

LONDON 16th MAY,1930

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P R E C I S.

DESPATCH NO. 1329, PER "ALCANTARA", DATED 3rd JULY, 1930.

1 Acknowledges 712 and 713.

2 Encloses copy of letter addressed to Colonial Office on subject of Wireless Communication with Colony.

3 Notes contract for coal entered into with Wilson Sons & Co. M.V

4 Colonial Manager's visit to West ports.

5 F.I. & D. Sealing Co. - Prospects of Company.
100 tons oil sold c.i.f.Glasgow.
Albemarle Station - visit to.
Trying to sell output for 12 months.

6 New Standard Code.

7 Matter of Receipts for Produce & B/L in hands of Solicitors.

8 Oil Fuel Depot - Remarks passed to Admiralty.

9 Navy Point Quarry - Payment made for stone and rent.

10 Admiralty not yet accepted our offer of £15 for Crane.

11 Cannot trace having received copy of Log of "Falkland" re salvage services - asks for copy.

12 "Mynonie R.Kirby" - still for sale - owner cannot quote price delivered Stanley - If unsold might be on ~~mkt~~ offer again in Autumn.

13 Locks to be shipped.

14 Insurance Cover arranged for shipments from Coast.

15 Proposal re piles for Findlay Creek Bridge approved.

16 Passages per "Falkland" of Bisley men in order.

17 Stanley electric light installation.

18 Board pleased with arrangements made re Swan Inlet & Antioco Creek Bridges.

19 Suggestion re old East Store approved.

20 Reduction in Stanley labour.

21 Note remarks re shipping and mails.

22 Acknowledges information re "Orita" passengers.

23 Horses from the Coast - contract to be cancelled unless guarantee given as to age.

24 Slaughter House - note arrangements with Government.

25 New Retail Stores.

26 Floating Dock - Progress.
Trouble with blank snaps.
Paraffin shipped last boat.
Riveting - acknowledges statement re cost & tim

27 Note Kymac Dip used only one last year at North Arm.

28 s.s. "Falkland " - Damaged propeller. Shipping new cast iron one to M.V.

29 "Bertha" wreck - timber - Churchill & Sim's report - Not advisable send home spars and logs.

30 Wool Market reports enclosed.

31 Oil Fuel Depot - re stocks.

32 Encloses foundation plans for Chartres Station Cookhouse.

33 s.s."Falkland" and Island Transport - discusses question of new steamer.

The Falkland Islands Company, Limited.

INCORPORATED BY ROYAL CHARTER 1851.

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per "ALCANTARA"

No. 1329.

3rd July, 1930.

Dear Sir,

I have to acknowledge receipt of your despatches Nos. 712 and 713 of the 29th April and 17th May.

2. 712.2. **Wireless Communication.**

The direct wireless communication is a long time coming. Enclosed will be found copy of a letter recently addressed to the Colonial Office on the subject in the hope that some pressure would be brought to bear by them.

3. 712.3. **Coal.**

Particulars of the contracts for 1930 made with Wilson Sons & Co. Ltd. are noted.

4. 712.4. 713.4. **Your visit to the West.**

The Board is glad to hear that you were able to make your trip to all ports on the West.

5. 712.5. 713.5. **Falkland Islands & Dep.Sealing Co.Ltd.**

Your remarks on the present position and prospects have been read with much interest.

Referring to your cable of 14th May, the best offer obtainable for the 100 tons seal oil was £24 per ton c.i.f. Glasgow. After the Brokers had done their utmost, without success, to obtain an equivalent bid c.i.f. Rotterdam, we authorised them to accept the offer and we cabled you the sale on the 26th May.

We are interested to hear of your visit to the Albemarle Shore Station and that the working has improved under Mr. Grierson's control and that there is a fair prospect of the Company getting out of its difficulties.

L.W.H. Young, Esq.,
Manager,
Port Stanley.

The matter of effecting a sale of the 12 months output of seal oil from 1st June is in the hands of our Brokers. Everything possible will be done to arrange this for delivery Rotterdam. I hope to be able to advise by cable shortly the best offer obtainable.

6. 712.7. New Standard Code.

We are glad to know that you have such a good opinion of this Code.

7. 712.9. Receipts for Produce and Bills of Lading.

This matter is hung up by our Solicitors and will be referred to later.

8. 712.10. Admiralty Oil Fuel Depot.

The various items of information given in your remarks, and required by the Admiralty, have been passed on.

9. 712.12. Navy Point Quarry.

Payment has been made by the Admiralty for the tonnage of stone taken and for the rent of the Navy Shed in accordance with your certificate.

10. 712.13. Admiralty Steam Crane.

So far no acceptance has been notified by the Admiralty of our offer of £15. Mr. Thomson's report thereon is to hand.

11. 712.15. s.s. "Falkland" salvage "Afterglow".

The receipt of the copy of log of the s.s. "Falkland" cannot be traced, and a cable was therefore sent you on the 24th June to forward a copy. Please say with which Despatch it was previously sent.

12. 712.16. "Mynonie R. Kirby".

From Capt. Kirby, the owner, we learn that this boat is still for sale. The price being asked is £950 at Cowes. Owing to other engagements and the fact that the yachting season is just commencing, making it very difficult to obtain a crew, he is unable to quote a price delivered Stanley. Also, two

prospective buyers are in sight.

We have informed him that in the circumstances we would not like to compete with them but that if they fail him and the boat is still offering in the Autumn, to advise us and the matter can be further considered then.

13. 712.18. Wool - Locks.

A cable to ship locks on hand was sent you on the 12th June.

14. 712.19. Insurance Cover - Shipments from Coast.

I take it that the rates charged by Messrs. Maclean & Stapledon, quoted in your Despatch, are per 100 Uruguayan Dollars. A cover has been effected,- copy herewith,- against all shipments from 1st June 1930 from Buenos Aires, Montevideo, Bahia Blanca and Magallanes at 3s/4d %. This will shew a material saving.

Declarations are to be made on receipt of mail advices. A cable is being sent advising you of this.

15. 712.20. Findlay Creek Bridge.

Your proposal re piles is approved.

16. 712.21. Passages per "Falkland" of Bisley Men.

This, also, is quite in order.

17. 712.23. Electric Light.

The developments in this matter are noted and approved.

The General Electric Company have been advised that you are taking up, with the Colonial Engineer, the matter of supplying the Government's requirements preparatory to his placing an order in July when he will be in this country.

18. 712.24. Bridges - Swan Inlet and Anticoo Creek.

The Board is very pleased to learn of the arrangements concluded with the Government to defray part of the costs of these bridges.

19. 712.25. East Store - Repair Shop.

Your suggestion to endeavour to clear the old

East Store of all stores and make use of it as a repair shop meets with the hearty approval of the Board as it will certainly make for economy. It is noted that the Anson stable material will be sent to Darwin.

20. 712.26. Labour.

The reduction in the labour and construction gang you have already made and purpose making is warmly approved by the Board.

21. 712.27. Shipping and Mails.

Your remarks are noted.

22. 712.28. "Orita" - passengers.

I have to thank you for the advice given of passengers per "Orita". Most of those mentioned have since called on us.

23. 712.29. Horses from the Coast.

With reference to Mr. Slaughter's report given in his letter of 15th May, please confirm to Mr. Evans that unless a guarantee is given by Messrs. Menedez that the horses conform in the matter of age to the contract entered into it will be cancelled.

24. 712.32. Slaughter House.

The arrangements come to with the Government are noted.

25. 712.33. 713. 7. New Retail Store.

Remarks noted. The Board is glad to learn of your appreciation of the building.

26. 712.34. 713.8. Floating Dock.

Your account of the progress being made with the erection has been read with much interest. That this is proving slower than at one time was expected is not surprising in view of the local conditions, the difficulties with which you have had to contend, and the unavoidable limitation of the hands employed. We are glad to hear of your firm stand with the boys offered employment.

The trouble with the blank snaps of the riveting plant was refered to the Consolidated Pneumatic Tool Co., and a copy of their letter on the matter, dated 4th June, will be found herewith. From this you will see they consider it attributable to incorrect tempering. Their letter above referred to gives the correct formula, or procedure, for this intricate process. It will be interesting to hear if this gets over your previous trouble.

As advised in 1325 para.19, 1000Gallons of White Rose Oil for the Hercules Engine of this plant was shipped to you in the "Lautaro" - 9th May.

I have to thank you for the very interesting statement relative to the cost and time employed in riveting. It is most instructive and complete.

27. 712.35. Kymac Dip - North Arm.

That this dip was used only once last year at North Arm is noted.

28. 713. 2. s.s."Falkland".

Your cable of the 20th June advising that this steamer's propeller was damaged and asking for a new cast iron one to be sent to connect with her at Montevideo on 15th August was duly received. We immediately got into touch with Mr. T.T. Kennaugh of Liverpool - our Consulting Engineer in the matter of this steamer since she was first sent out. From him we learn that when bought she was fitted with a cast iron propeller and boss, cast in one. That subsequently, as a spare, a cast iron one, - boss and loose blades, - was supplied. It is therefore a little doubtful which type you are now asking for, and to clear the matter up a cable was sent you on the 26th June. In any case we are promised shipment by the required date.

29. "Bertha" Wreck - Timber.

In continuation of para.11 of 1325, I send you herewith copy of letter from Messrs. Churchill & Sim of 20th May, - they are one of the largest Brokers handling this class of timber, -

giving their opinion as to the present probable value of the cedar logs ex the "Bertha" wreck. Their report is certainly not very encouraging, and a cable message was accordingly sent you on the 23rd May asking that no steps be taken in the matter of salvage pending the receipt of this letter. If, after reading correspondence, you still think it worth while, a sample log could be sent - to London - for Messrs. Churchill & Sim's further report.

A copy of a further letter from the same firm is also herewith from which you will see they do not advocate bringing home the pitch pine spars and logs. Would it not be possible to have the large 15" square logs cut up over a saw pit and reduced to dimensions which would permit of their being cut up by the steam driven sawing bench for building or other purposes?

30. Wool.

Following remarks in para.18 of 1328, enclosed will be found the usual statements shewing highest and average prices made at the May Sales. Catalogues and Brokers' reports are also enclosed.

31. Admiralty Oil Fuel Depot.

Attached is copy of letter from the Admiralty dated 20th June asking for an explanation of the difference between the book stock reported by H.M.S."Delhi" and that recorded in the Depot account.

32. Chartres Station - Cookhouse.

Enclosed will be found an envelope addressed to Messrs. Anson & Luxton containing blue print (in duplicate) of the foundation plan for the Cookhouse which Mr. Luxton has ordered, and which will be shipped by the August cargo boat.

33. s.s."Falkland" and Island Transport.

Referring to your 711, para.13, the enquiries which have been made in several quarters for a second-hand steamer have, so far, resulted in nothing being put before us which

could be entertained; all are much too old. Few small steamers have been built since the War. This position throws us back on the consideration of providing a new steamer as you have suggested and recommend. The enquiries made in this direction shew that your idea of £25,000 is somewhere about right for a vessel built to the size indicated with the accommodation, etc. outlined in your Despatch.

In that connection, however, we would point out that a vessel 180' x 32' x 12'-6" would provide a hold cubic capacity of/considerably more than the 24,000 ft., 24,000 ft. you ask for.

Having regard to the fact that our cargoes are invariably measurement, it appears to us that a steamer providing 24,000 cubic feet,- which is roughly about 20% more than that of the "Falkland",- would be sufficient for all purposes as the hold space appears to us to be the factor governing requirements. A vessel of this size could probably be obtained for £20,000/£22,000. We are cabling you on this point within the next few days.

Mr. T.T. Kennaugh has been asked, working on this basis, to draw up a plan and approximate specification to be forwarded to you by the next mail for your fullest criticisms and suggestions and This will pave the way for the Board to consider the question further and come to a decision in consultation with you at the end of the year.

Of course when the capacity and size of the required boat are laid down a specification will be drawn up by our Consulting Engineer to form the basis of tenders to be solicited from all of those firms who are best equipped for building this size of vessel.

We assume that if the Board decides to embark on this venture of maintaining the connection at Montevideo, the Government would,- having regard to the special local circumstances agree not to demand the full compliance with Board of Trade regulations controlling passenger vessels on this coast, otherwise the proposal, in view of the heavy capital outlay,

would not be entertainable.

Yours faithfully,

C. A. Goddard.

Managing Director.

Enclosures per "Alcantara" via Montevideo.

1 Copy of Cablegrams sent dated 23rd.(2) 26th.27th.29th.30th May 5th.12th.13th.24th.26th.27th.30th June & 2nd July.

2 Copy of Cablegrams received dated 21st.23rd.26th.30th May.7th. 11th.13th.18th.19th.20th& 26th.June.

Store 3 List of Cargo shipped per "Principessa" Giovanna" from Genoa & Highland Hope from London to M.V.for S.S "Falkland"

Store 4 General Invoices for Stores per Principessa Giovanna" & Highland Hope and Suppliers Invoices attached.

Store 5 Supplementary Catalogues for General Electric Co's File.

6 DuCroz Doxat & Co's Wool market reports dated 30th May.

7 Jacomb Hoare & Co's Wool market reports dated 30th Mat.

8 Average prices of Wool sold at Public Auction on 19th & 22nd May

Store 9 Copy of Letter from C.& E. Morton,Ltd.dated 21st May.

10 Wool Landing Certificates:-

J H Passage	12	bales Wool	ex"Loriga"
J B	205	"	"Lobos"
L	95	"	"
D H	635	"	"
F	169	"	"
AP	170	"	"
T R	135	"	"
W P	41	"	"
HP	119	"	"
S&S	79	"	"
H G C	61	"	"
M V	33	"	"
J B L	44	"	"
M	28	"	"
B	57	"	"
S	84	"	"
H	28	"	"
McG	2	"	"

11 DuCroz Doxat & Co's priced catalogue of Wool sold 22nd May

12 Jacomb Hoare & Co's priced Catalogue of Wool sold 19th May

13 Copy of letter to the Colonial Office dated 18th June.

14 Copy of Clanvill Enthoven & Co's open cover note on Produce &c shipped from South American ports to Stanley dated 25th June,30

15 Copy of letter to the Consolidated Pneumatic Tool Co.dated 3rd and their reply of the 6 th June.

16 Copy of lettersfrom Churchill Sims dated 20th & 22nd May.re Cedar Log

17 Copy of letter from the Admiralty dated 20th June and copy of Depot Account referred to attached.

18 AccountsCurrent dated 3rd July and vouchers.

19 Remarks on Accounts.

20 Remarks on Stores.

21 Copy of letter to T.G.Slaughter dated 3rd July.

London 3rd July,1930

Indexed

P R E C I S

Despatch No. 1830, dated 31st July, 1930, per "Asturias".

1 Discusses s.s."Falkland" and Island Transport.

2 New Propeller for s.s."Falkland" being shipped to M.V.

3 Sealing Company - Endeavouring to get bid for annual output. Bad condition of drums ex "Dryden" parcel. Encloses correspondence with Mr. Hans Borge relative to his taking a hand in the Company - enquires terms and conditions etc.

4 Bills of Lading and Receipts for Produce. New forms being sent by Parcels Post. Present Loading Lists need no alteration.

5 Seal Oil - 100 tons sold at £20 per ton c.i.f. Glasgow.

6 "Kelp" insurance renewed at £3.10.0 % - vessel not to operate beyond Arrow and York Points.

7 Acknowledges cable re shipment of produce per "Loriga". Advises state of Wool Market.

8 Copy of letter from Admiralty regarding missing spares enclosed.

9 Seal Oil - Sale of annual output. Messrs. David Geddes advise holding the oil in the Islands for the present.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

Per "ASTURIAS" via Montevideo.

No. 1330. London, E.C.3. 31st July, 1930. 19

Dear Sir,

1. s.s. "Falkland" and Island Transport.

Referring to remarks in your 711, paragraph 18, I am now able to advise you that, if you can get the Government to assent to making the annual subsidy £3000 per annum, the Board is prepared to consider putting into the trade, in replacement of the "Falkland", a thoroughly equipped and Class A.1. modern vessel of approximately the size suggested in your letter and to comply with the conditions which the Government have laid down and outlined by you.

We consider that having regard to the heavy capital outlay entailed, amounting to about £25,000, and the conditions laid down, this increase is fully justified.

The Board does not make it a sine qua non to going on with the scheme, but the suggestion is put up to you in the hope that you may be able to arrange it.

Following my 1329, paragraph 38, please find herewith general arrangement plans (2) and a further plan of alternative arrangement of proposed accommodation, drawn up by Mr. Kennaugh. Also, copy of his letters of 10th and 18th July which contain information for your guidance. You will note that the vessel outlined is some 10 feet less in length and 2 ft. 9 in. less in breadth than that indicated by you, but it provides a hold capacity of about 27,000cfeet, that is, 3000 cubic feet more than originally suggested and quite 25% more than the "Falkland". The estimated deadweight of the vessel is 650 tons.

The Board will be glad if you will closely examine these plans and let us have them back with your fullest criticisms, suggestions and amendments as the greater economy

L.W.H. Young, Esq.,
Manager,
Port Stanley

would be obtained by having everything that is required included in the complete specification which can then be drawn up for issuing to the various firms with invitation to tender. It may be possible to get thus far and have the tenders here by the time you are in London towards the end of the year. The matter can then be finally gone into by the Board and settled.

In this connection, and for your guidance, we have enquired of Mr. Gordon Glover whether the floating dock now being erected would be capable of dealing with a vessel of this size. A copy of his letter of 24th July is sent herewith from which you will see that the capacity of the dock is ample.

There is just one other matter to which you might give consideration.- It is possible that the vessel might be needed for the conveyance of sheep, either to the Coast or elsewhere. Are there any fittings which could be suggested which would facilitate the erection of pens in the hold for this purpose? If so, these could doubtless be included in the vessel at a very small extra cost.

2. s.s."Falkland" - New Propeller.

As per the various cables exchanged on the subject the new propeller for s.s."Falkland" is being shipped by the "Archimedes" from Liverpool on the 9th August and due at Montevideo on the 1st September. Owing to the delay occasioned in connection with these messages and the mutilations therein with regard to the measurements, it has not been possible to despatch by an earlier opportunity.

3. F.I. & Dependencies Sealing Co.

Referring to the cable request regarding the sale of seal oil for ensuing 12 months, every endeavour has been made by our Brokers, Messrs. Anning & Cobb, to obtain a reasonable offer, but so far without success. Following on your message of 28rd July we immediately approached Messrs. David Geddes to see what they could do but up to the moment of writing they have been unable to place an offer before us.

As a matter of fact this is about the worst time of the year to effect a sale of the catch of a small quantity like the Sealing Company's output for the reason that practically all of the whaling factories from the South delivered their year's catch in the months May/June. The consequence is that all the buyers are full up with stock and any offer they are prepared to make would only be absurdly low. For instance, the only indication they have given has been in the region of £17 per ton.

With reference to the shipment of 357 drums by the "Dryden", we send you herewith copies of letters from Messrs. Anning & Cobb relative to complaints as to the very defective condition of the drums.

Mr. Hans Borge.

Herewith will also be found copy of correspondence exchanged with Mr. Borge. From this you will see that he has signified his willingness of taking a hand in the Company and providing sufficient capital to employ a small floating factory. This information was cabled you on the 28th instant and an enquiry included as to the terms, conditions, etc. on which the Sealing Company would be prepared to hand over the concession to him. There is no doubt whatever that in doing this Mr. Borge is relying on the permission to kill whales around the Islands being included.

4. Bills of Lading & Receipts for Produce.

Reverting to your No.713, paragraph 9, the matters referred to have been taken up with the Company's Solicitors and their recommendations are being adopted.

Receipts given for cargo - produce.

Five books, containing 100 forms, in duplicate, are being printed with the conditions endorsed on back. These go to you by this opportunity.

Bills of Lading - given to outsiders for shipments of Stores, etc. from Stanley.

Five hundred copies of the new form, in duplicate, are

being printed and are being shipped by this mail.

Loading List.

It has been decided that these need no alteration or conditions printed on them for the reason that the shipments from Stanley, in respect of which they are used, are to clients and the cost of freight, insurance, etc. is added to invoice cost of goods and insured by us under our open coastwise cover. Any loss that might occur would be recoverable therefrom.

5. Seal Oil.

Referring to your telegram of the 3rd instant requesting us to sell at best price 100 tons of seal oil in one or two shipments in July or August, for the reasons referred to in paragraph 3, the best price obtainable was £20 per ton c.i.f. Glasgow. At this we closed and cabled you to that effect on the 18th July.

6. "Kelp".

The insurance of the above tug fell due for renewal on the 12th instant and we were successful in obtaining a reduction from the 4 guineas previously charged to 3½%, the vessel being warranted not to go outside Arrow and York Points. A cable was sent you in this connection on the 10th instant.

7. Produce per "Loriga".

I have to thank you for your telegram of 18th July advising the excellent shipment by the above vessel. The wool she brings will be in time for the September Sales. In the July Series of Sales, as you will see from the accompanying circulars, prices were inclined to be weaker again and we can only hope that in September some improvement may be seen.

8. Admiralty Oil Fuel Depot.

We enclose copy of letter from the Admiralty, dated 23rd instant, enquiring whether you have any further information to give them regarding the missing spares of "O.O.82".

Yours faithfully,

C. B. Todd.

Managing Director.

(Cont'd

9. Seal Oil - Sale of Annual Output.

Since writing the foregoing we have had an interview with Messrs. David Geddes & Sons, and they emphatically confirm what was written in regard to the matter in paragraph 3. They strongly advise holding the Oil in the Islands in the meantime.

Enclosures per Supplementary via Lisbon

1 Copy of Cablegrams sent dated 8th.9th.12th.18th.& 19th August.

2 Copy of Cablegrams received dated 5th.12th.& 14th August.

Stores 3 Bill of Lading 62 cases Condensed Milk &c shipped per "Loreto" @ Hull.

Gen 4 Additions for General Electric Co's File Catalogue.

