

No. 665, per "Maudie", 11/4/27, p. 2.

Lighter whatever she took off from the "Great Britain" with the result that the wool of valued skins was left at the bottom of the hull. We could not have got at this answer. Press copies of correspondence which we have sent you since
N/T "LOSADA". 11th April, 1927.

666.

There will be a few more of this my correspondence with the Valparaiso Office on the subject.

I confirm my No. 665, which was mailed by the "Lautaro" on the 8th March, and have nothing of yours to acknowledge.

2. In my 668/2 I reported that the "Falkland" had sustained damage owing to her colliding with the "Great Britain". The repairs cost £ 194. 13. 2., claim for which is enclosed, supported by the usual documents.

3. Mr George Dean sent us a radio stating that he is shipping some of his wool to Stanley by his motor vessel "Gentoo" so I referred him to his signed Contract. He tells me that he inserted in his Contract the words "or by our own vessel" - we didn't know this, but assume it is correct.

4. The cradle for the small slipway at the West Yard has been completed, and in order to try it have hauled up a small iron barge which we purchased from the Admiralty for £ 10. Mr Peters is now at Goose Green erecting the new chimney for the factory and on his return we shall haul up the "Kelp".

5. I confirm the cable informing you that our allotted space in the "Lautaro" had been badly encroached upon, and now send you copy of letter addressed to the Colonial Government.

I have also talked the matter over with the Acting Governor and I think he will take a strong line in the matter with the Colonial Office and Ministry of Shipping.

Instead of shipping 2150 bales, 110 barrels of tallow and 506 boxes, there was only space for 1647 bales.

The Managing Director.

LONDON.
In getting off the jetty. Between 6. and 6.30 P.M. on the 20th the "Falkland" took the "Goodville's" owing line and she

No. 666, per "Lomada", 11/4/27. 2.

lighter whatever she took off from the "Great Britain" with the result that the wool of valued clients was left at the bottom of the hulk.' We could not have got at this anyway.' Press copies of correspondence which we have sent you from time to time since Dec. 1922 dealing with cases of short-shipments are enclosed.' It seems to be a pure waste of time my corresponding with the Valparaiso office on the subject.

6. In reply to your cable of the 17th March I replied, after consultation with Mr Peters, that we should require the pile-driving plant for the "Egeria". The one we have is far too small to deal with such large piles.' I also cabled you the dimensions available on the "Rosa Baker" for the platform - this craft is the most suitable for the job.'

7. I am sending you by this mail the fullest particulars we can obtain about the stranding of the s.s. "Woodville" in Port William. This vessel, belonging to the African & Eastern Trade Corporation, Ltd., and chartered to the Southern Whaling and Sealing Company, put in here in consequence of a leak developing in the forepeak after leaving Montevideo for South Shetlands.' At 8.30 p.m. on the 19th March we received a radio stating that she was ashore West of the entrance to the Narrows, but when we went out in the "Kelp" at about 9 p.m., much to our surprise we found she was a long way past the Narrows at the entrance of Hoarnden waters.' Weather conditions were bad, a gale blowing from the North-East, with rain.' On boarding the vessel the Captain explained that on rounding up to his anchorage he was blown ashore, but it would appear from his position (shown on Chart) that he overshot the mark and had no room to manoeuvre.' The tide was falling and nothing could be done until the next morning, when we arranged for the "Falkland" to stand by to give assistance if required.' Nothing could be done at the morning tide either, as the gale had increased during the night, and the "Falkland" experienced difficulty in getting off the jotty.' Between 6. and 6.30 p.m. on the 20th the "Falkland" took the "Woodville's" towing line and she

No. 666 per "Lassada" - 13th April, 1937.

No. 666 per "Lassada" 11/4/37. B.B. 3.

and she was re-floated and towed by the "Falkland" to a safe anchorage, in Port William by 7.30 p.m. We are of the firm opinion that she could not have got off without assistance and I therefore cabled you that I proposed to put in for a Salvage Share Award.

The Chief Engineer of the "Woodville", having reported that the propeller had struck the ground several times, a diver was sent down, and although the propeller was all right long lengths of steel rope were found entangled in it. These were removed by the diver after 4½ days diving, the forepeak temporarily repaired and the bottom plates examined by the diver and found undamaged. The vessel therefore proceeded on her voyage on the 29th March.

8. We have again recently been faced with a serious shortage of local currency in spite of the Note Issue being increased from £ 18,000 to £ 20,000 a few months ago. Hoarding must be responsible for this state of things, and working on rough figures, say 300 adult males and £ 24,000 in cash including silver, it shows that every adult male would have £ 80 stowed away. From whatever point one looks at it the shortage seems inexplicable, especially as Savings Bank Deposits have recently reached the high water mark. I enclose a Minute written on the subject to Government as a Commissioner of Currency.

9. In answer to your enquiry we said we could supply the "Ormen Whaling Company with 600 tons of coal at 82/- in the bulk, "Lady Elizabeth". We assume you do not anticipate any difficulty in any replacements, but unless we have other large calls we have ample supplies as 300 tons should see the "Falklands" through to the end of this season.

10. The "Lassada" is due here to-night to take away about 1000 tons measurement, and the "Ortega", due on the 21st instant, should also take about 400 tons measurement.

I am, Sir,

Your obedient servant,

Manager.

No. 666 per "Losada" - 13th April, 1927.

E N C L O S U R E S .

DUPLICATES. (Originals per "Lautaro" 10/3/27.)

- Despatch No. 666.
- Statement on Accounts.
- Remarks on Accounts (with duplicate certificate of S bales lost).
- Store Indent No. 640.
- Remarks on Stores.
- Specification "Lautaro" shipment.

ORIGINALS.

1. Despatch No. 666.
2. Cash Books, Jan., Feb., March.
3. Journals, Jan. & February.
4. Statement on Accounts.
5. Remarks on Accounts.
6. Store Indent No. 641.
7. Remarks on Stores.
8. West Store Cash Vouchers, Feby & March.
9. "Falkland" manifests - 0 8 & 9.
10. Store Freights, Jan/March, 1927.
11. Coasting Insurances, March, 1927.
12. "Falkland" - a/c for damage - £ 194. 13. 2.
13. Return of Establishment & Wages, Stanley - Jan/March.
14. Coal Account - 8/4/27.
15. "Lobos" - 12th January, Tallies of produce.
16. P.S.N.C. Account 24/3/27.
17. F.I. Gazettes - March 2, April 1st & 5th.
18. F.I. Magazine - April.
19. Photos of Stanley.
20. F.I. Shipping Report.

Correspondence:-

Re short-shipments per "Lautaro".

Mr Gresham's Minute re shortage of Currency.

(Specifications over) -

Specifications.

Mark.	Wool.	Skins.	Tallow.	Hides.
N A	457	5		99

~~Slabs on~~ 68

~~Slabs on~~ 74

Heart. 178

L ~~slabs~~ 84

F ~~slabs~~ 12

AP ~~slabs~~ 180

T R ~~slabs~~ 125

10

Tallow.

Hides.

1

19

45

I beg to confirm my No. 606 which was mailed by the "Loyola" on the 10th instant. The "Ballena" bringing your outward mail will not arrive until after the "Uruguay" has sailed.

R B C ~~slabs~~ 38

C C W ~~slabs~~ 27

M G ~~slabs~~ 4

A F O ~~slabs~~ 33

D & S ~~slabs~~ 40

F B ~~slabs~~ 70

B B ~~slabs~~ 3

10

11

12

13

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No. 667, D.R. "Ortega" - 21st April, 1927.

ENCLOSURES.

DUPLICATES.

R.M.S. "Ortega".

20th April, 1927.

667. " 1st, January & February.

Remarks on Accounts.

Remarks on Adcounts.

Sir. Incident No. 64.

Remarks on Adcounts.

I beg to confirm my No. 666 which was mailed by the "Loesada" on the 13th instant. The "Ballena" bringing your outward mail will not arrive until after the "Ortega" has sailed.

Enc.

1. I am enclosing Mr Peters's Report on the new engine and working of the Stanley Motor-boat. The engine works well but it is very disappointing to us that she has not got the same power either for speed or towage, that she used to have. The lack of power for towing is particularly unfortunate, and we hope that the makers, after seeing the plan of the craft which I sent to you, will be able to design a propeller giving better results.

2. Mr Peters has just returned from Goose Green where he erected the new chimney stack for the Factory. He reports that even with the shorter stack there is still plenty of draught, even on quite calm days.

Enc.

3. In 661/2 of 5th January last I said I was sending you some plans of land sold to the Government. I think the Colonial Engineer has now supplied me with what you require, and they are enclosed accordingly, namely:-

(a) Small plan of section of Dairy Paddock.

(b) Small plan of land adjacent to Sultan House.

4. The "Ortega" is due to arrive tomorrow, and we hope to ship, for London, about 550 bales. There will also be about 40 passengers for the United Kingdom.

I am, Sir,

Your obedient servant,

Manager.

The Managing Director,
LONDON.

No. 667, per "Ortega" - 21st April, 1927.
per S.S. "Southern Cross", April 25th 1927.

E N C L O S U R E S.

D U P L I C A T E S .

Despatch No. 666.
 Journals, January & February.
 Statement on Accounts.
 Remarks on Accounts.
 Store Indent No. 641.
 Remarks on Accounts.
 Coal Account - 8th April, 1927.
 Coasting Insurances - March.
 Shipment per "Losada".

O R I G I N A L S .

1. Despatch No. 667.
2. Statement on Accounts.
3. Remarks on Accounts.
4. Camp Manager's Report - 15th April.
5. Plans of sundry land sold to Government.
6. Return of Establishment & Wages - Darwin & Fltroy - March, Qr.
7. Mr Peters Report on Stanley Motor-boat.
8. Memo re materials etc destroyed by fire at Hill Cove.

S p e c i f i c a t i o n s .

Mark.	Wool.	Skins.	Tallow.	Hides.
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J B	61			
W C	10	8		
D H	23	41		
S I	68			
J H D	51			
" "	50			
K	25			
Z	146	3		
H & B	13			
W P			15	
F B	8			
F	12	4		

per s.s. "Southern Queen". April 25th 1927.

E N C L O S U R E S .

ORIGINALS.

1. Remarks on Accounts.

2. Store Indent No. 643.

I confirm my No. 657 which was settled by the "Portuguese" on

3. Remarks on Stores.

As you I have received your Nos. 1815/2
of the 11th and 19th March respectively, which are now under

consideration. - 2. I have written to the Government requesting
them to give me some explanation as to why they cannot give us
the history of silver bar Nos. 4, and will send you their reply
in due course. As I have stated they would be helpless to
the Company if it were up to them to prove that it is not, from
their records.

3. 1825 - 4. Replies to the questions contained in the
admiralty letter dated 18th February. Will be enclosed.

4. 1826 - 5. With reference to P.M.C. vessels having to
load at Port William, carriage of Great Britain etc. I think
we have now a prospect of improvement. Mr. Weston, P.M.C.
superintendent at Port Alfred, arrived here on the "Portuguese",
and went back to Port Alfred on the "Bellona". As he stated
with us we had ample opportunity of discussing this subject
for the improvement of working the port. He is now on his
way to Liverpool. via France, and is going to take a point of
call along on you. Please let him know when you expect him.

6. 1827 - 7. He seemed quite satisfied with the way the port is
run, and says that he will do his utmost to ensure that the
wool stipulation bonds should not be too closely Indian, to preclude

The Manning Regulation.

LONDON.

No. 668, per whale, 2nd May, 1927.

With reference to the question of the working of the port, I would like to point out that the motor-ships of 1000 tons more than the "Ortega" draw 27 feet when heavily loaded, and that is too deep for the occasional working of the port. He comes with report of

668 2nd May, 1927. He to next

per whaler "Levin" that loading in port William is dangerous to

sir. It is only about 1000 tons of time and a great deal of expense

I confirm my No. 667 which was mailed by the "Ortega" on the 21st instant. Since then I have received your Nos. 1275/2 of the 11th and 13th March respectively, which are now under acknowledgement.

2. 1275 - 3. I have written to the Government requesting them to give me some explanation as to why they cannot give me the history of Suburban Plot 4, and will send you their reply in due course. As I have stated that we consider it belongs to the Company it is now up to them to prove that it is not, from their records.

3. 1275 - 4. Replies to the questions contained in the Admiralty's letter dated 18th February, 1927 are enclosed.

4. 1275 - 5. With reference to P.S.N.C. vessels having to land in Port William, anchorage of "Great Britain" etc, I think we have now a prospect of improvement. Mr McMeakin, P.S.N.C. Superintendent at Punta Arenas, arrived here on the "Ortega" and went back to Punta Arenas on the "Ballona". As he stayed with me we had ample opportunity of discussing many matters for the improvement of working the port. He is now on his way to Liverpool, via Panama, and is going to make a point of calling on you.

He seemed quite satisfied with the way the port is run, and says that he will do his utmost to arrange that the wool shipping boats should not be too deeply laden, to preclude

The Managing Director,

LONDON.

No. 568, per whaler, 2nd May, 1927. 2.

their going alongside the "Britain". Although these motor-ships are of less tonnage than the "Orta" class, they draw 27 feet when heavily loaded, and that is too deep for the economical working of the port. He seems quite hopeful of their being able to meet us in this, and sees no reason for shifting the "Great Britain". He also understands that loading in Port William is dangerous to craft, and it only means loss of time and a great deal of expense to all concerned.' Another point which I took up with him was the difficulty of your having to ship 1000 tons of general cargo by large wall steamers like the "Orduna", "Proposu" and "Oreoma" which cannot come inside, and he is going to try and remedy this also.'

5. 1275 - 8. I regret that I did not actually refer to the fire on board the "Kia Ora" in the Dispatch, but you will see that matter referred to in our letter to Shaw Saville, dated 13th November, referred to in our memorandum of that date. As you were acting for them in the matter of Average Adjustment we thought they would supply you with all information, which we had no time to obtain here owing to the influenza epidemic.'

We shall try to get away answers to Messrs William Richards and Sons letter of 10th March, 1927, by this opportunity but the Government are not speedy in these matters, as you know.'

6. 1275 - 12. Your answer to John Shaw & Son with reference to the press defects certainly makes them look rather silly. Since you wrote you will see that Mr Peters intended for two more bands to replace those fractured during shearing.'

7. 1275 - 12. I think that at last the Experimental Farm shows signs of going ahead, but really nothing will be visible until about £ 1200 worth of machinery arrives from New Zealand some time in June or July.' Before the Acting Governor, Colonel Beattie, went away, he was faced with a very serious financial position as regards Arson. The £ 17,000. originally voted out of the Land Sales Fund was found totally inadequate due to a error so there would be no chance of Admiralty property suffering in any way. Please cable decision.'

No. 668, per Whaler. 2nd May, 1937.

tain amount of bad management, but mainly to a lack of foresight. Certain items involving large sums had never been thought of. It then became a question whether we should vote another £ 7,000 or the place be closed down and we cut the loss of the £ 17,000. Mr Felton and I, after going carefully into the matter with the Governor, who was as much perturbed as we were, decided, after consultation with farmers, that we had better vote the extra money to be spread over a period of 3 years. It is difficult to see what else could be done.

8. 1975 - 1^o. Yes, it was a pity that we did not get the towage of the "Afterglow", but it is doubtful whether we should ever have got her there as the "Lagarto" encountered very bad weather and the "Afterglow" broke away and was adrift for some time. Had the "Falkland" had to go alongside whilst she was adrift she might very well have sustained serious damage.

9. 1975 - 17. Reports and plans in connection with the supporting of the "Egeria" are to hand and the matters to which you draw attention have been gone into by Mr Peters. As regards the question of sand, which is reported upon as being too fine, we shall have to overcome this difficulty by increasing the amount of cement and using the screening of the crushed stone as recommended by Mr Haiste. The Murrel sand is well known to us, but contains far too much organic matter - dirt, twigs, shell, seaweed, etc.

We see no reason why we should not make piles for outside people, although it is of course always better to make these on the job.

As regards the rock required the best method that appears to us would be to get the permission of the Admiralty to quarry at the Camber where there is already a quarry. We should only require about 300 tons (three-hundred tons) and there are thousands of tons of rock there. At the same time they might be asked to give us permission to cast the piles in the empty shed. All this work would be carried out about $\frac{1}{2}$ -mile away from the oil tanks so there would be no chance of Admiralty property suffering in any way. Please cable decision.

No. 668, per Whaler. 2nd May, 1927. 4.

The state of the "Peeria" is such that no support for the floors should be attached to the hull itself. Mr Peters has written a separate report on this matter, which is enclosed herewith.

10. '1276 - 18.' It is very gratifying to learn that the Brokers report on improvement in the new clip - we gradually seem to be going ahead now, and I imagine that once the Brokers notice this better average prices will result.

11. '1276 - 4.' As regards the trouble with the Blackstone engine at Goose Green, it was Price's Motorine D which was used, and this works well with our other engines. There seems to be some misconception about all difficulties disappearing when castor oil was used, as the piston had to be drawn every two or three days throughout the time it was used. Immediately on hearing that the engine was not working well Mr Peters went out to inspect and in his report, dated 21st January last, stated that he had intended for a suitable lubricating oil - this was taken from the Blackstone Company's own book.

12. '1276 - 5.' The "plan" continues to be highly satisfactory with the exception of the winch which was no good and has carried away. We cabled you for a suitable one from Messrs Davy & Son, London, on the 2nd instant.

When Captain O'Brien left here he informed us that he had obtained a cable remittance of £ 50 from you whilst at Rio and that this sum should be deducted from the balance amounting to £ 300, due to him under the contract. We received no advice of this remittance payment, which of course we should have, as had we been dealing with a dishonest person he would have got away with £ 50. This matter is referred to in our Remarks on Accounts of 11th April. What I asked for in 661/96 were actual copies of any Contracts entered into in case any points should arise at this end. It possibly there was no actual form of Contract drawn up. I have given them a bad "shake up". I took Mr. ... along to the I regret we did not advise amount of oil taken over considered the occurrence a thoroughly bad business. One point

No. 668, per whaler. 2nd April. 1927. 5.

from the "Ilen". This was 15 barrels Fuel Oil and 24 barrels Lubricating oil.

14. 1276 - 6. We are very glad to get the Board's sanction to the erection of the shed. Mr Peters considers that the most economical way to work is by making the piles for both "Egeria" and shed at the same time, and all pile driving done before structural work is commenced. He is altering the plan, which is enclosed herewith. We note that you are reducing the width, and this does not matter, but it is now essential that the shed be lengthened by 21 feet. This will enable us to have one end of the shed built on the bank near the road and it will only be necessary to have a short gantry from the seaward end across the "Snowqually" giving a direct lead to the opening in the "Egeria". As regards height of eaves we now require 9 feet as a minimum; the sliding doors required both for use ashore and afloat are shown on altered plan. With reference to your letter of the 18th March there was no necessity to cable as the pile making will be the first consideration, but we do require as soon as you can despatch it the pile re-inforcement for shed foundations. We are not asking for anything in the way of rails as we consider that we shall work far quicker with some type of four-wheeled trolley such as are used on railway platforms with the assistance of one-man porter's trucks, but we will ask you to supply these at a later date.

14. 1276 - 7. I have already referred to the call of Mr McMeekin at this port. On his arrival I immediately informed him that the short-shipment by the "Lantaro" was an exceedingly grave matter and a position had arisen which neither the Company or other farmers would tolerate. Much to my surprise he quite agreed that of course nothing of the kind must ever occur again. I think that the P.S.N.C. undoubtedly wish to retain the trade and that the representations which were immediately made to the Government and the Ministry of Shipping have given them a bad "shake up". I took Mr McMeekin along to the Acting Governor, who also told him that the Government considered the occurrence a thoroughly bad business. One point

No. 528, per whaler. God May, 1877. " "

in my letter he denied, which was that preference was being shown to foreigners, and I see that you were making the same representations to Liverpool. It is, of course, quite absurd of them to deny this. It may be of interest to you to know that the Pacific Company have obtained and entered into a very comprehensive agreement with the Chilean Republic as regards Mail Carriage - you could, I think, obtain a copy from Liverpool if you applied. I have a copy here.

15. 1876 - 8. One bag of Dianthonia grass seed has been sent to Darwin, as instructed. The other two, belonging to Mr Blake, have gone to Hill Corp.

16. On the 29th ultimo I cabled you that we had sold a further 300 tons coal, but soon after we received a message saying that owing to the bad weather the vessel was coming up at once and would not require it. We shall have no difficulty in stowing the 1000 tons asked for.

17. I also cabled you on 22nd April asking for 40 tons Lucerne hay from Dalgety & Do. as there is a direct steamer coming from New Zealand in June or July. We hear that they have had a good crop and that prices are low, and so it seems, seeing the difficulties of importation, too good a chance to miss. After all the enormous trouble we had in connection with the last importation it is hoped that you have been able to arrange for the shipment of standard weight bales, distinctly marked to our consignment.

18. As I am leaving for a trip round the West Falklands tomorrow morning Mr Vincent will sign this despatch, sending it by first whaler which will arrive in a few days. He will add any matter of importance which may arise.

I am, Sir,

Your obedient servant,

for Manager.

No. 668, per Whaler "Puff" - 4th May, 1927.

E N C L O S U R E S.

DUPLICATES. (Originals per "Ortega" 21/4/27).

Despatch No. 667

Statement on A/cs

Remarks on A/cs

Mr. Peters's Report on Stanley Motor-boat - 20/4/27.

Stores Indent No. 642

Remarks on Stores.

Duplicate of shipment per "Ortega". g

(Originals per "Southern Queen" - 25/4/27).

Remarks on A/cs

Stores Indent 633.

Remarks on Stores.

ORIGINALS.