Stores 5 General Invoice Stores per "Loreto"

6 Account Current dated 16th August and vouchers.

7 Remarks on Accounts.

8 Copy of letter from the Admiralty dated 13th & copy of telegram referred to attached.

Stores 9 Cockstail Recipes from Booth Distillery Co.

Stores 10 Copy of Messrs Cadbury Brothers Agency Agreement dated 1st July.

Stores 11 General Invoice Propeller shipped per "Archimedes".

Stores 12 List of General Cargo per Loreto"

13 Remarks on Stores.

Sent art 14 Blue Prints (6) of Cook House shipped per"Loreto" for Anson & Luxton Nos.B/622 & B/622/1 to 622/4

15 Additions to New Standard Code.

LONDON 20th AUGUST, 1930

ENCLOSURES per "ASTURIAS" via MONTEVIDEO

1 Copy of Cablegrams ~~sent~~ dated 4th.7th.9th.10th.18th.28th. 29th. & 31st. July.

2 Copy of Cablegrams received dated 3rd.8th.15th.16th.(2) 23rd.& 25th July.

3 DuCroz Doxat & Co's Woolmarket reports dated 23rd July.

4 Jacomb Hoare & Co's Woolmarket reports dated 23rd July.

5 Copy of letter from the Admiralty dated 23rd & our reply of 24th July.

6 Copy of letter from Consul Hans Borge dated 5th.12th.21st. & our replies of 10th.17th.& 28th July.

7 Copy of letter from Anning & Cobb dated 17th.18th.19th & 25th (2) July

8 Copy of letter from W.Gordon Glover dated 24th July.

9 Copy of letters from T.T.Kennaugh dated 10th & 18th July and the three plans of vessel referred to attached.

LONDON 31st JULY?, 1930

Indexed

P R E C I S

Despatch No. 1331 per "ORITA" dated 16th September, 1930.

1 Acknowledges 714 and 715.

2 Missing cablegram.

3 Acknowledges Colonial Engineer's Report re Stanley/Darwin track.

4 s.s. "Falkland" - Docking arrangement for survey at M.V.
New propeller sent.
Notes claim to be received for damage and repairs.

5 Endeavouring to obtain offers of old whale catchers.

6 Nothing heard from Capt. Worsley on new Sealing Company.

7 F.I. & Dependencies Sealing Co. - Overdraft.
Sales.
Mr. Hans Borge.
Acknowledges copy of new letter of assignment of assets.
Encloses copy of correspondence with David Geddes & Son.
Sale of "Belville".
Allowance of 5/- per ton for F.F.A. ex "Dryden".

8 Progress of New Store noted - broken glass replaced by Wm. Bain & Co.Ltd.

9 Floating Dock.

10 J.H. Watson re-engaged as Camp Teacher. Leaving per "Lautaro" 4th Nov.

11 Old North Arm Press sold to Mr. Bonner for £200.

12 Bleaker Island Lease not to be renewed. - Company not to take over stock. Island to be given a rest for a year or two. Calls for report on Buildings, etc.

13 Through booking with Royal Mail and Nelson Lines via M.V.

14 Nothing yet seen of Mr. Byron - Government Electrician.

15 Parcel mails on the "Falkland" and C.O.D. parcels.

16 Mail subsidies.

17 Notes provisional arrangements for voyages to Montevideo in 1931.

18 Bunkering in Montevideo. - Wilson's will quote later in the year.
P.S.N.C.quote 50/- per ton c.i.f. Stanley.

19 New Thornycroft Engine for "Falkland" Motor Boat shipped Orita

20 Replica of Cup for Shooting posted.

21 Pleased with report on electric light plant. Asks what buildings light has been installed in.

22 Appeal for freight on imported stock should be made to Empire Marketing Board through Colonial Govt.

23 Agree to Abstract of Farm A/cs being rendered quarterly - Ledger rulings posted.

24 New Steamer - Board not in favour of approaching Govt. for loan.

25 Collection of Produce - arrangements made satisfactory.

26 Store Sales.

27 Details Farm Employees engaged and sailing per "Orita".

28 Advises position of Wool Market.

29 30 Cheviot Rams to be shipped per "Lautaro".

The Falkland Islands Company, Limited.
(INCORPORATED BY ROYAL CHARTER 1851.)
REGISTERED 1902.
61, Gracechurch Street,
London, E.C.3.

Per s.s. "Orita"
No. 1331.

16th September, 1930.

Dear Sir,

Since writing you last on the 31st July I have received your 714 and 715 of 11th and 19th idem.

2. 714.2. Cables - not delivered.

As stated in Remarks on Accounts of 1st July, 1930, this message was never received and as it is not the custom for the Post Office to take receipts for telegrams, they can produce no proof of delivery.

3. 714.15. Stanley - Darwin Track.

The Colonial Engineer's report on his preliminary survey of the track from Stanley to Darwin has been read with much interest.

4. 714.16. s.s. "Falkland".

The arrangements made for docking the "Falkland" in Montevideo in August for the survey of the bottom damage and to fit the new propeller are noted. A cable was sent you on the 9th August advising that this propeller had been shipped by the "Archimedes" due there on the 1st Sept. It is hoped that the "Falkland" was not delayed for this and that it proved satisfactory.

It was an excellent arrangement to send Mr. Thomson to supervise the work and gain information as to repair of whale catchers.

I note that the statement of claim in respect of the damage to the propeller at Albemarle and the cost of repairs to the dowel pin in the L.P. shaft will be forwarded later. In connection with this damage it should be possible

L.W.H. Young, Esq.,
Manager,
Port Stanley.

to recover the cost of drydocking and doubtless you will include particulars of same.

5. 714.17. Old Whale Catcher.

The Whaling Companies mentioned have been approached but so far the only catcher offered for sale is the "Star I" now lying at New Zealand. As owners would not quote a price delivered Stanley this appears useless. The matter is being followed up and if anything definite arises a cable advice will be sent you

6. 714.18. New Sealing Company - Capt. Worsley.

Nothing has so far been heard on this side of Commander Worsley or of the Sealing Company you refer to.

7. 714.19. F.I. & Dep. Sealing Co.Ltd.

The amount of the overdraft at 30th June, £12315, is certainly too high but it is noted that with the proceeds of Seal Oil sold and on hand there should be a considerable reduction shewn by the end of the year. From your instructive statement received relative to the costs of operating, the outlook for the Sealing Company, with oil lower than £25 per ton, appears to be poor. The last sale effected of 100 tons at £20 per ton c.i.f. Glasgow is, however, in our opinion, not a very true indication of values, it being more or less in the nature of a forced sale at a time when all buyers are very fully stocked.

We await the letter,- referred to in your cable of 20th August,- relative to Mr. Borge's proposal to co-operate, and in the meantime we agree that it will be best to first get the Company into a sound position. Meanwhile it is noted that the Compania Argentina de Pesca have not moved further in the matter.

The new letter of assignment of the Sealing Company's assets is to hand and is approved.

It cannot be emphasized too strongly that the Sealing Company will be well advised to accept the best

offer obtainable for the season's catch before the large supplies of whale oil arrive home in April/May/June.

Enclosed will be found copy of correspondence which has passed between us and Messrs. David Geddes & Son from which you will see that the Sealing Company have been in communication with them. We are quite prepared to give this firm a trial in disposing of the oil, but it should be again made clear to the Sealing Company that nothing can be more prejudicial to their interests than to have their produce offered by more than one firm.

We trust that the probable sale of the "Bellville" to Montevideo for £3100 may come off.

Your attention is drawn to copy of correspondence enclosed relative to an allowance of 5/- per ton which Messrs. Anning & Cobb had to allow on the "Dryden" shipment in respect of excess under the F.F.A. clause of contract.

8. 714.20. New Store.

Your report of the progress is noted. The glass, to replace panes broken, was shipped by the "Loreto", Messrs. Wm. Bain & Co., Ltd. supplying it free of charge.

9. 714.21. 715. 3. Floating Dock.

All concerned are to be congratulated on the completion and successful launching of the first pontoon, your account of which is most interesting. It is fully appreciated here that the conditions of climate and labour under which you have to work make it a more protracted job than it otherwise would be.

10. 714.22. Camp Teacher.

Mr. J.H. Watson has been engaged as Camp Teacher only, as per your cable of 3rd July, although from Mr. Slaughter's letter with regard to him, dated 15th May, 1930, saying he would like to have him back there was no indication that he would be employed at a lower salary. This created a little difficulty but Mr. Watson accepted the position and

a copy of the agreement made with him is enclosed. We have agreed to Mr. Watson deferring his sailing until the "Lautaro" on the 4th November owing to a very serious injury which has befallen his father in a motor accident.

11. 714.23. North Arm Press sold to Mr. G. Bonner.

The price agreed for the sale of the old press to Mr. Bonner was £200 f.o.b. North Arm.

12. 714.24. Bleaker Island.

The Board has decided not to renew the lease of this Island after its expiry on 31st March 1931, and Mr. A.F. Cobb has been notified to that effect. He has also been informed that the Company will not take over the stock as it is the present intention to give the Island a complete rest for a year or two to allow the pasture to recover. Please arrange for some competent person to make a report on the condition, age and estimated value of the buildings, press, fences, etc. there.

13. 714.25. Royal Mail through bookings.

We communicated with the Royal Mail Steam Packet Company, and also the Nelson Line, with regard to through bookings from Stanley to the U.K via Montevideo. The Royal Mail have replied that they are taking the matter up with their Buenos Aires Office and will advise us later. The Nelson Line are agreeable to the suggestion and have informed their B.A. Office accordingly. It is noted from the copy of letter sent with your No. 715 that you wrote on the 19th July to Nelsons at B.A. on the subject.

14. 714.26. Mr. Byron and General Electric Co.

So far we have seen nothing of Mr. Byron. Everything possible will be done on this side to assist him and to secure the Government order for the General Electric Company.

15. 714.27. Mails - Receiving and delivering in Stanley.

The Board is gratified to learn what you have done to put an end to the very irregular methods hitherto

followed of conveying parcels on the "Falkland". Also to read your correspondence with the Government on the subject of forwarding C.O.D. parcels. It is satisfactory to see that you have succeeded in getting the Government to adopt your view.

16. 714.28. Mail Subsidies.

There is one point in your remarks which is not quite clear, i.e. with reference to the annual payment of £20.- In the first paragraph you say "..... and the payment will cease", in the second, re local mails, reference is made to the Government undertaking the collection and delivery "without affecting the payment".

The compromise you were able to effect with the Government in connection with the s.s. "Falkland's" voyage to Montevideo which they desired to cancel is noted.

17. 714.29. s.s. "Falkland" - Montevideo.

The correspondence with the Colonial Secretary and the provisional arrangements come to for voyages of the "Falkland" to Montevideo in 1931 have been noted with interest.

18. 714.30. Bunkering in Montevideo.

We quite agree with your remarks. If bunkering at Montevideo has, as appears probable, come to stay it should certainly be done in London and at least save the 2½% commission paid Maclean & Stapledon.

We have approached Messrs. Wilson Sons & Co. and they reply to the effect that it is too early in the year for them to quote us but they will be in a position to do so shortly. We will follow the matter up.

Meanwhile, in reply to our enquiry, the P.S.N.C. quote 50/- per ton c.i.f. Stanley, vide copy of their letter dated 26th August herewith.

19. 714.31. s.s."Falkland" - Motor Boat Engine.

The complete new engine, propeller and shaft for the "Falkland's" motor boat,- costing f.o.b. £100,- is being shipped by this opportunity.

20. 714.32. Local Bisley Meeting.

The replica of the Cup for shooting, engraved with the name of Mr. Owen King, has been sent you by Registered Post.

21. 714.33. Electric Light in Stanley.

It is very satisfactory to have your good report on the working of the electric light plant and to hear that you see a way of utilising the batteries shipped out for the "Falkland". In which buildings was the light installed at time of writing?

22. 714.34. Empire Marketing Board.

Some twelve months ago, at the request of the Empire Marketing Board, I attended one of its meetings on the subject referred to. The Board has funds for disposal and when we again import stock an appeal for the cost of the freight and charges,- which is I understand the limit of what it will allow,- should be made to it through your Colonial Government.

23. 714.39. Farm Accounts.

Your suggestion to render the abstract of Farm Accounts for the four Sections quarterly will be quite in order.

The 250 ruled sheets asked for in this connection are being shipped by this opportunity.

24. 714.41. New Steamer.

Your remarks with reference to the dimensions, capacity, etc. of the proposed steamer to replace the "Falkland" will be given every consideration when the matter is under discussion with the Company's Consulting Engineer.

The whole subject can be left over until your arrival here. In the meantime, as you refer to a vessel with engines amidships, we are having additional plans prepared for a vessel of that type to the approximate specification of that outlined in the drawings sent you by last mail.

715.5. Government Loan.

On account of the conditions and restrictions which would probably be imposed by the Government if their offer was accepted, the Board is not in favour of approaching the Government for the suggested loan. It will probably be a matter of only £12,000, and a more economical arrangement can be made here if necessary.

25. 715.2. The arrangements you have made for the collection of produce are entirely satisfactory.

26. Stores Sales June/July.

Your cable advice was duly received. It is assumed that the falling off in June is owing to the increased sales last year clearing off old stocks.

27. Farm Employees.

Please note, the following are sailing by the "Orita"; copies of their agreements will be found herewith:-

Birt Elliott.	Assistant at North Arm.
J. Mitchell.	Wool sorter, who was employed in the seasons 1927/28 and 1928/29.
T.A.Gilruth.	Cadet for Fitzroy.
S. Heathman.	Labourer for North Arm.
C. Oliver.	do.
Murray Mackay	do.

Men for Weddell.

L. Macleod.
J.A. Macleod.
A. Campbell.
D. Morrison.

It was impossible to engage the fifth man asked for.

28. Wool Market.

The current series of Wool Sales opened yesterday. The accompanying Brokers' circulars will shew that although fair competition was experienced with a good attendance of buyers, prices are quoted for our description of wool about 5% to 7½% lower. The shipment which arrived by the "Loriga" will be put up in the Auctions on the 19th and 25th instant after which the average prices will be cabled to you as usual.

No. 1331. 16th September, 1930. - 8 -

29. **Cheviot Rams.**

As advised in Remarks on Accounts of 16th August, it is intended to ship 30 Cheviot Rams by the "Lautaro" sailing from Liverpool on the 4th November. Doubtless you have already given the necessary notice to the Stock Inspector.

Yours faithfully,

E. A. Goodall.

Managing Director.

Enclosures per "Conte Verde" & "Orita" via Montevideo.

Despatch No.1332 dated 20th September.

1 Copy of Cablegram sent dated 19th September.
2 Remarks of Stores dated 18th & 19th September.
3 Remarks on Accounts dated 18th September.
4 Remarks on Naval Fuel Depot.
5 Suppliers Invoice stores per S.S."Orita"
6 Copy of letter from Chr.Nielsen & Co.dated 13th September
7 Copy of letter to David Mac Iver & Co.dated 4th and their reply of the 5th September.
8 General Invoice of Stores shipped per S.S."Orita"
9 List of General Cargo per S.S."Orita"
10 Board of Trade Pamphlet relating to regulations regarding examination of Masters & Mates in the Mercantile Marine.
11 DuCroz Doxat & Co's priced catalogue of Wool sold on 19th Sept.
12 Average prices Wool sold on the 19th September

London 20th September.1930

Enclosures per S S "Orita" via Liverpool

1 Copy of Cablegrams sent dated 2nd.3rd.& 4th September.

2 Copy of Cablegrams received dated 20th.22nd.26th.28th.Aug.1st 3rd.5th.& 8th.September.

3 Signed Agreements as follows:-

Charles Oliver	Labourer	
Murray Mackay	,,	
Stanley Heathman	Shepherd	
James ~~Andrew~~ Henry Watson	Travelling Teacher	
Thomas Andrew Gilruth	Cadit	
John Mitchell	Wool Classer	
Birt Elliott	Farm Assistant	
Alexander Campbell	Labourer	Hamilton
Lachlan Macleod	,,	do.
John Alex.Macleod	,,	do
Donald Morrison	,,	do.

4 Conveyance of Stanley Land ,part lot 6 Section 2 from Falkland Islands Co.,Ltd to Thomas Henry Mills signed & Sealed.

5 Brokers' reports on Company's Sheepskins ex "Loriga"

6 Brokers' reports on Clients Sheepskins ex "Loriga"

Heart	2	bales Sheepskins	ex"Loriga"
J H Beaver	5	,,	,,
A F C	4	,,	,,
McG	8	,,	,,
P H	5	,,	,,
F	3	,,	,,
Weddell	6	,,	,,
R B C	5	,,	,,
Club	2	,,	,,
J B	14	,,	,,
JHD Pebble	8	,,	,,

7 Anning & Cobb's priced Sheepskin catalogue of the 4th Sept. sale.

8 Brokers' reports on Company's Wool ex "Loriga"

9 Brokers' Reports on Clients' Wool ex"Loriga" as follows:-

Club	82	bales Wool	ex "Loriga"
H H	75	,,	,,
Weddell	167	,,	,,
A F C	39	,,	,,
R B C	38	,,	,,
L	32	,,	,,
Beaver	30	,,	,,
B	23	,,	,,

continuation

F	7	bales Wool ex Loriga"	
J B	9	"	"
J H D Pebble	128	"	"
P H	48	"	"
F B	103	"	"
J H D J I	27	"	"
Heart	153	"	"
Z	68	"	"
H & B	5	"	"

10 Brokers' Reports on Company's & Clients' Hides ex"Loriga"

11 Jacomb Hoare & Co's Sheepskins catalogue of 4th September sale

12 Additions for General Electric Co's File.

13 Brokers' Reports on Tallow ex"Loriga"

14 Account Currentsdated 17th September and vouchers. (two)

15 Copy of letter from P.S.N.Co.dated 26th August.

16 Copy of letter from Anning & Cobb dated 7th & 22nd August also certificate of Analysis referred to.

17 Copy of letter from Hvalfangeraktieselskapet "Rosshaven" dated 25th.August & 1st September.

18 Copy of letter from David Geddes & Son dated 2nd.and letter referred to attached and our reply of the 9th September.

19 Copy of letter to the P.S.N.Co's dated 20th and their reply of 21st August

20 Wool Market Reports dated 16th September.

21 Copy of letter to T.G.Slaughter dated 17th September.

LONDON, 17th September,1930

Indexed

P R E C I S

DESPATCH NO. 1332, DATED 20TH SEPTEMBER, via MONTEVIDEO.

1 Acknowledges No. 716.

2 Information re steamer movements noted.

3 Bookings via Nelson Line from Montevideo.
Encloses copy of letter from David Mac Iver & Co.Ltd. re their vessels from M.V.

4 Notes New Retail Store building complete.

5 New Ford Motor Lorry will be ordered if Agency obtained.

6 Proposed extensions of electric light noted.

7 Home Trade Limits.

8 Floating Dock anchorage.

9 Approve of arrangements proposed for hulks.

10 Floating Dock - progress.

11 Pleased snaps for pneumatic tools are satisfactory.

12 s.s. "Falkland" - Asks for details of work done at Montevideo so that claim on Underwriters can be drafted

13 Sealing Company - Best time to sell output is about Feb./March.
Encloses letter from Chr.Nielsen & Co. offering old catcher.
~~14~~ Drums ex "Brittany" quite satisfactory.

14 Encloses copy of Board of Trade Regulations re Masters and Mates Certificates.

... ...

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per "Conte Verde" and "Orita" via Montevideo.

No. 1332.

20th September, 1930.

Dear Sir,

I have to acknowledge receipt of your Despatch No.716 of the 12th ultimo, which was delivered here on the 17th instant.

2. 716.2. Steamer Movements.

This information is duly noted.

3. 716.3. Passages by Nelson Line.

It is very satisfactory to hear of the passages you have already booked by this Line commission on which will be acceptable.

It has occurred to us that the sailings of Messrs. David Mac Iver & Co. Ltd. ships from Montevideo might also be of use for passages. Copy of correspondence is enclosed for your information in case you think the matter worth following up.

4. 716.4. New Store.

It is noted that this building is completed and that you expect it to be open for business soon after the 25th August.

5. 716.5. Motor Lorry.

On the strength of what you write it is considered that the motor lorry for the delivery service in Stanley is fully justified.

In this connection we have written to the Ford Motor Company of Canada who, we learn, control the agencies for Great Britain and the British Colonies. If we are successful in obtaining this agency we will order the one ton lorry as soon as possible.

At the same time we must say that five years is a short life for these cars and one is forced to the conclusion

L.W.H. Young, Esq.,

Manager,

Port Stanley.

that its present condition must be attributable to want of sufficient care in the past.

6. 716.6. Electric Light.

The extensions you propose making are noted.

7. 716.7. Home Trade Limits.

The success you have achieved in getting the Government to agree to the extension of the limit for Home Trade Ships is a decidedly good move, particularly if it provides an opportunity for local youths to obtain the necessary experience and ultimately a certificate of competency.

8. 716.8. Floating Dock Anchorage.

We are glad to hear that you have obtained the Government's assent to the anchorage for this dock in the position which you consider best.

9. 716.9. Hulks.

The arrangements you propose are noted and approved.

10. 716.10. Floating Dock.

We gather from your remarks that in spite of bad weather conditions the riveting of the second pontoon is making more rapid progress than was the case with the first. We shall be interested to hear that the launching of it was successfully accomplished.

11. 716.11. Consolidated Pneumatic Tool Coy.

We are glad to note that the snaps sent out by the "Loreto" are standing well up to the work.

12. 716.12. s.s."Falkland".

When the work outlined has been completed at Montevideo we shall be glad to receive the full details for drafting our claim on the Underwriters.

13. 716.13. Sealing Company.

We have really nothing to add to our remarks in Despatch 1331 except to say that we think it hardly likely that the year's production can be satisfactorily sold as early as

November. It will probably be nearer February or March before this can be done to the best advantage.

With regard to your recent enquiry for a small catcher enclosed please find copy of letter dated 13th September from Chr. Nielsen & Co. Doubtless you will advise us if this is of interest to the Sealing Company.

With reference to the drums from Montevideo, we thought it advisable to acquaint you, for your information and guidance, by cable on the 19th instant that the drums ex "Brittany" proved entirely satisfactory.