1. Despatch No. 668.
2. Journal, March.
3. Statement on Accounts.
4. Remarks on Accounts.
5. Stores Indent No. 644.
6. Remarks on Stores.
7. Stanley Ledger Balances - 31/3/26.
8. "Falkland" Manifest - 0 10.
9. Remarks on Admiralty Letter - O.P. 3450/870.
10. Mr Peters's Report re support for Hulk "Egeria" - 3/5/27.
11. Revised plan of new shed.
12. Lamb-marking Return - final - Speedwell.
13. Lamb-marking return - first & final - all sections.
14. P.I. Magazine - May.
15. P.I. Gazette - April 21st.

Correspondence:- 1. of our social functions to the members
from Liverpool & Valparaiso re short shipment - "Lautaro".

In this way. Mr. Gosselin is writing to the Bishop
who is well known to us on the subject & we shall get

his opinion later.

At Mr.Graham's instructions over the telephone from Darwin, I have written to the Dean suspending the Company's contribution to the Church's funds until the Board's views have been obtained, and these we shall learn from you in due course.

On the arrival of the visitors we had to open the
discrepancy of the catches to take the "Lady Molineux".

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No. 669, whaler "Solstair" via M/Video. 1/6/27. 2.

Longridge "Falk", and, later, to transfer her to the "Orn 2".

4. Enclose copy of a letter from the Colonial Secretary giving the information received by Master William Richards &

Dee, which I trust will enable the Averages adjustment to pro-

cess "Solstair" via M/Video. Will you please 9th May, 1927. Wm. Richardson.

669. See that this letter should be read in conjunction with Mr Gresham's despatch No. 668, dated 1/6/27.

Sir,

I beg to confirm Mr Gresham's No. 668, signed by myself, which was mailed by the Whaler "Falk" on the 4th instant.

2. With reference to my letter of the 4th instant to the Managing Director asking for the Board's views on a certain letter published in the May issue of the Falkland Islands Magazine, I now enclose copy of an apology received from the Dean, to which I have replied that a copy is being sent you for your consideration in connection with the offending communication.

3. The Whalers "Falk" and "Orn 2" arrived on the morning of the 3rd instant. After coaling the "Falk" the Captain of that vessel stated that he had received only 295 tons instead of the 300 we tallied. Our tallyman is most reliable and conscientious, one John Ratcliffe, and there is no reason to doubt that the full quantity was supplied. You will see from the copy of my letter to the Ormen Whaling Company, enclosed, that on several occasions he found the ship's tallymen missing from his place, and on others drawing his attention to baskets going into the ship which he had omitted to tally. I trust that we shall be able to obtain the value of the balance from the Company, as the sale price of coal is so low that the profit cannot stand any loss such as this.

On the arrival of the whalers we had to obtain the assistance of two catchers to take the "Lady Elizabeth"

The Managing Director,

LONDON.

No. 669, per whaler "Solstraif" via N/Video. 9/5/87. 2.

alongside the "Falk", and, later, to transfer her to the "Oim 2".

No. 4. I enclose copy of a letter from the Colonial Secretary giving the information required by Messrs William Richards & Son, which I trust will enable the Average adjustment to proceed without delay. Will you please inform Messrs Wm Richards & Son that this letter should be read in conjunction with Mr Graham's declaration, as Lloyds Agent, dated 3rd March, which was sent you with our Remarks on Accounts of 4th idem.

With reference to para. 5. of their letter, kindly advise them that the goods consigned to Mr Richard H Earl were believed to be uninsured, and their value about £ 5.

5. The R.R.S. "Discovery" arrived here on the evening of the 6th instant, and will probably be here a fortnight before proceeding to ~~South Africa~~ South Africa.

6. I have to thank you for your cable of the 6th advising the average prices of wool at the Sales of 4th May, from which it appears that the prices realised at the March sales have not been maintained.

7. Just as the mail is closing we have received information that the Finnish barque "Fennia" is making for Stanley for repairs, having encountered bad weather. Further information regarding this vessel will be sent you later.

I am, Sir,

Your obedient servant,

for Manager.

No. 669, per: S.S. "Solstref" via Montevideo. 9th May, 1927.

E N C L O S U R E S .
→ → - - - - -

DUPLICATION (Originals per "Falk" 4/5/27).

Despatch No. 668.
Journal, March.
Statement on Accounts.
Remarks on Accounts.
Store Indent No. 644.
Remarks on Stores.
Stanley Ledger Balances - 31/3/27.
Remarks on Admiralty letter (O.P. 8450/20).
Mr Peters Report re support for "Egeria" 3/5/27.

ORIGINALS.

1. Despatch No. 669.
2. Statement on Accounts.
3. Remarks on Accounts.
4. Store Indent No. 645.
5. Remarks on Stores.
6. "Kia Ora" - particulars for General Average.
7. Dr Mair's Medical Report - 30/4/27.
8. Coal Report - 9th May.
9. Shipping Report.
10. P.S.N.C Account - 30th April.

Correspondence:-

Letter from Dean F.S.Vaughn re matter in P.I.M.

" to Maclean & Stapledon, M/V, re Agency for butter.

" to Ormen Whaling Company, re coaling.

In view of the fact that the place of the
time being about "Mervin" port, also place of H.C.L. due
and, again, the unknown condition of the latter should
not take into account, shall do not the H.C.L. come with the
ship particularly considerant the difficulty will allow us
to make our arrangements for the delivery and we hope
to render you assistance to do so at an early date. I am
including information (from the diary from Mr. Fisher)
showing that you will need to contact first and earliest
for arrival information.

No. 8. 1877.5. I have written to the Admiralty asking for
advice as to what you would prefer me to do by radio and
please could not be spared but in case of emergency
I would like them to consider the cost of building in Stanley
Tug boats at night. At the time in question we ordinary

new "Lebow" 14/6/97. as in Stanley 8/11 and the "Ogmore"

670. 1877.6. We are still working on our bottom which was 4/10 and 6/- magnetically
and the bottom is now 1/10 and 2/- which is well, payable by
the 1st. of July.

I beg to confirm Mr Vincent's Despatch No. 669 which
was passed by the "Goliatree" on the 9th of May and now
acknowledges your Nos. 1871/3 of the 28th of April and 4th of
May which arrived by the "Ingraham" on the 8th of June.

2. 1877.6. We are unable to find that we cannot ship
the "Mavor" on the little slipway at the West Yard. It is
only a matter of a few feet but it is too risky to get her
up even if we could just manage it, at a very high tide and
then find we could not get her off. We have recently had
her up the beach though and MacCall has been able to do
the few roadway necessary. The iron Hatches require overhaul
and I hope to get those on the slipway for this purpose.

Immediately after the "Lebow" and New Zealand boats have left.

3. 1877.6. Mr Slaughter has been requested to send you
further reports about shell deposits.

4. 1877.7. Mr Peters is going into the plans of the
West Jetty shed and "Ingraham" work, also plans of Hill Cove
shed. Peters, who thinks the erection of the latter would
not take very long, will go out to Hill Cove with Crawford.
We are particularly anxious that the Admiralty will allow us
to make our concrete piles in the Cumber shed and we hope
to receive permission to do so at an early date. I am
enclosing a communication (dated 11th June) from Mr Peters
stating that the shed should be erected first and asking
for certain materials.

The Managing Director ~~the Royal Engineers does not affect us in~~

LONDON.

5. 1277.9. Our offer to the West Falkland farmers for direct shipment of wood to their ports was made by radio and prices could not be quoted but it should have been obvious to them that they would add the cost of handling in Stanley and coastwise freight. At the time in question our ordinary Cypress posts cost us in Stanley 3/11 each and the Cypress timbers 4/11. Our selling price was 4/10 and 6/- respectively and there is "Falkland" freight on this as well, payable by the client. We, naturally, cannot cope with direct shipments by Mr Evans's friends, Mandadoz, who ship direct and take horses at the same time, or, sheep back to the Coast.

6. 1277.10. When Captain Roberts returns I will go into the question of using two old baulks of timber for slipping the Admiralty Oil Barge "O.O.82". It may be possible to do this although it will entail considerable labour - the craft is a 500 ton barge, larger in the beam than the s.s. "Falkland".

7. 1277.11. Probate of Will of the late B Browning is to hand and Probate will be obtained here as soon as possible, all necessary documents being sent for the Solicitors by the earliest possible mail.

8. 1277.12. The occasion on which the "Lautaro" did not come inshore was due to her depth of draught - I should have mentioned this. Naturally, I would not send lighters to Port William if a ship could come inside as it is both risky and expensive.

9. 1278.1. You will now have received my full reports about the "Woodville" case and it is satisfactory to learn that an amicable settlement will be arrived at. Our dual capacity as Lloyd Agents and salvors at this port is at times not particularly pleasant. The case of the barque "Peninsular", now in port dismantled, is a case in point.

10. 1278.3. Mr J.W. Fair Wright arrived here a few months ago and sells fruit and a few other commodities, mostly at a high price. His small business does not affect us in

670. per M.V. "Lioness" 14/8/37. - 3 -

company but he may not do for cereals. People do not like him but naturally welcome the importation of fruit although he sells at high prices. I do not consider that his business is eligible of such extension. Price list, altered in red ink by himself, is enclosed. He lists L. Williams Estate note that he does us no harm as we do not import fruit - we cannot obtain it cheaply in Montevideo or Bahia Blanca, the demand is comparatively small and the losses through it going bad en route and through pilferage are great.

11. 12/8/37. I am quite in agreement with the Camp Manager that Mr B. Elliott's salary be increased to £200 per annum. From what I have seen of him he appears to possess character and have a hold over the men.

12. I am enclosing by this mail the fullest particulars I can sketch the French barque "Fonnia". The main facts are, that whilst engaged on a voyage around the West Falklands the s.s. "Falkland" was requested to proceed to the assistance of this distressed vessel at sea. The message was received whilst the "Falkland" was lying weather-bound at Port Edgar, which is not even on the telephone. I was on board this ship and after consultation with Captain Roberts we decided to land passengers at Fox Bay and proceed to the vessel's assistance, which we did. After steaming all night in暴风雨的天气 we eventually found the "Fonnia" anchored in an extremely dangerous position between Cape Pembroke and Point William. A line was sent on board from the "Falkland" and the Master of the "Fonnia" then refused to accept assistance under Lloyd's Salvage Agreement, so we carried on into Stanley. The position was a difficult one, however as it was absolutely impossible for the Company, the only persons able to render assistance, to leave the ship, cargo and lives at the mercy of a stubborn-minded captain who refused to have his ship brought to a safe anchorage. I, therefore, decided after consultation with Indent dated 1st March 1937 per "Lioness". At the time of

670. per m.v. "Lebos" 14/6/27. - 4 -

the Governor, Captain Stanhouse of the Research Vessel "Discovery" and the Harbour Master to bring him in, even if it had to be for nothing. There is no doubt that we have a claim for services rendered. After Surveys had been held it was quite apparent that she was in no state whatever to remain at sea. I trust the full Report which I send, together with documents similar to those forwarded in the case of the "Woodville", will enable a claim to be successfully preferred. It should be understood that I was on the "Falkland" until her return to Stanley and that Mr Vincent was in Stanley keeping up communication between the "Tennis" and myself. This case has involved a great deal of work and worry to both of us.

At the time of writing all I can say is that we cannot effect temporary repairs here to enable her to go away, and, Bream and Blanchard of Punta Arenas quote \$4,000 as a minimum for towing her to Valparaiso. They add that it is a very risky proceeding. With prices of sailing vessels at about \$1 per ton deadweight for breaking up purposes and a cargo of bricks the whole concern cannot be considered as of much value at this port. All four masts, necessary rigging and ton spars will have to be sent out. With demurrage, labour, materials and heavy freights it should have been obvious from the first that she is a constructive total loss. If she is condemned as such, there is no doubt that the Company should purchase her as a bulk. She is fitted with winches as reported in my cable and would always be a great standby in case anything happened to the "Great Britain". She also has a steam windlass. We have no knowledge here about the quality or suitability of the cargo of patent fuel and I therefore ask you to enquire whether it was suitable for whalers and "Falkland".

12. We have been put in serious difficulties by the non arrival per "Iagarto" of our order for sugar in our Indent dated 8th March sent per "Lantare". At the time of

670. per M.V. "Lobos" 14/6/27. - 5 -

making this instant we had nearly 20 tons in stock and thinking that the further supplies asked for would arrive per "Lautaro" we refrained from cabling. Should we have given you longer notice or has there been some hitch in this shipment?

14. The "Lobos" arrived on the 14th and will leave on the 18th taking all the produce we have in Stanley.

I am, Sir,

your obedient servant,

John Macmillan - Manager
1. That you do not require any further supplies at present.
2. That you do not require any further supplies at present.
3. That you do not require any further supplies at present.
4. That you do not require any further supplies at present.

Manager.

5. Remember to take care of your horses.
6. Please return Lobos to port as soon as possible.
7. Please remember to pay off all debts to us.
8. Please advise us of the time of arrival of the "Terry" and the "Terry" will be available to you on the 1st of July.
9. Please advise us of the time of arrival of the "Terry" and the "Terry" will be available to you on the 1st of July.
10. Please return Lobos to port as soon as possible.
11. Please advise us of the time of arrival of the "Terry" and the "Terry" will be available to you on the 1st of July.
12. Please advise us of the time of arrival of the "Terry" and the "Terry" will be available to you on the 1st of July.
13. Please advise us of the time of arrival of the "Terry" and the "Terry" will be available to you on the 1st of July.
14. Please advise us of the time of arrival of the "Terry" and the "Terry" will be available to you on the 1st of July.
15. Please advise us of the time of arrival of the "Terry" and the "Terry" will be available to you on the 1st of July.
16. Please advise us of the time of arrival of the "Terry" and the "Terry" will be available to you on the 1st of July.
17. Please advise us of the time of arrival of the "Terry" and the "Terry" will be available to you on the 1st of July.
18. Please advise us of the time of arrival of the "Terry" and the "Terry" will be available to you on the 1st of July.
19. Please advise us of the time of arrival of the "Terry" and the "Terry" will be available to you on the 1st of July.
20. Please advise us of the time of arrival of the "Terry" and the "Terry" will be available to you on the 1st of July.

16. We are not in position to give you full information concerning the price of the various items required. Please make a memorandum.

No. 670 per m.v. "Lobos". June 14th 1927.

E N C L O S U R E S

D U P L I C A T E S, (Originals per whaler "Selstrier" via M/Video 9/8/27.)

Despatch No. 669.

Statement on Accounts.

Remarks on Accounts.

Store Indent No. 645.

Remarks on Stores.

Coal Account 9/5/27.

O R I G I N A L S.

1. Despatch No. 670.
2. Cash Book - April & May.
3. Journal.
4. Statement on Accounts.
5. Remarks on Accounts.
6. Store Indent No. 648.
7. Camp Manager's Reports 8th & 13th June.
8. "Pennia" Report etc.
9. Coasting Insurances - May.
10. O.P. Peters Report re "Egria" jotty work. 11th June.
11. Price List - J.J. Muir Wright.
12. West Store Cash Vouchers - April & May.
13. Return of Establishment & Wages - Speedwell Is. (March Qr.).
14. P.I. Shipping Report.
15. "Falkland" Manifest 0.11.
16. Coal Account. 14th June.
17. Memorandum re Correspondence (attached) with Estate L. Williams.
18. Copy of correspondence with Colonial Secretary Plot 4 in Western Suburbs.
19. Falkland Islands Magazine - June.
20. Falkland Islands Gazettes - May 2nd, June 1st & 9th.

S P E C I F I C A T I O N S.

Additional Skins, Hides and Store Indent.

<u>Mark.</u>	<u>Wool.</u>	<u>Skins.</u>	<u>Tallow.</u>	<u>Hides.</u>
D/H	81	5		20
B	82	3		

- 2 -

SPECIFICATIONS (continued)

<u>MARK</u>	<u>WOOL</u>	<u>SKINS</u>	<u>TALLOW</u>	<u>HIDES</u>
D & S	4	14	5	
J.L.W.	8	7		
B.E.M.	2			
S & B	76	4		
L	2	1		
J.H. REAVER	42	2		
P.S		21		
P.I.C.			129	
J.H. WEDDELL	30	6		
McG.		6		
T.B. (Mark No 4 (?)		5		
R.B.C.	31	3	6	
J.H.D.	50			
S & S	144	6		18
A.P. (Cross Imp. 2) to Iponia - day work back hand				
G.H.G.	24			
N.C. (Cross Imp. 3) to Iponia - part - May				35
S. & S. of Mara 36 skins - 10 lbs - Spec'd. 11 lbs. - May				
P.I.C. Imp. Iponia - -----				
W.H. Imp. Iponia - 11 lbs				
Consignee's Stock - 11 lbs				
Accordance to Correspondence attached with June 16th				7.

HEAD OFFICE.

- Copy of our evidence with Colonial Secretary (See - in
outline Summary)
- Published notice May 2nd - 1886.
- Valuable balance in hand May 2nd - 1886.

1. Enclosures per Consignee's letter.

Additional Store Remarks and Store Indent.

2. Farm Stock Returns forwarded under separate cover.

Manager,

ENCLOSURES PER S.S. "KARANGA"

DUPPLICATES (Originals per M.V. "Lobos" June 14th 1927)

Despatch No. 670.
 Journal April.
 Statement on Accounts.
 Remarks on Accounts.
 Store Indent No. 646.
 Remarks on Stores.
 "Pennia" Report.
 Coasting Insurances April & May.
 C.P. Peters Report on Egorsk Jetty work.
 Coal A/c.

ORIGINALS

1. Statement on Accounts.
2. Store Indent No. 646.
3. Remarks on Stores.
4. Walker Creek Yarn Returns.

Enclosed by this will be the record of service
 of Merchant Seaman, John Mathew McElroy the said will
 show the duration of time over his crew is not
 satisfactorily known although he served the Company well
 for 21 years a seaman, he was paid out in 1907 owing
 to his failing in the matter of pay and was re-engaged
 without contract. Reports of his work are good. Kindly advise
 me of the Panel's decision.

I would to report that a certain amount of
 time has been caused owing to the sudden passing away
 of the "John McElroy" two days ago to June 17th
 which will be professed against the Performance Cooperative
 through our Agents, Plaintiff herein testified already not to
 be thin thence for except as she looked and always
 received passage fare with the Captain all being in his
 employment per Contract to LOBOS
 "John McElroy" though said Plaintiff received nothing more
 than passage fare (Carriage and Store Incentive).
 When he used to land boat down to shore was considered
 safe, N.B. on because "Carried under separate or
 private land line, she was loaded to at night and no

D.M. 671 per "Lotos" 4/1/91.

- 2 -

Master found that the sea outside where she found to have got in, suddenly turned was not back owing up. She is now completely converted as a lighter for cargo.

This is the work on which we intend to call.

e.g. "Lotos" will drive for the "Agario" work July 3rd to 27

all work for this purpose. After this work has been completed we shall only lose her if the marine subscription would be too much to suitable for Hilary continuation.

SIR,

I enclose H.M. No. 470 which was mailed by the "Lotos" to the 1st of June. I notice that I did not actually acknowledge the receipt of your supplementary letters per "Agario", dated 4th of May, dealing with the Silver and Hills Co's Ship, which will be informed to later.

Dear.

2. Enclosed by this mail is the record of service of Horace Penn, who enquires whether the Board will grant him a pension of some sort. His case is not straightforward as although he served the Company well for 24 years altogether, he was paid off in 1887 owing to his failure in the master of one and not re-engaged until 1897. Reports of his work are good. Kindly advise us of the Board's decision.

3. I regret to report that a certain amount of cargo has been damaged owing to the sudden opening up of the "Pine Bark". The claim amounts to £181 and shall be proferred against the Insurance Companies through our agents. It has been decided already not to use this lighter for cargo as she leaked and always required pumping but with the lighters all being in use for "Mangan", "Lotos" and "Agario" no other course was open to us but to load her down to what was considered safe load line, she was loaded to at night and no

the managing Director, will be compensated by post and

LONDON.

No. 271 for "Arrow" 4, 7, 97.

- 2 -

water found out in the morning water was found to have got in, suddenly through some poor look opening up. She is now absolutely condemned as a lighter for cargo.

This is the craft on which we intend to arrest the pile driver for the "Egmont" work and she will be all right for this purpose. After this work has been completed we shall only keep her if the York Superintendent considers that she will be suitable for Silbury construction. If she is not, I should like the Board's permission for permission to sell her for what she will fetch. Kindly advise. The pumping of this lighter costs a loss of \$0 to \$1 per hour up to lightering capacity.

4. The shipment of Hay from New Zealand per "Rising" was very satisfactory - of good quality and clearly marked.

5. Mr Harry Thompson, Store Clerk, appears to be a nice lad and a willing worker. It is my intention to relieve Mr Green of a great deal of his clerical work as soon as possible which will enable him to give him more attention to the Store business.

6. I have now discussed with Captain Roberts the possibility of repairing the bottom of the Oil Pump by Admiralty Doctor, Portsmouth (1887). All that we can say is that he will do our best to do this in the spring, employing the same the Admiralty suggest, viz.: zinc plates or lead. It will, I fear, be rather a difficult and expensive process.

7. You will also be concerned in the species at the Naval Fuel Depot, as per Admiralty letter 2nd May 1887.

I have consulted Mr C Roberts as regards applying a zinc coating solution to the interior of the Pump house and also the necessity of treating the Pipe Line with Muriatic solution and the probable cost. His recommendation will be forwarded by next mail.

Mr. & Mrs. Brewster 3/2/21.

- 3 -

3. In your 12/1/21 you enclosed a letter from Messrs E R Peels & Son, collectors for the Estate of Benjamin Brewster, deceased, documents in connection with which I hope to communicate, duly executed, by next mail.

They also enquire as to whether assistance can be given to Alice Martin, daughter of the deceased, by her claimant right in the colony. I am replying to this orally and would mention that should any enquiries be made of me, that they are not in a position to do anything for her whatever or in fact, they have already done everything in their power to assist her in the past.

4. Please note that a further 4 acre plot of land to the south of Flaxley Head has been disposed of to William Henry Sedgefield. This plot is next to his brother's, Lawrence Sedgefield's land and should be marked off on your planches. The purchase money £100 is being credited to your office and the amount will be forwarded to you for payment when the building work has been completed.

5. Mr. Arnold Winchell Kidson, the new Governor, applied for a sum of £100 per "Regatta",

one of the first intakes which arose in 1920 concerned was the question of the erection of a Slipway in Stanley for the small Yacht and steamers. He took on entirely different view to Sir John Middleton and stated that no major or any difficulties were put in our way as regards the consideration of a suitable site. This being so, I considered it would be inadvisable to inform him that the Board still had the above ~~under~~ consideration and so I communicated with the Colonial Office on the subject, as there is still a possibility that the Assistant Secretary will require a slipway to be running in those waters. I asked for information as to his whereabouts (by letter enclosed) as they are not able to supply them at this end and you will receive this direct from the Colonial Office, if the two offices have asked for the same to be sent here.

No. 671 DCC "Egmont" 17/3.

REBORN MATERIALS CO., I have made it clear verbally that
in our discussions until the man or works on the "Egmont" and
"Montevideo" are completed.

I have again consulted Petersen and Peters about
the ships and they are positive that the site suggested is
the best and in fact the only suitable one.

Finally I hope you will advise as to what is happening as
Mr. Evans-Lloyd will undoubtedly return to the office from
time to time.

17. I was extremely glad to get your cable stating
that the Admiralty had arranged the use of the Cunard
ships and quarry for the "Egmont" work as all necessary
material had been kept aside in lighters and we can now
load it at the sheds and make preparations for an early
start.

I should like the Board's ruling as regards the
cable of the Board to reduce to a minimum the delay
caused to our work caused through Peters and Crawford
having to go to Bill Co. I therefore arranged that they
go there at once - the CB should take 4 or 5 weeks - and
meanwhile we will be making the necessary preparations at
the Cunard awaiting their return. I hope to go there

No change was made for Mr. Peters' services to
Cunard and Bill Co. Stations in 1926 as he did not go
there, the allowance being set up by a small sum.

18. At the time of writing I know nothing as regards
the "Montevideo" cargo and because negotiations are still
going on between underwriters and owners, the enquiries which
I have made at Puerto Ayres and Montevideo have resulted in
quotations for the cargo and only one firm offer of tonnage,
viz - from Rizzo & Blomstrand, Puerto Ayres who quoted \$2,000
per Stanley to Valparaiso "no cargo no pay". She is obviously
a constructive total loss.

The owners have asked for the crew to be sent home

No. 611, p. 2 dated 8/7/21. - 2.

and working in connection with the Government we have
selected the ship No. 111 "Torrey Canyon" to call in here and
take her to the United Kingdom assigned to the Finnish
Government in London or elsewhere. This will
have been done at the instance of Buenos Aires and
should give the Spanish Government considerable money.
Please advise us as regards No. 111 in London. I have
also advised the Ministry of Foreign Affairs Helsinki and
the Consul General in Buenos Aires as to the arrangement I
have made on Arranging Consul).

14. I am having a small dredge built (wood and iron)
at the best cost for pumping out of the inventory to as to
help restore to her - Grappler, power salvage pump,
stone crushers etc., and I hope this meets with the Board's
approval.

15. I would like the Board's ruling as regards the
"Island" deviating from her voyage or returning to Stanley
is being really urgent medical case to the Hospital for
immediate operation. Just recently we have had an urgent
message from Mr. Evans asking us to call at Port Howard for
an officer case of this kind and return straight to Stanley.
This means cutting out Durban and Port Roy (if Roberts does
it, and, of course, extra steaming). It comes to us that
we should not be called upon to make these special calls
but then on the other hand the patient probably dies if
not operated upon. The answer appears to be the ^{first} obligation
of payment rests with the employer of the patient and will
have to be paid for by him; certainly not by the Company.
Kindly advise.

16. The Captain has appointed as a temporary
Vice of the Executive Council during the absence from the
Colony of Mr. George Routh.

17. The Colonial Government, after referring the
matter to the Secretary of State, have agreed to pay Mr.

Rec'd per "Tanner" 3/7/21, PAY REC'D MAY 2021.

~~REPLICATING~~ ~~REPLICA~~ and Mr. Morrison Recd \$242.24.8. and \$674.8.5.,
respectively as compensation for the destruction of their
cattle per "Tanner" due to the outbreak of anthrax.

This payment has been made purely ex gratia as no legal
action or any kind of suit upon the Government in respect
of this case. They also point out that importation will be
delayed by reason of the effect it would have on
business and to cover all such contingencies. Mr. Morrison
did so on his authority against this risk and the underwriters
paid up. Kindly note this and advise my office in England
what and likely to make importations in the future.

To, This is intended to be written hurriedly as we
have only had a few hours notice of the "Tanner" calling here.
She will arrive in Fort William at 3 a.m. tomorrow, stay
about half an hour and sail for Montreal. There is a
great rush to get over 40 Pinsas ready, other provisions and
wills.

~~CORRESPONDENCE~~

With Colonial Secretary to-day.

Sir,

Yours Obedient Servt.

Banff.

ENCLOSURES PER S.S. "ARAKA" 3rd JULY 1927.

SPECIMENS (Originals per S.S. "PARANIA" 17/6/27)

Statement on ACCOUNTS.

Store Indent No. 646

Remarks on Stores

Duplicate Shipment "Lotos".

Received August 3, 1927.

ORIGINAL.

1. Despatch No. 671.
2. Statement on Accounts.
3. Remarks on Accounts.
4. Store Indent No. 647.
5. Remarks on Stores.
6. Consisting Insurance, June.
7. "Pallidum" Mammal C. 12
8. P.S.N.C. A/c dated 30th June.
9. Report of service H Broad.
10. Claim for timber damaged in "Bona Ruler" - 547.10.11
with Lloyd's Certificate.
11. Copies of cables to "Penia".

CORRESPONDENCE.

With Colonial Secretary re Slipway.

* do re "Bogota" cables.

Ships from Bogota to the Colony via the Colony Prexor

* London Salvage Association to "Penia".

SPECIFICATION.

J. H. WHEELER, the 80 h/s weeks, after ordinary expenses and a £,000 per annum for Central Administration has been set, passed direct into the hands of the Research Fund Committee who consist of scientists. The result of this has been prodigality in expenditure and really scandalous waste of money. As far as anyone is able to make out, the results so far obtained, or likely to be obtained, are entirely devoid of any scientific value, and only provide specimens for the British Museum.

The Expenditure, including the estimates for the year 1927, will amount to the下列 figure of £ 816,720.
The Managing Director,
LONDON.

No. 678 per "Laguna" - 23/8/27. - 2.

and the serious consideration is that there is no stipulation
as to the amount, or any indication given as to the duration
of the research. This however, we may be faced with
a permanent funding-base situation - really for what?

M/V "LAGUNA" 23rd August, 1927.

672. ~~whether~~ to whether the Welsh Government shalling grounds
in the vicinity of South Gwynedd, South Shetlands and South
Sir, or whether they do not. If they do, they are

I beg to confirm my No. 671 which was mailed by the
Show Savill & Albion Liner "Arava" on the 3rd July. Since
then I have received your No. 1279 & 1280, per "Laguna"
which I shall try to answer by this opportunity.

Enc. 2. You will observe from copy of letter enclosed,
addressed to the Colonial Government, that I have asked that
a determined effort be made to bring about a ~~simple~~ repeal of
Ordinance No. 6 of 1924, entitled "Dependencias Research and
Development Fund Ordinance 1924". The whole thing is a
very grave scandal, especially now when efforts are being
called for all the time for National economy. Before this
Ordinance was passed the Revenue from the Dependencias, al-
though kept separate from that derived from the Colony proper
for accounting purposes, was administered by the Colony.
After the passing of the Ordinance the balance of the Revenue
from the Dependencias, after ordinary expenses and £ 9,000
per annum for Central Administration has been net, passed
direct into the hands of the Research Fund Committee who
consist of scientists. The result of this has been prodig-
ality in expenditure and really scandalous waste of money.
As far as anyone is able to make out, the results so far
obtained, or likely to be obtained, are entirely devoid of
any economic value, and only provide specimens for the British
Museum.

The Expenditure, including the estimates for the
year 1927, will amount to the colossal figure of £ 316,726,

The Managing Director,

LONDON.

No. 672 por "Legum" 24/8/21. 2.

and the serious consideration is that there is no stipulated sum to be expended, or any indication given as to the duration of the researches. This being so, we may be faced with expenditure running into millions - really for what?

As regards the Dependencies the only thing that matters is whether the whales frequent the whaling grounds in the vicinity of South Georgia, South Shetlands and South Orkneys, or whether they do not. If they do, they are caught; and if they do not, they are not caught. No amount of scientific research will induce them to go there if they are disinclined through lack of planktonic food or through excessive hunting. Although of interest to scientists it is of no value to the Colony or Dependencies to know where whales breed or where they go in the winter time. Another point is that South Africa, New Zealand and foreign countries would have the benefit of any possible results obtained, but it seems extremely unlikely that they would pay a penny towards this Expedition.

The absolute waste of money is glaring, and probably unparalleled in the history of any of our Colonies. The best example is that of the re-building, fitting out and expenses of all kinds to do with the R.R.S. "Discovery" which amounted to £ 207,385. It is absolutely beyond dispute that this vessel is useless for the purpose for which she is intended, and will be scrapped; - Capital Expenditure alone was £ 120,000 - and she might fetch £ 3,000 for breaking-up purposes.

The second item is the whale-working vessel "William Scoresby" - total expenditure £ 71,124, of which Capital expenditure was £ 24,403. As far as I can gather they have so far worked one whale and this money has been spent on obtaining specimens and trawling round the Falklands. The Marine Station at South Georgia I know nothing about, but it is unlikely that anything like an expenditure

No. 678 per "Laguna" - 23/8/37. 3.

of £ 20,112. can possibly be justified. Salaries and Pension Allowances (these latter already £ 1,558) make up the total of £ 216,728, which is the figure up to the end of this year.

Of course, the change was done when the Ordinance was passed, but I see no reason why this really scandalous state of things should not be shown up if the Home Government refuse to listen to representations from this end. The Government state that they are representing the matter to the Secretary of State and therefore we must wait for what he has got to say: if he does nothing, I think the Board will agree that a Memorial should be sent to him; and, if necessary, questions in the House be asked. In this matter it is probable that we should have the local Government with us. It is clearly manifest that the principle of these enormous sums of £ 216,728 passing direct under the control of scientists is wrong and has proved disastrous, especially at a time when this Colony is badly in need of development and improvement in whose direction one looks. As I have pointed out to the Government, had this Colony received this money its financial basis would be unavailable for many years to come. There has always been one argument used in favour of this Committee, namely, that all the money is derived from the Dependencies and therefore it has nothing to do with the Colony. This does not appear to me to be at all sound, as it presupposes that it is right that the Dependencies should be treated as a separate entity. Why this should apply only to the Dependencies of the Falkland Islands it is difficult to see.

I shall be glad to have the Board's view on this matter, and to learn whether they consider I am right in having brought this matter forward.

3. Unfortunately Captain Roberts was away when the "Arrow" called, and I was therefore unable to give you his estimates of what will be required to be done to the "Falkland" at her next survey. As it may affect the decision of the

No. 672, per "Laguna" - 23/8/27.

Enc.

Board I sent you particulars on the 8th July by Posto Radio, at a cost of 16/-, which is the first time that this service has been used by the Company. The particulars which I gave you, as per confirmation enclosed, are the main additions to the requirements outlined in my 6.2.22 of 3rd No order, 1922.

We have also gone into the question of the amount of paraffin used on the "Falkland" and find that during the last 9 months 64 cases have been used:-

64 cases @ 23/- = £ 34.8. - for 9 months.

We estimate that the cost of paraffin for the whole year amounts to £ 110 to £ 120, as we have still three winter months in front of us. This is for lighting purposes alone, as we do not now use it on the motor boat. It would therefore appear that the installation of accumulators would, if obtainable for £ 200, pay for themselves in two years. It would also be more cleanly and hygienic.

As regards the Survey, it may be worth consideration whether the "Falkland" should be sent home for the purpose.

4. I am glad to say that Martin W H Biggs has agreed to the settlement of his claim for compensation without appeal to the Court. The sum at which final settlement has been agreed upon is £ 547. 5. -., with an additional £ 111. 11. 5. in respect of wages from time of accident to time of being certified fit for work. This amount is within the limit laid down by the Board, but is in excess of what I had hoped or what I should imagine would have been awarded in an unbiased Court in England. In addition to the above sum, I offered as an extra inducement towards amicable settlement, an artificial arm, the cost of which, Dr Doane informs me, is comparatively small. Measurements of limb required are enclosed. Mr Crocco says that Martin Biggs is already proving himself very useful in the Store as packer, booking clerk etc.

I trust that the Admiralty will pay part of the compensation as they cannot get away from the fact that the

Enc.

No. 672 - 23/3/27, per "Laguna" - 5.

machinery on their own oil barge was insufficiently guarded on the admission of their own officers. It is absurd that we should pay in cases of this kind unless the fault is directly attributable to negligence on our part as custodians. Possibly a saving clause could be inserted in the Agreement as I have already suggested.

6. In 671/15 I asked for the Board's ruling as regards the "Falkland" delaying and returning direct to Stanley in connection with urgent medical cases. The question has arisen about a man the "Falkland" brought in from Port Howard, whose life was undoubtedly saved by our action, as on operating on him it was found that his appendix had burst. The "Falkland" instead of continuing her voyage from San Carlos to Fox Bay, Speedwell Island, North Arm, Blocker, Darwin and Fitzroy, diverted to Port Howard, called at Fox Bay, anchored at Speedwell for a night owing to bad weather and darkness, and proceeded into Stanley through the Falkland Sound and North about, as Captain Roberts had been instructed by Dr Craddock that delay was less serious than violent movement of the vessel. Cargo was thoroughly not landed or picked up at Speedwell, North Arm, Blocker or Darwin and she had to make an extra voyage to those ports for this purpose. Our actual estimated cost of extra steaming, wages, food etc., amounts to £ 42, and I shall be glad to know whether this amount should be charged up to J. L. Waldron Ltd, the employers of the patient.

I now enclose Mr G. Roberts' replies to the Admiralty's Letter of the 2nd May (C.E. in C 2054/27/31 a) as regards Pump House and Pipe Line. You will observe that he has made suggestions as to the treatment of both oil pump house and the water pump house inside and outside with a damp proofing solution. If the Admiralty agree, kindly send out what is required unless they decide to do this themselves. The pipe line does not require treatment as it was coated with bituminous solution last season.

No. 672, per "Laguna" - 23/8/27.

Enc.

No. 672, per "Laguna" - 23/8/27. The flooded guilty were

Enclosed also please find sketch of tank required for
O.C. 82, vide memo 2nd May 1927 item 3.

7. We had an enquiry in early July as to whether we could supply Dick & Bockott, Punta Arenas, with a 500 sheep in good condition in July and August. We replied in the negative.

8. I think the time has now definitely come when we should change our agents at Punta Arenas. I understand, although I have received nothing definite, that Mr E W Hobbs has abandoned the Punta Arenas business altogether, and everything is left to Mr Paton to manage. I hardly think that he will be able to look after our interests as well as Mr Hobbs has done, and know nothing of his financial backing. The choice of a new agency seems to be between Mr Dick and Braun & Blanchards, probably Mr ^{Markham} Dean will advise the Board as to which he considers preferable.

Enc.

9. I now enclose documents in connection with the Prentice of the Estate Ben Amin Browning, dead, and will be glad if you will forward these to Gilbert Poolo Esq., South Petherton, Somerset.

Enc.

10. Some weeks ago I expressed doubt as to whether we should be able to get the "Kolp" up on the slipway owing to her draft and low gradient of the ways. We just managed to do so, however, and should have no difficulty in future. Photographs are enclosed. The hull of the craft has been thoroughly cleaned, scraped and painted. Two plates in the bilges on the starboard side show signs of pitting, but this can now be kept in check by periodical attention which has been impossible in the past. Mr Nicoll assures me that should a new plate be required at any time, he will have no difficulty in putting it on.

11. I find that I did not report a small robbery which occurred at Pitroy early in May. During Mr Langdon's absence four youths broke into the Store building and took away some liquor and tobacco. I got the Chief Constable to go out there,

No. 672, por "Luguna" - 23/3/27.

and bring them in under arrest. They pleaded guilty, were convicted and sentenced to 3 months imprisonment each.

Mo.

12. Enclosed please find Conveyance Form for L. A. Sedgwick in respect of a half-acre plot of land which has been sold to him. His house is now completed and the land paid for.

13. On the last voyage of the "Falkland" Captain Roberts sounded the approach to Lively Island and took the vessel in. He reports that he has marked the channel with four temporary buoys, and that there is plenty of water to enter in the marked channel at any high water.

14. We nearly had another shipping casualty here recently. The Shaw Savill steamer "Mamari", when about 150 miles Northwest of the Islands reported that she had hit an iceberg, that her forepeak was full of water and that she was proceeding to Stanley. Later on she decided to go to Bahia Blanca, where she arrived safely, though very badly damaged. On hearing of the disaster I informed Lloyds and the Shaw Savill Company in London.

15. I assume you will be making the same arrangements with clients for produce carrying contracts for "Falkland", and will send me out forms for signature of those owners who have not signed at home.

16. I am glad to be able to report that progress has already been made in the initial work in connection with the "Egria" and shed. Many tons of suitable rock are now in the Naval shed and about 60/70 tons of graded crushed stone produced. Upon learning that the Admiralty agreed to the use of the sheds the stone crusher and appliances were installed there and are now driven by the Gardner Engine which used to be in the old Darwin motor-boat which was scrapped some years ago.

17. I very much regret to report that Dr Moir has decided to terminate his service with the Company at the end of the season 1929. This will mean an extension of his existing Agreement for about one year, which I assume the Board are agreeable to. I have discussed the matter with Dr Moir and

No. 673, per "Ingram" - 23/8/27. 8.

he has explained to me that he is entirely satisfied with his treatment, but that if he remains in the Colony there is little future for him here, and that he will get out of touch with modern improvements in medicine and surgery. His work here is of course of a very high order and it is extremely doubtful whether we shall ever get such a good man for the post again.

18. I have had a good deal of anxiety regarding the "Pennia" as cases of this kind are entirely new to all of us. As regards my offer to buy the stores and provisions (which I have now done for £700 - the Storekeeper considers we should obtain a good profit at this figure -) I was unaware that I should be compelled to those. Immediately on receiving your cables of July 3rd & 26th I cancelled the arrangement and did this, and was glad later to receive your messages to say that you had purchased ship and cargo. All instruments and anything which is not an actual fixture has been brought ashore and a watchman placed on board temporarily until draft, and this will be done as soon as pos-

19. On the 22nd July I cabled you stating that Mr Peters would be sending details of the warehouse foundation pile work and received your reply. He was not sure that he had given you sufficient information as regards the lengths of the piles in his previous plans.

20. The "Ingram" will not be leaving until probably the end of the present week by which time I hope to have answered your despatch by her.

I am, Sir,

Your obedient servant,

"Mangor."

No. 673, per "Laguna" 27th August, 1927. U. S.

go ahead at the Naval sheds, as you will observe from Mr Potoro's report herewith.

As regards the "Mortier" shed you will observe that some alteration is necessary as there is a considerable difference between the height of the road and the deck of the jetty.
"LAGUNA".

It is absolutely essential that sheds be built only at the head end of the shed and Mr Potoro has therfore prepared the

~~Expt.~~ ~~Diagram~~ plan showing how the difficulty can be overcome.

The "Laguna" arrived on the 21st instant, bringing your Nos 1279 and 1280 dated 14th and 19th July respectively. These are now acknowledged, and replied to as fully as time permits.

2. 1279 - 2. The figures which you give in connection with the possible replacement of the "Falkland" are most instructive and interesting and it is quite clear that we shall have to reply on keeping her in an efficient state of repair.

Mr Potoro says that there will be no difficulty in drawing the tail shaft, and this will be done as soon as possible, which will now be when he returns from Hill Cove wool shed erection.

We will also go into the question of Special Survey No. 2. on the lines indicated by Mr Kennaugh, and I will write on this matter when it has been thoroughly gone into later in the year. The work will certainly have to wait until after next year's wool collection, as you suggest.

3. 1279 - 3. Quantities of wool brought in by the "Gontee" from Pebble Island will be watched, and the "Falkland" will not be made a convenience of, in accordance with your instructions.

4. 1279 - 4. Photographs of the "Kelp" on slipway were enclosed in my last Despatch.

5. 1279 - 6. The stone crushing operations continue to the satisfaction of the Managing Director, our failed. I remind them from time to time, and

LONDON.

No. 678, per "Laguna" 27th August, 1927. 2.

Enc. go ahead at the Naval Sheds, as you will observe from Mr Peters's report herewith.

As regards the "Egria" shed you will observe that some alteration is necessary as there is a considerable difference between the height of the road and the dock of the port. It is absolutely essential that goods be handled easily at the road end of the shed and Mr Peters has therefore prepared the enclosed plan showing how the difficulty can be overcome.

Moore Bain's plan can be easily modified, I should imagine. Please note that the length of the piles is shown also and the reinforcement materials can be ordered from the particulars given.

Mr Peters also suggests that the strengthening of the dock of the "Egria" itself be left until the new shed is completed as we shall then have more space to work in and will be able to take everything out of the hulk. He would like all necessary materials for shed foundations sent out as soon as possible and the structural portion could be sent by the following mail.

6. 1279 - 7. I note that the "Woodville" case is being dealt with. It will be most interesting to see what award we obtain, and the basis and reasons for same, as the case was not at all a straightforward one.