14. In continuation of paragraph 7, we enclose copy of the Board of Trade Regulations Governing Masters and Mates Certificates.

Yours faithfully,

E. B. Sonard.

Managing Director.

Indexed Ans

P R E C I S

No. 1333 PER "ARLANZA" DATED 5TH NOVEMBER, 1930.

1 No despatches to acknowledge.

2 Cable advising Mr. Young's departure received.

3 Will discuss with Mr. Young the question of paying C.W. Carey wages whilst away from the Colony.

4 31 Cheviot Rams shipped per "Lautaro". Payment of £5 to be made to Chief Officer if animals landed in good condition.

5 Acknowledges cable advising burning down of Manager's house at Bleaker Island.

6 Awaiting report of fire at Fitzroy Cookhouse.

7 Coopers house - Stanley - Board's authority to accept offer of £450 cabled 16th ulto.

8 Retail & Millinery Store Sales - turnover for Sept.noted.

9 Farm hand, F. Morrison, engaged and sailing per "Lautaro"

10 Camp teacher - J.H. Watson - sailing "Lautaro".

11 Mail subsidies.

12 Deprecates Sealing Company soliciting offers direct from Brokers.
£15 p.t. best offer Geddes could obtain for 200 tons Nov. shipment.

13 Encloses list of old whale catchers offered.

14 Notes lessee of Ship Hotel wishes to give up tenancy. Will discuss with Colonial Manager.

05

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street.

Per s.s."ARLANZA" & s.s."FALKLAND"

No. 1833. London, E.C.3. 5th November, 1930.

Dear Sir,

There are no despatches to be acknowledged by this opportunity.

2. Mr. L.W.H. Young.

Your cable advising the sailing of the "Orita" on the 15th ultimo with Mr. Young on board was duly received. We look forward to his arrival about the middle of November.

3. C.W. Carey - Assistant Store Keeper.

It is clear from the cable referred to above that Mr. Young is agreeable to Carey being allowed full pay while in U.K. Before coming to a decision in the matter, we prefer to discuss the case with Mr. Young as there are strong objections to establishing a precedent of allowing a Falkland Islands born employee wages whilst away from the Colony in England for the inevitably long period of, say, six months. The decision come to will be cabled you as soon as possible.

4. Cheviot Rams.

The 31 rams are being shipped by the "Lautaro" and the Chief Officer has been given an order on you for a gratuity of £5 to be paid him if all are landed in good condition.

Enclosed will be found statement giving particulars of earmarks &c., which please pass on to the Camp Manager.

5. Fire at Bleaker Island.

The cable advice of the destruction by fire on the 19th September of the Manager's House at Bleaker Island was duly received and Mr. A.F. Cobb informed. No doubt his Manager's report will be received by mail.

6. Fire at Fitzroy.

The Royal Insurance Company have been notified that the

A.W.N. Vincent, Esq.,
Port Stanley.

cookhouse at Fitzroy was burnt out on the 1st October. Your report is awaited.

7. Coopers House - Port Stanley.

You will have received the cable sent you on the 16th October conveying the Board's authority to accept the offer of £450 for this house. Doubtless you will advise in due course the area of land to be included in the sale.

8. Retail & Millinery Store Sales.

The turnover for September, given in your cable of the 23rd October, is noted with interest.

9. Finlay Morrison.

This man, referred to in the cable sent you on the 12th August, sails in the "Lautaro". A copy of his agreement will be found herewith.

10. J.H. Watson - Schoolteacher.

This employee also sails in the "Lautaro"; his agreement was sent by the 17th September mail.

11. Mail Subsidies.

Referring to remarks in para.16 of 1331, it is clear from your correspondence with the Colonial Secretary, which I have since read, that the Government will continue to pay £20 annually for the carriage of local mails.

12. F.I. & Dep. Sealing Co.Ltd.

On the 25th September we received from Messrs. David Geddes & Son copy of a letter, dated Stanley 11th August, from Mr. D.R. Watson to them asking to be advised the prospects of selling 400 tons of Seal Oil in December. A copy of this letter, and Messrs. Geddes reply dated 24th Sept., is herewith. On the same day your cable came to hand enquiring "the best offer obtainable for 200 tons Seal Oil shipment second week November".

It has previously been pointed out that for the Sealing Company to solicit offers direct from Brokers in this

way, while at the same time we are doing likewise is, from the point of view of the interests of the Sealing Company, foolish in the extreme and calculated to lead to nothing but disaster. However, it will be seen from the correspondence with Messrs. Geddes that we left the matter of the 200 tons November shipment exclusively in their hands and that the best offer they could obtain was £15 per ton c.i.f. Glasgow. This information was cabled you on 4th October and it is not surprising that it did not meet with acceptance. It should from this be obvious, even to the Directors of the Sealing Company, that Messrs. Geddes & Co. are unable to do a scrap better in selling these small quantities of Seal Oil than are Messrs. Anning & Cobb.

The Sealing Company's attention might be drawn to Messrs. Geddes letter of 14th October giving a full résumé of the market position.

13. Old Whale Catchers.

Following up remarks in 1331 para.5. we enclose herewith a statement, dated 4th November, which summarises the offers we received of the whale catchers and stating the various prices asked. This matter will be discussed with Mr. Young on his arrival.

14. Ship Hotel - Stanley.

Referring to the cable advice of 28th October of the intention of the lessee of the Ship Hotel to give up the tenancy at the end of the year, the arrival of Mr. Young will be awaited before any instructions can be sent you in connection therewith.

Yours faithfully,

C. M. Gonzales

Managing Director.

FALKLAND ISLANDS & DEPENDENCIES SEALING COMPANY, LTD.

WHALE CATCHERS.

23

Firm.	Particulars.
Soren L. Christensen, Sandefjord. 10/9/30.	"MARQUES DEL MIF". Built 1907, Sandefjord. 164 tons gross, 59 tons net. 101'4" x 19'6" x 11.8". Now undergoing extensive damage repairs. Price, £6000, delivery at Falkland Is.
Chr. Nielsen & Co. A/S, Larvik. 9/9/30.	"EIK 2". Built 1923, Larvik. 206 tons gross, 73 tons nett. 110'0" x 21'7" x 12'6". Speed, 10 knots. Consumption, 7 tons. Just been overhauled at Montevideo. Price, £10,000, delivery S.Shetlands.
do. 13/9/30.	"HANKA". Built 1911, Oslo. 115 tons gross, 40 tons net. 92'0" x 18'0' x 10'2". 8/9 knots on 4.5 tons. Price, £2,200 at Sandefjord. No ice strengthenings. "As regards hiring a whaler of the type of the "Eik 2", we do not know at the present moment any owner willing to accept this".
Lars Thorsen, Sandefjord. 6/10/30.	"SHOA". Built 1911, Porsgrund. 158 tons gross, 53 tons net. 103'9" x 20'1" x 11'8". Price £4000 excluding whaling gun and other whaling outfits. Delivery at Port Stanley April 1931.
do. 1/10/30.	"HANKA". Built 1911. 94'7" x 17'8" x 10'2". Price £3000, delivered Sandefjord.
Bjarne Gundersen, Sandefjord. 3/10/30.	"GUN 5". Built 1911, Oslo. 111'1" x 20'1" x 11'9". Price £4000, delivery Walvis Bay, South Africa.
Johan Rasmussen, Sandefjord. 25/8/30.	"STAR I". Built 1912, Seattle, Washington. 106' x 21'2" x 13'. 196 tons, net., 133 tons. Price, £2000 at Stewart Island, N.Z. Will not quote deld. Stanley.

THE FALKLAND ISLANDS COMPANY, LTD.

LONDON. 4th November, 1930.

Enclosures per "Arlanza" via Montevideo.

Duplicates of last mail

1 Copy of Cablegrams sent dated 22nd.26th.September.3rd.4th. 11th.13th16th.17th & 22nd October.

2 Copy of Cablegrams received dated 24th.27th.September,2nd.(2) 9th.13th.15th.18th.21st.23rd.28th.October,1st.3rd.November

3 Copy of letter to A.W.N.Vincent dated 31st October handed to Chief Officer of "Lautaro" per Lowden Connell & Co.

4 Additions for General Electric Co's file.

5 DuCroz Doxat & Co's Wool market reports of 7th October

6 Jacomb Hoare & Co's Wool market reports of 7th October.

7 DuCroz Doxat & Co's priced catalogue of Wool sold on 25th Sept.

8 Jacomb Hoare & Co's priced catalogues of wool sold on 22nd.sept. & 7th October.

9 Wool average prices of 22nd & 26th September sales.

10 Finlay Morrison's agreement dated 20th October.

11 Wool Landing Certificates:-

JLW 191

J G Moro	354	bales Wool ex "Lobos"		
J G H & B	122	,,	,, ~~5 bales ex~~	"Loriga"
W K C	155	,,	,, 11 ,,	,,
H & B	177	,,	,, 5 ,,	,,
Z	143	,,	,,	
N A	463	,,	"Loriga"	
L	32	,,	,,	
F B	103	,,	,,	
J B	9	,,	,,	
R B C	38	,,	,,	
F	7	,,	,,	
B	23	,,	,,	
S I	93	,,	,,	
D H	82	,,	,,	
S	65	,,	,,	
J.H. Beaver	30	,,	,,	
D H	75	,,	,,	
P H	48	,,	,,	
J.H. Weddell	67	,,	,,	
CLUB	82	,,	,,	
Pebble J H D	128	,,	,,	
JHD J I	27	,,	,,	
A F C	39	,,	,,	
D & S	165	,,	,,	

12 General Invoice - Stores per "Highland Brigade"

13 Suppliers detailed Invoices - Stores per Lautaro"

14 Proforma List Of Clients(Cargo per "Lautaro"

15 List of Cargo per S S"Highland Brigade" to Montevideo for S S "Falkland"

16 Suppliers detailed Invoices - Stores per"Highland Brigade" & S S "Falkland"

17 Remarks on Stores

18 Account Current dated 5th November and vouchers.

19 Remarks on Accounts

20 Copy of letter to T.G.Slaughter dated 5th November.

21 Engineering Remarks No.3

22 Remarks on Naval Fuel Depott No.2

23 List of Whale Catchers offered dated 4th November.

24 Copy of correspondence with David Geddes & Son todate re Seal Oil.

25 Details of Flock & Ear marks of 31 Cheviot Rams per "Lautaro"

26 Wool Landing Certificates :-

J L W	4	bales Wool	ex"Loriga"
E E M	3	,,	,,
Z	67	,,	,,
Heart	153	,,	,,

27 List of Parcels in case No5136

LONDON 5th November, 1930

P R E C I S

Despatch No. 1334, dated 9th January, 1931, per "Cap Arcona".

1 Acknowledges Nos. 717/19.

2 Freight on Seal Oil on shipments July/August debited at rates given.

3 Payment received for Canning Machinery sold Montevideo. "Falkland" credited with £50 for freight.

4 Coal - Notes 300 tons bought from Government ~~for~~ at 50/-

5 Mr. Hamilton's gift to Colony.

6 Notes moving of Stone crushing and block making plant to "Charles Cooper".

7 Mr. Vincent's report on Farm Store A/c received.

8 Fitzroy Cookhouse Fire - Insurance of £400 received.

9 Bleaker Island - Manager's house fire - Insurance of £600 paid to Mr. A.F. Cobb.

10 Notes New Store opened 15th September, 1930.

11 Not surprised at report on Old West Store building.

12 Erection progress of Floating Dock noted.

13 & 21 Sealing Company. Encloses copy of correspondence between David Geddes and Sealing Co.
"Afterglow" - Sue & Labour claim put forward for collection.
Boiling of Oil.
Seal Skins.

14 Currency Notes Ordinance. Confirms conversations with Colonial Manager.
Regrets Government have thought fit to disturb arrangements which have existed for 29 years.

15 "Falkland" Insurance Claims in hands of Average Adjusters.

16 Approve of steps taken to insist on Station Managers guaranteeing passage money.

17 Acknowledges "Falkland's" Itinerary to July.

18 "Ilen" - Engineer's Report to hand - spares ordered.

19 Freight Contract 1930/31 - Encloses copy of letter sent to clients here.

20 Encloses copy of letter from Morton's re supplying other stores in Stanley.

22 Ford Motor Company - Agency obtained - copy of Agreements enclosed.

23 Mutton Hams - copy of letter from Mr. Piggott giving information re packing etc. attached.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

Per "Cap Arcona" & "Orduna" via M.V.

No. 1384. London, E.C.3. 9th January, 1931.

Dear Sir,

Since writing last on the 5th November, I have received your Nos. 717/719 of 3rd & 14th October & 14th November.

The various matters referred to therein having been the subject of discussion with you whilst in London, there is little that calls for detailed comment by this opportunity. The following, however, had better be recorded.

2. 717.4. Freight on Seal Oil.

The through freight to be charged on 70 tons shipped in July and 80 tons shipped in August was debited in Account Sales.

3. 717.7. Canning Machinery sold at Montevideo.

The proceeds of this sale,- £470,- have been received, £50 of which is being passed out for freight due "Falkland" and £420 retained here for the credit of Plant & Machinery.

4. 717.9. Coal bought of Government.

The purchase of 300 tons at 50/- ex stack has been noted.

5. 717.10. Mr. Hamilton's gift to the Colony.

The suggestion to use Mr. Hamilton's £1,000 for the provision of a light on Sea Lion Island could not be improved on.

6. 717.12. Stone crushing and block making plant.

The transfer of this to the hulk "Charles Cooper" and the economies effected thereby are noted with satisfaction.

L.W.H. Young, Esq.,
Manager,
Port Stanley.

7. 717.13. Mr.Vincent's report on Farm Store A/cs.

Received and noted.

8. 717.14. Fitzroy Cookhouse - fire.

The insured value of this building, £400, has been recovered from the Royal Insurance Company. The amount is retained here for the credit of Buildings Account.

9. 717.15. Bleaker Island - Manager's House - Fire.

The claim in respect of this fire has also been recovered and paid to Mr. A.F. Cobb.

10. 717.18. New Store.

The opening of this building on the 15th September is noted. The Board is gratified to learn that it meets with such general approval.

11. 717.19. Old West Store.

Your report on the condition of this building is not surprising having regard to its age.

12. 717.20. Floating Dock.

The report on the progress of the erection of this dock is noted with much interest.

13. 717.22. F.I. & Dep. Sealing Co.Ltd.

Remarks noted. Enclosed please find copies of letters exchanged between the Sealing Company and Messrs. David Geddes & Son, which speak for themselves.

Claim under Sue & Labour Clause. s.s."Afterglow".

This matter is in the hands of the insurance company.

14. 718.2. Currency Notes Ordinance.

I confirm our conversations with you on the subject, and merely place on record that the Board regrets that the Government have thought fit to disturb the arrangements for exchange which have operated smoothly for twenty-nine years. Although the Government may refuse to admit it, there is no question whatever that the old plan has been of very real

advantage both to the Government and the Company.

However, in deference to your wish, it is decided not, for the present, to make any counter-charge, in respect of our payments to the Crown Agents made here in the hope that the steps you purpose taking to attract remittances may ultimately prove advantageous.

A copy of letter, dated 2nd instant, addressed to the Crown Agents for the Colonies, on this subject is enclosed.

15. 718.4. "Falkland" Insurance Claims.

These are in the hands of the Average Adjusters.

16. 719.11. s.s. "Falkland" Passages.

The steps taken to insist on Station Managers guaranteeing the passage money of their employees before embarkation are warmly approved.

17. 719.12. s.s. "Falkland" Itinerary to July.

To hand.

18. 719.16. m.v. "Ilen".

Mr. Thomson's report on this vessel is to hand. The spares asked for have been ordered but owing to the Christmas holidays since intervening, they are not expected from Norway in time for shipment per the "Orduna".

19. Freight Contract 1930/31.

A copy of letter, dated 8th December, addressed to Clients on this side relative to the arrangements for through freight in the coming season is enclosed. All (as per list) concerned have signified their appreciation and assent.

Please advise clients on your side accordingly bearing in mind that those with no jetty facilities will pay £1 more.

20. C. & E. Morton Ltd.

Copy of letter from Messrs. C. & E. Morton Ltd. dated 19th December, 1930, relative to the treatment of accounts outside the Company - as arranged at your interview with them - is enclosed.

21. F.I. & D. Sealing Co. Ltd.

Enclosed please find copy of letter, dated 18th November, 1930, from Anning & Cobb in which it is suggested by one of the buyers that the oil is being boiled too hard or too long.

Also, letter of 2nd December, 1930, relative to the seal skins. Both of these will be of interest.

22. Ford Motor Company.

Copies of the Agency agreements entered into with the Ford Motor Company for Cars and Fordson Tractors respectively are attached. Also letter of 28th November, 1930 which particularly lays down the course to be followed in connection with securing orders for Ford Cars to be delivered here to Falkland Islanders home on leave.

23. Mutton Hams.

Please find herewith copy of letter from Mr. C.J. Piggott, dated 24th November, 1930, giving information with regard to the packing and marketing of these goods.

Yours faithfully,

C. B. Fowler

Managing Director.

Enclosures per Supplementary Mail per "Cap Arcona" & "Orduna"

1 Copy of Cablegrams sent dated 5th & 9th January.
2 Copy of Cablegram received dated 6th January.
3 General Invoice - Stores per "Orduna"
4 Remarks on Accounts.
5 List of General Cargo shipped per "Orduna"
6 Copy of letter from the British Marine Mutual Insurance Association,ltd.dated 17th December.
7 Simpkin Marshall's monthly catalogue - January issue.
8 Engineering Remarks dated 5th January.
9 B/L.and supporting documents relative to shipment of goods by Herbert Morris,Ltd for George Bonner
10 Average Adjusters statement S S "Falkland" claim
11 Envelope addressed to L W H Young covering Documents relating to Shares in F.I.& D.Sealing Co.to be transferred to J.R.Cobb.
12 Copy of letter from David Geddes & Sons dated 18th December & copy of letters referred to attached
13 Circular letter to Clients re shipment of Produce by P.S.N. vessels for 1931.
14 Copy of letter to the Crown Agents dated 2nd January.
15 Copy of letter from C.& E Morton dated 19th December.
16 Copy of letters from Anning & Cobb dated 13th November & 2nd December.
17 Copy of lettersfrom the Ford Motor Co.dated 28th November & 19th December and dealer's Agreement referred to attached.
18 Copy of letter from C.J.Piggott dated 24th November re Mutton Hams.
19 Remarks on Stores.
20 Remarks on Naval Fuel Depot.
21 Note of the Cost of Storing Wool in London.

22 Additions to "New Standard" Code dated 5th January.

23 Copy of letter to T.G.Slaughter dated 9th January.

LONDON 9th January,1931

Enclosures per S S "Orduna" via Liverpool

1 Copy of Cablegrams sent dated 14th.24th.28th.November,2nd. 3rd.8th.11th.12th.16th.18th.20th.22nd.23rd.& 24th.December.

2 Copy of Cablegrams received dated 13th.20th.24th.26th.27th. 28th November,1st.3rd.4th.6th.9th.11th.12th.17th.& 27th.December

3 Certificate Forms for claiming return of premium for Lying up of vessels.

4 DuCroz Doxat & Co's Wool catalogue of 9th December sale

5 Jacomb Hoare & Co's Wool catalogue of 28th November sale

6 DuCroz Doxat & Co's Wool market reports of 25th November,13th & 31st December.

7 Jacomb Hoare & Co's Wool market reports of 13th December.

8 Circular letter from the Shipping Federation,ltd.dated 19th. December with"Beginners Register" referred to.

9 Report of the Royal Commission on the Superior Civil Services in India.

10 Thornycroft & Co's Blue Print i.e.Outline arrangement of D B 2 Paraffin Engine supplied September last.

11 Copy of letter from Turner & Sons,Ltd.dated 19th November.

12 Memorandum of Agreement dated 10th December with Wilson Sons & Co for coal supplies for 1931.

13 Average prices Wool sold 28th November & 9th December.

14 Additions for General Electric Co's file.

15 Remarks on Stores.

16 Account Current dated 5th January and vouchers.

LONDON 5th JANUARY, 1931

P R E C I S.

DESPATCH NO. 1335 DATED 27th FEBRUARY, 1931 PER "EL ARGENTINO".

1 Acknowledges No. 720/21.

2 Cooper's House. Sale of.

3 Acknowledges copy of agreement with new tenant "Ship Hotel".

4 Notes repair work done to lighters and "Gwendolin".

5 Pleased with progress on Floating Dock.

6 Millinery and Men's Outfitting Store. Opening dates noted.

7 Terms with Government for five voyages to M.V. noted.

8 "Kelp". Slipping and overhaul, etc.

9 "Fleurus". Stranding. Asks to be kept advised as to withdrawing her from local service.

10 Bleaker Island. A.F.Cobb accepts £1000 for stock, buildings, etc.
Man to take charge for Company.

11 Lively Island. Company agreed to supervise for Trustees of H.& G. Cobb.

12 Alex. Mackenzie. Granted pension of £35 p.a.

13 Capt. H.T. Evans engaged to command "Falkland" during Capt. Roberts' absence on leave.

14 Copy of letter from M. Steel re his offer for Sealing Company enclosed.

15 New Steamer - contract signed. Division of tanks.

16 Mail Contract - still awaiting to hear from Colonial Office.

17 Advises position of Wool Market.

18 Douglas Station. Letter received from Mr.Greenshield's Solicitors reporting damage to jetty by s.s."Falkland".

19 Specifications for new steamer enclosed.

20 Export Tax on Wool. Requests you to approach Government to consider remission of for current year.

21 Shipment of produce per "Lobos" satisfactory.

- - - - - - - -

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3. 27th February, 1931

Per "El Argentino" and "Falkland" at Montevideo.
No. 1335.

Dear Sir,

Since writing last on the 9th ultimo, I have received Despatches Nos. 720/721 dated 2nd and 13th January.

2. 720.4. **Cooper's House.**

I have to thank you for the particulars of the land sold with this house.

3. 720.6. **Ship Hotel.**

The copy of the agreement with the new tenant is to hand.

4. 720.9. **Lighters and "Gwendolin".**

The repair work done to these vessels is noted with satisfaction.

5. 720.10. **Floating Dock.**

It is satisfactory to hear of the launching of the fourth and last pontoon and of the progress made towards final erection.

6. 720.12. 721.4. **Millinery and Men's Outfitting Store.**

It is noted that men's department was opened on the 9th December and the Millinery on the 5th January.

7. 720.13. **Mail Contract for Montevideo voyages.**

The confirmation of the terms arranged with the Government for the five voyages to Montevideo this season is duly noted.

8. 721. 2. **"Kelp".**

We are glad to learn that this vessel has been slipped for overhaul and painting.

L.W.H. Young, Esq.,
Manager,
Port Stanley.

9. 721.3. s.s."Fleurus."

From advices later than the date of your Despatch we gather that this vessel was refloated. You will doubtless keep us advised as to what is being done as regards withdrawing her from the local service. Incidentally it is noted that she took a substantial number of passengers on her last trip.

10. Bleaker Island.

As advised you by cable on the 20th instant the Board's offer of £1,000 for all stock,- horses and cattle,- excepting the 300 wethers already sold to Stanley,- buildings, fences, plant and boats, as per Mr. Slaughter's report of 3rd January, and Mr. Hannaford's report of 12th December,1930, has been accepted by Mr. A.F. Cobb as from the expiry of the lease on the 31st March, 1931.

In the cable sent you, Mr. Cobb's request, that his men on the Island should be brought away when the "Falkland" called there in February, was passed on. You will doubtless have advised the Camp Manager of the above arrangement so that he can send someone there to take charge..

Please refer to what has been written in the letter by this mail to the Camp Manager, on the subject of this Island.

11. Lively Is. Captain E. Cobb, Trustee for the Lessees of this Island, has informed us that for some two or three years past no returns or reports on the stock at dipping, lambmarking and shearing, etc. have been received from Coutts the man in charge on the Island. The Board has accordingly agreed to the Lessees' request for the Company's Camp Manager to supervise the Island. This will entail an occasional visit and seeing that the proper returns are forthcoming. For this service the H.& G.Cobb account is to be debited with £100. per annum to date from the commencement of the supervision.

12. Alex. Mackenzie.

Please note that the Board has granted

Mackenzie - late shepherd - whose record of service was referred to in Camp Manager's letter of 18th January, a pension of £35 per annum from the date of the termination of his employment. Please advise him and pay.

13. Captain Hugh Thomas Evans.

In response to your cable, we have engaged Capt. H.T. Evans for a period of seven to nine months, to take command of s.s."Falkland" during Capt.Roberts' absence on leave. Copy of the agreement made with him is enclosed.

He will leave by the m.v."El Argentino" on the 28th instant and is due at Montevideo on the 19th or 20th March. Cable advice of this was sent you on 20th February.

Captain Evans has been strongly recommended by Mr. Kennaugh and also Messrs. Lowden, Connell & Co. one of whose steamers of 6000 tons he has recently commanded. The vessel now being laid up he prefers to take the post offered in the Falkland Islands rather than be idle.

14. F.I. & D. Sealing Co.Ltd.

Enclosed will be found copy of letter from Mitchell Steel, dated 19th February, following on which we cabled you his offer as therein drafted. To us it does not appear that this is attractive to either the Sealing Company or ourselves.

15. New Steamer.

The final specification having been agreed between Mr. Kennaugh - on our behalf - and Messrs. Robb, the contract was signed on the 12th instant.

On receipt of your telegram of 5th February, we put before Mr. Kennaugh the suggestion contained therein as to dividing the several water ballast tanks. A copy of his letter dated 9th February received in reply is enclosed, and I may state that Messrs. Robb confirm his views. They state that unless the vessel was to use oil fuel no boat yet built by them has been so divided. Your further cable of

20th February has since been received. From this it is noted that the suggestion was made on account of local conditions loading cargo. In a later advice from Mr. Kennaugh he writes as follows:- "Whilst at Leith last week this matter was discussed, and I might say in any case the feed tank has already been arranged with a centre line division, and at the same time we discussed the making of the No.2. main tank what we call "reasonably tight". We fixed on No.2. tank for the reason it will be the least expensive, and will practically only entail extra suctions." A final decision on the matter cannot be come to until it is known what extra cost will be incurred.

16. Mail Contract with Colonial Office.

The draft contract was forwarded to the Colonial Office on the 12th January and although we have since asked for an early decision, nothing further has been heard from them. Is it possible they are awaiting the arrival of Mr. Hodson?

17. Wool Market.

The usual Brokers' reports on recent sales are enclosed. It will be seen that the January series which opened on the 20th idem with a further decline of from 10 to 15% shewed an improving tendency towards the close and values hardened ~~xx~~ 5 to 7½%.

18. Douglas Station - Damage to Jetty by "Falkland".

Enclosed will be found copy of letter, dated 21st January, from Messrs. Kimbers, Williams & Co., Solicitors, for Mr. Greenshields, relative to some damage which is said to have been done to the jetty at Douglas Station. It seems to us rather an extraordinary course for him to have referred the matter to London as it will naturally fall to be settled between between you and him. Doubtless we shall be hearing from you later.

The accident was reported to the Club,-

British Marine Mutual Insurance Association Ltd. - and we enclose copies of letters from them dated 23rd and 27th January.

19. New Steamer.

Copies of the final specifications for Hull and Machinery are sent you herewith.

20. Export Tax on Wool.

A cable was sent you on the 5th instant advising that we had been asked by Falkland Farmers on this side to join in an appeal to the Colonial Government to consider the remission of the export tax on wool for the current year in view of the present unremunerative prices for all produce. It is felt that with a surplus of over £30,000 of revenue in hand the Government could well afford to accede to this wish.

Doubtless you have made representations to them on this matter and will advise the result in due course.

21. "Lobos". I have to thank you for your cable advice of the shipment of produce per "LOBOS" - from Stanley 13th January - which is satisfactory. The vessel has arrived and the wool she has brought will be put up in the next series of Sales commencing 10th March.

Yours faithfully,

C. A. Edwards

Managing Director.

P R E C I S

Despatch No.1336, dated 17th March, 1931 per "Conte Verde".

1 Acknowledges No. 722.

2 Regret accident to Mason.

3 Notes attention given to moorings of "Great Britain".

4 "Fleurus" - refloated and back in Stanley.

5 Sealing Company - M. Steel informed his offer not accepted. Mr. Hans Borge called here last week. Has also been to Colonial Office. Discusses debit balance.

6 Advises cancelling of "Orita's" call at Stanley 6th May.

7 New steamer - size of vessel and dock capacity - new pontoon for dock to be sent.

8 New steamer - mail contract.

9 Encloses copy of letter from Crown Agents re Currency Ordinance.

10 Gives position of Wool Market.

11 Acknowledges cable re "La Paz" shipment of produce and notes that "Falkland" sailed for Montevideo on 14th inst. with produce.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per "Conte Verde" and "Lagarto" via Montevideo.

No. 1336.

17th March, 1931

Dear Sir,

I have to acknowledge receipt of Despatch No. 722 of 22nd January.

2. Donald McDonald - Mason.

We regret to hear of the accident to this man but we are glad to note that he was able to return to work so soon.

3. "Great Britain"

The attention which is being given to the moorings of this vessel is duly noted.

4. "Fleurus"

We are obliged for the information that the "Fleurus" was refloated on the 17th January and arrived back in Stanley on the following evening.

5. F.I. & D. Sealing Co.Ltd.

In continuation of paragraph 14 of my last Despatch, your cable of the 7th instant advising the Sealing Company was not prepared to accept the offer made by Mitchell Steel was duly passed on to him since when we have received no further communication from him.

Mr. Hans Borge was here last week and although he professed to be still interested in the project no definite offer or suggestion to purchase was forthcoming from him. Incidentally, you may be interested to know I heard he called at the Colonial Office and evidently discussed the Sealing Company.

We gather that the debit balance of their account at 31st December last, after deducting the rebates given on freight, amounts to £10,131. 10. 0. We figure the security against it

L.W.H. Young, Esq.,

Manager,

Port Stanley.

as follows:-	330 tons Seal Oil @, say, £15,	£4950
	"Bellville"	3000
	"Afterglow"	1500
		£9450
	And the factory at Albemarle	?

6. s.s."Orita" - cancelled sailing.

Advice has been received from the Pacific Company that in consequence of the existing trade depression the sailing of the "Orita" from Liverpool on the 19th instant, making the call at Port Stanley on her homeward voyage on the 6th May, has been cancelled. I fear this will put you to some inconvenience in providing passages for those who would have returned from the Islands by that opportunity.

7. New Steamer.

With reference to the division of the water ballast tanks asked for, it is agreed that the feed tank and No.2. main tank will be divided, the latter reasonably tight, and this, we hope, will meet your local requirements.

The question of the ability of the floating dock to deal with the proposed vessel has been causing anxious consideration. You are aware it was designed by Messrs. Clark and Standfield and certified to be of 600 tons capacity. On reference to Mr. Glover, and in turn to Messrs. Clark & Standfield, as long ago as July last, we received their assurance that it would certainly lift 650 tons but for considerations of stability special care would have to be exercised.

Messrs. Robb originally gave the weight of the new vessel for docking as 650 tons, but Mr. Kennaugh found on going into the figures that there is considerable doubt about it. To bring the weight down to this figure, it will be necessary to discharge boiler water, anchors, cables, boats, etc.

We have come to the conclusion that far too great a liability to Underwriters might be incurred should a vessel in excess of 600 tons be docked (except in cases of dire emergency) and an accident arise. Therefore, the only two courses open

are, to reduce the size of the vessel or increase the floating capacity of the dock.

It is realized that, having regard to the known quantity of cargo to be carried and the other special requirements of her future employment, it would be most undesirable to reduce the ship's dimensions.

We, therefore, in consultation with Mr. Glover and Messrs. Clark and Standfield, decided to have another pontoon, of the same size as the existing ones, added to the dock. This will bring its lifting capacity up to 750 tons, and the fact that the expense and delay of discharging boiler water, cables, etc. will be avoided will, it is considered, amply repay for the additional outlay.

We are cabling at once advising you of this decision, and after obtaining tenders for the pontoon and the necessary fittings, the order will be placed immediately so that all materials can be carried out by the vessel in September.

For your information I enclose copy of a letter from Messrs. Clark & Standfield dated 16th March on the subject.

8. New Steamer - Mail Contract.

The proposed contract with the Crown Agents was forwarded to the Colonial Office on the 12th January; it was only received back with their letter of 28th February, copy enclosed.

Following this I had an interview with Mr. Darnley and discussed the matter fully and, as you will see from our letter of 11th instant, we have got them to amend the wording as follows:-

Clause 3. 500 miles radius under normal working conditions is specified for the wireless.

" 17. The dates of the voyages to Montevideo as amended by the Colonial Office were to be fixed by the Government, reasonable notice being given you beforehand. I got them to agree that these dates shall be fixed by the Government after consultation with the Company.

" 22. This objectionable clause giving the Governor power to send any "competent" person on board and call for such work as he considered necessary has been deleted in full.

I have just heard from Mr. Sidebotham over the 'phone that in this amended form it has been agreed and that the agreement will be prepared immediately by the Crown Agents for signature.

9. Currency Notes Ordinance.

A copy of our letter to the Crown Agents, dated 2nd January, was forwarded with Despatch No. 1334 paragraph 14.

Herewith will be found copy of letter in reply, dated 16th March, to which we would draw your attention.

10. Wool Sales.

1250 bales of the wool arrived per "Lobos" were offered for sale on the 12th and 13th instant when, as you will have gathered from the cable of prices realized sent you values shewed a very satisfactory increase. We trust this improvement will continue and that equally good realizations will be effected for the balance of the shipment which comes up for sale on the 20th March.

The "D.H" wool arrived in better order and condition than has ever before been seen from that station. Tick stain was almost completely absent and the wool exceptionally clean and of good quality.

Yours faithfully,

E. B. Sodeman

Managing Director.

11. Shipment per "La Paz", 14th March.

Your telegram of yesterday has just come to hand advising the very satisfactory shipment of 2561 bales of Wool and 319 bales of Skins; also that the "Falkland" sailed for Montevideo on the 14th instant with 386 bales and 214 hides.

Enclosures per "Conte Verde" & Lagarto via Montevideo.

1 Copy of Cablegram sent dated 14th March.

2 Copy of Cablegrams received dated 28th Febry. 7th & 11th March.

3 Wool market reports dated 10th March.

4 Average prices of Wool sold 12th & 13th March.

5 Brokers' reports:-

S	114 bales Wool	ex "Lobos"	
N A	199	,,	,,
D H	496	,,	,,
F B	70 9	,,	,,
J H D	21	,,	,,
J H D K	18	,,	,,
B B	13	,,	,,
T R	25	,,	,,
Fitzroy Club	56 8	,,	,,
H G C	39 8	,,	,,
L	47	,,	,,
S & S	62	,,	,,
J Bl	66 98	,,	,,
AP	54	,,	,,
E	78	,,	,,
Heart	66	,,	,,
Z	73	,,	,,
H & B	99	,,	,,

6 General Invoice Stores per "Lagarto"

7 List of General Cargo per "Lagarto"

8 DuCroz Doxat & Co's priced Wool catalogue of 13th March.

9 Jacomb Hoare & Co's priced Wool catalogue of 13th March.

10 Remarks on Stores

11 Account Current dated 17th March and vouchers.

12 Remarks on Accounts

13 Copy of letter from the General Post Office dated 27th February

14 Copy of letter from the Crown Agents dated 16th March.

15 Remark on Naval Fuel Depot no.5

16 Copy of letter from Clark & Standfield to Mr Gordon Glover dated 16th March.

17 Copy of letter from Colonial Office dated 28th February and our reply of 11th March.

18 Additions for General Electric Co's file.

19 Copy of Brokers' reports on Tallow ex"Lobos"

20 Blue Print referred to in Clark & Standfield's letter of 16th March.

LONDON 17th MARCH, 1931

P R E C I S

Despatch No.1337 per "CONTE VERDE" via Montevideo.

1 Acknowledges 723/5 and letter of 12th March.

2 Annual Accounts - Discusses.

3 Board glad to learn of Colonial Manager's safe arrival back in Stanley.
Mr. Hodson in London at present.
Sir James O'Grady appointed Governor.

4 Currency Notes Ordinance.

5 Notes freight rates advised clients for current season.
No jetty facilities - rate charged "J.G/H.S.B" to be set right next season.

6 Pleased last shipment of P.A. timber by "Falkland" gave satisfaction.

7 Captain Roberts arrived 16th April.

8 Arrangement made with Government re Mails to Montevideo for 1931 satisfactory.

9 5 years Mail Contract - Encloses copy of draft agreement with Crown Agents.

10 Doubtful if Government will agree to remission of Wool Tax.

11 Admiralty Wireless Station - Gives reason why Government refused to take over soon after the War.

12 New Steamer - Discusses sundry matters connected therewith.

13 Floating Dock.

14 "Oroya" to sail for Stanley on 20th September.

15. The first shipment of Produce taken to Montevideo has safely arrived in London.

16 Loss of three Cheviot Rams very unfortunate.
Great mistake to have quarantined on Navy Point.

17 Notes how Mr. Slaughter and family are returning to England.

18 Call of "Loreto" at Stanley homewards on 14th April.

19 List of mails and itinerary of "Falkland" to hand.

20 May decide to cable you to ship home locks, etc.

21 Notes further purchase of coal from Government.

22 Admiralty Oil Depot - Account of projected developments at Port Edgar interesting.

23 Claiming for Salvage services rendered to "Fleurus" by "Afterglow".

24 Sealing Company - Notes Steel's offer has been turned down and that operations are suspended.
Re selling at £17 per ton c.i.f. Montevideo.

25 Delay in delivery of cables caused by breakdown at S.Georgia.

26 Reports position of Wool Market.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per "Conte Verde" via Montevideo and s.s. "Falkland"

No. 1337.

1st May, 1931

Dear Sir,

I have to acknowledge receipt of your Despatches 723/5, dated (2) 1st and 14th March and also your letter of 12th March.

2. 723. Annual Accounts.

These, together with the various supporting schedules, are to hand. The latter are very complete and clear and should provide all the information required by the Auditors. The whole are now being incorporated in our books and are under detailed examination. For the present there are only the following comments to raise:-

Farm Results - Generally.

The immense drop of approximately £85,300 as compared with 1929, owing directly to the slump in the value of Wool, is much to be deplored but is unavoidable.

With the changes in management that will shortly take place it is intended to concentrate on effecting all possible economies in the working of the Farm and there appears to be reason to believe that these may be considerable.

In this connection the case of the omission of the 10 miles of fencing material at the Estancia on the Fitzroy Section in the 1929 accounts clearly points to the necessity of some better system of keeping a record of the issue and use of such materials and of those which have generally come under the heading of Consumption Stores. Will you, therefore, please inaugurate such a system as you consider best whereby a proper tally of them when issued to each farm section will be kept and also a record of how they have been used up and the stocks which

L.W.H. Young, Esq.,

Manager,

Stanley.

should remain in hand.

With regard to the rule laid down in 1929 that the Farm was not to be charged more than 10%, plus coastal freight, over and above the c.i.f. Stanley cost for Consumption Stores, we would like your confirmation that this is being strictly adhered to.

It is noticed that the stock of stores at Darwin had been considerably reduced by the end of the year from the all too high figure of the two previous years. This is satisfactory and is probably due, as Mr. Wood suggests, to the disposal of a large quantity of old stocks.

It would have been satisfactory if a proportionate reduction of the stock of the North Arm Store could have been seen although the profit shewn on that Section is better.

The loss of £114. 15. 0. on the Speedwell Store business certainly wants some looking into and we are glad to know this is receiving your attention.

Stanley Store.

The results shewn on the Stanley Retail Store business in all the departments are regarded by the Board as satisfactory; great credit is reflected on the improved management, notwithstanding the little nest-egg arising from the 192½ tons of coal found in the "Lady Elizabeth".

3. 724.1. The Board was glad to learn of your safe arrival back in Port Stanley on the 2nd February.

Mr. Hodson is, I understand, in London, but so far we have seen nothing of him. In the "Times" of the 28th April we see the appointment of his successor, Sir James O'Grady, gazetted.

4. 724.3.
725.2. Currency Notes Ordinance.

In spite of the further action you have taken in this connection we gather that the decision of the Secretary of State, as conveyed in the Crown Agents' letter of 16th March, 1931, forwarded to you in our 1336.9., finally settles the matter and

that we have to face the new position.

5. 724.5. Freight Contract.

We note that you have advised clients of the rates for the current season.

With regard to the additional £1 charged on shipments from stations with no jetty facilities, we find that for some unexplained reason those from "J.G/H.S.B" station, where no jetty exists, have been treated on the same terms as those from his "Moro" station. It is realized this is wrong, but it is deemed not politic to raise any question about it this season but the matter should be set right next.

6. 724.8. Shipment of Timber from Straits of Magellan.

It is gratifying to hear that the last shipment of timber by the "Falkland" gave such satisfaction and sold so quickly. This, no doubt, is primarily attributable to your sending over Hannaford to ensure that only the right quality was shipped.

7. 724.11. Captain Roberts arrived safely and reported here last week. As you say, his presence here should be of great assistance in settling many details in connection with the new steamer.

8. 724.12. Mails via Montevideo 1931.

The arrangement made with the Government for the remmeration of the steamer for the conveyance of mails is very satisfactory.

9. Mail Contract.

The final engrossment of the mail contract with the Crown Agents for the Colonies was received on the 28th April. It was sealed, signed and returned to them the same day. A copy of same is enclosed; the counterpart signed by the Crown Agents will be retained here.

10. 724.13. 725.3. Remission of Wool Tax.

We have to thank you for the copy of correspondence

with the Acting Governor relative to this matter which was also a subject for discussion at the Colonial Office when calling there recently. It seems very doubtful whether the Government will agree to any remission of tax just yet.

11. Government and Admiralty Wireless Station.
724.15.

For the very reasons given in your Despatch the Government refused, soon after the War, to take over from the Admiralty their installation. It was fully realized then that the upkeep would be very costly and out of all proportion to the requirements of the Colony.

12. 724.16. New Steamer.

It is pleasing to hear that the design of the new steamer and the inauguration of the new service to Montevideo meet with such general approval.

Your memorandum dated 27th February embodying various suggestions made by Captain Roberts in connection with the new vessel is to hand. These matters have already been fully discussed at an interview arranged between him and Messrs. Kennaugh in Liverpool a few days ago and we are now merely waiting to hear from Messrs. Robb what extra costs will be entailed for such of those items as are extras.

You may rest assured that everything will be done on this side to give you all you ask for.

You will be interested to hear that the keel was certified to be duly laid on 8th April.

Effect will be given to your suggestion to load timber in Norway but we have yet to see how it can be arranged to fit in with her loading for the trial trip, referred to in ~~yxxx~~ my letter to you of 27th February.

The 10th October will be kept in view as her final sailing date from the U.K.

The postal authorities will be kept closely informed with regard to taking a mail and her date at Montevideo for an overtaking steamer.

Crew. Your proposal to send a crew home to take the boat out is approved. Exactly what these ratings will be you will doubtless advise later.

13. 724.17. 725. 5. Floating Dock.

Your remarks on the progress being made with the erection have been read with much interest and the excellent photographs enable one to form some idea of the heavy and difficult work to be faced. It is unfortunate that the gale on the 8th February referred to caused damage and extra work but after all in a climate like that of the Falklands such set-backs are only too likely to be met with. The large number of bent and distorted frames and bulkheads too, must, we appreciate, have caused a lot of extra work but it would be almost impossible to ship such a quantity of plates and frames out and to have them handled to such an extent as they must have been without a proportion of them getting damaged.

However, it is very satisfactory to hear, and creditable to all concerned, that the difficulties thus arising have been got over and that the work is progressing.

14. 724.19. "Oroya" sailing 20th September.

In reply to your enquiry the Pacific Steam Navigation Company advise that this sailing stands.