7. 1279 - 8. Our Indent for spare propeller for the Stanley Motor-boat was sent off hastily to catch the mail - before who was actually tried at towago. I am glad that Moore Pollock and Son will take it back; it will be shipped home as instructed, after we have tried the new one which they are sending out.

8. 1279 - 10. I learn privately that the Colonial Secretary's Office staff have spent considerable time in searching the archives to ascertain the true history of Suburban Plot 4, but have so far failed. I remind them from time to time, and hope to get some definite reply to my letter for next mail.

No. 673, por "Laguna" 27/8/27. 3.

9. 1279 - 13. The expenditure on the Government Experimental Farm will probably come up for discussion when the Members of Council now in England return to the Colony. I will advise what takes place.

10. 1279 - 16. The alteration in the size of chain for the "Ilion" was caused by our decision to ship a heavier anchor on this craft.

11. 1279 - 17. I cabled you on the 23rd instant that Mr Potoro would like the shed foundations to arrive about December and the structural part by the following opportunity (vide also para 5.).

12. 1279 - 20. The 145 tons steam coal required was shipped to Goose Green as house coal - it is quite suitable for this purpose and is being sold in Stanley, in small quantities, for houses. It is the remainder of the coal we purchased in Punta Arenas and naturally not being as good as the Welsh it had to be set apart.

13. 1279 - 21. Mr Slaughter informs me that though William Craig's foot was injured whilst coopering at Goose Green, he did not make this his pretext for leaving. He certainly said nothing to me about the matter when he was in Stanley before his departure, and did not tell Mr Slaughter that he was going home for treatment.

14. 1279 - 22. There is no diver in Stanley who is experienced in undertaking under-water slip work. G. L. Challen was the man employed on the "Woodville" and has only been partially trained by Mr G. Roberts, and can only really be looked upon as an amateur. He certainly managed to disentangle a wire hawser from the propeller of that vessel, but he has no trained experience of under-water constructional work.

15. 1279 - 23. Care will be taken in future to see that important matters are referred to in the Dispatch and not in Remarks on Accounts.

16. 1279 - 24. Our having to send cables for ordinary supplies of stores has already been brought to the Chief Storerooper's notice for years.

NP. 673, por "Laguna" 27/8/27. 4.

notice. This matter is engaging my attention, as is also the fact that after getting my Storo Dobtors down to a reasonable basis I am faced again with a heavy increase. We cannot keep Storo Books in the Office and the Storokooper, now that he has a new clerk will have to show improvement in two respects - namely, keeping credit down to a minimum, and ordering proper supplies of essential commodities.

17. 1279 - 25. Mr Slaughter is writing about the non-erection of Findlay Crook Bridge by this mail. The erection of Hill Covo shed and Egoria work will prevent Crawford from doing this job for some time to come, and there is no one else.

I have not had a mason-bricklayer in Stanloy for several years now, as Crawford has been in the Camp all the time. I consider that we have work for two men for three years in Stanloy alone, quite apart from Crawford working in the Camp when the Egoria work is finished. It is essential that we should have two men if obtainable, as Stanloy property is being sadly neglected in this respect.

18. 1279 - 26. It is not possible to send a Survey Report on the "Falkland" by this mail as she is practically full of cargo. Captain Roberto and Mr Potoro will prepare this for transmission by next mail. There will be practically nothing more to report than that contained in my Postal Radio of the 8th July and the last Survey Report.

19. 1279 - 27 and Letter 14th July, 1927. The second-hand 4-ton Electric Welding plant is certainly too cumbersome for our use. After consultation with Mr Potoro and taking into consideration what use we could put a welder to in connection with the "Falkland" Survey, I do not think we are justified in asking you for the plant at fairly high expense. This, like the ^(driving) gear, might pay for itself with one job, but at the moment heavy expense is certainly not justified as we have no definite work to use it on. It might come in for an accident, but on the other hand you might supply us with a new machine which would be idle for years.

No. 673, por "Laguna" 27/8/27.

No. 673, por "Laguna" 27/8/27. 5.

There is also a possibility that the Government may install electric light from the Wiroloos Station, in which case we should only need come wire, the incantat and electrodd holdors.

19. 1279 - 28. It is noted that the Board are sending out Mr J. Mitchell, wool claddor, by the "Orta" - his agroomont is to hand.

20. 1279 - 30. It is very unsatisfactory to know that a successful deal has been done as regards the "Foaia" as this has been a great anxiety to us here as regards the legal position.

The view which Captain Roberts and I took when he was brought in was that nobody knows how long the "Great Britain" will last, and the Board had an opportunity of acquiring a splendid bulk which will last for a great number of years, so easily worked, and can be kept in condition without very great expense. The "Britain" is now getting so old that extensive caulking of decks in the near future would be inevitable, and we should be faced with very great expense once she really begins to deteriorate either above or below water. I quite see the Board's position as regards paying £ 2,500 for bulk alone, but when I sent my cable I was almost certain that she was a constructive total loss and therefore you would not have to pay anything like this unless there was competition from Punta Arenas.

Will the Whalers take the Patent Fuel off our hands, and can we use it in the "Falkland" without foreod drought? There seems to be some doubt about this latter, and we are going to try.

Captain Christensen had already received offers to purchase his provisions and stores, and my offer of £ 700, which the Storakooper told me would result in a good profit, was made to cut out L. Williams Estate and other purchasers in Stanley. A whole lot of the provisions will be most suitable for the "Falkland".

21. 1280 - 1. I am very glad that you managed to obtain other books you might supply us with a few more which we shall be pleased.

No. 673, por "Laguna" 27/8/87.

the Admiralty diving gear - we might not require it for some time, but it is the kind of thing that pays for itself in a few minutes when really needed.

22. 1280 - 3. The ventilators at the Goose Green shed are undoubtedly not as suitable as they might be, owing to their permitting a large ingress of snow. Kindly send out the necessary bolts from Bain & Co. for boarding up the incidos.

23. After consultation with Mr Slaughter and Mr Langdon it was decided to cable you the word "YOPOT" meaning that we required the improved type of ventilator for the Fitzroy shed.

23. 1280 - 4. You, we intend to run the light tramway right through the shed from the pottery. It will be remembered that the present tramway goes right across the road to the East Store and it is this which makes it necessary to follow closely Mr Peters's plan, as we must have as gentle a gradient as possible on the road end of the shed.

24. We now expect that the M/V "Laguna" will leave on the 29th instant, and we have been informed by the Captain that he will be able to take all our wool and skins (779 bales in all), thus clearing Stanley of this class of produce and leaving only an assortment of tallow and hides.

25. I am, Sir,

Your Obedient servant,
John Langdon,
Chief Engineer in the Falkland Islands and
Responsible for the management of the Harbour, and
going the very best "Laguna" on offer. Namgor.

26. Good Captain Charles Stephenson and his crew
are about to leave for Port Stanley, and we hope to see them
when the steamer will be available in a week or ten days.
27. Your order to the Harbour Master, Light House and other persons in
Stanley, Captain Hobson's report on the pre-fabricated Harbour.

28. Mr Peart's report on "Exeter" shed. 26th August 1887.

29. Engineers' Report on the new shed to be built.

30. Correspondence and documents re arrest of bandit "Tennant".

31. Copy of account with London Salvage Association.

the guidance of the Capt. to add her to him in the same
ENCLOSURES PER M.V. "LAGUNA" 21/8/27.

DUPLICATES (Originals per "Arana" 8/7/27.)

- 1. Despatch No. 671, Statement on Accounts, N.A., H.G.C., D.M.
Statement on Accounts
- 2. Remarks on Accounts, so as they might be, owing to their
Store Indent No. 647
- 3. Remarks on Stores, singly and for the
Coasting Insurances - Juno.
- 4. Record of Services - H.Broad for settling up the invoices.

ORIGINALS.

1. Despatch Nos. 672 & 673, having date as
Cash Book - Juno & July, and later for the fit crew also.
2. Journal - May & Juno, intend to run the right treasury right.
3. Statement on Accounts, will be sent out about
4. Remarks on Accounts, right across the road to the last stores
5. Store Indent No. 648, it necessary to follow closely up.
6. Remarks on Stores, by airgram to get them on board.
7. Stanloy Ledger Balances at 30th June 1927.
8. Store & Butchery Debts with remarks at 30th June 1927.
9. Capt. Mangor's Report - 18th & 24th August.
10. Horse and Cattle Returns and Loss Accounts - Farm.
11. Return of Establishment & Wagons - Capt. & Islands.
12. " " " " " - Stanloy.
13. Agreement with Martin W.H. Biggs.
14. Dimensions of arm - do,
15. Want Store Cash Vouchers - Juno & July.
16. Store Freight.
17. "Falkland" Manifests. Vols. 0. 13, 14 & 15.
18. Photo of s.t. "Kolp" on clip.
19. Coasting Insurances - Juno.
20. Coal Account. August 17th 1927.
21. Shipping Report.
22. Conveyance - L.A. Sedgwick.
23. Captain Roberts' report on s.t. "Kolp" August 20th 1927.
24. Mr Peters' report on "Egria" mod. 26th August 1927.
25. Farm Store Indents.
26. Correspondence and documents re arrest of barque "Fonnia".
27. Copy of Account with London Salvage Association.

- 8 -

29. Sketch and measurements of tank for Admiralty Depot.
30. Produce Returns - S.I., L, T.R., A.P.C., J.H. Beaver,
S. B., B.S., Z, H&B, D&S, N.A., H.G.C., D.H.
W.C., & S.
31. Six copies of July F.I. Magazine.
32. Falkland Is. Magazine - July & August.
33. F.I. Gazettes. July 1st, 15th, August 1st, & 15th.

CORRESPONDENCE

With Dr J. J. Moir re Agreement.

S P E C I F I C A T I O N S

<u>Mark.</u>	<u>Wool.</u>	<u>Skins.</u>	<u>Tallow.</u>	<u>Hides.</u>
12.				
S.I.				
P.I.C.C.	119	8	he has paid up every article	
J.B.B.	3	the property of the place goes on his		
D.D.H.	41	Tools must be paid for. He will not go in 99.		
A.H.D.	41	He has paid up.		
17.	4	He has paid up.		
H.G.O.	89	able to give the full names of Captain		
W.O.	1	He has paid up.		
		1 mark to be paid in Shanty		
		for the vessel.		
		Mr. Remond, as the vessel		
		is heavier than usual.		
		He will be forwarded on account		
		of the weather.		

W. W. Winkler, Director, California.

28. Copy of letter to Mr. G. W. C. Hulbert, April 20th, 1871.
29. At C. W. D. about the last of March, 1871, copy of T. P.
30. Two letters, Indian.
31. One fragment and fragments of another, Indian, from
32. Copy of a letter with 1000 and 1000 signatures.

No. 674 per "Fleurus" via Montevideo - 24/9/27.

Mr Kennaugh seems to have plundered fully as regards sending out Lignum Vitae for the storm bush, as this is not used on the "Falkland", and as far as we are aware, never has

"Fleurus" via Montevideo.

24th September, 1927.

674. Information being used. What shall we do with it, as it is of no use to us here or

Enc.

Sir,

I beg to confirm my No. 673, which was mailed by the "Laguna" on the 29th August, since when nothing has been received to acknowledge.

2. This mail goes under a new arrangement which has been inaugurated by the Governor. He considers that we must have a far more regular mail service than in the past, and therefore when there is a likelihood of their being any long interval the "Fleurus" will be paid to go to Montevideo with the mail and bring down the accumulations that are being sent there every week from London. The Government say that this arrangement has been well advertised by the G.P.O. in London.

3. I was very sorry to have to cable you the resignation of Mr Parker, Chief Engineer of the "Falkland". I did my best to induce him to stay as he has given up every enticement, but he says the monotony of the place gets on his nerves and he feels that he must go. He will not go before his successor arrives.

4. I am still unable to give the full ideas of Captain Roberto and Mr Peters as regards work to be done in Stanley on the "Falkland" as suggested by Mr Kennaugh, as the vessel is having to make a still further trip than the one she is now engaged on. These full Reports will be forwarded as soon as possible.

The Managing Director,

LONDON.

Mr Peters and Crawford were out on the "Falkland" to Hill Cove on the 7th September, taking with them the shod and necessary machinery. I am arranging for the "Centaur" to call at Hill Cove on her way in to Stanley to bring back

No. 674 per "Fleurus" via Montevideo - 24/9/27.

Mr Kennugh seems to have blundered badly as regards sending out Lignum Vitae for the stern bush as this is not used on the "Falkland", and as far as we are aware never has been; it certainly has not since she has been out here, oil lubrication being used. What shall we do with it, as it is of no use to us whatever?

Enc.

5. I now enclose letter received from the Government re Lot 4 in the Western Suburbs, from which you will see that further search in their records has failed to elucidate the matter. They now put the onus on the Company to prove their right to it. It certainly would appear that no Crown Grant was ever actually issued.

6. We have recently had the "Ilen" in Stanley for over-haul, and it is as well that we did, as on heaving her down we discovered several pieces of bad work. In the first instance it was agreed that the false keel should be coppered and we found this had not been done at all. Secondly, some seams had been puttied only and not caulked, and, thirdly, the copper sheathing on the hull is far too thin and brittle. A sheet of this latter, a fair specimen, and not a specially selected bad piece, is being sent for your inspection.

The question of coppering the false keel presents difficulty as she will not go on our Stanley slip, and on being hoisted down for this purpose she opened up, had to be pumped out and let up again. The opened seam has been caulked and she is now at Darwin on her way back to the Sound. Of course, without the copper the false keel should last for years as long as she does not ground, as I do not think the Torpedo worm affects floating craft very much which are in constant employment.

7. Mr Peters and Crawford went out on the "Falkland" to Hill Cove on the 7th September, taking with them the shed and necessary machinery. I am arranging for the "Gentoo" to call at Hill Cove on her way in to Stanley to bring back

No. 674 per "Fleurus" 24/9/27.

No. 674, per "Fleurus" 24/9/27.

the machinery as it will be wanted here as soon as possible.

Mr Slaughter will arrange for the "Ilen" to bring back Peters and Crawford as soon as they have finished the main constructional work as it is not necessary for them to remain to put the final touches to the building.

8. Preparation of pilo material for the "Egria" work continues to go on well at the Chubor shed. Photographs are enclosed showing the plant at work.

9. I regret to report that Mr Paton (Mr Hobbs' Manager in Punta Arenas) has let us down seriously as regards non-insurance of goods sent from Punta Arenas. His failure to insure "without implicit instructions" is inexplicable when we have many cases in which he has incurred timber. The claim amounts to £ 340. 14. 7. (due to the "Rosa Baker" opening up unexpectedly) which involves a very serious loss to the Store.

I hope some arrangement has been made with Mr Dick to take over the Agency as I can place no reliance upon the present arrangement at all, and cannot find out the position over there. I am already ordering wood, timber, etc. through other people - through Hamilton and Saunders - as they send us far better material.

Kindly advise us what line we are to take as regards the claim. Correspondence and cables exchanged between us are enclosed.

10. Before Colonel Beattie left the Colony I was in hopes that the Government would see the folly of the Experimental Farm, and soon after the arrival of Mr Hodson it was evident that he was in favour of closing down, and he referred the whole thing to the Secretary of State. I now learn that it is proposed to carry on with the experiments and the Anson Farm and that Mr Folton and Mr Bonner agree. What can one do with people like this, who can be so easily talked over by

Enc.

Fwd.

Enc.

No. 674 por "Fleurus" - 24/9/27.

4.

Colonial office officials. Both, before they left, quite agreed that the whole affair was a waste of money. I shall put on record in Council that I am against further expenditure and hope to have some support members of the Government with me.

11. I have written the foregoing from Darwin where I am staying until the "Falkland" calls for me at the end of the month. Mr Vincent will make any additions and will sign the Despatch.

Enc. 12. 1279 - 21. In continuation of paragraph 13 in Mr Graham's Despatch No. 673 I now enclose Dr Moir's Report on Craig's case for your information. The man raised no question when leaving that he was going home on account of his injury and you will see from the Report that he returned to work against the Doctor's orders. The Certificates mentioned were given him in order that he might claim against his Benefit Society at home.

13. I enclose a letter from Doctor Moir submitting an application for an increase of salary.

As you are aware the Doctor is most energetic and covers a very large area, always without guides, and his statement that Dr Herklots received £400 per annum at the end of his agreement without having to attend Fitzroy is correct.

I am, Sir,

Your obedient servant,

for Manx.

P.S. 14. In reply to your cable of 13th instant we cables you to the effect that when purchasing the "Fernia's" stores and provisions we make no arrangement whatever to waive our claim for salvage. You will recollect that we suggested in our cable of 23rd May that you should waive the claim if you purchased the vessel.

No. 674, per "Fleurus" via Montevideo - 24th September, 1921.

E N C L O S U R E S.

DUPPLICATES (Originals per "Laguna" 27/8/27).

- Despatches No. 672 and 673.
- Journals, May & June.
- Statement on Accounts.
- Remarks on Accounts.
- Store Indent No 648.
- Remarks on Stores.
- Stanley Lodger Balances, 30th June.
- Stores & Butchery Debtors with Remarks 30/6/27.
- Camp Manager's Reports, 18th & 24th August.
- Coasting Insurances, July.
- Coal Account - 17th August.
- Capt Roberts's Report on "Kolp" 20/8/27.
- Mr Potors's Report on "Egeria" ched - 26/8/27.
- Farm Store Indents.
- Correspondence re arrest of "Fonnia".
- Duplicate of shipment per "Laguna".

ORIGINALS.

1. Despatch No. 674.
2. Cash Book - August.
3. Journals July & Aggust.
4. Statement on Accounts.
5. Remarks on Accounts.
6. Store Indent 649.
7. Remarks on Stores.
8. West Store Cash Voucher - August.
9. Coasting Insurances - August.
10. Camp Manager's Report - 19th September.
11. Camp Manager's General Report 30th May.
12. D.H., N.A., & W.C. Camp Reports.
13. Agreement - Martin G. Crocco. (Copy).
14. 1st Annual Report - R.R.S. "Discovery".
15. Photos - "Egeria" work.
16. Letter from Dr Moir re Salary.
17. Dr Moir's Report on William Craig.
18. "Falkland" manifest 0.17.
19. P.D.S.N.C Account 6th September, 1921. (Original)
20. Extract from "Sea Brevoirs" re "Fonnia".
21. F.I. Magazine. - September.
22. F.I. Gazotto - September 1st & 15th.
23. Produce Returns - AP, HP, S & S, R.B.C, F,

24. F.I. Shipping Report.

Correspondence:-

Colonial Secretary to Plot 4 - Western Suburbs.

" " to "Lautaro" space.

Registrar to Estate O.G.A. Anson.

E.W. Hobbs to loss of cargo in lighters.

J.W. Parker - copy of letter of resignation.

S p o c i f i c a t i o n s

Mark. Wool. Skins. My wool which was sold by the

HP. 141 5.00. I have since received your No. 141

 54. skins also arrived by the "Southern Cross".

The wool - The question of the opening up of the "Southern Cross" is mainly the unfortunate, but not old Smith, who
should have regularly, and all kinds to this. There
was no reason to think that she would naturally open up. The
Captain had developed a good bow being "stranded",
and "over-mast" and therefore it could appear that no
dangerous situation. Captain Parker has been instructed that
the wool will probably be delivered a bank are to be used
and the wool will be paid for.

The skins which were sold to me for Puerto Montt
will be paid for immediately. The Board's views are made
known in separate telegram. It will be understood that
any application of this money must come us fully and expense -
The Board will however assist to pay back in the following man-
ner. The skins will be paid for a fair sum during the year.
The skins which I sold will be paid for at 10/- each
Kg. This quantity will be as indicated at my time, as the
skins are not usually to my credit. At 10/- per
Kg. we will be able to have the skins in question
to call for the skins for this reason.

632 "Vixen"

13th October, 1927.

672.

Sir,

I beg to confirm my No. 634 which was mailed by the "Fleurer" to Motte Idee. I have since received your No. 1281 dated 21st August which arrived by the "Southern Queen".

2. 1281 - 3. The question of the opening up of the "Rose Baker" is certainly very unfortunate, but our old craft, which are all pumped periodically, are all liable to this. There was no reason to think that she would actually open up. The facts are that a leak do sloped without her being "stranded, sunk or in collision" and therefore it would appear that we have no redress. Captain Roberts has been instructed that no craft which are likely to do slope a leak are to be used under any conditions.

The "Rose Baker" will be used for Egeria Jetty construction and maintained until the Board's views are made known as regards the slipway. It will be understood that the retention of old leaky craft comes on foot and expense - it could be a serious matter if they sank in the fairway and the constant pumping amounts to a fair sum during the year.

The "J. P. Smith" which has been used solely for coal for many years may have to be condemned at any time, as the expense of pumping continually is not justified. If this is found necessary I should like to have the Board's permission to sell her for what she will fetch.

The Managing Director,

LONDON

No. 675 per "Orita" 19/10/27. 3.

No. 675, per "Orita" 19/10/27. 3. and has, owing to Mr Petersen's

3. 1281 - 10. The purchase of the "Fennia" and cargo is very satisfactory, and we will take steps to get rid of the cargo as soon as possible. 58 tons have been brought ashore for sale but the only consumer of any fairly large quantity is the Stanley Improvement Works who state that it gives very good results, and is more economical than coal. No applications have been made at this end from Whaling Managers. As regards the disposal of the provisions and stores I think it is quite certain that Mr Crocco, who always has his store profit in mind, will make a considerable amount for his department.

The "Fennia" has been cleaned and painted above water, and will be put in proper condition.

4. 1281 - 13. The Board's decision as regards the deviation of the "Falkland" for medical cases is noted. My reason for referring the matter was, however, that we may at any time receive a radiogram asking for the deviation whilst the vessel is away from Stanley, and in those cases we cannot obtain the written undertaking from the proprietor beforehand. We are circularising clients as regards this matter, as per copy enclosed.