15. 724.21. Produce Shipments via Montevideo.

The first shipments of wool, etc. effected by the "Falkland" to Montevideo have duly arrived by the "Highland Chieftain" and "Bibury". The through freights on the various parcels will be charged in accordance with yours of the 12th March.

16. 724.22. Cheviot Rams.

The loss of the three Cheviot Rams is most unfortunate. The relative claim is at present before the Underwriters and the only difficulty at the moment arising is in regard to the one reported to have taken to the water. Can no documentary evidence be sent in support of this by someone who saw it?

It was a great mistake to have agreed to these

valuable sheep being quarantined at Navy Point for the reason that the Cheviots are particularly wild and difficulty in collecting them and shipping was certain to arise. Although we realize that the quarantine paddocks in Stanley are very inadequate the rams could have been fed there and would have grown more accustomed to people being near them and shipment from there could have been effected more easily.

We have never yet lost any rams placed there for quarantine except those killed by the use of too strong dip by the Government officials about 5 years ago.

17. 725.6. Homeward Passages.

I note that Mr. T.G. Slaughter and family will return by the "Falkland" in May to Montevideo and home by the "Highland Monarch". Since the date of your Despatch your cable has been received advising that Mr. J.F. Bonner and his family sailed in the "Loreto" from Stanley 14th April.

18. "Loreto" at Port Stanley 14th April.

I presume that by way of making some amends for the cancelment of the "Orita's" call in May the P.S.N.C. unexpectedly ordered the "Loreto" to call. Particulars of the shipment of produce were received in your cable of 15th April.

19. 725.7.8. Mails.

The provisional list of mails to leave and arrive and also the revised itinerary for the "Falkland" are to hand and will be useful for reference.

20. 725.9. Wool Homewards.

It will probably be decided to cable you shortly to forward all wool on hand, locks etc. This, to some extent, will increase the tonnage for shipment via Montevideo.

21. 725.11. Coal.

The further purchase of 300 tons coal ex "Ullstad" is noted.

22. 724.14. 725.13. **Admiralty Oil Depot.**

Your account of the projected developments at Port Edgar is interesting; doubtless you will advise anything further that arises in this connection.

23. 725.15. **s.s."Fleurus" - Salvage.**

The papers relative to this case are to hand. The question of the amount of Salvage due to the "Afterglow" is being taken up with the Adjusters and Underwriters and progress will be reported later.

24. 725.16. **F.I. & D. Sealing Co.Ltd.**

It is not surprising that the Directors of the Sealing Company regarded Mr. Steel's offer as not acceptable. It is noted that operations are now entirely suspended and outgoings reduced to a minumum. In view of the present condition of the oil market this is obviously the only course to follow.

A cable was sent you on the 9th April enquiring if £17 per ton c.i.f. Montevideo would be accepted and your reply has only just come to hand, for reasons explained in the following paragraph. No definite offer of £17 has been made but we shall understand that if we cannot do better that price will be acceptable.

25. **Cables.**

From the confirmations of your cables of 15th, 18th, 21st and 22nd April, you will see that in some cases there was a delay in arriving here of about a fortnight. The Department dealing in Norwegian traffic at the G.P.O. with whom the matter was taken up say that it was attributable to a break-down of the South Georgia Wireless Station.

26. **Wool Sales.**

The current series opened on the 28th ultimo. As you will see from the accompanying Brokers' circulars, catalogues and prices realized, there is a decline of about 10% as compared with the March Sales. This to some extent will, it

is hoped, prove attributable to the short period which elapsed between the March and present sales and to the Easter holidays intervening.

Yours faithfully,

E. B. Sowards.

Managing Director.

Enclosures per S S "Asturias" via Montevideo & S S "Falkland"

1 Copy of Cablegrams sent dated 11th & 20th May.

2 Copy of Cablegrams received dated 1st.6th.14th.16th.& 20th May.

3 Wool averages 1st.8th.& 12th May Sales.

4 DuCroz Doxat & Co's Wool market reports of 29th April & 15th May.

5 Brokers Reports on Company's Sheepskins ex "LaPaz" - Cadbury

6 Brokers Reports on Clients Sheepskins ex "LaPaz" Cobb & Cadbury

7 Wool Landing Certificates:-

S I	16	bales Wool	ex "LaPaz"	S	111	bales Wool	ex "LaPaz"
M	27	,,	,,	B B	18	,,	,,
R B C	26	,,	,,	A F C	47	,,	,,
B	81	,,	,,	T B	22	,,	,,
AP	68	,,	,,	H G C	98	,,	,,
F B	67	,,	,,	Club	60	,,	,,
F	100	,,	,,	L	108	,,	,,

8 DuCroz Doxat & Co's Wool sale catalogue of 8th May

9 Jacomb Hoare & Co'spriced catalogue Wool sold 1st & 12th May

10 Jacomb Hoare & Co's priced Sheepskins catalogue 7th May

11 Annibg & Cobb's priced catalogue of Sheepskins sold 7th May.

12 Copy of letter from J.I.Thornycroft & Co'dated24th March.

13 Copy of letter from Cadbury Brothers dated 30th April.

14 Copy of letter from Norton Rose & Co.dated 12th May with enclosures

15 Jacomb Hoare & Co's Wool market reports dated 15th May

16 Clark & Stanfield's General Arrangement drawing No.7240 of Extension to Floating Dock.

17 Copy of letter from Cooper McDougall & Robertson dated 9th & 16th May re KYMAC Sheep Dip.

18 Copy of letter from Douglas Station,Ltddated 24th & our reply of 27th April & Capt.Roberts report re damage to Jetty.

19 General Invoice Stores shipped per "Asturias" to Montevideo.

20 List of Parcels in case No.5242 per "Asturias"

21 list of General Cargo shipped per "Asturias" to Montevideo.

22 Remarks on Stores.

23 Account Current dated 21st May and vouchers.

24 Remarks on Accounts.

25 Suppliers Invoices Stores shipped per "Asturias" toMontevideo

P R E C I S.

Despatch No. 1338, dated 21st May, 1931, per s.s. "Asturias".

1 Acknowledges No. 726.

2 Bleaker Island - Shifting stock - damage to cutter.

3 Lively Island - Awaiting Mr. Slaughter's report.

4 New Steamer - Good progress being made.
Name of "Lafonia" registered.

5 Douglas Station - Damage to Jetty by s.s. "Falkland".
Captain Roberts' report enclosed.
Rate of freight on produce.

6 Offer of £35 made for Admiralty Wireless Station Lathe.

7 Steel Lighter No.5. - condition of.

8 Currency Ordinance.

9 Hopes Mr. J. Hamilton's vessel "Penelope" arrived safely on the Coast.

10 Imperial Economic Committee - correspondence.

11 "Great Britain" & "Fennia" - Storage of wool in latter vessel.

12 "Loreto" arrived Swansea 17th May. Outward sailing of "Oroya" cancelled and substituted by "Lugarte" 22nd September. Anxious to know date of "Falkland" in Montevideo in that month.

13 Action as to shipment of Pebble wool approved.

14 Floating Dock - tenders being invited for new pontoon.
Encloses General Arrangement Plan.

15 Millinery Store - Notes Mrs. Biggs services dispensed with.

16 Wool Market - reports position.

17 Kymac Dip - re condition of November 1930 shipment.

18 Mr. Hugh Harding - Resignation received.

19 Approve Wool Shed for Speedwell & Swan Islands being framed with Punta Arenas timber.

20 Old schooner "Lafonia" - name to be changed.

21 Locks, etc. to be shipped home.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per s.s. "ASTURIAS" via Montevideo
and s.s. "FALKLAND".
No. 1338.

21st May, 1931

Dear Sir,

I have to acknowledge receipt of your No. 726 of 9th April.

2. 726.2. Bleaker Island.

The sailing of the "Falkland" on the 3rd April to shift the stock on this Island is noted.

Your cable of the 28th idem advising that the cutter had been damaged prior to taking over was duly received. After full consideration it was decided not to make any deduction from the £1,000 agreed to be paid Mr. A.F. Cobb.

3. 726.3. Lively Island.

The Trustees are being advised the arrangement made for Mr. Slaughter to land on this Island. His report thereon will be awaited with interest.

4. 726.6. New Steamer.

Good progress is being made. On the 13th instant all floors had been laid, the tank top laid and riveted and the margin plates were then being riveted. Work on the boilers is also well in hand. Captain Roberts and Mr. Kennaugh were at Robb's Yard on the 19th and we have a meeting here to-day with them and Mr. Robb,- who only returned from Buenos Aires on the 12th instant,- to discuss and decide on the various improvements which have been suggested.

It has been decided to name the new steamer "Lafonia" and our application to the Registry in this connection has been accepted. Leith will be her first port of registry. In the case of all previous vessels sent out it has been the practice to transfer the registration to Port Stanley and

L.W.H. Young, Esq.,
Manager,
Port Stanley.

possibly there may be some advantages in this being done in the case of this steamer, but for the moment I cannot recollect what they are; if there are any advantages to be gained by doing so, please advise.

5. 726.8. Douglas Station - Damage to Jetty.

Enclosed please find copy of letter from the Secretary of Douglas Station in London of 24th April and ours of 27th idem with further reference to the alleged damage to the wharf. Attached thereto will also be found Captain Roberts' report on the incident.

It is surprising to learn from your despatch that no notification was sent you by Mr. Greenshields, and his action in putting forward a claim on us here direct through his Solicitors in London is an extraordinary procedure.

In view of this I would rescind what was written in despatch 1337 para.5. and leave you to use your discretion as to debiting the Station with the £1 extra in respect of shipments from Horseshoe Bay. Further, if the so called jetty at the Moro is so fragile that the "Falkland" cannot go alongside without risk of claim being made on the ship for damage, would it not be better for the steamer to keep clear of it and charge an extra £1 in that case also? The matter is left entirely in your hands to deal with but we hardly think it worth while disturbing the accounts for 1930. It is assumed that your advice to Mr. Greenshields of the rates for the current year has not been accepted in such a way as to preclude the course suggested above.

6. 726.9. Admiralty Wireless Station Lathe.

An offer of £35 for this lathe has been made to the Admiralty. So far, we have no reply.

7. 726.10. Steel Lighter No.5.

That the condition of this lighter is as good as you report is, we consider, extremely satisfactory, having regard to the fact that it has been in use 15 years under

conditions of more or less unavoidable neglect.

8. 726.11. Currency Question.

It will be surprising if your excellent letter of 20th March to the Colonial Secretary does not sufficiently appeal to the official mind and result in the proposed charge on remittances being quashed.

9. 726.12. Mr. J. Hamilton's vessel "Penelope".

It is hoped that you have since received a report of the safe arrival of this boat on the Coast, although the long time which has elapsed since she was heard of is ground for anxiety.

10. 726.13. Imperial Economic Committee.

The correspondence referred to with the Colonial Secretary has been read with some amusement; your reply is most apt.

11. 726.14. "Great Britain" and "Fennia".

Your report on the position of these two vessels and their future disposal has been read with interest. We are glad to see that you are fully alive to the risk of damage to wool, from coal dust, stored in the "Fennia".

12. 726.15. "Loreto" at Stanley 14th April.

It is certainly fortunate that you were able to arrange for the call of this vessel. She arrived in Swansea on the 17th instant.

It is appreciated that the cancellment of the "Orita"s homeward trip in May caused considerable inconvenience and we have only learned within the last few days that the outward sailing of the "Oroya" fixed for 24th September has been cancelled. In her place the "Lagarto" is to leave Glasgow on the 22nd idem. We are being given first call on the limited passenger accommodation she has but in view of the number of those here who wish to return about that time to the Islands, we are anxious to know approximately the date of the "Falkland" being in Montevideo in September. Doubtless we shall

be receiving advice from you as to this shortly.

13. 726.15. Pebble Island Wool.

Your action is thoroughly approved.

14. 726.17. Floating Dock.

We are glad to note that, as anticipated, you decided to push on with the construction of the side walls of pontoons 2 and 3. Tenders are now being invited for the new pontoon and I send you herewith a drawing of Messrs. Clark & Standfield's general arrangement plan No. 7249. The further constructional drawings will be sent as soon as possible.

15. 726.18. Millinery Store.

We are very pleased to hear that you have taken the step of dispensing with Mrs. Biggs' services. Her loyalty, good intentions and past services are fully appreciated but there was no question whatever that she was quite incapable of running such an establishment.

16. Wool Market.

The hopes of an improving market which followed on our realizations in the March Sales were rather shattered at the set back at the opening of the April/May Series, our average having dropped from 9.47d on the 20th March to 7.09d and 8.19d on 29th April and 8th May respectively. Full particulars will be found in the accompanying catalogues and Brokers' circulars.

17. Kymac Dip.

Referring to your memorandum of 6th April re the condition of parcels of this dip at the three Sections, enclosed will be found copy of correspondence which has passed between us and Messrs. Cooper McDougall & Robertson Ltd. on the subject. It will be seen that the jelly-like condition is attributable to temperature only and that there is no doubt whatever of its being all right.

18. Mr. Hugh Harding.

You will see from the enclosed open letter that his notice to terminate his agreement in April next has been received and accepted.

19. Wool Shed - Sheepwell & Swan Islands.

You will have gathered from our cable of 11th instant in reply to yours of the 7th idem, that your suggestion to frame the wool sheds on these Islands from Punta Arenas materials is approved.

20. New Steamer.

As the new steamer is to be named "Infanta" it will be necessary to give the old schooner some other name to avoid any confusion.

21. Shipment of Locks.

A cable was sent you on the 11th instant to the effect that all wool on hand, locks, etc. can be shipped home.

Yours faithfully,

C. R. Lockhart.

Managing Director.

P R E C I S

Despatch No. 1339, dated 19th June, per "Dunster Grange".

1 Acknowledges No. 727.

2 Comments on Sealing Company's Balance Sheet to 31. 12. 30.
No prospects at the moment of effecting sale of oil.

3 New Steamer - Good progress being made.

4 Encloses copy of letter from Crown Agents re Currency Notes Ordinance advising that no commission will be charged on our monthly remittances.

5 Removal of Sheep from Bleaker Island.
Visit of Mr.Elliott to Lively Island.

6 Lighters - Repairing of
Use of "Samson".

7 Agree to suggestion to take stock of Farm Consumption Stores at 30th June each year.
Not now necessary to carry 2 years supply of bagging &c

8 Acknowledges details of steamer movements.

9 Regret death of Captain of "Fleurus" - notes vessel again been aground.

10 s.s. "Fleurus" - regarding salvage claim.

11 Horses from the Coast.

12 Notes tallow barrels can be bought cheaper from Magallanes.

13 Dismissal of Bernard Biggs for pilfering.

14 Acknowledges copy of agreement with Norman McLeod, as Wireless Operator on new steamer.
McLeod at present in Hospital with dysentry.

15 Swan & Speedwell Islands Wool Sheds.

16 Photograph of "Bertha" wreck to hand. Salvage of timber.

17 Floating Dock extension - re cost of extra riveting.
Position of extension.
Encloses copy of specification.
Shipment per new steamer.

18 Floating Dock moorings.

19 Insurance claims paid for two Cheviot rams lost.
Underwriters object to paying for one which took to the water at Port William.

20 Acknowledges cables re shipments per "Falkland".

21 Return passages booked at Stanley per "Oroya".

22 Acknowledges photographs of floating dock, etc.

23 Admiralty enquiring if shed at Navy Point is still being used. Also if stone is being quarried.

24 Pension of £35 per annum granted to Donald Morrison.

The Falkland Islands Company, Limited.

INCORPORATED BY ROYAL CHARTER 1851.

REGISTERED 1902.

61, Gracechurch Street.

Per s.s."Dunster Grange"
via Montevideo & s.s."Falkland".
No 1339.

London, E.C.3. 19th June, 1931.

Dear Sir,

I have to acknowledge receipt of your No.727 of 9th May.

2. 727.2. F.I. & D. Sealing Co.Ltd.

The copy of the Balance Sheet of this Company as at the 31st December, 1930, forwarded to the Government, is to hand. The value given for the floating assets strikes one as being too high, and as to the item of Goodwill, £1,500, for a concern which can only shew a dead loss on its operations to date, it is farcical to say that the Goodwill is of any value. As I understand it the concession to exploit the sealing business is not a saleable asset; certainly not without the consent of the Government.

There is no prospect whatever at the moment of effecting any sale of the seal oil on hand and to endeavour to force one would be futile. We can only trust that if the bulk of the whaling companies were to suspend operations next season, as suggested a demand in anticipation of reducing stocks may arise within the next few months.

3. 727.3. New Steamer.

Good progress continues to be made by Messrs. Henry Robb with the construction of this vessel. Captain Roberts and Mr.Kennaugh report that they are thoroughly satisfied with the quality of the work being put into the job.

The latest advise to hand is that the plating is expected to be completed by the 23rd instant.

The docking and painting of the steamer before her trial trip will be kept in view. At present it is too early

L.W.H. Young, Esq.,
Manager,
Port Stanley.

to say exactly what will be done.

Your remarks as to medicine chest and electric lights in the cabins are noted.

4. 727.5. Currency Notes Ordinance.

It was very satisfactory to receive a letter (copy enclosed) dated 16th June, 1931, from the Crown Agents for the Colonies advising that no commission will be charged on the regular monthly remittances made to them by us "in the mutual interest of the Falkland Islands Government and of your Company".

5. 727.7. 727.13. Bleaker and Lively Islands.

Your account of the removal of sheep from Bleaker Island is noted with interest; also that Mr. Elliott will be making a visit to Lively Island shortly.

The decision come to with regard to the damaged cutter was conveyed to you in despatch 1338, para. 2.

6. 727.9. Lighters.

It is satisfactory to hear the attention you are giving to the repair of the several lighters referred to. With regard to the "Samson", I assume that your idea is simply to put her into commission as an additional lighter if you find that the expenditure on her justifies that course.

7. 727.11. Shearing Supplies.
727.23. Stocktaking of Farm Consumption Stores.

I have to thank you for copies of your letters to the Camp Manager of 20th April and 6th May.

Messrs. Cooper's report on the Kymac Dip was dealt with fully in despatch 1338, para.17.

Your suggestion with regard to having the stock of all farm consumption stores taken at the 30th June each year is quite approved. In this connection please note that with the ample opportunities of shipment there will be in the future there

is no object whatever in carrying two full years supply of bagging, hopps, etc. as it merely, as you will appreciate, represents capital lying idle. It will be quite sufficient, and safe, to make a rule of having on hand by the 1st June each year enough bagging and hopps for the following season at each section.

As regards dip, the aim should be to ensure having sufficient for the following March dip on hand at each section not later than, say, June/September each year.

8. 727. 12. Steamer movements.

I am glad to have the details given in your Despatch.

9. 727. 15. s.s."Fleurus".

The death of the Captain of this steamer is much regretted. It is noted that the "Fleurus" has again been aground - in Stanley Harbour.

10. s.s."Fleurus" - Salvage.

Following remarks in 1337 para.23, a claim for £1,000 has been put forward for the salvage services rendered by the "Afterglow" for the stranding off Keppel Island in January last, with an intimation that if this is not agreed to we are prepared to submit to the arbitration of Sir Joseph Lowrey, Secretary of the Salvage Association. In the reply received our claim is regarded as exorbitant but we are hopeful that we may be able to arrange a settlement at a figure somewhere between the £500 you suggested and £1,000.

11. 727.16. Horses from the Coast.

The delivery of these at Egg Harbour on the 15th April is noted as also is the shipment of 55 head of cattle. From Mr. Slaughter, who has arrived safely, it is learned that the horses are more satisfactory in every way than those delivered against the contract last year.

12. 727.17. Barrels from Magallanes.

It is very satisfactory to hear that you have tapped a cheaper source of supply than that hitherto patronised.

13. 727.18. Bernard Biggs - Pilfering from the West Store.

I much regret to hear that this man, so long in the Company's service, should have been guilty of the disgraceful conduct referred to. Your action in summarily dismissing him is thoroughly approved.

14. 727.19. New Steamer - Crew - Norman McLeod.

The copy of the very good agreement concluded is to hand. I will see that he is afforded every assistance whilst in London to undergo the course of training he desires.

The matter of the spark transmitter shall also receive attention.

I regret to say that he contracted severe dysentry after leaving Rio on the "Highland Monarch" and was landed in London on a stretcher and taken to the Seamen's Hospital, Albert Dock. Our Mr. Home went there to see him yesterday and I am glad to say he is making very good progress towards recovery.

15. 727.20. Speedwell & Swan Islands Wool Sheds.

Approval of your suggestion to frame these sheds in Stanley was conveyed in 1338, para.19.

16. 727.21. "Bertha" Wreck.

The account of your visit to this wreck has been read with much interest; I have to thank you for the excellent photograph to hand. Your calculations clearly shew that the timber is well worth salving.

17. 727.22. Floating Dock Extension.

A cable was sent you on the 1st June advising the prices which Messrs. Swan Hunter quote for extra riveting on this job and asking if you would prefer to do the work in

Stanley. From the latest figures you sent us of your working costs, we gather that you could shew a considerable saving as compared with their quotation. It was therefore gratifying to learn from your cable of 4th June that you elected to do the work locally.

In reply to the question asked in that message to the effect - "telegraph as soon as possible at which end additional pontoon will be placed" - we cabled you on the 5th June as follows:- "New Pontoon comes between original numbers one and two counting from left of plan No.6820 see also drawing No.7240 posted "Asturias". From your remarks under acknowledgment it is gathered that you have correctly anticipated the position of the new pontoon, but from Messrs. Clark & Standfield's plan No.7240, posted to you with Despatch 1338, para. 14, it will be seen that the new side walls require to be interposed over the new pontoon and do not form merely an extension of the walls as originally designed. In this connection we learn that Messrs. Swan, Hunter, whose tender has been accepted, have undertaken that the plates to be supplied will be punched with the same multiple punch as used on those first sent out. In this way there can be no question of their failing to fit to the old plates with which they will be connected.

From the copy of the specification which is enclosed relative to the accepted tender, you will see (page 14, para.40) that no further side shores are being supplied.

The idea of shipping all the material for this in the "Lafonia" when she goes to Sunderland for her engines has not yet been turned down. The matter is under consideration and discussion with Captain Roberts and Messrs.Henry Robb Ltd.

It appears probable that some weight will be required in the No.3 hold to put the vessel in anything like proper trim for her trial trip. As the shipment will consist almost

entirely of flat plates and angles which will stow well they will not displace anything like their equivalent weight of timber.

18. Floating Dock - Moorings.

The vital impportance of all you write as to the necessity of an undoubted margin of safety in the moorings is fully appreciated as is also the close consideration you have given to the matter. All that you have written on the subject has been passed on to Mr.Gordon Glover and Messrs. Clark & Standfield's report thereon will be received from him in a few days.

In the meantime quotations have been obtained for 340 fathoms 2" stud link cable, 2nd hand, equal to new, re-tested with Lloyd's certificate, @ 14/3d per cwt.f.o.b. Liverpool. This compares with new cable 20/6d per cwt. f.o.b. Tyne district.

If Messrs. Clark & Standfield's report confirms that your proposals are adequate an order for the cable will be placed.

Full information as to securing the ends of the cable chains will be sent you.

The position in which you now propose to moor the dock is noted with interest. It will, as you say, be much handier in every way than the site originally proposed.

19. Cheviot Rams.

In Account Current herewith will be found a credit for £89. 2. 0. for the two rams lost.

So far the Underwriters have not consented to admit the claim in respect of the one which took to the water in Port William. We accordingly cabled you on 1st June asking for any certificate that it is possible to supply in support of the incident.

Referring to what was written in 1337, para.16, it is now learned from Mr. Slaughter that the Stock Inspector

could not utilise the ordinary ground for the purpose of quarantine as it was already occupied and that therefore there was no option but to place them on the ground across the Harbour.

20. Shipments of Produce per "Falkland".

We have to thank you for your cables advising the following shipments of produce by the "Falkland" for transhipment at Montevideo:-

13th May.	365 bales Wool	15 bales Skins
3rd June.	461 " "	9 " "

21. Return passages per "Oroya".

A copy of your cable message of 21st May was sent to the Pacific Steam Navigation Company and a copy of their reply, dated 23rd May, is enclosed herewith.

22. We have to thank you for the several excellent photographs of the floating dock, etc., all of which are most interesting and much appreciated.

23. Shed Rental and Stone Quarried at Navy Point.

Enclosed please find copy of letter from the Admiralty, dated 15th June. Please forward us a letter stating whether any stone has been quarried since that included in the 710 tons in respect of which we paid the Admiralty £35. 10. 0 on the 2nd June 1930.

80 tons abt 1931 for Office approach.

At the same time it would be well if you would also state exactly up to what date the shed at Navy Point was used and what rent, if any, is due to them which is not covered by the amount of £69. 14. 3. paid on the date above referred to.

24. Donald Morrison - Pension.

The particulars of services given of this old employee were considered by the Board at its last Meeting, and it was agreed to grant him a pension of £35 per annum from the termination of his service.

Yours faithfully,

C. B. Connard

Managing Director.

PRECIS

DESPATCH NO.1340, DATED 2ND JULY, 1931 per "ALCANTARA"

1. Acknowledges No.728.

2. Farm Stores. Approves proposals re keeping of records. Storekeeper should be housed at Goose Green. No object in maintaining Walker Creek store. Speedwell Is. profit better than originally indicated.

3. New steamer. Reports progress being made.

4. Photographs of Floating Dock received.

5. Acknowledges cables & letters re shipments of produce from Montevideo.

6. Certificate of loss of Cheviot Ram to hand. Handling of future Stock Sheep to be under personal supervision of Camp Manager.

7. Sealing Co. Encloses copy of letter from Ince & Co. and proposed form of Mortgage.

8. Freezing Works. Acknowledges copy of correspondence re Mr.Rowe's proposal to Colonial Secretary.

9. Notes amandments in "Falkland" fares - Group 4.

10. Agree with decision to dock & paid "Falkland" at M.V. in July.

11. P.S.N.C. now allow us 5% booking commission.

12. Arrangements made for Norman McLeod to undergo short wireless course.

13. Copy of Five years Mail Contract enclosed.

14. Floating Dock Moorings.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per "Alcantara" & "Falkland"

No 1340

2nd July, 1931.

Dear Sir,

I have to acknowledge receipt of your 728 of the 1st June.

2. 728. 2. FARM STORES.

As stated in 1339 para 7 your proposals with regard to the keeping of a proper record of all Stores on the Farm are thoroughly approved and I have to thank you for your confirmation of the basis of charge for those supplied for consumption.

It is noted with much satisfaction that you are keeping your eye on the weak spots connected with this department. The incident regarding Wood to which you refer clearly points to slackness. It is obvious that he should be housed at Goose Green and Mr.Goddard will be instructed to attend with this matter as early as possible.

As regards the Walker Creek store, as the Bodie Bridge now provides easy access to Goose Green there can be no object in maintaining it. Also this matter will be brought to the notice of the Camp Manager.

SPEEDWELL ISLAND. It is satisfactory to hear that your investigations have resulted in a better profit than that originally indicated.

3. 728. 5. NEW STEAMER.

The enclosed copy of letter from Mr.Kennaugh, dated 26th June, will give you details of the work completed to that date. Both he and Capt.Roberts who has again visited

L.W.H.Young, Esq.,

Manager,

Port Stanley.

Leith since writing you last report that the work being done is very good. It is expected to launch the vessel between the 12th & 14th August. Cable advice of this will be sent you.

4. 728. 6. FLOATING DOCK.

I have to thank you for the excellent photographs shewing the progress made.

5. 728. 8. PRODUCE SHIPMENTS VIA MONTEVIDEO.

Mr.Creamer's cables and the letters of 10th & 20th May from Montevideo advising shipments per "GOGOVALE" & "HIGHLAND MONARCH" were duly received. The final landing accounts are not yet to hand.

The information given as to produce still to come forward is noted.

6. 728. 9. CHEVIOT RAMS.

I have to thank you for the certificate signed by Jennings and Reive relative to the loss of the ram which took to the sea. With this we hope to obtain the Underwriters admission of our claim.

Your request that in future the handling of valuable Stock Sheep should be carried out under the personal supervision of the Camp Manager, or some one appointed by him, is thoroughly approved.

7. 728. 10. F.I.SEALING COMPANY, LTD.

Following on our consultation with Messrs.Ince Colt & Co., enclosed will be found copy of their letter recommending the steps to be taken to safeguard the Company's interests. A copy of the proposed form of Mortgage and Legal Charge is also herewith.

8. 728. 17. FREEZING WORKS.

I have to thank you for the copies of letters from Mr.Rowe to the Colonial Secretary on this subject and also of yours in reply. In the latter you have ably shattered the absurd assumption on which Mr.Rowe's case for a freezer is based.

9. 728. 18. "FALKLAND" FARES.

Note has been taken of the amendment made in the passage fares to ports in Group 4 as from 15th April.

10. 728. 19. "FALKLAND" DRY DOCKING.

Your decision to dock and paint the "Falkland" in July in Montevideo is fully justified.

11. P.S.N.C. PASSAGE COMMISSION.

I am pleased to inform you that having again taken up the matter with Pacific Company their agreement has been obtained to allow us in future the full 5% Brokerage on all passages booked by us to Port Stanley or Montevideo.

12. NORMAN MCLEOD.

Norman McLeod arrived in London in the "Highland Monarch" suffering from dysentry. He was taken to the Seamen's Hospital and discharged convalescent in about ten days. Arrangements have been made for him to attend the London Radio College for a short intensive course to obtain his P.M.G. certificate

13. MAIL CONTRACT.

Enclosed please find copy of the five years mail contract entered into with the Crown Agents of the Colonies dated 1st May, 1931.

14. FLOATING DOCK MOORINGS.

In continuation of remarks in 1239.40 enclosed please find copy of letter from Mr.Gordon Glover, dated 26th June, and also one of Messrs.Clark & Standfield of 25th June giving their opinion and suggestions as to the best way of increasing the moorings.

I have discussed the matter with Capt.Roberts, and while he is of opinion that the plan of the moorings suggested is the best, it will be advisable to increase the margin of safety by providing 60 fathoms of cable in the water on each of the eight legs. We will accordingly order the cable. An order has also been placed for the four hawse pipes and stoppers referred to in the correspondence.

Yours faithfully,

C. J. Leonard

Managing Director.

P R E C I S

DESPATCH NO. 1341, DATED 13TH AUGUST, 1931, PER "ASTURIAS".

1 Nothing to acknowledge.

2 Floating Dock Moorings.

3 Lathe at Admiralty Wireless Station bought for £35.

4 Insurance claim paid for ram drowned at Port William.

5 Shipments of produce per "Falkland" via Montevideo.

6 Produce per "Lobos" arrived.

7 s.s. "Falkland" trip to Montevideo September & October.

8 Payment of £2700 for Louis Williams Estate.

9 Debit Balances of

Douglas Station and
Port San Carlos Ltd.

10 "Fleurus" salvage.

11 Good progress being made with new steamer.

12 Wool Classer being engaged for next Season - Mr. Mitchell not available.

13 Bisley Team sailing in "Asturias" to connect with "Falkland" at Montevideo.

14 Wool Sales.

15 "Fleurus" salvage - notes from cable that vessel has been arrested by Sealing Company.

16 Acknowledges No. 729.

- - - - - oOo - - - - -

The Falkland Islands Company, Limited.
INCORPORATED BY ROYAL CHARTER 1851.
REGISTERED 1902.
61, Gracechurch Street,
London, E.C.3.

Per "ASTURIAS" & "FALKLAND".

No 1341.

12th August, 1931

Dear Sir,

Since writing you on the 2nd ultimo we have nothing from you to acknowledge.

2. Floating Dock Moorings.

In continuation of paragraph 14 of 1340, following on Messrs. Clark & Standfield's recommendation on the 25th June and the discussion with Capt. Roberts, we make out that you will require on each mooring 60 fathoms in the water and 10 fathoms for making fast = 70 fathoms x 8 = 560 fathoms. There was supplied with the dock 84 fathoms and

you report to have on hand	180 fathoms	=	264 fathoms
leaving			296 fathoms

required.

We will accordingly order 300 fathoms, but subject to anything you may advise to the contrary, do not purpose doing this until about January next. It is assumed it cannot be required much before March. If you would like this sent earlier please cable.

3. Admiralty Wireless Station Lathe.

As advised in our 1138.6 we tendered the Admiralty £35 for this lathe and you will see from the enclosed copy of letter from them, dated 7th July, that the offer has been accepted.

4. Cheviot Rams.

We are pleased to inform you that at last the Underwriters have paid us in full for the Ram drowned at Port William. Credit is passed you in Account Current.

5. Shipments of produce by "Falkland".

The "Bellorado" arrived London on the 8th July with 470 bales of Wool and Sheepskins. The Wool will be offered

L.W.H. Young, Esq.,
Manager,
Port Stanley.

in the next Series of Sales commencing 15th September.

From your cable of 17th ultimo it is noted that the "Falkland" carried to Montevideo 402 bales Wool and 32 bales Sheepskins. This cargo was transhipped on the 11th instant to the s.s. "Bellailsa".

6. Shipment of produce per "Lobos".

The 178 bales Wool on board this vessel (arrived London yesterday mid-day) will also come into the September Series.

7. s.s. "Falkland" connections at Montevideo.

Your cable advice of 30th June that the "Falkland" would connect at Montevideo with the "Asturias" on the 1st September and "Alcantara" on the 9th October was, as requested, passed on to the Crown Agents. We understand that they will be taking advantage of the latter opportunity in sending back some of the Government Officials at present on leave.

8. Louis Williams Estate.

As directed in your cable of 21st July £2700 was paid to Hambros Bank Ltd. on behalf of the above Estate on the 23rd. It will be interesting to know the nature of this payment.

9. Debit Balances 30th June.

We duly received your cable of 30th ultimo notifying that Douglas Station debit balance stood at £2060 and Port San Carlos at £3875. The former is reduced by the payment of £1700 on the 10th June which amount was passed you in Account Current last mail.

With regard to the latter, we are expecting a big reduction to be made within the next few days and the balance and any future advances to be covered by a mortgage or other legal undertaking. It has only just come to our knowledge that Barclays Bank hold a lien on the produce and a charge on the share capital of Port San Carlos Ltd.

10. s.s. "Fleurus" Salvage.

Copy of letter from H. Moen-Andersen dated 13th July is enclosed from which you will see that certain alleged creditors in Norway have, through a lawyer, put a stop on the salvage award of £750 agreed to by the leading Underwriters in London and Norway. On receipt of this letter we wrote to the Owners of the "Fleurus", the Tonsberg Whaling Company, and asked them to pay over to us the salvage money or instruct the insurance brokers here to do so. They replied that as the seizure had been proclaimed they could not comply with our request. We then informed the Tonsberg Company that there was little doubt that unless we received a cheque for £750 payable in London by return the Sealing Company would arrest the "Fleurus" in Port Stanley as security for their claim. We are awaiting their reply.

We therefore cabled you to get the debenture and legal charge sent with 1340.7 completed promptly and that the Sealing Company should be prepared, in their name, to arrest the "Fleurus" on receipt of further cable from us or if the "Fleurus" shows signs of leaving the Colony.

Correspondence to date on the matter is enclosed.

11. New Steamer.

Good progress is being made with the new vessel by Messrs. Henry Robb and the launch is taking place on the 18th instant. Our Consulting Engineers and Captain Roberts are very pleased with the work which is being put into the boat.

12. Wool Classer.

A Wool Classer is being sent out for next Season but Mr. Mitchell is not available. We are in communication with a Mr. Barrett regarding the position. He is strongly recommended by Mr. Bell of Jacomb, Hoare & Co. who has knowledge of his work.

13. Bisley Team.

The Bisley Team is sailing in the "Asturias" on the 14th August connecting with the s.s. "Falkland" at Montevideo 1st September.

14. Wool Sales.

The prices made for Falkland Islands Wool at the July Sales were cabled on the 28th ultimo. A supply of catalogues and Brokers' reports have been posted you.

Yours faithfully,

RBHall

Secretary.

15. s.s. "Fleurus" Salvage.

We are to-day in receipt of your cable of the 12th instant and from this it is noted that in view of the proposed sailing of the "Fleurus" the Sealing Company has arrested the vessel.

16. Your Despatch No. 729, carried by the "Falkland" to Montevideo", has just been delivered, but time does not permit of it being dealt with by this opportunity.

Enclosures via Montevideo

1 Copy of Cablegrams sent dated 21st.24th & 28th September.

2 Copy of Cablegrams received dated 18th.24th.& 26th September

3 General Invoice Stores per M.V.Lagarto

4 General Invoice Stores per S.S.Alcantara

5 Suppliers Invoice Stores per "Lagarto

6 DuCroz Doxat & Co's priced sale catalogue of 21st September.

7 Average prices of Wool sold on 21st September

8 List of Cargo per M.V."Lagarto"

9 Account Current dated 28th September & vouchers.

10 Remarks on Accounts

11 Remarks on Stores

12 Falkland Islands Notes :- 7 @ £1 & 1 @ 10/- £ 7 . 10/-
see debit in account current herewith

13 Remarks on Naval Fuel Depot No.9.

LONDON 28th September,1931

P R E C I S.

Despatch No. 1342 per "Alcantara" & "Falkland" dated 17th Sept.1931.

1 Acknowledges 729.

2 Bleaker Island - Notes what has been done re sheep removals.

3 Acknowledges report on Lively Island.

4 "Lafonia" - Registry to be transferred to Stanley.
Crew from Islands reported here.
Trial trip expected to take place on 23rd inst.
Floating Dock pontoon brought to Leith.
Vessel expected to leave U.K.2nd October.
Arranging for mail from U.K.

5 Douglas Station Jetty - Approve action taken to survey damage
Claim additional £1 per ton on produce from Horseshoe Bay.

6 Notes arrangements for transporting Pebble Island produce.

7 Pontoon for Floating Dock being shipped "Lafonia".
Mooring cables.

8 Slipping of "Falkland" at Montevideo.

9 Board gratified that Sir James O'Grady pleased with his "Falkland" trip.

10 Trust Tonsberg Company will withdraw "Fleurus" from service - Purchase by Farmers.
Undesirable to send "Lafonia" to South Georgia.

11 Disposal of "Fairy" approved.

12 Proposals re Millinery Building and cottage noted.

13 Coal arrangements - Complaint re Montevideo supplies forwarded to Wilson Sons & Co.

14 Satisfactory to know that Steel Lighter No.4. in fair condition.

15 Parana Pine.

16 Acknowledges Engineer's report on Machinery at Darwin Harbour and North Arm.

17 Agrees with instructions given to Camp Manager re Farm Stocks.

18 Cameron's Exors. and Port San Carlos - Mortgage on Farm being granted.

19 Acknowledges No. 730.

20 Currency Notes Ordinance.

21 Arrest of Fleurus - Correspondence enclosed.

22 "Lafonia" Crew reported.
Wireless Operator - obtained P.M.G.Certificate.

23 "Bertha" wreck.

24 Pleased that number of men engaged on construction of Floating Dock reduced.

(cont'd)

25 Acknowledges photographs of "Falkland" on slipway at Montevideo.
Her return journey of 4 days 17 hours a remarkable performance.

26 Passage Commission outwards - Nelson Line and Blue Star allow 5%. Expect R.M.S.P. to do same.

27 Parana Pine, trade in.

28 Notes Mr. Creece has been sent to Sections to inspect Farm Store A/cs.

29 Approaches to Office.

30 Approve of Col.Manager's visit to Montevideo in November - Also of proposal to send home additional 8/900 bales wool for May Sales.

31 Appeal for remission of Wool Tax - await advices re renewal of appeal.

32 Sealing Company - Irregularities.
Coal at Albemarle.
Change in name of "Bellville".
Solicitors will be consulted re appointment of Receiver.

33 Clients Accounts - Undertaking to be obtained from those likely to need financing - draft form enclosed.

34 Shipments of Produce per "Falkland" to Montevideo.

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The Falkland Islands Company, Limited.
(INCORPORATED BY ROYAL CHARTER 1851.)
REGISTERED 1902.
61, Gracechurch Street,
London, E.C.3.

Per "ALCANTARA" & "FALKLAND"
No. 1342.

17th September, 1931

Dear Sir,

Since writing you last on the 13th ultimo I have received your No. 729 of the 14th July. (See also paragraph 19).

2. 729.2. Bleaker Island.

I thank you for the information with regard to what has been done in the matter of removing the sheep from this Island and also for the arrangements you have made as to making one of the "Fennia's" lifeboats available for service there.

3. 729.3. Lively Island.

The copies of Mr. Elliott's report on this Island are to hand. They have been forwarded to the Trustees.

4. 729.4. New Steamer.

The Board is pleased to know that you also consider the name "LAFONIA" appropriate. An intimation has been sent to the Registry at Leith advising that it is our intention to transfer the boat to the Port Stanley Registry as soon as possible.

Crew.

I have to thank you for the statement giving full details of the men who have come home to take out the "Lafonia". This, and the letter of instructions as per draft, makes everything quite clear in connection with them. Most of the men have already reported.

Trial Trip.

Our present advices are to the effect that the vessel will be ready for her trial trip about the 23rd instant.

In my letter to you of the 31st July it was

L.W.H. Young, Esq.,
Manager,
Port Stanley.

explained why the voyage to Norway had been abandoned. As Messrs. Robb also arranged for the engines to be brought to Leith from Sunderland instead of sending the vessel there, we contracted with a local shipping company to bring the materials comprising the extra pontoon for the floating dock to Leith for 11/- per ton. This has been delivered and is now being loaded in the "Lafonia" after which the available space will be filled with timber.

Captain Roberts expects the vessel to be ready to leave Leith about the 28th September and Dartmouth or Plymouth on the 1st or 2nd October.

This itinerary will leave an ample margin for the steamer to be in Port Stanley in time for the sailing to Montevideo on the 19th November referred to in your cable of 15th instant.

Negotiations have been opendd with the Post Office with a view to their putting a letter and parcel mail on board.

5. 729.5. Douglas Station Jetty.

Your wise action in sending Challen and Hannaford to survey the damage to this jetty has undoubtedly scotched Mr. Greenshield's exorbitant ideas of the damage done. Something is evidently due from us and will be recoverable under the insurance effected with our Club who have already been notified.

In view of this incident it appears desirable to notify all those people from whose jetties the steamer loads that we can take no responsibility in future for any such damage.

By all means claim the additional £1 per ton on the wool shipped from Horseshoe Bay this season.

6. 729.7. Pebble Island Produce.

The arrangements made for transporting this produce are noted.

7. 729.8. Floating Dock.

As stated in a foregoing paragraph the materials fr the extension are now being shipped by the "Lafonia" at Leith. Duplicate sets of complete drawings and erection plans will be sent in that steamer.

We are glad to note that you are exhausting every means of obtaining additional mooring cables from hulks including the "Garland" at Goose Green. If you are successful a material saving will be effected. Nothing will be done in the matter until hearing from you.

8. 729.12. "Falkland".

The arrangements to place this steamer on Messrs. Miller & Company's slipway at Montevideo are noted. The charge certainly does not seem exorbitant.

9. 729.13. Sir James O'Grady.

The Board is much gratified to hear of Sir James O'Grady's appreciation of the attention shewn him on the "Falkland".

10. 729.14. "Fleurus".

We trust that the Tonsberg Whaling Company will, as you say, decide to withdraw this vessel from service. The idea of some of the farmers you mention contemplating purchasing this vessel is certainly entertaining and we agree with you that had they attempted to run her for even a short time they would have burnt their fingers badly.

We quite agree with you that it is very undesirable to send the "Lafonia" to South Georgia particularly if, as appears possible, you can find full employment for her without doing so. The extra premium which Underwriters would ask is indicated as 1½%.

Your suggestion for the Government to arrange to hire a catcher from each Company operating in the Dependencies, in turn, will, we hope, be accepted.

11. 729.15. "Fairy".