5. 1281 - 14. Mr Hobbs advised us in June that the new lighter was ready for delivery and we practically gave an undertaking to fetch it in August which, owing to the "Fennia" and "Woodville" cases and the arrival of the Hill Co a ship delaying the wool collection, we have not been able to carry out. This was the reason for agreeing to the payment. I also thought of calling you as to whether we should not get it handed over to Braun & Blanchard for safe custody, but was of the opinion that the money at Punta Arenas could be handed over to Mr Dick sooner and that he would deal with the matter. I shall be seeing him when the "Orita" arrives and will go into this matter with him.

6. 1281 - 15. I now enclose Report on the condition of the "Falkland" which could not have been forwarded before owing to the vessel being half loaded. She has now returned to Stanley after making two voyages and is now empty. Captain Roberts has

No. 675 por "Orita" 15/10/27. 2.

gone very fully into this question and has, owing to Mr Petersen's absence at Hill Colc, employed the services of the Master and Chief Engineer of the "Flouron", both of whom are fully certificated men - Norwegian.

In regards the tail shaft we will ask Mr Bacolby to our advice as soon as possible after the "Falkland" returns from the Coast, but it will be understood that if any defect is found this can only be remedied in a ship repairing yard as we have no lathe which would deal with this so large a shaft.

Captain Roberts, in his Report dealing with Mr Kennaugh's suggestions, states that work can actually be done in Stanley, and it will be remembered that we did this before proceeding to Punta Arenas for the last Survey. Part of this work was already in hand when Mr Kennaugh's suggestions reached us. After a great deal of consideration we are of opinion that apart from cleaning and sealing holds, bilges, forepeak etc. there is very little that can be done here with any economy. It is mostly firework and we have not the staff to deal with it in the time at our disposal before next wool collection season.

We note from your letter to Mr Kennaugh of the 27th July that you think it might be preferable to send the vessel to Buenos Aires in order to avoid heavy extra clipping charges at Punta Arenas, but we would point out that the extra charge involved in waiting for Spring Tides in the 124 Contract amounted to £ 2. per day for each day in excess of the 20 days contract time. In addition to this allowance must be made for the vessel's own running cost during the period of delay. We await your decision as to where the vessel has to be sent for survey.

7. 1281 - 16. Mr Petersen (and Crawford) will, I hope, be returning from Hill Colc this week, very good progress having been made with the Wool shed there, and I will then hand him the literature in connection with the Quasi-re Wolding Set.

8. 1281 - 17. The spindle for the Bolinder engine pump in Enc. "O.C. 82" cannot be made locally. I enclose particulars for further assistance and information in this matter.

No. 675 per "Orita" 19/10/27. 4.

guidance of the makers on a separate sheet.

9. The "Falkland" will leave within a week for Punta Arenas, calling at a few West Falkland ports en route. She will bring back the new lighter and a cargo of wood. An opportunity will be taken to scrape and clean the boat at Dolgado or some suitable place which I must leave to the discretion of Captain Roberts.

10. I regret that Mr Wilcox, Chief Officer of the s.s. "Falkland", who has given every satisfaction, has given 6 months' notice under Clause 5 of his Agreement. He complains of the monotony of the life out here. We do not at present ask you to send out a successor, and will release him when convenient - probably about March.

11. Salvesen and Co. have written to us stating that they are considering the advisability of removing all their material from New Island, and enclose an inventory. I have cabled them telling them to send copies of the correspondence to you direct for your consideration.

12. I confirm cables which have passed between us wherein I informed you that it was unnecessary for the Chief Engineer of the "Falkland" to be in possession of a first-class Certificate, and that the man would be required here not later than the end of February.

13. We received messages on the 13th instant informing us that the "Professor Gruvel", an auxiliary whaling factory belonging to the Nor and Ormon Companies, had sunk about 600 miles South of the Falklands on the 12th, following a collision with ice. No lives, apparently, were lost. We at once informed Lloyds and the Whaling Company concerned by telegram.

14. The "Orita" arrives at daybreak tomorrow (19th) and should sail the same night. We are not shipping the few odd bales of skins etc. which still remain in Stanley by her.

I am, Sir,

Your obedient servant,

Manager.

REMARKS.

No. 675 per "Oriza" 19/10/27. " 5.

Despatch No. 674, 19th October, 1927.

P.S. 15. I regret to report that Dr Moir has broken his leg owing to his being thrown off his horse. Luckily the accident occurred quite close to his house so that assistance was immediately forthcoming.

I was at Darwin at the time and was able to make arrangements with the Government for the "Fleurus", which was passing, to take out Dr Doane to set the leg. Dr Moir was then brought to Stanley two days later by the "Falkland", is now in hospital, and will stay with me when able to be moved from there.

6. D. Murray - 19/10/27.

7. Return of established & other species. 19/10/27.

8. New record of *Leptothrix* sp. 19/10/27.

9. New Malacophyllum sp. 19/10/27.

Identifying difficulties 19/10/27.

11. Counting problems 19/10/27.

12. Stone bridge + sandstone 19/10/27.

13. Mammals seen 19/10/27.

14. Fish species reported 19/10/27.

15. Report on Grindle Dog, Holmby region 19/10/27.

16. Population figures 0.5. to 0.25.

17. Temperature and other 19/10/27.

18. Description of new species 19/10/27.

19. Difficulties 19/10/27.

20. Problems with the Fleurus 19/10/27.

21. Key to all insect groups 19/10/27.

22. Report on other things 19/10/27.

13. New record of *Leptothrix* sp. 19/10/27.

14. Descriptions of new species 19/10/27.

15. Temperature and other 19/10/27.

16. Description of new species 19/10/27.

17. New record of *Leptothrix* sp. 19/10/27.

18. Descriptions of new species 19/10/27.

19. Temperature and other 19/10/27.

ENCLOSURES.

DUPLICATES. (originals per "Fleurus" 24/9/27).

Despatch No. 674.
 Journals, July & August.
 Statement on accounts.
 Remarks on accounts.
 Stores Indent 649.
 Remarks on Stores.
 Coasting Insurances, August.
 Agreement - M.G. Oregon.
 Copy of Government letters re plot 4 Western Suburb.

ORIGINALS.

1. Despatch No. 675.
2. Cash Book, September.
3. Statement on Accounts.
4. Remarks on Accounts.
5. Stores Indent 650, No. 1888 which is now under acknowledgement.
6. Remarks on Stores.
7. Return of Establishment & Wages (Stanley) Sept. quarter.
8. * * * * * (Fitzroy) -
9. "Palkland" manifest 0.17. to be stated. I asked you for a space.
10. Camp Manager's Report 18/10/27.
11. Coasting Insurances, September.
12. Store freights, Sept. quarter.
13. West Store Cash Voucher, September.
14. F.I. Shipping Report.
15. Remarks on Spindle for Bolindor Engine.
16. "Palkland" Returns, 0.5. to 0.16.
17. F.I. Magazine, October.
18. F.I. Gazzette, October 1st.
19. Coal Account.
20. Produce Returns, T.R.C. J.R.C. R.
21. Report on general condition of "Palkland". 18/10/27.
22. Remarks on Mr Kennaugh's suggestions re "Palkland".

SPECIFICATIONS.

Skins,  Es 38. J.L.W. 9.

In the above, and consider this can only be reduced by about

£1,400. or not more than £1,500. per ton.

It is an extremely good thing that Mr Peters will be

home on leave before the work can be started, as he will have

S N C L A S S R E P O R T

No. 676 per "Fleurus" - 21/11/87.
D.P.L.C. GATE 1, 10.00 hrs 21st Nov. 1987.

Desire of Nortunsky of discussing all matters in detail with him
in personal con-

ference.

Report - 1987.

To London - 8. You will by now have received my No. 676,

Concerning discussion in connection with the "Fleurus" work. Attached

are two copies of

"Fleurus" via E/Video. The other copy was supplied by the March boat

R. 676. Will be in plenty of time. It will be understood by you

that I am fully in agreement with Mr Peters's plan that he only referred to discussions

of Sir. Ling.

21st November, 1987.

R. 676. Will be in plenty of time. It will be understood by you

that I am fully in agreement with Mr Peters's plan that he only referred to discussions

of Sir. Ling.

I beg to confirm my No. 676 which was mailed by R.M.S.

"Moritz" via Andes, on the 19th October. By that opportunity

I received your No. 1282 which is now under acknowledgment.

1. 1988 - 3. The Board will now have learned that the

R."Kelp" has been hauled up on the slipway successfully. For

some reason unknown this craft's propeller dropped off in deep

water and the spare had to be fitted. I cabled you for a spare

on the 24th October.

2. 1988 - 4. It is a great satisfaction to us to learn

that the "Fannie" particulars were clear and complete.

3. 1988 - 5. The decision of the Board as regards the

losses of the Corp employee Herbert Broad has been conveyed to

Mr. Slaughter.

4. 1988 - 6. I enclose Statement of Naval Oil issues for

the 3 months ending 30th June and the 30th September. It is

regretted that the former was not forwarded with my Report of

that date. It has been handed to Mr Peters and a full report will

be made available to you as soon as possible.

5. 1988 - 7. Mr Gordon Glover's letter, dated 7th September,

and enclosures, is to hand, and Mr Peters's comments are

enclosed.

You will observe that he does not see eye to eye

with Mr Haiste as regards reduction in cost due to alteration

in the scheme, and considers this can only be reduced by about

£ 400. or and an award to them will give a striking illustration

of the Board's decision.

It is an extremely good thing that Mr Peters will be

home on leave before the work can be started, as he will have

No. 676 per "Fleurus" - 21/11/27. 3.

an opportunity of discussing all matters in detail with him personally.

7. 1282 - 8. You will by now have received my No. 678, (para 5 & 11) in connection with the "Egeria" work. Mr Peters considers that if the structure is shipped by the March boat it will be in plenty of time. It will be understood by now from Mr Peters's plan that he only referred to dimensions of piling.

8. 1282 - 9. In reply to your enquiry as to when it was desirable to ship the new Wool-shed for Fitzroy I cabled at once, after consultation with Mr Slaughter, that it could be sent as soon as possible. There should be no difficulty in erecting this, even if Mr Peters is not personally supervising the whole work.

9. 1282 - 11. Upon the return to the Colony of Messrs Bonner and Felton the whole question of the Experimental Farm was discussed. After they had been convinced that everything was in a chaotic state (really "Gilbert and Sullivan" when everything is known) they decided to vote against its being carried on. The Colonial Office, I understand, wish the experiments continued for a year or two, but as all the money will soon be expended and we shall not vote any more it looks as if the Colony will not be saddled with Recurrent Expenditure under this Head.

10. 1282 - 12. Literature in connection with the Quasi-Arc Welding Set has been handed to Mr Peters and he will report on it at the first opportunity. Several jobs are certain to come along once he masters the apparatus.

11. 1282 - 14. I am glad to see that it will be now possible for the Solicitors to say what proportion of salvage should be awarded to crew in the "Pennia" case. As I was on board I know personally that all worked hard in shifting cargo and preparing gear and an award to them will act as a stimulus in future occasions.

12. 1282 - 15. In continuation of my 675/3 I beg to inform you that Mr G.J. Felton has offered us £ 75. for the hulk "J.P. Smith"

No. 676 per "Fleurus" - 21/11/27. 3.

grounded at Teal Inlet. Captain Roberts considers that this can be done and that the "Falkland" will be able to go alongside and take wool without the use of scows. If this is so I assume that Mr Pelton would get his rebate on freights for possessing a jetty, but he would like assurance on this point before closing the deal.

Unfortunately this craft ("J.P.Smith") broke away from moorings in a heavy southerly gale a week ago and went ashore on the North side of the Harbour; she has been secured and we hope to float her next spring tides.

13. The Barque "Pennia" possessed a Wireless set and we have under consideration installing this on the "Falkland". In any case it is quite possible that in time the Government would require us to have a set aboard as there are a great number of passengers on board on many occasions and no message could be received from the vessel were she in distress. I will communicate what is being done as soon as possible, when the experts here have been consulted - after the vessel returns from Punta Arenas.

14. With reference to complaints which I have made concerning the general conduct of Mr Rose of L.Williams Estate, I have to inform the Board that on arrival here in the "Orta" he assaulted Mr Vincent without the least provocation whilst on board the vessel. As he had also previously insulted me I had him charged at the Police Court where he was fined 40/- or 3 months weeks in default. I mention this officially as it seems the only way of dealing with a person who continues to be offensive to members of our Staff, and I shall adopt this course on every possible occasion until I get him gaoled.

15. As many questions of importance are now on the tapis and Mr G. Bonner is not able to be in Stanley when required, being situated so far away, the Government has continued my Commission as a Member of Executive Council until 31st December this year.

Mr G. J. Roberts has drawn a £15/- bill to cover the cost of P. Smith's passage to and from the Falklands.

No. 676 - per "Fleurus" - 21/11/27. 4.

16. The condition of Dr Moir's leg is serious and it is essential that he receives expert advice in England, otherwise amputation is nearly sure to be necessary. He has decided to go by the "Fleurus" to Montevideo, and terminates his Agreement. He would, of course, not be able to ride in the Camp for many months, if ever. His case is one which I am writing about under Private and Confidential heading. The Board are aware of the very energetic and valuable work Dr Moir has done for us, and his departure from the Company, and also the Colony, is a very serious loss. I cabled you fully on this date regarding the whole case and stated that we should require a young and energetic doctor as soon as possible. I also said I proposed taking over Dr Moir's instruments and books, which are in excellent condition, for the sum of £ 50. He has had special cases made for the instruments in order to obviate their being injured when carried on horse back.

17. Mr Alex Moir, Darwin Storekeeper, has not been in good health for some time - it would have been better had he remained at home when last on leave, and retired. It is not necessary for me to say much about Mr Moir's services with the Company. His service has been of long duration, he has been most loyal and painstaking and his advice has always been most beneficial to the various Camp Managers with whom he has worked. The Board has always been generous to those who have served them well - Mr Moir's case is one of the best examples.

3. My reason for asking for 1st Class passages for Mr and Mrs Moir from Montevideo is explained in my private letter referred to in the preceding paragraph.

Suitable arrangements will be made as regards the keeping of the Farm Accounts at Darwin. The loss of Mr Moir and his son Hanish, if the latter decides to go in March next, will be acutely felt.

18. In 675/9 I reported the proposed movements of the "Palkland" including voyage to the Coast, but her sailing for

The only other matter of importance was the increase of

No. 676, per "Fleurus" - 21/11/27. 5.

the latter had to be delayed owing to the interdiction of Dr Deane by the Government. He has now resigned, but the Secretary of State will not accept his resignation, and a full enquiry will have to be held here.

18. As Dr Moir was unable to move, the suspension of Dr Deane was a serious matter for the Government as they had no medical officer; they therefore called Dr Craddock in from the West Falklands, and the only method of getting him in rapidly was by the "Falkland". I therefore arranged to bring him to Stanley. The "Falkland" proceeded to Punta Arenas from here on the 1st November via West Falkland ports, and arrived there on the 7th.

19. In accordance with your cable I saw Mr Dick passing through on the "Orta" and discussed all matters with him - especially the matter of the lighter, asking him to let me know immediately the position. Upon the receipt of a cable from him stating that he did not recommend the Insurance Company the craft was insured with I cabled you asking for permission to terminate the Agency with Hobbs at once, if necessary. Your cable sanctioning this came as a relief, as really the position was becoming impossible and I should have had to go to Punta Arenas myself to see what was going on.

20. The Admiralty can be informed that we are starting with the painting of the Oil Tanks in a few days' time, and we are sure it will be done for a cost well under that sanctioned by them. The work to be done will also include wire brushing and red-leading where necessary.

21. At a recent meeting of the Legislative Council a small increase in Duty on Spirits, wines and tobacco was passed, but as Duties in the United Kingdom are still about 300% more this cannot be looked upon as a real hardship. The working man, although probably more in a position to bear a small increased taxation than the middle classes out here, has not had his beer tax increased.

The only other matter of importance was the increase of

No. 676, per "Fleurus" - 21/11/27. 6.

the salaries of Government officials.

Enc.

22. I enclose the Progress Report on "Egeria" work prepared by Mr Peters. You will see that during the absence of Mr Peters and Crawford at Hill Cove, the whole of the necessary material was crushed and screened and since then ~~the~~ quantity of piles have been cast. This work has proceeded more rapidly even than we hoped, but it must be realised that the pile-driving can only be carried on in really calm weather.

Enc.

23. I enclose photos taken by Mr Peters of the "Fannie" which has been painted down to the water line. Everything of value has been brought ashore and an auction will be held soon to dispose of anything of value, reserve prices being put on some of the items.

24. As I confirm my cables re Dr F.G.W. Deane's accounts. Upon his interdiction by the Government I informed him that I must stop credit at once unless he settled his indebtedness, and subsequently had to take the matter to Court. He placed his affairs in the hands of E.G. Rowe of L. Williams Estate, with the result that we received an insulting Answer to our Claim. In view of the generous treatment the Doctor has received from the Company in the past I have replied rather strongly, and there is no doubt that, having no real Answer to our Claim he will be ordered by the Court to pay up.

Enc.

25. Copies of his Answer to our Writ and our Reply thereto are enclosed.

26. Your cable ordering the necessary wood for the Fitzroy Woolshed from Punta Arenas arrived rather late, but at the time of writing we think we shall be able to bring what is required over at once, cutting out some orders for Stock until an opportunity by P.S.N.C. vessel occurs. In any case we will have what is required by the time of erection.

27. I received a cable from Captain Roberts at Punta Arenas saying that he could have the tail shaft of the "Falkland" drawn there for £70. This is a moderate charge and I sanctioned it being done at once. The Board will realise that having it done

No. 676 per "Pleurus" via Montevideo - 21st November, 1927.
No. 676 per "Pleurus" - 21/11/27.

No. 676 per "Pleurus" - 21/11/27. 7.
in Stanley might be disastrous, as if anything serious was found
the matter with it we should not be able to repair it, and the
vessel would have to lie idle until a new one was obtained.
Mr Kennaugh, not knowing the conditions out here, is not sound
in some of his advice on these subjects.

27. A Captain R. Christiansen will probably call on you in
the near future. He was originally employed by the Fonesberg
Whaling Company but has now got the Falkland Islands Government
and various people here interested in a hair-sealing project. At
the time of writing we know that he will be able to take 15,000
seals from the Colony proper and he hopes with the assistance
of the Colonial Government, to obtain a Licence to seal in the
various Dependencies.

I have interviewed Capt. Christiansen and informed him
that subject to your approval I am willing to do the financial
business of his Company, which will be registered locally, on
the same terms as the Whaling Companies which operate down South.

I have also written to the P.S.N.C. Liverpool, asking
them to quote a favourable freight to Capt. Christiansen on full
barrels homeward and empty barrels outward (copy enclosed). It
will be understood that if this Company decides to ship by the
P.S.N.C. instead of by Whaling Transports, we should obtain our
usual 5% Commission on a very considerable cargo. It is, of
course, rather unlikely that the P.S.N.C. will quote a favourable
rate to them or to anyone else, but you may be able to make them
see the matter in a sensible light.

28. This Despatch is being closed at this date owing to
the arrival of the "Southern King" with a mail to-morrow. A
further Despatch will follow by the same mail if possible.

I am, Sir,
Your obedient servant,
The Manager.

No. 676 per "Fleurus" via Montevideo - 31st November, 1927.

Produced Pursuant to
E N C L O S U R E S.

DUPLICATES (originals per "Orion" - 2nd October, 1927.)

Despatch No. 676.

Statement on Accounts.

Remarks on Accounts.

Store Inward No. 65.

Remarks on Stores.

Coasting Insurance - September.

Report on Supplies (as told after Captain Phipps).

Cash Account.

Report on current condition of "Wendelin".

Answers to Mr. Goddard's suggestions.

ORIGINALS

1. Despatch No. 676 (to be originally signed by Mr. Phipps)
2. Cash Book - October.
3. Journal - September.
4. Statement on Accounts.
5. Remarks on Accounts.
6. Store Inward No. 65 (N.B. Invert 65, one an indent for P/Arenas numbered by mistake).
7. Remarks on Stores.

8. Ledger Balances - both September.

9. "Wendelin" a/c - 31st October, 1927.

10. Coasting Insurance - October.

11. West Store Cash Voucher - October.

12. Return of Detailed Account - Darwin & Speedwell.

13. P.S.A.C. Account - both October.

14. Quarterly Return - Receipts & Issues of oil - 31st June & 2nd Sept.

15. "Progress Report" - "Aerolia" - Mr. V. J. Moir.

16. Mr. Peters' Report on S'ipper proposed - 26/11/27.

17. Photo of "Bennie" - taken by Mr. Peters.

18. Copy of Certificate to Dr Matr. S. D. G. will return to Darwin.

19. Correspondence etc re Dr Deneau.

20. Wool & Sheep Statistics - 1927.

21. P.I. Report - December.

22. P.I. Report - 1st Oct., 1st, 1st & 1st November.

23. Dr. J. I. Moir re S'ipper - 26/11/27.

24. Dr. J. I. Moir re S'ipper - 26/11/27.

25. Dr. J. I. Moir re S'ipper - 26/11/27.

26. Dr. J. I. Moir re S'ipper - 26/11/27.

27. Dr. J. I. Moir re S'ipper - 26/11/27.

28. Dr. J. I. Moir re S'ipper - 26/11/27.

29. Dr. J. I. Moir re S'ipper - 26/11/27.

30. Dr. J. I. Moir re S'ipper - 26/11/27.

To Mr. Goddard introducing Capt. - Christopherson.

3.

Produce Returns:- J.H.D., - H - , S D., S.B.M.

Specifications.

Wool. Skin. Collected November, 1887.