What you have arranged for the disposal of this old boat is approved.

12. 729.16. Millinery Building & Cottage.

Your proposals for dealing with the old Millinery building and Marmont Row houses are noted as is also your suggestion with regard to Mrs. Ryan.

13. 729.18. Coal.

If, as you indicate, you are able to carry on without importing further supplies from the U.K., it is all to the good.

Captain Roberts does not seem too keen to handle North country coal.

Your complaint with regard to the quality of the Welsh coal supplied by Messrs. Wilson Sons & Co. on two occasions was passed on to them and they replied as per copy enclosed.

14. 729.19. Lighter No.4. (Iron).

It is satisfactory to hear that after fifteen years service this lighter is in fair condition.

15. 729.20. Your decision to send Hannaford to Montevideo to investigate the suitability of Parana Pine will, we hope, result in the development of business in it.

16. 729.21. We thank you for copies of Mr. Thomson's report on his inspection of the machinery at Darwin and North Arm.

17. 729.22. The copy of your instructions to Mr. Harding in connection with the correct keeping of stock of farm materials is to hand and should meet the case fully.

18. Cameron's Exors. - San Carlos A/c.

Repeated applications for payment of the outstanding balance having proved fruitless, the Company here was advised that all further payments and advances of stores, etc. in Stanley on account of the Station would be immediately stopped by cable. This brought matters to a head and it was learnt for

the first time that the affairs of the Exors. and the San Carlos Company,- the latter formed only in March last,- were in a hopeless mess. It appeared that Barclays Bank had made advances to the Exors. to the tune of £6000 and that they had from time to time provided the cash with which to pay the Stanley Account. They refused to supply further funds although they held a charge given by the Exors. on the land and buildings etc. and another from the San Carlos Company on the stock.

The San Carlos Company merely rented the farm from the Exors. at £1200 per annum.

Following on negotiations it has now been arranged that the Exors. will grant the F.I.C. a mortgage for £10500 on the land, buildings, fences, etc. - subject to the payments remaining to be paid the Government for land purchases, approximately £1700, and advance for fencing, the San Carlos Company being parties thereto in respect of the stock. The period to be for five years at 7½% interest and 1% commission. With the £10,500 provided by the F.I.C. Barclays Bank will be

paid off, say,	£6,500,
the Port Stanley account also paid off	3,800
	10,300
balance remaining	200
	£10500.

The balance remaining after payment of all legal expenses in connection with the mortgage to be passed to the credit of the Station's account in your books.

All produce is to be shipped by, and consigned to, the F.I.C. and the proceeds credited direct to the Station A/c, the usual 1½% commission to be charged. All farm stores to be purchased from the Company. A copy of the mortgage will be sent you when completed.

In view of the fact that the Station in question is one over which we have hitherto had no control the arrangement

cone to can only be regarded as profitable and satisfactory.

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19. Since writing the above your No. 730 of 15th August has come to hand. It was delivered yesterday; time, therefore, does not permit of anything but a brief reference to the matters therein.

20. 730.3. Currency Notes Ordinance.

I am glad to note that the arrangements you have made are working satisfactorily; same are approved. A charge of 1% will be made here on all remittances from this side.

21. 730.6. s.s. "Fleurus" Salvage.

The steps taken in connection with the arrest of this steamer are noted. Copy of correspondence with Mr. Hans Borge on the subject will be found herewith.

22. 730.7. "Lafonia" Crew.

All except two of the men sent home from Stanley have reported here, including Fuhlendrff ex the "Arlanza" which arrived on the 15th.

Norman McLeod. After attending the school of instruction for marine wireless operators which we found for him, he successfully passed his examination and obtained the P.M.G. Certificate qualifying him to act. He has been afforded an opportunity of inspecting and becoming acquainted with the "Lafonia's" installation and in addition we have sent him to the General Electric Company' to obtain a thorough knowledge of the broadcasting receiver set which they have agreed to install free on the vessel.

23. 730.8. "Bertha" Wreck.

The news you give is interesting; we shall look forward to your report on the operations of the "Falkland" in connection with the salvage of the timber in October next.

24. 730.9.21.24. Floating Dock Construction - Labour.

The Board is glad to note that you have been able to reduce the number of men employed on this job by 50%. You obviously appreciate the necessity which exists of cutting down the labour bill to the minimum.

25. 730.12. s.s. "Falkland".

I have to thank you for the excellent and interesting photographs of the "Falkland" on the slipway at Montevideo. Her return voyage in 4 days 17 hours is certainly a remarkable performance.

It is noted you are sending Mr. Thomson to Montevideo in her on the next trip when the boiler will be surveyed.

26. 730.13. Passage Commission Outward.

We have already come to an arrangement with the Nelson Line and the Blue Star Line in addition to the P.S.N.C. to allow us the full 5% commission on passages booked outwards by their vessels. A reply to our application to the Royal Mail Steam Packet Company has not yet come to hand but we feel confident they cannot decline. The details of the arrangements made with that Company to quote through fares outwards and homewards are noted.

27. 730.16. Parana Pine.

On the strength of what you report we shall look forward with interest to your later advices as to the possibility of developing a trade in Parana Pine.

28. 730.19. Mr.M.Creece's inspection of farm store A/cs.

We are glad to hear that you have sent Creece out on the annual inspection of the store accounts. It is only by such steps that the matters can be kept in proper control.

29. 730.22. Approaches to Office.

What you suggest doing is certainly very desirable if the outlay incident thereon is not out of the way.

30. 730.23. Your visit to Montevideo in November.

It is an excellent suggestion that you should make a trip to Montevideo on the first voyage of the "Lafonia" as is also your proposal to get an additional 8/900 bales of wool home in time for the May Sales. As I think you are aware, the July Sales are usually the least satisfactory of the year.

31. 730.25. Appeal for remission of Wool Tax.

Your later advices with regard to your renewed application to the Government will be awaited with interest. It is the intention of the Sheep Farmers Association on this side to hold a meeting on the 28th instant and forward an appeal to the same effect to the Government.

32. 730.26. F.I. & D. Sealing Co.Ltd.

We are not in the least surprised to hear of the many irregularities in connection with the registration and conduct of this Company. The amount of ignorance displayed by the management from the first is pitiful.

It is a good move to take over the coal at Albemarle as it will to some extent help to improve the Company's account in our books.

The Underwriters will be advised of the alteration in the "Bellville's" name.

The Solicitors will be consulted on the point you raise with regard to the appointment of a Receiver. I hope to advise you on this by the mail per "Lafonia".

33. Clients' Accounts.

Having regard to the present unprofitable prices for wool it is probable that some of our clients will be unduly increasing their indebtedness to the Company. In cases where this appears to be likely, please get them to sign

an undertaking,-in the form of the enclosed, which has been drawn up by our Solicitors,- giving the Company a first charge on the proceeds of their wool.

In the case of Douglas Station, although up to now they have paid their accounts promptly, we have no security as their wool is not sold through us. They should certainly be asked to sign the undertaking above referred to.

34. Shipments of Produce per "Falkland".

The shipment to Montevideo by the "Falkland" advised in your cable of 17th August is being brought to London by the "Sardinian Prince" which vessel is due to-morrow.

Yours faithfully,

E. B. Goldsmith.

Managing Director.

Enclosures with Despatch No.1342 per S S "Alcantata" & S S Falkland

1 Copy of Cablegrams sent dated 17th.19th.August & 8th September.

2 Copy of Cablegrams received dated 15th.17th.19th.21st.26th. 28th.August 9th.10th.11th & 15th September.

3 Broker's wool reports :-

N A	65 bales	Wool	ex Lobos
D H	11	,,	,,
J H D Pebble	71	,,	,,
J H D J I	31	,,	,,

4 Jacomb Hoare & Co's priced Sheepskin catalogue of 2nd.September

5 Copy of Mr Arthur Barratt's Agreement (woolsorter) dated 24th August in duplicate.

6 Copy of Mr G.M.Goddard's Agreement as Camp Manager dated 8th Sept

7 DuCroz Doxat & Co's Wool Market Reports dated 15th September.

9 Remarks on Stores

9 Remarks on Accounts

10 Account Current dated 17th September & vouchers.

11 Falkland Islands Notes :- 6 @ £5 & 4 @ £1 = £34 see debit in Account Current herewith.

12 Copy of letter from Wilson Sons & Co.dated 5th September re coal for S S"Falkland" at Montevideo.

13 Copy of letter from Aklieselskapet Tonsbergs Hoalfangeri dated 13th August re Fleurus claim.

14 Copy of Messrs Ince & Co's draft letter re Security for advances.

15 General Electric Co's Invoice for case of Bulbs shipped per s s Alcantara.&"Falkland".

LONDON 17th September,1931

P R E C I S.

DESPATCH NO. 1343, DATED 14TH OCTOBER, 1931, PER "CAP ARCONA" & "LAFONIA".

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1 No Despatches to acknowledge.

2 Appeal for Remission of Wool Tax and Economies.

Encloses copy of petition from Sheepfarmers Assocn.

3 Asks if any proportion of freight on Cheviot Rams is recoverable from Government.

4 Encloses separate letter re Lubricating Oils.

5 Darwin House Inventory enclosed for checking.

6 Sealing Company -

Question of appointing Receiver.

Copy of correspondence with Messrs. Geddes attached.

7 "Fleurus" Salvage Award -

Encloses original letter from Morice Tozer & Beck Ltd. certifying Underwriters agreement to payment of £750.

8 s.s. "LAFONIA". -

Trial trip - Statistics enclosed.

Sailed from Falmouth 5th October.

Gives details of insurances effected.

Accounts for Stores sent herewith.

Uniforms - Slop Chest A/c.

Timber from Park Dobson & Co.

Parcel Mail taken - Post Office would not send Letter Mail.

Brundrit Patent Temperature Valves for Boilers being sent per "Losada".

9 Reports position of Wool Market.

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The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

London, E.C.3.

Per "Cap Arcona" & "Lafonia".

No. 1343.

14th October, 1931

Dear Sir,

Since writing on the 17th ultimo nothing from you has come to hand.

2. Appeal for Remission of Wool Tax, & Economies.

Referring to paragraph 31 of 1342, the meeting referred to therein was duly held on the 28th September and a petition to the Governor was agreed to and signed by the signatories thereon. It is being forwarded by this mail. A copy of same for your private information is enclosed. As you are aware the Company is a subscriber to the Association and you will fully appreciate that the Board is in complete sympathy with the appeal on practically all the points raised; it feels it can rely on your supporting same when the occasion arises.

The only point with which we cannot agree is the appeal in clause 6, page 3, for loans to be granted to the Farmers at a low rate of interest to enable them to carry on. This would not be in the Company's interests and, moreover, might, in certain circumstances, create a deadlock in so much as the Government would certainly require in the cases of advances a mortgage on the Station and Stock. Should this position arise the Company would not be prepared to continue making advances for wages and supplying stores unless the account was kept in sufficient credit to cover same, as the Station Holders would be unable to grant a lien on their produce as security - referred to in 1342.33.

We were pressed to sign the petition but declined to do so feeling strongly that the Company's case can best be left in your hands. You would be the better able in any friendly and informal conversations with the Governor on the subject to urge the

L.W.H. Young, Esq.,
Manager,
Port Stanley.

several points of the appeal.

For your information I would say that no copy of this petition has been forwarded to the Colonial Office.

3. Cheviot Rams imported 1930.

Referring to remarks in 1331 para. 22. of 16th September, 1930, we shall be pleased if you will report whether, under the existing ordinances or regulations any proportion of the cost of freight and charges is recoverable from the Government.

4. Lubricating Oils for Various Engines.

A separate letter on this subject is being addressed to you this mail.

5. Inventory of Furniture - Darwin House.

Enclosed please find copy of the Inventory of the Furniture etc. in the above house, as handed to us by Mr.Slaughter. The alterations appearing in red are as made by him on leaving Darwin in April, 1931. Please have it handed to Mr. G.M. Goddard and ask him to check it over carefully on taking over the house, initial it,and to let you have same back for filing.

6. F.I. & Dependencies Sealing Co.Ltd.

In continuation of paragraph 32 of 1342, we have since interviewed our Solicitors, Messrs. Ince & Co. with regard to your suggestion of appointing a Receiver. Presuming that the Debenture has been executed and registered, this is quite within the power of the Company and the Board will leave it to your discretion to act on this or not, as you think best. It would, of course, prefer that you should be appointed Receiver.

It appears to us that there would be many advantages in adopting this course as the trouble with dealing with the incapable people controlling the Sealing Company would be entirely eliminated. A copy of Messrs. Ince's letter of 30th September, indicating the procedure to be followed, is enclosed, and also a copy of the form to be used.

Herewith will be found copies of letters which have been exchanged between the Sealing Company and Messrs. Geddes.

7. "Fleurus" v "Afterglow" Salvage Award.

Referring to your cable of 24th September, I am unable to send you any copy of Award for the reason that the matter was never referred to arbitration and there was no Award. The Norwegian and London Underwriters concerned, after negotiations, signified their agreement to pay the Owners of the "Fleurus" £750 for the service, this sum to include the amount previously agreed between the two Captains.

Herewith will be found letter from Messrs. Morice, Tozer & Beck, Ltd., dated 29th September, 1931. This firm are the insurance brokers who do the insurance for the s.s. "Fleurus", and their letter certifies that the London Underwriters have agreed to this sum and an endorsement at the foot of the letter by the Norwegian Underwriters certifies that they also are prepared to pay that amount. We trust that this document will satisfy the Court and enable you to proceed with the proposed steps to enforce payment.

8. s.s. "LAFONIA".

The materials comprising the extension of the Floating Dock having been loaded at Leith and the remaining space filled with the cargo of timber, the vessel was down to her draft for the trial trips which were run on the 25th September. The accompanying sheet of statistics relative to I.H.P., revolutions, speed and consumption then taken out by Messrs. Kennaugh will prove of interest to you. It will be seen that for the last six runs the 10½ knots specified in the contract were exceeded. The Builders still had some more work to do to finish the vessel and she was taken delivery of on the 30th. It was a matter of great regret to me that at the time I was laid up with a cold and unable to go to Leith but I met the Boat at Falmouth and spent a most interesting time on board.

There is no question whatever that Messrs. Henry Robb, Ltd. have kept their word to the letter, and in spite of the contract being keenly cut they have given us the most excellent

work and material throughout. Several Falkland Islanders came to Falmouth to see the ship and all were most favourably impressed.

The passenger accommodation is particularly nice, complete and attractive and I think you will agree that the "Lafonia" will be a credit to this Company and the Colony.

As advised you by cable she sailed from Falmouth on the evening of the 5th instant and from wireless messages since received from Captain Roberts appears to be making good progress.

The contract price, as you are aware, was	£24,000. 0. 0
To this has to be added sundry extras and spares amounting in all to	1,024. 3.10
This sum includes the patent steel hatch covers to holds No.1. & 2, the Ash Chute, spare shafting and sundry spares.	
The Wireless Installation, which is admitted to be about the most up-to-date unit supplied to a ship ...	540. 0. 0
In respect of this item you will see we have received a credit from the Builders of £380.	
	£25,564. 3. 10

Insurances.

The insurances effected under this heading are as follows:-

With outside companies	20,500 @ 80/- %.
On the Company's Underwriting A/c.	5,000
	£25,500

Our Underwriting Account is protected to the extent of £5000 insured against total loss.

On Freight &/or Chartered Freight	2,000 @ 45/-%.
On premiums reducing	1,000 @ 22/6%.

Copies of the Cover Notes will be found herewith.

No. 1343. 14th October, 1931. - 5 -

Deck, Engine and Cabin Stores.

Enclosed will be found Messrs. M.P. Galloway's accounts for :-

Deck Stores	£195. 4. 1
	7.16. 6
	203. 0. 7
Engine Room Stores	58. 0. 9
	16. 7.10
	74 8. 7
Cabin Stores	14. 8. 0
	2.17. 6
	17. 5. 6

all of which have been certified by Captain Roberts. Some of these you will probably decide to spread over the voyage out and the first year of trading. This matter is left for you to adjust.

Uniforms - Slop Chest A/c.

Copy of Messrs. Miller, Rayner & Haysom's account for £82. 3. 7 for uniforms will also be found herewith. Captain Roberts will advise you what he has arranged with regard to carrying a portion of these items on a slop chest A/c, and also as to what will remain the property of the Company.

Loading.

The material for the floating dock extension was found to stow rather badly which resulted in not getting the quantity of timber into the steamer which we had hoped. A copy of Messrs. Park, Dobson's account for £909. 2. 3 will be found herewith. Our specific acceptance of their tender was for as much as the steamer could stow after the dock material and other cargo was put on board, and as they were on the spot at Leith, there is really no excuse for their preparing any excess quantity and they have been informed that we can accept no responsibility for it. They represent that they have prepared approximately 25 standards in excess of what we have taken, and their statement of this, amounting to £482. 17. 4 is enclosed.

They are enquiring whether we would be prepared to take this timber of them and accept shipment from Glasgow to Montevideo. They indicate that they have been quoted a rate, quay to quay between those two ports of 30/- per ton measurement. We have informed them that we will leave the matter in your hands to decide after you have had an opportunity of inspecting the quality of the timber shipped in the "Lafonia". If, therefore, you would like the balance represented by their statement above referred to shipped, please cable us in due course. We think you will find the bulk of the timber superior to what has been previously sent. Since our contract was made, owing to our going off the Gold Standard, this timber would cost to-day some 15 to 20% more.

Mails.

The utmost was done to induce the Post Office to place a letter and parcel mail on board the "Lafonia", but only some 30 odd bags of the latter were delivered to the ship at Falmouth, the Post Office explaining that the "Lafonia" could easily be caught at Montevideo by vessels sailing as late as the "Cap Arcona" on the 14th instant.

In these circumstances we trust the Colonial Government will raise no question with regard to the steamer coming under the contract from the date of leaving the U.K.

Brundrit Patent Temperature Valves for Boilers.

Mr. Kennaugh very strongly advised that this device should be fitted to both boilers. The matter was fully discussed with the Chief Engineer who will give you detailed information as to its working. It is a patent which ensures the water in the boiler when the furnaces are banked down circulating and thus preventing the sediment and deterioration of the lower part of the boilers which would otherwise result. The cost of the two is £49. 15. 0 f.o.b. Liverpool. These will be shipped by the "Losada" 3rd November and can be fitted at the first opportunity.

9. **Wool Market.**

The fifth series of Wool Sales of the current year opened on the 15th September and closed on the 7th October. As you will see from the accompanying Brokers' circulars, at the opening prices were generally 10% to 15% down but at the commencement of the second week the abandonment of the Gold Standard in this country had the effect of improving prices for all raw materials. From then on a much more healthy tone in the market was obvious and a clearance of most of the offerings was effected. At the close Falkland Islands wools were marked from par to 5% higher than the July Series. Unfortunately, all that we had to offer was a clear-up of the rough stuff. The usual Brokers' reports and catalogues being sent you herewith will give you the fullest details.

Yours faithfully,

C. B. Edwards.

Managing Director.

Enclosures per Cap Arcona & Lafonia

1 Copy of Cablegrams received dated 2nd.3rd.& 8th October.

2 Copy of Cablegram sent dated 6th October.

3 Jacomb Hoare & Co's Wool market reports dated 7th October.

4 DuCroz Doxat & Co's Wool market reports dated 7th October.

5 Wool average orices 1st October sale.

6 Falkland Islands Colonial Annual Report for 1929

7 Wool Landing Certificates:-

F	103	bales Wool	ex "Bellorado"
HP	113	,,	,,
AP	108	,,	,,
J H D J I	31	,,	"Lobos"
J H D Pebble	71	,,	,,
D H	11	,,	,,
N A	65	,,	,,

8 Copy of letter to the Colonial Secretary,Stanley from the F.I.Sheepfarmers association dated 28th September.

9 George Weedon's signed agreement in duplicate.

10 Jacomb Hoare & Co's priced sale Catalogue of 1st October

11 Copy of General Electric Co's invoice for the Wire less Apparatus supplied free to S S "Lafonia"

12 Suppliers Invoices stores shipped per "Lafonia"

13 Swan Hunter & Co's specification of the Extension to Pontoon shipped per "Lafonia"

14 Paragraph re "Pontoon" in Fairplay of 24th September.

15 Simpkin Marshall & Co's October issue of Novels &c.

16 General Invoice Stores per "Lafonia"

17 Anning & Cobb's report on Tallow ex "Sardinian Prince".

18 Additions for General Electric Co's File.

19 Photos of "Lafonia"

20 Suppliers Invoices - Stores supplied to "Lafonia"

21 Account Current and vouchers.

22 Remarks on Accounts.

23 Additions to New Standard Code dated 14th October.

24 Remarks on Stores

25 Copy of letter from D.Geddes & Sons dated 16th September and copies of correspondence referred to attached

26 Statistics of trial trips s.s.Lafonia"

27 Inventory of Furniture in Darwin House 1929

28 Park Dobson & Co's statement of Timber prepared in excess of quantity taken in Lafonia

29 Original letter received from Morice Tozer & Beck,ltd.dated 29th September.

30 Copy of letter from Ince & Co. dated 30th September.and draft referred to attached.

31 Copy of Cover Notes S.S.Lafonia"

32 Copy of letter to Camp Manager dated 14th October.

LONDON 14th OCTOBER , 1931

1343-13. 1343. 7. "FLEURUS" V "AFTERGLOW" SALVAGE AWARD.

I note all you write and thank you for the letter from Messrs. Morice Tozer & Beck Ltd. dated 29th September, 1931. This will be placed before the Court and should satisfy them.

1343-6. F.I. & Dependencies Sealing Co.Ltd.

In continuation of paragraph 32 of 1342, we have since interviewed our Solicitors, Messrs. Ince & Co. with regard to your suggestion of appointing a Receiver. Presuming that the Debenture has been executed and registered, this is quite within the power of the Company and the Board will leave it to your discretion to act on this or not, as you think best. It would, of course, prefer that you should be appointed Receiver.