S I.	5	6
H	2	3
H D	4	

J H D I wish to acknowledge the receipt of the following per-

T R the vessel by the "Southern King" on the 2nd
Pt Louis 3 5

3 Wool packages dated 30th September, 1887.

4 Wool packages - 3rd October, 1887.

5 Wool packages 3rd October, 1887 (only one bushel-
allow).

I will be pleased to have the wool sent to you at your earliest convenience. I am sorry to say that I have no time to go to the port of Santos to collect the wool myself, but I will do my best to get it sent to you as soon as possible.

The "S. A. G." Wool Merchant of the "Farois" purchased
the wool and I understand that it is broken and requires felting over
again. I will do my best. I understand from this wool
will be required to pay a duty which will have to be paid, but
I will do my best to see that it will be paid. I will also
see that the wool is delivered to you as soon as possible.

I will be pleased to have the wool sent to you as soon as possible.
I will do my best to get it sent to you as soon as possible.

I will be pleased to have the wool sent to you as soon as possible.

I will be pleased to have the wool sent to you as soon as possible.
I will be pleased to have the wool sent to you as soon as possible.
I will be pleased to have the wool sent to you as soon as possible.
I will be pleased to have the wool sent to you as soon as possible.

The above are my best regards.

Yours very truly,

J. H. D. - S. D. - S. B. M.

No. 677, "Pleuro" - 24/11/87.

Revised/Redrafted by Supt. 1283 - 2. I hope that you are
engaged enough to you to replace Mr Parker as Engineer.

677. You will now receive Board's Note I have dictated
"Pleuro" via Motovideo. 24th November, 1987.

677.

1. 1283 - 2. It is most preferable that Mr Parker should

Sir, 1283 - 2. have received the shipment of stores.

I beg to acknowledge the receipt of the following Des-
patches, which arrived by the "Southern King" on the 22nd
instant:-

1283 pa "Abadess" dated 20th September, 1987.

1284 "Arlanza" " 6th October, 1987.

1285 "Thury" " 18th October, 1987 (Only the Dupli-
cates).

1286 "Avila" " 25th October, 1987.

I confirm my No. 676 which goes by this opportunity,
and the above are now under acknowledgment.

2. 1283 - 2. The final liquidation of the "Pennia" purchase
is noted and a complete list of stores and sundries taken over
will be forwarded by next mail. I understand from this para-
graph that salvage to crew of "Falkland" will not be paid, but
I may be wrong. I do not think we should be right in law or
in equity to the men employed if this is refused, and it will
cause considerable discontent here. They were actually
employed in a work of salvage. I await the Board's instruc-
tions on this point as enquiries are already being made as to
whether anything is settled.

3. 1284 - 1. We had been led by the Postmaster to

1285 - 3. expect that a Wireless Ocean-post message

1286 - 24. would reach you in about 19 days; to find that the one with
reference to Mr Parker, Engineer, took about 37 days to reach
you is a disappointment and I am complaining to the Postal

The Managing Director,

LONDON.

No. 677, pr "Flourus" - 24/11/27. 2.

Autoritis concerning the delay. It is noted that you are trying to get a man to replace Mr Parker in February.

4. 1286 - 3. You will now have learned that I have definitely fixed up the Punta Arenas Agency

with Mr Dick.

5. 1286 - 4. It is most regrettable that Mr Paton should

not have insured the shipment of sugar.

After all, it is only a matter of common sense and ordinary business practice, with which view Mr Dick perfectly agreed. The latter has been informed that all ordinary cargo will have to be covered by Insurance.

As regards the lighter I advised you in my 675 - 5 that it had been tendered to us as completed in June but we shall be unable actually to take delivery until about the end of this month.

6. 1286 - 5. The difficulty in obtaining a mason-bricklayer is a serious matter. I have taken on a young apprentice to Crawford and hope he will turn out all right. I also intend taking on another likely boy as apprentice in the Carpenters' shop. I have already three, in various stages of their time, and they should be useful to us later. Unless we train our own men there seems little likelihood of getting anyone of any real value.

7. 1286 - 6. We find that the Benjamin Browning documents were forwarded direct to his Solicitors - Mr Gilbert Poole of South Petherton. A copy of my letter to him is enclosed for your file.

8. 1286 - 7. One of the iron lighters has now been hauled up on the small slipway and has been thoroughly overhauled. This is a great advance.

9. 1286 - 18. The Camp Manager will be asked to see that deterioration of the Findlay Creek Bridge material is reduced to a minimum if he cannot get it erected himself in the near future.

No. 677, per "Fleurus" - 24/11/21. 3.

10. 1286 - 21. Captain Roberts, on his return from the Coast, will be instructed to give the Welsh briquette fuel, on "Fennia", a thorough trial and report thereon.

11. 1286 - 22. The "Fleurus" is subsidized by the Government out of the Colony's and Dependencies' Revenue. This vessel belongs to the Tonsberg Whaling Company and it is difficult to see how she can be run except at a loss, although the wages of crew is not a large item on Norwegian ships. She carries practically no cargo, and it certainly would not pay the "Falkland" to engage in solely Mail trips to Montevideo. It will be understood that the Tonsberg Whaling Company are agreeable to mail trips when required for practically cost price as it strengthens the position of their Whaling Licence being renewed.

12. 1286 - 23. The machinery referred to, brought back from Hill Cove, was a stone crusher and implements used in the extraction of the shed there.

13. 1286 - 23. The Board will be glad to learn that the first pile outside the "Igaria" has been successfully driven this day. Progress Reports and photos will follow by each mail.

14. 1286 - 24. I will instruct Captain Roberts to have a look at Salvesen and Company's slipway property and coal at New Island. I quite agree that it is probably of little value. It will probably be some time before the "Falkland" calls there.

Enc. 15. I enclose an Extract from a letter from the Camp Manager relative to the appointment of a Bookkeeper and Clerk at Darwin. In view of what he writes, and with which I entirely agree, I am afraid it will be necessary to send out a good man and probably a Camp Teacher later. If Hamish Moir decides not to stay, and he will be asked to give a definite reply, as soon as his father and mother have gone, I shall probably cable you on the subject.

No. 677, per "Pleasant" - 24/11/27. 4.

In continuation of Despatch No. 677, I
No. 677, per "Pleasant" - 24/11/27. 4. should consider the

16. The Whaling Transport "Thorcy" arrived here this morning with a mail and doubtless the originals of your No. 1285 which I have not acknowledged from the duplicates. Most of their clients should now have a mass of correspondence to answer by these various mails which arrive here, but I think I have dealt with all matters of importance.

Bombay I am, Sir, fully a very poor affair compared with others which we **Your obedient servant,** the Code (S) Lloyd Confidential Code and (B) Colonial Government Code - this latter in connection with Royal Mail Posts. All three are absolutely indispensable by **Telex**, unless he has the Code, and it is extremely doubtful whether they could be deciphered by experts, especially those of the Pacific Company. We hold the S. Code for ordinary messages and also one for use between their ships and at sea and the office. We have worked over the giving as composed with Stanley on many occasions and find a saving of nearly 20% (two-thirds). The P.S.C. code is worked, not on the 5-figure group system, but on the Indicator and Sub-Indicator system ("Atomic Chain" principle). It is easily worked and checked, and even Fugue Boxes, parts, vessels and stations can be used, and vice versa. Registration also takes place in half-an-hour for words like "TOK", "TOX", and "TO", "TOK", and "TOK". This Code of the P.S.C. is patterned by the Augmented Code Committee Ltd. Paddington Green, Liverpool, and I really consider that they would be appreciated by the majority of our clients for large commercial concerns such as ours. Naturally, the initial cost may be large as only about 4 copies would be required (a spare copy in London and Stanley in case of fire or destruction.)

The main reason for this idea arises from the fact that I know one of the Wireless operators has been

No. 677, per "Fleurus" - 24/11/27. 5.

17. (P.S.P.) In continuation of Despatch No. 677, I think the time has arrived when the Board should consider the advisability of having a "Private Code" for cablegrams. My reasons for asking for this are not frivolous and it is most important that the Company's business and that of their clients should not be known to outsiders. As long as the Company exists there will be need for a Code, and unless the cost of having one prepared is prohibitive, it is bound to be a great asset. Bentley's Code is really a very poor affair compared with others which we hold (1) P.S.N.C. Private Code (2) Lloyds Confidential Code and (3) Colonial Government Code - this latter in connection with Naval Fuel Depot. All three are absolutely undecipherable by the layman unless he has the Code, and it is extremely doubtful whether they could be deciphered by experts, especially that of the Pacific Company. We hold their Code for ordinary messages and also one for use between their ships ~~and~~ at sea and the Office. We have worked out the saving as compared with Bentley on many occasions and find a saving of nearly $\frac{2}{3}$ rds (two-thirds). The P.S.N.C. code is worked, not on the 5-letter group system, but on the Indicator and Sub-Indicator system ("Atomic Chain" principal); it is easily worked and checked, and even Proper Names, ports, vessels and sterling amounts etc, read with great ease. Sentences also without separate half-words for words like "and", "For", and "By, with, and from". This Code of the P.S.N.C. is prepared by the Amalgamated Code Compilers Ltd, Sardinia House, Kingsway, and I really consider that they should be approached as they probably prepare Codes for large Commercial concerns such as ours. Naturally, the initial cost may be large as only about 4 copies would be required (a spare copy in London and Stanley in case of fire or destruction.)

The main reasons for this idea are:-

- (a) That I know one of the Wireless Operators has been

No. 677, por "Fleurus" - 24/11/27. 6.

tampered with in the past, although it would be difficult to prove this, and, also, that I could if I had knowledge of Morse read nearly all signals coming through on my private Wireless set; they are so loud as to drown music. Owing to the bad condition of telephonic communication lines here one has not to go as far as that, as very often on picking up the telephone receiver one hears the Wireless station giving out signals quite plainly.

(b). E.G. Rowe has set up a listening-in set and would not keep the oath of Secrecy to which his Licencee binds him, in fact very much the opposite, and will probably use it for long wave length signals like similar persons of German origin during the War. Other sets will probably be erected in the near future.

(c). One can never be sure of even Postmasters or their subordinates in small places like this, where there is not much to talk about.

If the Board will consider the matter and the cost is not prohibitive it would be a matter of interest to us to go into the question, based on our knowledge of the P.S.N.C. and other Codes, before closing with the Amalgamated Code Compilers.

The other alternative is for you to ask the P.S.N.C. whether you may have a copy of their Code at Head Office of the Agency - they might agree to this.

My main point is that the Code would be secret and lasting, and, of course, could always be added to from time to time. I regret to say that I have no faith in any secrecy out here, especially with radio-telegraphy upon which we have now to rely. Kindly advise.

I am, Sir,

Your obedient servant,

W.N.P. Gresham
Manager.

E N C L O S U R E S .**ORIGINALS:**

1. Despatch No. 677.
2. Statement on Accounts.
3. Remarks on Accounts.
4. Store Indent No. 652.
5. Remarks on Stores.
6. Camp Manager's Report 17th November.

Correspondence:-

Mr Slaughter to Mr Gresham re Camp Bookkeeper.

To G.S Poole re Benjamin Browning documents.

Alex Moir to James Clark re personal account.

S p e c i f i c a t i o n .**Mark. Sale Wool. Skins.**

S I. 5 5

I have "Fleurus" ready and give her a quick despatch - all this without me. It strikes me as rather an extraordinary position, and I should like the views of the Board.

2. 1927 - 5. The arrangement about the Cruiser ship as damage settlement. We should have had an appalling amount of trouble and confusion without it. The charges made by the Admiralty are quite moderate.

3. 1927 - 5. Letters from the Admiralty are dated - The Statement of Oil Issues to the 20th June has been sent. By this opportunity I am sending the Report to the Plot Depots on the Oil Fuel Depot from which you will observe that the tanks have been Camouflage painted with one coat and will have a second coat shortly. I cabled the Admiralty direct about this and obtained their general assent.

4. 1927 - 5. Correspondence re 4-acre plot - Part of Plot A, The Flying Dilectionary, London, England, dated 10th November 1927.

24 Dec 1928

RECEIVED
SACRED TO THE SERVICE OF GOD AND MAN
IN GENTLEMAN'S HALL
BY THE CHIEF SECRETARY FOR DOMINION AFFAIRS
ON 24 DECEMBER 1928

H/V "BORIGA"

6th January, 1929

6783 REPLY OF TELEGRAM

4 STATE FROM NO. 1286.

Sir,

5. Regarding my telegram No. 677 of 24th November last which was mailed by the "Fleurus" via Montevideo. I have now to acknowledge your 1287 and 1288 received per "Locanda".

2. 1287 - 2. I note that Mr. G. T. Dean will not sign the "Falkland" constzwipewool contract. In this connection I would point out that it is really the inward wool freights which pay, and Captain Roberts considers there will be no profit in calling at Pebble Island with outward cargo. At the same time we are asked to have "Gentoo" cargo ready and give her a quick despatch - all this with our men. It strikes me as rather an extraordinary position, and I should like the views of the Board.

3. 1287 - 3. The arrangement about the Camber shed is indeed excellent. We should have had an appalling amount of trouble and confusion without it. The charges made by the Admiralty are quite moderate.

4. 1287 - 7. Letters from the Admiralty are noted - the Statement of Oil Issues to the 30th June has been sent. By this opportunity I am sending the Report to the 31st December on the Oil Fuel Depot from which you will observe that the tanks have been Camouflage painted with one coat and will have a second coat shortly. I cabled the Admiralty direct about this and obtained their consent.

5. 1287 - 9. Conveyance Form for $\frac{1}{4}$ -acre plot - Part of Plot S, The Managing Director, LONDON.

Section 11 has been handed to Lawrence Miller Godwick.

6. 1287 - 10. The passage awards for "Pennia" and "Woodville"

are noted and will be paid as instructed.

7. 1287 - 13. I am asked by the Roy Scott Local Association
and the Governor to convey their thanks to the Board for the
generous donation of £ 20. towards the movement. Copy of letter
Enclosed.

8. 1287 - 17. Note is taken to advise you by cable if we are
compelled to make a shipment by outside vessel.

9. 1288 - 1. Your instructions as regards charging Stores
to Darwin and North Arm and the manner in which they are to be
dealt with in the annual account are noted. We shall be in a
better position to judge how the new scheme works after the present
season.

10. 1288 - 2. Copy of Admiralty's letter re Store Duties In-
structions is to hand.

11. 1288 - 3. The reason for shipping out 145 tons of coal to
Darwin was really to ensure that they have a sufficient supply there.
In the past the cry has been that they are out of coal, with the
result that we have had to call there with 20 or 30 tons in the
hold of the steamer - all amongst the general cargo. Apart from
the deviation it is an unsatisfactory state of affairs altogether.
Mr Slaughter and I discussed this matter and we decided that it
was far better to establish a stock in the same manner as baling
hoops etc, than having the "Palkland" continually calling with
small amounts. Mr Slaughter will see that it is not drawn on
in preference to using peat.

12. An auction sale has been held of ~~surplus~~ small gear on
board the "Pennia" resulting in a sum of £ 66. 16. 2. being
received.

Enclosed Inventories of "Fittings and Utensils", "Provi-
sions" and "Deck Stores" taken over with this vessel. Anything of
use has been retained and what was of little value sold by auction.

13. It is satisfactory to be able to report that the new
arrived quickly and effectively by the electric line.

No. 672 per "Loriot" - 6/1/20. - 3.

lighter from the Coast as found to very well built - in Captain Roberts's opinion it is the best of the three. We have named her the "Brenton" after Brenton Sound at Duncan Island.

14. We were extremely lucky to have a spell of comparatively fine weather for the "Egeria" pile driving and the work has proceeded extraordinarily rapidly. All the outside piles have been driven in good alignment and now the carpenters are engaged on their part of the work.

Mr Peters reports that the piles for the new shed are now being made; it is essential that the floor should be completed before there is any likelihood of frost. I enclose his Report with photographs.

Enc.

Enc.

Enc.

15. Trouble is being experienced with the Control valve on the new Shaw Press at Darwin. I think that Mr Peters's suggestion, contained in his Report to me, viz., that we should have a spare, is a good one.

16. I enclose a photograph showing one of the iron lighters up on our small slipway. These iron lighters (two) need constant attention as the rivet heads deteriorate quickly. The blacksmith has done good work on the one depicted - the other will be heated up as soon as possible.

17. The Quasi-arc Apparatus has already been most useful, and, as I anticipated, Mr Peters seems to have mastered it completely. Many small jobs have been done in a few minutes whereas without it we should have had to wait for months for removals to arrive from England. The Air Compressor, through gross carelessness, was not emptied of water in the winter time and every part has burst by the time it arrived in Stanley where we are going to use it for the "Egeria" work. Neither Mr Blaught nor myself knew anything about this. Mr Peters has welded every broken part with the apparatus.

Needless to say, McNaull (the Blacksmith) looks upon electric welding with a suspicious eye - he evidently sees that jobs which only could be done by him are now going to be done much more quickly and effectively by the electric arc.

No. 678 per "Lorion" 6/1/15.

We may have our first big job with this machine in repairing the rudder post of the s.s. "Ullisted" now in port.

18. You enquired in 1278/5 about J.J.Wright's store business. He has apparently failed to make a success of his fruit and store business and has left the Colony. Before his departure he took over from him his stock, comprised of flour, cheese, Bananas etc, for the actual invoice was £10. 5/- and will make our usual profit on this transaction. The Government of Mr Wright so soon aware that the small import of perishable and least-portable goods etc. had no chance of success here.

19. With reference to my 677/15 I still include in my next cable the fact that Mr Hamish Neir has decided not to accept the Storekeeper's post at Darwin and will be returning to England in May. It is regretted that he has come to this decision as he could have filled the position quite well - in fact he did so when his father was away on leave.

20. The "Falkland" accounts to the end of October are present by this opportunity. In reviewing those it is necessary to take into consideration that the vessel was running the whole year, and not laid up as heretofore. The stores etc. are therefore naturally more and the increase of meat supplied is due to the fact that less-timed provisions have been consumed.

On the credit side we have Local Freight up £ 700, and passage money £ 600. In addition, any credit for salvage of "Pennia" and "Woodville" does not appear, and credit is still to be received for 8114 bales of wool, 143 casks Tallow and 245 hides, which should produce something in the vicinity of £ 3000.

21. On the 29th December we learned that the s.s. "Ullisted" was 130 miles north of the Falklands without rudder, and drifting North. The s.s. "Falkland" proceeded to her assistance but failed to find her, and proceeded on her voyage to West ports to collect wool for the "Lorion" due here on the 9th instant. As I was not sure whether any expenses incurred might be obtained found in good order.

No. 678 per "Loriga" 6/1/26.

from ship or insurance I cabled enquiring about this on the 2nd instant, and received your reply stating that we could not recover unless the "Falkland" had been specifically called. There was no specific call to us - only a general signal. As a matter of fact the "Falkland's" expenses in this connection were not heavy, as, when she could not get into touch with the "Ullatac" she immediately proceeded round West Point to collect approximately 600 boxes of produce.

The "Ullatac" was picked up by another Norwegian vessel, the "Angvild" and towed into Port William, and, later, into Stanley Harbour. The Whaling, Fisheries, "Falk" and "Cru. A" have come up from South Shetlands to get their seal from her.

As regards repairs to the rudder post, although it is a bigger job than we have ever tackled here, Mr Peters thinks we can do with it. I shall cable you to arrange a credit with the Grefsetads Rederi A/B, Arendal, Norway.

Enc.

22. Enclosed please find Naval Fuel Depot Report to the 31st December, 1927, original of which with attached document kindly forward to the Admiralty.

23. In my 676/26 I reported that the tail shaft of the "Falkland" was going to be drawn and surveyed whilst she was on the Coast. This was done by Lloyds Surveyor at Punta Delgada, and a copy of his Certificate was forwarded to Lloyds, London. This reads as follows:

"She was beached on the 12th November; propeller and shafting disconnected; screw shaft drawn and examined and found in good order.

"Stern tube; stern glands and studs; propeller nut and fittings found in good order.

"White metal stern bush. The screw shaft is working about $3/16$ " slack in the tube, and I would recommend that a new Stern Bush be fitted in 6 months' time."

The vessel was refloated on the 15th November and during the time she was on the beach the rudder pintles were examined and found in good order.

No. 678 per "Loriga" 6/1/38.

24. I have recently had an opportunity of meeting Mr Lars Andersen who was sometime Manager of Lever Brothers operations but who now manages the Ornen and Nar Whaling Companies. I sounded him about the slipway proposition here and he has made a suggestion which appears sound - namely that instead of a slipway we have a floating dock. He informs me that they already have one at South Georgia for the whalers and that there should be no trouble in obtaining one to take the "Falklands". According to Mr Andersen the one down there is built in three sections and when the bottom of the dock itself needs attention one section is hoisted up on to the other two.

It certainly appears to me that there would be a great saving of money as compared with all the gear necessary for hauling up, buildings, leasing of land etc. and not forgetting possible interference from the Government.

The dock at South Georgia was built in Sandefjord, and if you approached Soren L. Christensen of that town and asked him the name of the builder I am certain he would give you all information and also probably be able to arrange for all the materials to come by one of his Whalers. It could be shipped in sections to be riveted here.

Mr Andersen also pointed out that the whalers would look with more favour upon a floating dock than on a slipway, owing to the small gradient and the chance of a catcher's rudder hitting the ground when being launched.

25. Mr Peters took the opportunity of a quick visit to Darwin during the week to inspect Bedie Creek Bridge, and he reports that everything there is in order.

26. The foregoing had been written when we received notice of the expected arrival of the "Loriga" on the 7th (two days ahead of schedule). She actually arrived at daylight on the 7th, but as the Captain is not pressed for time he has decided to incur no overtime working and so he will not be leaving until Wednesday the 11th or Thursday the 12th instant.

No. 678 per "Lorica" - 6/1/28.

In spite of the assurance from the P.S.M.C. that they would send vessels of light draft which could load from the "Great Britain" the "Lorica" cannot enter the inner harbour at all, with the result that we have to load from lighters in Port William. This is particularly annoying at the present moment as, owing to the East Jetty (Fageria) being out of commission we have not been able to discharge sufficient lighters with cargo ex "Lorica". Mr McNeakin told us definitely that he can no difficulty in sending vessels with light draft & and this is the first example. I have given instructions that if it blows hard all lighters are immediately to be taken away from the ship's side.

27. Mr D.W.Wiley, Chief Officer of the s.s."Balkland", leaves for England by the "Lorica". In view of his good services and strictly steady behaviour whilst in our employ I have given him a very good letter of recommendation.

I am, Sir,

Your obedient servant,

Manager.

The enclosed will show in the case of a drunk or a rascal who has been unable to pay his bill, how it would pay to offer him 2/- if known and 1/- if not with the value of 1/- to be paid on the 1st of each month.

No. 100, First Flageferry - 100, Flageferry, 100,
100, Flageferry, 100, Flageferry, 100,

THE NORTH

1. अप्युपाद्य विश्वा
2. अप्युपाद्य विश्वा
3. अप्युपाद्य विश्वा
4. अप्युपाद्य विश्वा
5. अप्युपाद्य विश्वा
6. अप्युपाद्य विश्वा
7. अप्युपाद्य विश्वा
8. अप्युपाद्य विश्वा
9. अप्युपाद्य विश्वा
10. अप्युपाद्य विश्वा

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Dear Mr. Sawyer,

Table for "Ecklungs"

As the fall is in Roberts has suggested that you get in touch with the Mercantile Marine Service Agent or
over at 10th Fetter Lane or 40 Fenchurch Street E.C. in
order to re-establish touch with Mr. C. W. Kirby sometime 3rd Officer
in P.S.M.C. and offer him safe "Falkland" under Roberts. He is
married and with a family, and a very good person to settle.
Roberts knew him in the P.S.M.C. and says that he is not brill-
iant but perfectly honest sober and reliable. He is really an
English Coast trawlerman having spent his early years in south-
ham trawlers etc. A Cornishman.

We particularly wish to avoid anythin' in the way of a drunk or a Welshman - there is no immediate hurry and it would pay to offer him decent terms and let him off come out.

Yours faithfully,

12. West Coast Gold Mining Company - London.
 13. P. J. G. Gosselin, 1000 Dollars.
 14. Nine Brights, December ~~and~~ 1890.
 15. Pack of Iron Mylar as Slip.
 16. 6 copies of Programs of H. K. the Governor's Play.
 17. F. J. Sibley Report.
 18. One A. D. 1890.
 19. E. J. Macmillan - Promises.
 20. E. J. Macmillan, Set December.

No. 678, per "Lorige" - 11th January, 1924.

22. Production by ENCLOSED.

DUPLICATES

- Despatches 676 and 677.
- Journal, September.
- Statement on Accounts.
- Remarks on Accounts.
- Store Indent No. 662.
- Remarks on Stores.
- Stanley Ledger Balances (September).
- Mr Peters's Report on proposed Slipway.
- Progress Report - "Egeria" No. 1.
- Coasting Insurances, October.
- Copy of Certificate re Dr Meir.
- "Gwendolin" Account - £1/10/2/-.
- Wool & skins Statistics - 1921.

ORIGINALS

1. Despatch No. 678.
2. Cash Book, November.
3. Journal, October & November.
4. Statement on Accounts.
5. Remarks on Accounts.
6. Store Indent No. 662.
7. Remarks on Stores.
8. "Falkland e" Account - £1/10/2/-.
9. "Falkland" Manifest, P. I.
10. REPORTS:- (a) Progress "Egeria" No. 2 with photos.
 (b) Electric Welding Plant.
 (c) Goose Green Wool Press.
 (d) Naval Fuel Depot, with Return of Receipts & Issues. (for Admiralty).
11. "PENNIA".- (a) Inventory of fittings and utensils.
 (b) Provisions.
 (c) Deck Stores.
12. Coasting Insurances, November & December.
13. West Store Cash Voucher, November & December.
14. P.S.N.C. Account, 31st December.
15. Store Freights, December Quarter.
16. Photo of Iron Lighter on Slip.
17. 6 copies of Programme of H.E. the Governor's Play.
18. P.I. Shipping Report.
19. Coal Account.
20. P.I. Magazine - December.
21. P.I. Gazette, 1st December.

No. 628 post "Larissa" - 2.
22/1/38.

22. Produce Return - W.K.C.

23. Letter to Managing Director re Note for "Falkland".
Correspondence:-

With Editor F.I. Magazine re Moire.

" E.W. Hobbs re Agency & Claim.

" Boy Scouts Association re Donation.

" A.G. Barton re "Gentoo".

Extract from newspaper re Mrs Napier (7 copies).

Specifications.

Wool. Skins. Hides.

D H	418	10	
W C	245	Wool. Skins. Hides.	
N A	210	24	93
P	104	81	
S	108	8	
P	101	50	
J B	110	6	
Z		3	
J L W	69	36	
M G		25	
D S S	137	14	117 & 1 halo hair & tails.
S B	61	2	
L	86	8	29
M V	32	1	
B B		1	

No. 678 per "Loriga" - 11/1/28.

SUPPLEMENTARY ENCLOSURES. (Received after mail closed)

1. Camp Manager's Report, 6th January, 1928.
2. Camp Manager's General Report, 21/10/27.
3. Diaries, November, 1927 - D.H., W.C., S.I. (S.I. includes December).
4. Camp Reports - D.H., W.C., Fitzroy & Islands.
5. Lamb-marking Returns - D.H., N.A., W.C., Fitzroy.

Specifications.

	Wool.	Skins.	Tallow.	Rides.
S.I.	25			
H & B	124	7		
Z	102	13	1	28
C H D	50		8	

6. Wool carrying contract - Greenshields Bros.

"ORDINA"

30th January, 1928 (25)

629. Sir, — Your favor of 28th January.

Sir,

I confirm my No. 628 dated 6th January which was mailed by the "Lerig" direct. I have received nothing to acknowledge.

With further reference to the Quas-Arc apparatus, I am glad to say that Mr. Peters did a very successful job of the outer part of the a.c. "Xistad" (referred to in 628/21) with, of course, Blawatt's help as well. The repair account alone amounted to £ 300, out of which we get a very good profit. Mr. Peters is now building the hull of the Government Launch "Penguin" and there should be a substantial profit in this also. I shall not continue to report on the work done by this apparatus as it has already proved itsself of great value.

3. The other iron lighter is now on the wall sitting and is being overhauled. Owing to the accident it will not take the new lighters from the Coast - "Dawn", "Mayflower" and "Brenton", but being sheathed they can be left for some time. They are all in excellent condition.

4. We received a cable from Valparaiso, through Montevideo, as to whether we would ship wood by the "Oriental" for transhipment from Liverpool to London in order to reduce our motion direct home by "Lerig". This I refused to do, knowing what would happen. The "Oriona" could not enter the inner harbour.

The Managing Director, of course, will see the situation.

5. LONDON. — I am to be drilling holes in the side of the vessel, starting at mid-water, and continuing upwards, so as to allow water to run up the sides.

Mr. 177, the "Fernie" - 10/1/01.

We should have to take oil and not a large amount with the relative long haul. The forward cargo is a small amount and can all be discharged in a day, which makes this the Captain would not keep a large vessel (with supplies on board) waiting for wool. In my opinion it is better to pay out than sacrifice our space to Coast Trade. It will be necessary that I reported that by the last call of the "Fernie" we brought down Port William and we only saved one lighter, which had to be sent back with the greatest difficulty.

I have telegraphed in return that we must have the required space in the "Tobac" and we have today received a reply to the effect that this has been definitely reserved this being 3,000 bales as well as about 150 barrels of salter and 100 hives.

Enc.

A copy of my letter to Valparaiso on the subject is enclosed.

1. The S.S. "Palki ed" has made her first voyage with the Patent Fuel or "Fernie" and Captain Salter reports well upon it.

I think also that he should inform the "Fernie" of approximately when his next report on this fuel.

2. The question of the use of poison has been taken up by the Government and a letter addressed to each Minister of Sections asking for their views. I understand that the Dept. of Mines, prohibiting use of poison, will not be passed as sufficient reason, as to show that these birds will, as a fact.

3. A whale-catcher, the "Coral", belonging to Messrs. Lloyd & Son, capsized and sank off the South Orkneys on the 2nd instant, resulting in 18 men being drowned. Two survivors were picked up on an iceberg, and the others came ashore near Laurie Island. Lloyd and Messrs. Silvester were informed by us by cable.

4. Work on the "Tigris" has gone ahead well in the making of a large quantity of concrete piles for the shed foundation. The Hand Compressors are being used in drilling holes in the piles for the wooden structures, and a few hours, and we shall be ready to hear what success you have in this matter.

No. 679 for "Ordinary" 29/1/20.

2. Mr H.V. Cobb asked if we could supply him with concrete piles for his factory at Fox Bay, but I had to inform him that it was quite impossible this year owing to our own works. I feel sure he shall not orders for those from clients when they see how far superior they are to wooden ones.

10. We are advised that the "Orion" will be in at mid-tide tomorrow, 2nd January, and she should leave at daylight the following day.

ORIGINAL

I am, Sir,

1. Despatch No. 679.
2. Statement of Accounts.
3. Remarks on Accrueance.
4. Store Incent No. 624.
5. Remarks on Stores.
11. With further reference to Para 3 it is quite evident that we can do much more work with the Rand Compressor. Mr Peters is desirous, therefore, that Messrs Ingersolls be approached with a view to obtaining as soon as possible the necessary tool for hand-chipping and ship sculling (for "Falkland" and iron lighters) and also the necessary tool for pointing either iron lighters or buildings. There is no doubt that economy will be effected on Ingersoll Rand Air Compressor.

12. The Board will be pleased to hear that our telegraph rates to England (and Norway) have been reduced to 1/- per word with a minimum of 2 words for the former, and 1/- per word with minimum of 10 words to the latter. This reduction, we are informed, is due to our messages at present going from here to a Norwegian ship at S. Georgia, thence to Bergen, and then to England. The R.A.P. of Telegraphs hopes soon to be able to cut out the S. Georgia part and to transmit direct to Bergen. He suggests that it would be as well for you to see if you could get your messages to us through the same route, and we shall be glad to hear what success you have in this matter.

ENCLOSURES.

DUPPLICATES. (Originals per "Lerig" - 11/1/27).

Despatch No. 678

Journals, October & November.

Statement on Accounts.

Remarks on Accounts.

Store Indent No. 653

Remarks on Stores.

"Falkland" Account, 31/10/27.

Report to "Feeria" Progress No. 2.

Electric Welding Plant.

Goose Green Press.

Naval Fuel Depot.

"Pennia" - Inventory of Fittings & Stores.

Provisions.

Deck Stores.

Coasting Insurances November & December, 1927, &c. &c. in
Coal Account.

ORIGINALS.

Following items on the right are-

1. Despatch No. 679.

2. Statement on Accounts.

The increased credit for the P.S.N.C. there is no

3. Remarks on Accounts.

Increase in the value of supplies to the extent of £12,600,

and to the amount of those relating to the written off.

5. Remarks on Stores.

Council - Construction Works, Building and Material Materials

6. Camp Manager's Report - 29/1/28.

7. Diaries - D.H. & W.C. - December, 1927; N.A. Nov & Dec, 1927.

8. Return of Establishment - Stanley - December quarter, 1927.

NAVAL DEPOT - 16.

9. " " " Farm

This increase in value of supplies will affect

10. "Falkland" Manifests - P 2 & 3.

11. P.I. Magazine & Supplement - January.

12. Gazettes, Dec, 15th 1927 & January 1st, 1928.

13. Report on Ingersoll Rand Air Compressor.

14. Produce Return, J.H. Wedell - 1926.

Correspondence - With P.S.N.C., re Wedell per "Orduna" & "Labor".

* P.S.N.C. Liverpool re use of "Afterglow"

for "Orduna" tourists.

Specifications.

Wool. Skins.

D.H. 174

W.C. 128

P.B. 73 6.

T.R. 20

Pt Louis.

Mr. T. J. L. Hobson

22nd February, 1923.

£80. (ACCOUNTS, 1927).

Sir, I beg to enclose Yearly Accounts for 1927, showing a net Profit of £ 53,799. 1. 6. as compared with £ 47,930. 6. 2. in

1926 - an increase of £ 15,860. 10. 4. Comment is necessary upon the following items on the Credit side:-

FARM. £ 59,123. 1. 6. Increase of £ 13,302. 6. 2.

The increased profit is due to the fact that there is an increase in the proceeds of produce to the extent of £ 13,000, and to the fact that there is nothing to be written off to Canning. Consumption Stores, Building and Fencing materials are down about £ 2,500; there was also only a small amount of Livestock purchased this year.

NAVAL DEPOT. £ 505. 16. 8. Increase of £ 105. 1. 7.

This increase is made up of sundry small items.

STORE. £ 5303. 13. 10. Decrease of £ 717. 16. 4.

This Profit is still unsatisfactory, and we are unable to understand why.

The Chief Storekeeper has been instructed that more profit, in view of the large turnover, must be made during the coming year. The Debit side:-

The Closing stock of stores is considerably up, owing partly to a large shipment by "Locanda" at the end of the year, and to the fact that the "Pennine's" Patent Fuel is on hand. No useless stock has been taken in this year, but the

The Managing Director,

London.

No. 550, for "Labour" - dated 2nd February, 1928. ACCOUNTS.
Reduction of 10% from nearly 127 items was considered rather high,
and the percentage taken off has been reduced.

BULK STOCK WAGES have up about £ 700. This is mainly due to
our having to employ two extra packers (one of whom is M.F.H.,
who was disabled in the "O.G. 82" accident), the new Stores Clerk,
and another cutter on various occasions. Increased wages in
the Carpenters' and Blacksmiths' departments are, of course,
"recoverable" items, of £ 1000. In fact, about £ 100 odd is
due.

We suffered a loss of some £ 700, through H.W. Hobbs not
having insured the goods which were destroyed when the "Rock
Baker" sank, due to the travelling expenses, there being no
insurance.

The following are the sales and deliveries etc. for the
last five years:-

	Sales.	Deliveries.	Total.	Stock of Stores.
1923	£6624	£6563	£23187	£6022.
1924	58047	43446	98493	50004.
1925	58226	41432	97658	50586.
1926	58133	36077	94210	45538.
1927	59854	35312	95172	40343.

We are certain that the Stock of Stores should appear even
higher; next year the Stores will be closed for 3 or 4 days to
endeavour to arrive at a more accurate stocktaking figure.

INTEREST & COMMISSION. £ 754. 5. 1. Decrease £ 374. 7. 6.

Decrease is due to more clients being in credit, thus
obviating interest being charged on their accounts. - the Colonial
Items on the Debit side:-

LIGHTERAGE. Loss £ 547. - 3. Against Profit £ 356. 18. 3.

Owing to less cargo having been received than in 1926 there
is a decrease in Landing Charges of about £ 600, and the labour
expended on the upkeep of lighters and bulks shows, of course,
no return.

We have also sold about £ 200. less sand to the Government,
and the hire of our launches is considerably lower owing to the

£1,500. 22nd February, 1928. ACCOUNTS, 1927.
Government Launch "Penguin" being in commission.

BUILDINGS. £ 2860. 17. 1. - Increase £ 700, 15. 6.

Mostly accounted for by extensive repairs and additions to the East and West Stores; new Implement Sheds; and a large amount of repairs to Stanley fences.

STANLEY WAGES. £ 11048. 14. 4. against £ 10317. 8. 8.

An increase of £ 1029. 5. 8., of which £ 700 odd is to under the heading of "Stores" and has been explained above.

STANLEY OFFICE. £ 3935. 12. 3. against £ 3600. 9. 11.

Accounted for by £ 70. travelling expenses, there having been none in 1926, and a small increase in Mr Vincent's salary. Advt. Vincent, £ 300. 1. -, has been included in the above.

STANLEY BUTCHERY. This business still does well, and a decrease of £ 560. is solely due to the fact that a smaller number of sheepskins were realised than in 1926; in some years there is bound to be an "overlap" in this connection.

MILKERY STORE. Shows about the same profit as in 1926.

STANLEY BALANCE SHEET - Debits.

J.M.Billia £ 51.13. 5. Colonial Secretary; since his death, account liquidated.

F.A.Dap. Sealing Co. £ 625. 15. 5. Payments have been ordered to be made to you in London which will move than cover this sum.

T.J.Hobbs £ 226. 0. 1. Money is due from the Colonial Government to cover this.

W.H.Cameron. £ 379. 16. 4. We did not cable you when this account exceeded £ 1000, as instructed, as we assumed you would be collecting the balance at the end of June as customary.

No. 630 for "Lobos" dated February, 1928. ACCOUNTS, 1927.

DEPOSIT ACCOUNTS.

Debit items:-

D.W.Robertson. £ 80/- has been paid in since.

R.G.Cresce. £ 80. 1s. - will do what to reduce as soon
as possible.

Fotogas.

Payments have been made since to these accounts
from the proceeds of the division of profits for
1927.

D.R.Smith.

This debit is due to Station Stores having been
transferred in error to Mr. Smith's Private account,
and will be written back.

A.V.Vincent. £ 80. 1s. -

Due to debts being charged out
from Head Office after the Stanley Cash book had
been closed.

Some of the Accounts have been signed by Mr Vincent
owing to my having broken my right thumb, which makes it difficult
for me to write at present.

Your obedient servant,

H.H. Gresham

Stanley,

Stanley, 1927.

ACCOUNTS 1827 - COMPARATIVE STATEMENT.

1027

• SWEDEN

SIESEL-AKTIEN

General Charges.
Buildings.
Lighterage.
Summary Debts.

Stanley

Falkland Islands.

Sister Desember 1927

ANN. OT.

INCREASE OF POINT -

215, 373, 13. 2.

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ANNUAL ACCOUNTS - 1927. ENCLOSURES with Despatch.

- ✓ 1. Despatch No. 630, and Comparative Statement.
- ✓ 2. Balance Sheet.
- ✓ 3. Profit & Loss Account.
- ✓ 4. Journal - December, 1927.
- ✓ 5. Cash Book " "
- ✓ 6. Butchery Store Trading Account.
- ✓ 7. London Suspense A/c - outstanding items.
- ✓ 8. Interest Deposit A/c " "
- ✓ 9. Summary of Stock of Stores - Stanley.
- ✓ 10. General Summary of Stock of Stores.
- ✓ 11. List of Store Debtors.
- ✓ 12. " " Butchery Debtors.
- ✓ 13. Remarks on Store Debtors.
- ✓ 14. Stanley Office Account.
- ✓ 15. Abstract of Consulates & Agencies A/c.
- ✓ 16. Adjustment of Head Office Account.
- ✓ 17. Abstract of Pacific Agency A/c.
- ✓ 18. " " Lighterage, Bulkage A/c.
- ✓ 19. " " Naval Fuel Depot A/c.
- ✓ 20. " " General Charges A/c.
- ✓ 21. " " Farm A/c.
- ✓ 22. " " Farm Account - Auditor's COPY.
- ✓ 23. Details of Deliveries to Farm.
- ✓ 24. Inventory of Stores at Darwin Harbour.
- ✓ 25. " " " North Arm.
- ✓ 26. " " " Walker Creek.
- ✓ 27. " " " Fitzroy & Port Louis.
- ✓ 28. " " " Speedwell Island.
- ✓ 29. Farm Consumption Materials on hand.
- ✓ 30. " Building Materials on hand.
- ✓ 31. " Fencing Materials on hand.
- ✓ 32. Farm Produce unsold - estimated Value.
- ✓ 33. Balances due to and from men - Farm, Fitzroy & Speedwell I.
- ✓ 34. Farm Store Account.

2.

- ✓ 35. Material & Labour on Stanley Buildings.
- ✓ 36. " " " " " Hulks etc.
- ✓ 37. Abstract of Store Account.
- ✓ 38. Millinery Store Trading Account.
- ✓ 39. Butchery Trading Account.
- ✓ 40. Additions to Fencing.
- ✓ 41. " " Plant.
- ✓ 42. Auditors Certificate.

Page 15 at end or beginning of # 681 copied in wrong place

LONDON.

May 1922, the "Falkland Islands Dependencies Board" has been established. This Board will have power to make regulations, impose taxes, banish persons from the islands, and to do all other things necessary to carry out its functions.

V/V "LOBOS"

Enc. 681. - By your opportunity I am sending Mr. Roberts' recommendations for installing additional dry dock, which will be ready for use early October this year.

Enc. 682. - I beg to confirm my No. 689 which was mailed by R.M.S. "Orkney" on 1st February, and to acknowledge your Nos 1289, 1290 and 1291 of 1st December, 18th December and 1st January respectively which arrived by that vessel.

Enc. 683 - 5. Captain Roberts did not mean to be offensive to Mr. Penruddock, but he was surprised that his letter should recommend work to be done here which may have to be done a second time. It will remain for the Board to decide what to

Enc. 683/10. - I enclose a list of material of Messrs. Salvesen's at New Island which has been periodically inspected by Mr. Peters, together with an inventory of plant and furniture taken by Captain Roberts. These will be found self-explanatory.

Enc. 684. 1289 - 16. Mr. John Campbell Smith, Chief Engineer for the "Falkland" arrived per "Orkney" and appears to give every satisfaction. It is noted that if he continues to do so his salary may be raised to £ 25. per month.

Enc. 685. 1290 - 1. We have been in telegraphic communication with Mr. Hans Borgs of the "Hagelkorsen" Company, but we have received no final reply from him.

Enc. 686. 1290 - 2. Two copies of Ordinance No. 6 of 1922 are forwarded as requested. A copy of our accounts being paid.