It appears to us that there would be many advantages in adopting this course as the trouble with dealing with the incapable people controlling the Sealing Company would be entirely eliminated. A copy of Messrs. Ince's letter of 30th September, indicating the procedure to be followed, is enclosed, and also a copy of the form to be used.

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Sealing Co

1344 - 8. 731.7. S.S. "FLEURUS" SALVAGE.

This matter was fully dealt with in last Despatch 1343.7.

25. F.I. & Dependencies Sealing Co.Ltd.

Enclosed will be found two letters from Messrs. David Geddes & Son, dated 6th and 10th November, and also ours of the 9th idem, relative to the present position of the Seal Oil Market.

12. Sealing Co.

80

No. 714 per "Lorina" 11/7/30. - 6 -

So long as production continues, I am allowing them stores and paying local allotments but in the event of production ceasing this facility will be withdrawn immediately.

Enc. I enclose a statement giving an estimate and showing working costs etc.

There is an enquiry from Montevideo regarding s.s. "Bellville". A minimum price is being asked (£ 3,100) delivery Albemarle and it is hoped that business will result.

The Directors have signed a fresh letter assigning the Company's assets to us and the first one has been cancelled.

Enc. A copy is enclosed and you will note that it has been slightly modified.

The 1[illegible] tons of seal oil shipped to Glasgow per "Dryden" is to be charged through freight at £ 5. 15. -. per ton.

I cabled you on the 3rd instant offering 100 tons of seal oil shipment in July/August in one or two parcels and now await your reply. I trust that 100 tons will be ready by the middle of this month but this is not yet certain.

716 - 13. 1[illegible].S. [illegible] Sealing Co. Ltd. I regret to note the fall in prices but realize that the enormous catch of whale oil made last season makes this a very difficult market to work at present. The Sealing Company will not press sales but accumulate stocks and trust that prices will improve in the next few months. "Falkland" will not make another trip to Montevideo until November by which time I trust you will have been able to sell the season's production. In this connection the Directors would like you to keep in touch with Messrs. [illegible] and Co.

With reference to your cable dated 20th ulto. regarding Hans Borge's proposals, the matter is still under the Directors' consideration and I hope to cable a reply shortly.

P R E C E S.

DESPATCH NO. 1344 PER "HIGHLAND MONARCH" & "LAFONIA" DATED 13TH NOVEMBER, 1931.

1 Acknowledges No.731.

2 Remittances.

3 Matter of "Fleurus" salvage dealt with in No. 1343.

4 Notes damage to Iron Lighter No.5.

5 Regret death of Donald Morrison.

6 s.s. "FALKLAND" - Boiler.
Movements.
Grounding at M.V.- Papers handed to Underwriters.
Docking.
Sale of vessel.

7 R.M.S.P. Through Bookings - special rebate of 10%.

8 Noted that Government are mending road near Company's Office.

9 Remission of Wool Tax - ~~1931~~.

10 Particulars of 1931 Census interesting.

11 Intentions with regard to "Fennia" and "Great Britain" noted.

12 Proposed reduction of Duty on Spirits - breaking down of proof spirits.

13 Wilson's cannot yet indicate price for bunkers at M.V.for 192

14 Erection of Fitzroy Cookhouse - Assumed that very few hands employed on job.

15 Regrets outbreak of lice on sheep at Swan Island.
Iron dip shipped out in 1924.

16 Damage to "Ilen".

17 Glad number of men employed on Floating Dock reduced by 50% pending arrival of extension.
Work accomplished on Dock reflects great credit on all concerned.
Appreciate difficulties of securing at the Camber.

18 Notes repairs to Douglas Jetty will cost £75/£100.

19 Mail Service to South Georgia - Notes "Fleurus" chartered by Government.

20 Centenary 1933 - Arrangements.
Board approves of gift to the Town of Company's land at the side of the Cathedral.

21 "LAFONIA" - Packet license and arrangements for passengers to live on board at terminal ports.
Arrival at Stanley on 9th instant.
Negative slip.
Shortening of fire bars to further reduce coal consumption.
Letters from Mr.Kennaugh & plans re sundry matters.
Lloyd's Certificates for Hull, Engine & Boilers enclosed.
Brundrit Patent Valves shipped "Losada".
Vessel's light weight for docking given by Mr. and Messrs.Robb as 690 tons

22 Proposed visit of Governor to Darwin.

23 San Carlos mortgage likely to be completed shortly.

24 Spearing & Waldron are enquiring as to whether the goods they ship to T. & N. Binnie can be carried from Montevideo to Stanley by the "Lafonia".

25 Encloses copies of letters from Geddes & Son re Seal Oil market.

26 Cable received advising Store Sales.

27 Approve of alterations to system of keeping accounts. Calculating machine sent by Parcel Post.

28 P.S.N.C. & Homeward Shipments - cannot agree to clause Bill of Lading as suggested by Valparaiso.

29 Confirms cable advising increased cost of Stores owing to Foreign Exchange.

30 Lubricating Oil - a barrel of Wakefield's Oil shipped per "Losada".

31 Tone of Wool Market healthier.

32 "Falkland" grounding.

33 Explains reason of poor Sheepskins Sales on 22nd October.

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The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

61, Gracechurch Street,

Per "Highland Monarch" & "Lafonia".

No. 1344. London, E.C.3. 13th November, 1931

Dear Sir,

Since writing you on the 14th ultimo I have received your No. 731 of the 5th idem.

2. 731.6. Remittances.

I am glad to note that you had sufficient cash in hand and that you were not likely to require the usual remittance through the Crown Agents at the end of October. You will appreciate that with the recent heavy Capital outlay for the new steamer, etc. anything that eases the demand on this side between now and when the wool clip comes to be realized in March is welcome.

3. 731.7. s.s. "FLEURUS" SALVAGE.

This matter was fully dealt with in last Despatch 1343.7.

4. 731.10. Lighters.

Your advice of damage sustained by the Iron Lighter No.5. when receiving cargo alongside the "La Paz" is noted. The claims in respect of the damage to cargo will be put forward in due course.

5. 731.11. Donald Morrison.

We much regret to hear of the death of this old servant of the Company.

6. 731.12. s.s. "FALKLAND".

Boiler. It is very satisfactory to hear that this was found to be in such good condition when surveyed in Montevideo in August.

731.15. Movements. We are glad to see that this steamer is being so fully employed. Considering the weather

L.W.H. Young, Esq.,

Manager,

Port Stanley.

conditions with which you have to normally contend, you have undoubtedly done wonderfully well with her.

It is noted that it is your intention that Capt. Evans should leave for home in the "Lafonia" sailing 19th November.

731.26. Grounding. We are sorry to hear of the grounding of the "Falkland" at Montevideo on the 31st August. The papers relative to the mishap are to hand and have been passed on to the Underwriters. In reply they write "we assume that in the meantime a certificate of seaworthiness has been obtained".

This stranding will, of course, enable us to recover from the insurance the cost of docking which, it is noted, will not take place until the Floating Dock is in service.

731.27. Sale of "Falkland". We quite agree with you the prospects of selling the vessel on the Coast are not very good until trade there recovers. At our interview here with Mr. Stapledon last August, he was of the same opinion and considered it probable that it would be December before anything was likely to be done. £5000 was indicated to him as the price we would ask, but at the same time he was given clearly to understand that any reasonable offer would be considered. As a matter of fact, the Board's view, subject to any suggestion you may have to the contrary, is that it would be wise to sell the vessel for even so low a figure as £2000 if better can not be done.

7. 731.13. R.M.S.P. Through Bookings.

We are glad to hear that the above Company has agreed to continue indefinitely the special rebate of 10% off 1st and 2nd class fares.

8. 731.17. Approaches to Office.

It is noted that the Government are tackling the condition of the road in the neighbourhood of your office

and the East Jetty. The improvement has been long called for.

9. 731.18. Remission of Wool Tax. Your further appeal to the Government for remission or suspension of the Wool Tax, together with reply received, was before the Board at its last Meeting. We have little doubt that a similar reply will be sent to the appeal referred to in 1343.2. forwarded on behalf of the Sheep Farmers Association.

10. 731.19. Census.

The particulars of the 1931 Census are interesting. Especially so is the information that no less than 160 of the present inhabitants of Stanley are men from the Camp. This no doubt is attributable to recent years' lavish outlay on Stanley improvements and the high wages offered by the Government.

11. 731.20. "Fennia" and "Great Britian".

Your intentions with regard to these two hulks are noted with interest.

12. 731.21. Duty on Spirits.

We are not sorry to hear of the proposed reduction of the duty on spirits and that owing to moderate stocks you will be able to give customers some of the benefit resulting early in the New Year.

The suggestion to import draft rum and gin at proof and break them down is one which has been discussed from time to time in the past; there seems no reason whatever against it.

13. 731.22. Bunker Contract at M.V. for 1932.

Up to the time of writing Messrs. Wilson Sons & Company have been unable to indicate a price at which they would be prepared to contract for the coming year; they expect to be in a position to do so shortly.

14. 731.23. Fitzroy Cookhouse.

The Board is glad to hear that the new cookhouse is now being erected. 5/6 months seems a long time to take for its completion but it is assumed that Mr. Langdon

is only able to put very few hands on the job.

15. 731.24. Lice on Swan Island.

The outbreak of lice on the sheep at Swan Island, reported by Mr. Harding, is regrettable, but we are glad to note from his letter that the steps taken to deal with it have apparently been thoroughly satisfactory.

Incidentally the iron dip which he refers to as not having been erected when the outbreak occurred was shipped out in September 1924. Comment is useless.

16. 731.25. "Ilen".

J. Aitken's report on the damage sustained by this vessel is to hand; that it was not worse is a matter for congratulation.

17. 731.28. Floating Dock.

The Board is very glad to know that you have been able to reduce by 50% the number of men employed on this work pending the delivery of the new material for the extension. With the very low prices current for wool and heavy capital expenditure, before referred to, it is essential that this policy should be followed as far as possible for the present.

Your detailed account of the work so far accomplished has been read with great interest. It is fully realized by the Board that what has been done, under very indifferent conditions in Stanley, reflects the greatest credit on all concerned. It is an achievement of which any one could be justly proud even had the work been carried out where greater facilities prevailed.

We much regret, and appreciate, the anxious time you have had in connection with securing the Dock in its present awkward surroundings at the Camber. The difficulties of making it properly fast are quite understood. However, we trust that now the material for the extension is with you, it will not be long before you will be able to get the structure out of the Camber and properly moored to cables.

18. 731.29. Damage by "Falkland" to Douglas Station Jetty.

It is extremely satisfactory, and somewhat amusing, to note that Mr. Greenshield's original claim for £1000 has boiled down to an outlay of between £75 and £100. The British Marine Mutual Insurance Association has been advised of this and much appreciate the way you have handled the case.

19. 731.30. Mail Service - South Georgia.

We are not altogether sorry to hear that the "Fleurus" has been again chartered by the Government for the South Georgia Mail Service as no question will now arise as to the "Lafonia" going there. We would have preferred, however, that your suggestion of the mail service being carried on by the catchers had been adopted. It surely would have been less expensive.

20. 731.31. Centenary 1933.

It is noted that the Centenary of the Colony will be attained in 1933 and that it is the intention to celebrate the occasion appropriately. The Board is glad to hear that you have been appointed to the Committee whose work it will be to consider the arrangements. Your letter to the Pacific Company on the subject has been read with interest.

The suggestion made by you that the Company's land at the side of the Cathedral might form the Company's contribution to the Town on the occasion was discussed by the Board and approved provided it is made a condition that the land is retained for the Town of Stanley as an open space and kept in order at the Public expense.

21. 731.33. "LAFONIA".

Your proposal to apply for a packet license for the sale of wines and spirits, beer and tobacco to passengers on board is certainly a good one as also is the intention to make arrangements for passengers at terminal ports to live on board the ship at tariff rates. The latter

arrangement should prove an economy to passengers transhipping at Montevideo.

We have allotted in our Code the word "WPYYN" for the phrase "LAFONIA SCHEDULED TO LEAVE MONTEVIDEO FOR STANLEY ..... "ADVISE CROWN AGENTS, P.S.N.C., R.M.S.P.Co. & NELSON LINE".

Note has been taken that no women and children can be booked third class on the "Lafonia.

Rec'd & Code Cabled 17/11/31

Arrival at Stanley. I have to thank you for your telegram of the 11th instant advising that the "Lafonia" had arrived at Stanley on the 9th idem and that her average speed was 9.34 knots on a daily consumption of 9 tons and further indicating that there had been no engine stoppage or trouble. This is very satisfactory.

Your later reports on the vessel and her equipment will be awaited with much interest by the Board.

Negative Slip. For your information we attach copy of letter from Mr. Kennaugh dated 28th October relative to the negative slip which was reported on the voyage to Las Palmas.

Shortening of Fire Bars. The suggestion contained in the above letter with regard to the shortening of the fire bars, with the object of still further reducing the coal consumption, you will doubtless keep before you.

In connection with these matters we have received, and send you herewith, copy of Mr. Kennaugh's letter dated 2nd November and also one which he has written to you of the same date. Therewith will be found the following drawings:-

No.6336. Propeller.

Drawing giving particulars of trial trip - power trials - consumption trials.

No.1/979. Modifications to Valve Gear.

Tracing. Suggestion reduction of fire bars.

do. re Air and Filling Pipes to Feed Tank.

"Lafonia" Certificates. Lloyd's Register of Shipping's Certificate of Class No. 21234, dated 16th October, 1931, for the Hull, and Certificate No. 31770 19491 dated 16th October, 1931, relative to the engines and boilers, will also be found herewith.

Brundrit Patent Temperature Valves for Boilers.

Following remarks in 1343 paragraph 8, the above mentioned boiler water circulators were shipped in the "Losada". Enclosed please find copy of instructions for fitting and raising steam, with blue print 4755/21/141 attached.

"LAFONIA" light weight for docking.

For your information we have obtained from Mr. Kennaugh and Messrs. Henry Robb a close estimation of the light weight of the vessel. From the copy of the former's letter dated 4th November and Messrs. Robb's of 10th idem, you will see that they both make this 690 tons.

22. 731.34. Proposed visit of Governor to Darwin.

Although the proposed visit of His Excellency the Governor in H.M.S. "Dauntless" will, as at present arranged, take place at a very busy time on the Farm, the Board is glad to hear that he is getting the opportunity of obtaining some insight into the conditions on the Farm. He can hardly fail to be impressed with the results he will see there of the progressive policy of the Company in recent years, such as, for instance, the provision of wool sheds which are as up-to-date as any in the world.

23. San Carlos Mortgage.

Referring to remarks in 1342.18, there has been some little delay between the Solicitors in completing the mortgage deeds entailing as you know a reference by cable asking for certain information. Matters are, however, I understand, all in order and completion is likely to be effected very shortly.

24. Binnie's Stores.

Messrs. Spearing & Waldron called here a few days ago and explained that they shipped out to T.& N. Binnie the stores sold by them in Stanley and that in this connection they would like to avail themselves of the "Lafonia"s sailings from Montevideo to which port they would send the goods for transhipment. They were informed thatvwe should be glad of the freight the rates of which would be left for arrangement between you and Binnie. Spearing and Waldron are writing to Messrs. Binnie and asking them to call on you with regard to the matter.

25. F.I. & Dependencies Sealing Co.Ltd.

Enclosed will be found two letters from Messrs. David Geddes & Son, dated 6th and 10th November, amd also ours of the 9th idem, relative to the present position of the Sal Oil Market.

26. Retail Stores.

We thank you for your cable of the 27th ultimo advising the sales of the Retail and Millinery Stores for the month of September.

27. Accounts.

Referring to Remarks on Accounts No.32. page 6, I am very pleased indeed to hear of your proposals for the improvement of the old system of keeping the general and store accounts. It is a matter which has been long calling for attention and one that could only be accomplished by some one like yourself on the spot determined to see it through. Your suggestions with regard to the matter cannot but tend to facilitate supervision and make for economy, particularly those concerned with bringing the costing under the direct supervision of the Chief Accountant and Main Office.

By the Parcel Post connecting with the "Lafonia" at Montevideo 3rd December, a Muldivo calculating machine is being sent you. We have chosen this model after satisfying ourselves that it is extensively used by our own Bankers and most of the largest commercial houses, railways, etc. in this country. It

cost £35.

28. P.S.N.C. and Homeward Shipments.

Your cable of the 3rd November advising the arrangement proposed by the Valparaiso Office of the P.S.N.C. for lifting the wool for the March and April Sales is to hand. Their instructions to you to clause the Bills of Lading basing the freight on the Pound Sterling being equal to U.S.A. gold dollars is, to say the least of it, amazing. A letter was forwarded to the Head Office here protesting against this and the position was taken up that in no case would we agree. They promptly telephoned in reply to the effect that their Valparaiso Office should not have sent such instructions to you, but we gathered from the talk we then had that they may suggest an increase in freights to compensate them for the extra costs in operating their steamers incident on the fall in the Exchanges. To this, of course, we should certainly not agree and will decline to pay a higher rate than that of last year. We are to meet within the next week or so and discuss matters, and I have no doubt whatever that we shall get our own way. In making the arrangements for the coming year your suggestion of limiting our commitments for their first two boats to 4000 bales will be adhered to.

29. Foreign Exchange - increased cost of Stores.

A cable was sent you on the 29th October advising that in consequence of the alteration in foreign exchange rates incident on this country going off the gold standard, the following increases would have to be provided for:-

Vermouth	25%
Dutch Lager Beer	25%
Swiss Milk	10%

From your cable of the 3rd instant in reply, note is taken that you wish Walker & Homfray's Tower Brand substituted for the Dutch Lager.

In view of the desirability of developing inter-empire trade in preference to encouraging that with the foreigner, you

will doubtless keep the matter before you with the idea of adopting that policy as far as possible.

30. Lubricating Oils for internal combustion engines.

Referring to the special letter on this subject dated 14th October, one barrel of Messrs. C.C. Wakefield's "A" Extra Heavy Oil Engine Oil was shipped by the "Losada". It is important to have this tested on the Blackstone Engines especially and if possible a comparison made between it and the Vacuum Oil Company's Vaclory Heavy Medium Oil sent you by the "Lagarto" As you are aware, Wakefield's is a British Firm, the Vacuum Oil Co. is American.

31. Wool Market.

There have been no sales in London since we wrote you last, but doubtless you will have seen from the papers that the general tone of the market, as reflected by the sales in Australia and New Zealand, is distinctly firmer and more healthy. The 790 bales which we have on hand will be offered at the sales commencing on the 24th November.

32. s.s."Falkland" - Grounding at Montevideo.

In continuation of paragraph 6, enclosed will be found copy of letter from Messrs. Glanvill, Enthoven & Co., dated 12th November, on the subject.

Yours faithfully,

C. A. Sowards.

Managing Director.

33. Sheepskins Sales.

In the Account Current herewith you will find Account Sales for 50 bales of Sheepskins sold at the Public Sales on 22nd October. The course of those Sales was very peculiar ~~inasmuch~~ inasmuch as at the opening there was an advance of 15% to 20% in prices as compared with the previous Sale but, unfortunately, before the Falkland list was reached buyers

seemed to have filled their requirements from the very large quantities of Australian Skins on hand and only 50 of our bales were sold. The prices for these were so unsatisfactory that the balance was withdrawn. This will probably be offered next month.

Enclosures per Supplementary Mail via Montevideo.

1 Remarks on Stores.

2 Remarks on Accounts.

3 Remarks on Naval Fuel Depot.

4 Addition to "New STANDARD" Code.

LONDON 17th November, 1931

Enclosures per M.V."Highland Monarch" & "Lafonia"

1 Copy of Cablegrams received dated 28rd.27th.Oct.3rd.6th.& 11th Nov.

2 Copy of Cablegrams sent dated 19th.29th.Oct.6th.& 7th.November.

3 Passage Ticket in favour of Mr & Mrs Goddard returned for Cancelment

4 Anning & Cobb's reports on Company's & Clients Sheepskins ex"Loreto Gogovale,Bibury,Bellarado,Bellailsa,Highland Monarch,& Sardinian Prince"

5 Anning & Cobb's reports on Tallow ex"Sardinian Prince"

6 General Invoice condensed milk shipped via Montevideo for "Lafonia

7 Anning & Cobb,'spriced Sheepskin Catalogue of 22nd October.sale

8 Jacomb Hoare & Co's priced Sheepskin Catalogue of 23rd October sale.

9 Martini & Rossi's Invoice for Vermouth shipped to Montevideo.

10 DuCroz Doxat & Co's Reports on Company's & Clients' Wool ex Bellailsa"

11 Additions for General Electric Co's Stanley File.

12 Lloyds Register of Shipping - Certificate of Class No.21234 dated 16th Octoberfor Hull and Certificate No.31770/19491 for Engine & Boiler for S.S."Lafonia"

13 Blue Print No.47553128141, 10/11/30 and instructions for Fitting &c of the Brundrit Patent Temperature Balance shipped per "Losada"

14 Rules of the British Marine Mutual Insurance Association for 1931/32

15 List of Cargo shipped per "Losada"

16 General Invoice Stores per "Losada"

17 Suppliers Invoices stores per "Losada"

18 Certificate No.524 for 400 Ordinary F.I.C.Shares for F.G.Langdon.

19 Certificate No.525 for 100 Ordinary F.I.C.Shares for J.D.Creamer.

20 General Invoice Stores shipped per"Highland Monarch"to Montevideo

21 Suppliers Invoices Stores shipped per Highland Monarch.

22 Bill of Lading ,, ,,

23 Account Current and vouchers.

~~24 Remarks on Accounts~~

25 Remarks on Stores.

26 F. I. Notes)-3 @ £1 & 5 @ 10/- → £ 5 . 10 . 0 see debit in account current.

27 Copy of letter to Camp Manager dated 13th November.

28 Letter to Mr Young with enclosures as detailed in Despatch 1344

Paragraph 21

29 Copy of letters from D.Geddes & Sons dated 6th & 10th and our of 9th November.re Seal Oil

30 Copy of letter From Glanvill Enthoven & Co. dated 12th November re grounding of S.S."Falkland" at Montevideo.

LONDON 13th NOVEMBER , 1931