Enc. 687. 1291 - 2. The Salvage Awards in connection with the "Jennings" and "Goodville" have been paid, as authorised by the Board. In order that you may effect insurance at your end, the Managing Director, will charge for the premium one-half for the LONDON office to Stanley, for casting copper.

Enc. 688. 1292. To have gone closely into the subject of

No. 1291 - 4. Re "Lobster" 4/2/20. We will advise the next number in order.

1291 - 4. As regards the Slipway preparation, nothing has been heard by us of any other firm building one in Stanley. We will keep you advised if we hear anything definite.

Inc.

1291 - 5. By this opportunity I am sending Mr Peters recommendations for installing a floating dry dock, which will no doubt be of great interest to the Board.

1291 - 6. Since last writing about the "Agosia" work the men have been still engaged in making alterations and should

1291 - 6. It is noted that we may expect the Fitzroy Shed by the "Inspector" recently now found suitable for our purposes.

1291 - 7. Captain Moore's does not consider that the boat "J.P. Smith" would be of any value at Port Louis or Fitzroy.

1291 - 8. We will approach Mr Walker about concrete pile work for his jetty, but it still remains for the Board to decide what we are to do with the "J.P. Smith" which is now on the beach on the South side of Stanley harbour. We should probably not get more than £35 or £40 for her for breaking-up purposes.

1291 - 9. The "Femina" Wireless is in process of being installed in the Falklands.

1291 - 11. It is very satisfactory for all of us out here to learn that you had such excellent arrangements for Dr Moir.

1291 - 13. Re Dr Deane; the £200 you enquire about was divided as follows:- London Suspensions A/c £2.90, and engine suitable for driving home. Store A/c 2 points out £2.45/- in the future this deficit to be met by Butchery A/c shown at £5.18/-

As regards the suit served, the matter was eventually settled out of Court, every penny of our accounts being paid.

1291 - 15. We are instructing Mr Dick to advise you when shipments of Company's property are made from Punta Arenas to Stanley, in order that you may effect Insurance at your end. Kindly inform us what charge for Insurance we are to add for goods so brought to Stanley, for costing purposes.

1291 - 16. We have gone closely into the question of but

No. 551 - "Talbot" - 4/3/23. - See
running the "Talbot" to Montevideo in the off season in order
to save fuel charges. It will be realised that we cannot
compete with the "Tresor" as she is heavily subsidized by the
Dependencies and is practically in the service of the Government
for the whole year.

17. 1291 - 24. We are forwarding tenders for "Talbot's"
Special Survey No. 2. to Punta Arenas, Montevideo and Buenos
Aires, with any work which can be done here deleted.

18. As advised by telegram Mr & Mrs Vincent and child
proceed home by this opportunity.

19. It has recently been found necessary to renew practically
all the Stanley Dairy Paddock fences, and this has been
done.

20. I have recently taken on in the Engineer's shop a
Mr A.J. Birch who arrived here as Engineer of the "Centaur". He
has served his time, but owing to unemployment he has been only
in small vessels fitted with motors, and therefore has not got
his Certificate. Now that we have so much machinery it is
essential that we have a man of this type, and another point
is that Mr Peters will be going home next year on leave. I
trust the Board will make objection to the employment of Mr
Birch. I am paying him a salary of £16 per month.

Enc.

21. I enclose two catalogues of Messrs Lister & Co. Ltd
who deal with sheep shearing machinery, both clippers and engines
suitable for driving same. Mr Peters points out that if in the
future it is decided to install machine shears at Darwin it would
be preferable to purchase another Blackstone engine rather than
one of Listers own make as we do not wish to have too many kinds
of engine in our Farm.

22. The Colonial Government have informed us that there will
be about 14 bales of wool and 2 of sheepskins to ship as produce
from the Experimental Farm at Anson, and they will be obliged if
you will accept consignment of this and market it in the same way
as is done for other clients. We do not know the Mark yet, but
the oil tanks and that the Tugy House has been painted

No. 621, per "Isaac" 4/3/23.

We have forwarded Specification forms to the Colonial Secretary's Office with instructions for filling in.

23. 1923 - S. I have now received Captain Roberts' Report on the scrapping, cleaning and painting of the "Falkland" Enc. at Punta Delgada, which is enclosed herewith. In my 678/23 I quoted the Punta Arenas Surveyor's Report on the drawing of the screw shaft.

24. It is very satisfactory to be able to report that the "Ternie's" Wireless gear fitted to the "Falkland" is a complete success and that this will be of great assistance. The first message was sent to her off Salvador Waters on the 24th February and her reply received very shortly afterwards, the Colonial Wireless Station reporting her signals as very sharp and distinct. I am sure the Board will agree that this is a great advance, not only as regards the safety of life, ship and cargo at sea, but also on our being able to communicate with Captain Roberts whatever he may be around the Coast. This will enable us to make much more efficient arrangements as regards the movements of the vessel than has been possible in the past.

25. Another serious casualty has occurred amongst the Whaling Fleet in the loss of the "Southern Queen" owned by Lever Brothers, which hit ice and sank - the crew being saved. To date the losses this season have been:-

"Professor Gruvel"	Transport.
"Southern Queen"	Factory.
"Scapa"	Catcher,

and serious damage has been sustained by one or two other catchers.

The catchers with the saved crew of the "Southern Queen" on board will be calling here en route for Montevideo and will take about 200 tons of coal. (Patent fuel & Jennia)

26. I shall be obliged if you will inform the Admiralty that the second coat of Camouflage paint has been applied to the Oil Tanks and that the Pump House has been painted inside

No. 681, per "Telegraph" 6/3/28.

S.

and out, including smoke-stack.

- ~~REPLACES (Original) 6/3/28.~~
27. The Colonial Government are very anxious to get the Rifle shooting up to a proper state of efficiency in the Colony and great interest is being shown by Volunteers and private individuals. His Excellency is presenting a Cup to the ~~original~~ Rifle Association and several farmers are being asked to present
1. Two small prizes varying from £ 5. to £ 3.
 2. Statement - It occurs to me that the Board might like to present
 3. Some small prize of about this value to be shot for, especially
 4. Since as many of our men are Volunteers or members of the Rifle
 5. Rifles Association.
 6. Carpenters' Report on timber - I am, Sir,
 7. West Store Cash Book - Your obedient servant,
 8. "Falkland" manifesto - Feb. 2. 1928.
 9. Falkland Islands Cleaning Report *Nellie R. Goodman* (1)
 10. Return of Establishment & Payroll. February 2nd 1928.
Manager.
 11. Bills - Murray, Mr. & Mrs. J. Murray 1928.
 12. "Falkland" - Report on Cleaning by Posts Telegraph.
 13. "Falkland" - Copy of Circular letter re Special Survey No. 1.
 14. Two copies of Circular No. 6. 1st 1928.
 15. Mr Peters' recommendation re Cleaning Deck.
 16. Progress Report Material Deck - Murray.
 17. Mr Peters' estimate cost of concrete piles.
 18. Inventory of West Store Stores at the Islands.
 19. " " Materials
 20. P.S.M.C. account 20th Feb. 1928.
 21. P.I. Magazine - February 1928.
 22. P.I. Gazette, January 15th 1928.
 23. Catalogue - Lister - mechanical cleaning.
 24. Correspondence with Carnatic India for assistance to Mr. Murray - Colonial Secretary re P.I. Building Material - a circular from R.C.P. Evans re timber and horses.

No. 680 rec'd by "Tobac". March 7th 1928.

Mark.

ENCLOSURES.

Tallow.

Waxes.

DUPLICATES (Originals per "Orduna" 1/2/28).

Despatch No. 679.

Remarks on Accounts.

Statement on Accounts.

Remarks on Stores.

Store Indent No. 654.

Mr Peters' Report on Ingersol Rand Air Compressor.
Specifications.

ORIGINALS.

1. Despatch No. 681.

2. Statement on Accounts

3. Remarks on Accounts

4. Store Indent No. 655

5. Remarks on Stores

6. Carpenters' Report on timber ex "Orduna"

7. West Store Cash Voucher - January and February

8. "Falkland" manifests - P.4, 5, 6, 7, & 8.

Port Louis.

9. Falkland Islands Shipping Report

10. Return of Establishment & Wages. Fitzroy. December 9th. 1927.

11. Diaries - Fitzroy, Nov. & Dec. & January 1928

12. "Falkland" - Report on Cleaning at Punta Delagada.

13. "Falkland" - Copy of Circular Letter re Special Survey No. 2.

14. Two Copies of Ordinance No. 6. of 1922

15. Mr Peters' recommendations re Floating Dock.

R.D.C.

16. Progress Report "Egeria" Shed - N.W.

17. Mr Peters' estimate cost of concrete piles.

18. Inventory of Plant & furniture at New Island.

19. * * Materials " " "

20. P.S.N.C. Account: 29th Feb. 1928.

21. F.I. Magazine - February. Sunday.

22. F.I. Gazette. January 16th 1928.

23. Catalogues - Lister - mechanical shearing.

24. Correspondence with Carnegie Inst. re Assistance to Mr Lindsey.

* Colonial Secretary re F.I. Battle Memorial.

* Circular from R.C.P. Evans re timber and horses.

S P E C I F I C A T I O N S .

<u>Mark.</u>	<u>Weal.</u>	<u>Skins.</u>	<u>Tallow.</u>	<u>Hides.</u>
D H	34	10	-	-
W C	57	-	-	-
S	251	6	-	-
S I	39	-	-	-
H & B	136	11	-	-
P.I.C. CG	300	20	-	-
L	80	-	-	-
J.L.W.	238	1	-	-
E.E.M.	2	-	-	-
J.H.D.	52	-	-	-
Z	155	2	-	-
W.P.	43	7	15	6
S Club B	72	-	-	-
T.R. Port Louis.	102	-	-	-
F	154	13	-	-
A.P.	167	10	-	-
J.B.	235	4	-	-
H.G.C.	104	4	-	-
B	46	4	-	-
S a S	37	5	-	-
R.B.C.	37	2	-	32
M.V.	16	2	-	-
McG	3	5	-	-
D & S	114	-	-	-
	30	5	-	-
D H		Sundry.		
H				

No. 681 - SUPPLEMENTARY - 8th March, 1923.

Enclosures.

1. Statement on Accounts.
2. Remarks on Accounts (i.e. List No. 2, of persons realising
Lagartos. (in Loos.))
3. Store Indent No. 655 (Cont'd).

4. Pilferage Claim - "Orduna" - £ 9.6.8.
Sir,

5. Camp Manager's Report 4th March 1923.

I have to confirm my last Despatch which was mailed by

6. Camp Diaries - D.H. January.
the "Tobosa" direct. W.A. January 27th 1923. I have nothing
W.C. January.

Please for acknowledgement.

7. Lamb-Kicking & Shearing Returns.

8. On receipt of your telegram of 26th March our Foreman
Carpenter was sent out to the Asuncion Town to make an Inventory

of the buildings and furniture, and also to obtain what
inventory he could of all our supplies. In regard to all of
these and the farm implements it may safely be said that we
do not require them. The cost of taking down those buildings
will deteriorate according to probably over 50%, makes
their purchase practically futile to us. It will be realised
that before they could be erected on any suitable part of our
Camp tremendous damage would be done in pulling them down.

9. A large cost involved in haulage, freight etc., and much
delay in re-erecting. In any case, Mr Slaughter says he
does not require them.

10. All that we appear likely to require is the land,
on which the Government have put an export price at auction
on 1st June at £ 10.00/- So telegraphed you on 2nd April

The Managing Director,

LODGE.

No. 682, per "Lagarto". April, 1928.
that as far as we can gather the following people will possibly
be interested at the bidding - Mr Hamilton (of Weddell Island),
Greenshields Brothers, and Nestoros Behety, the Punta Arenas
firm; if this turns out to be correct.

7th April, 1928.

682. They will be prepared to go beyond the upset price. We
accordingly asked, in the same telegram, to what limit the
Sir, is prepared to go. The land will only carry about

1,500 I have to confirm my last Despatch which was mailed by
the "Lobos" direct on 4th March, since when I have nothing
of yours for acknowledgment.

2. On receipt of your telegram of 26th March our Foreman
Carpenter was sent out to the Anson Farm to make an inspection
of the buildings and furniture, and also to obtain what
inventory he could of all new material. As regards all of
these and the farm implements it may safely be said that we
do not require them. The cost of taking down these buildings
with deterioration amounting to probably over 40%, makes
their purchase practically futile to us. It will be realised
that before they could be erected on any suitable part of our
Camp tremendous damage would be done in pulling them down,
and a large cost involved in haulage, freight etc, and much
delay in re-erection. In any case, Mr Slaughter says he
does not require them.

All that we appear really to require is the land,
on which the Government have put an upset price at auction
on 1st June of £10,000. We telegraphed you on 2nd April

The Managing Director,
The managing director, and will not, of course, apply to Shepherds.

LONDON.

The only reason for this move that I can ascertain
is that the Governor decided to fall into line with the U.K.
and the other Colonies, and that he is a great believer in
more efficiency being obtained through working shorter hours.

As no complaint has ever reached me from any of

No. 682, per "Lagarto" - April, 1928.

April, 1928.

that as far as we can gather the following people will possibly be interested at the bidding - Mr Hamilton (of Weddell Island), Greenshields Brothers, and Menendez Bahaty, the Punta Arenas firm; if this turns out to be correct it is probable that they will be prepared to go beyond the upset price. We accordingly asked, in the same telegram, to what limit the Board is prepared to go. The land will only carry about 1,500 sheep, the settlement is a long way from the jetty, and it appears to us that there would be very little return for our money if we expended any considerable sum.

Photographs of some of the buildings, taken by our Foreman Carpenter, with short descriptions, are enclosed.

3. Much to everybody's astonishment it was suddenly sprung upon us that the Government had granted to their employees an 8-hour day (with corresponding increase in wages) similar to that obtaining in England and in other Colonies. No advice whatever was asked on this subject, nor was the question even mooted previously at any Executive Council Meeting at which either Mr Bonner or myself were present. It immediately followed that all our Stanley employees asked for similar conditions, and after considerable deliberation we decided that we had to fall into line, as it could not be expected that our men would work for 9 hours 50 minutes per day whilst the Government men were working 8 hours at an increased rate of pay.

As far as we can tell at present the question will not be raised by the navvies in the Camp, and will not, of course, apply to shepherds.

The only reason for this move that I can ascertain is that the Governor decided to fall into line with the U.K. and the other Colonies, and that he is a great believer in more efficiency being obtained through working shorter hours.

As no complaint has ever reached me from our

No. 682, per "Lagarto" - April, 1928. 5.

employees about the working hours being too long, or any demands made for an all-round increase in pay, we, and other employers in the Colony, can see no reason for such sudden action.

What ultimate effects it will have upon such things as store prices, freights, landing charges and other things which affect the business and wealth of the Colony, it is not possible to say at present.

Enc.

We enclose a comparative statement of working hours and rates of wages under the old and the new systems.

4. We are pleased to say that the Wireless apparatus installed in the "Falkland" is working satisfactorily still. The Government have fixed a small charge of 3d per word for all messages dealt with, both to and from the vessel, of which 2d goes to the Government and 1d to the ship.

Enc.

5. Mr Peters usual Progress Report on the "Egeria" work is enclosed, from which it will be seen that we have done considerable pile driving on the shed work, and also girder construction.

6. Kindly inform the Admiralty that our Foreman Carpenter reports that hardly any results so far seem to have been obtained by the application of the metallic solution which was sent out for the Pump-house.

7. Dr F.G.W. Deane, late Colonial Surgeon, has now been definitely suspended from the service of the Colony, and leaves by the "Lagarto" en route for Barbados. All debts due to the Company have been collected from him.

8. Kindly inform me, after you have had a talk with Mr Slaughter who proceeds home by the "Oriza" in May, whether in the event of Fitzroy Horth which belongs to the Robson Brothers being put into the market, the Board would wish to purchase it. This land, as will be seen from the Chart, adjoins both our Fitzroy and Port Louis Farms, and would probably be of great advantage to us.

No. 682, per "Lagarto" April, 1928. 4. *ENCLOSURES.*

9. The Board will hear from Mr Slaughter of a sheep dip which is considered far superior to anything at present imparted into the Colony. It is called "Kymac". It has been used for a season by Messrs W.K.Cameron, and a consignment was recently ordered by telegram for Mr G.J.Felton. We understand that Mr Andreasen, Cameron's Manager, obtained most excellent results from it, and it certainly is a fact that his "Loriga" wool, sold in March, averaged 2/1 $\frac{1}{2}$ - some of it realising 2/6.

Possibly you may decide to use this dip in future, and in any case it would be a good thing if we could obtain the sole Agency for it in the Colony, as we are certain that there will be a considerable demand for it.

10. After the departure of the "Lagarto" the "Falkland" will be engaged in extensive sheep shifting between our Islands and the mainland in the Falkland Sound.

11. I regret that owing to a rather extensive chemical burn to my broken hand I am still unable to write or even to sign necessary documents.

12. The M/V "Lagarto" arrived on the 6th April (Good Friday), and by working through the Easter Holidays we hope to Despatch her by tomorrow night (Sunday). Your Despatches Nos 1292, 3 and 4 arrived by her, but I regret there is no time to answer by this mail. The Whalers, however, should be up in a week or so, and it is quite possible that mails by them may get home a few days before this.

Home a few days before camp.

I am, Sir.

20. *Explanatory Models and their Impact*

Your obedient servant,

Correspondence - Letters to Col. Secretary, to Annex.

For more information about the study, please contact Dr. Michael J. Hwang at (319) 356-4530 or via email at mhwang@uiowa.edu.

For more information about the study, please contact Dr. Michael J. Hwang at (319) 356-4550 or via email at mhwang@uiowa.edu.

for Manager.

1996-1997 学年第二学期期中考试卷 八年级数学

19. *Chlorophytum comosum* (L.) Willd. (Asparagaceae) (Fig. 19)

（三）在本行的“存入”栏内，填写存入金额，即存入的人民币或外币金额。

No. 682, per "Lagarto" - 7th April, 1928. ENCLOSURES.

DUPLICATES (Originals per "Lobos" 8/3/28.)

Accounts Despatch No. 680.

Despatch No. 681.

Statement on Accounts.

Remarks on Accounts.

Stores Indent No. 655.

Remarks on ~~Stocks~~ Stores.

Cappenter's report on timber ex "Orduna".

"Falkland" report on cleaning etc at Punta Delgada.

Mr Peters's recommendations re Floating Dock.

Progress Report - "Egeria" No. 3.

Mr Peters's estimate of coat of concrete piles.

Inventory of plant & furniture & materials at New Island.

Specifications.

Shipment per "Lobos" 8th March, 1928.

ORIGINALS.

1. Despatch No. 682.
2. Cash Books January & February.
3. Journals - January & February.
4. Statement on Accounts.
5. Remarks on Accounts.
6. Store Indent No. 656
7. Remarks on Stores.
8. Camp Manager's Report 5th April, 1928. (With private letter).
9. Camp Reports and Diaries.

10. West Store Cash Voucher - March.

11. Establishment - Stanley - Jan'y, to March.

12. Store freights, March quarter.

13. "Egeria" progress Report - No. 4.

14. "Falkland" Manifests P 9 & 10.

15. Comparative Statement - Wages under new 8-hour day scheme.

16. F.I. Shipping Report.

17. Naval Depot - Receipts & Issues March quarter.

18. F.I. Gazettes - February 1st & 15th.

19. F.I. Magazine - March.

Correspondence - Letter to Col. Secretary, re Anson.

S p e c i f i c a t i o n s .

S I	66 wool
W P	1 "
D & S	2 "
T R	2 "
S & S	46 "
J B L	46 "

"ORITAN"

582.

Sir,

I beg to confirm my last despatch No. 582, which was mailed by the "Lagarto" on the 9th April, via the West Coast of South America. By the same vessel we received your Nos. 1292/1294 - on the 6th April.

2. You will be disappointed to learn that Nos. 1292 and 1293, sent on the 12th and 27th January respectively, specifically to catch the "Fleurus" at Montevideo, only arrived by the "Lagarto" on the 6th April. The "Fleurus" left Montevideo on the 13th March, by which time your two despatches must have arrived there, always assuming that they were mailed by the "Resarina" and "Marquesa" on the dates indicated. The "Lagarto" certainly brought many letters and papers of a much earlier date than those that arrived by the "Fleurus" on 13th March.

3. I have spoken to the Colonial Postmaster who regrets that he is unable to offer any explanation of the mystery, but expresses his hopes that the new service, which is still in the process of being "tightened up", will work more smoothly as time goes on.

3. 1292 - 1. We have gone into the question of coal, and are quite agreed that the first step is to get rid as soon as possible of the bulk of the "Fennia's" patent fuel. To this end we have telegraphed some of the whaling factories, quoting a price of 50/- per ton for orders under 100 tons, and 45/- per ton for orders over that amount. Only one whaler has, however, taken any fuel at that price - the "Ronald", to whom

The Managing Director,
LONDON.

No. 683, per "Orlata" - 2/5/8.

We have supplied 60 tons only.

4. 1293 - 2. You will realize that the "Maurus" is only a small ship with very limited passenger accommodation, so that it would be undesirable for women and children to travel from Montevideo in her except in cases of extreme emergency; but there is certainly no reason why we should not avail ourselves of her services for males in the circumstances you suggest, though it is not always certain that we shall get quite enough advice of her expected sailings to enable you to send people to Montevideo in time to catch her.

5. 1293 - 3. Mr and Mrs D.E.Richardson arrived by the "Lagarto" and his Agreement came to hand by the same vessel. We note your remarks with regard to remunerating Mr Richardson for any work she may perform in the store.

We were considerably surprised when we learned that he had no furniture or other housekeeping necessities with him, and certainly think that we should have had a cables advice to the effect that he was arriving like that. Everything else Mr Mair's had been sold around Darwin, and it is practically impossible to buy furniture in Stanley at a few hours notice unless somebody happens to be "selling up". The "Falkland" was waiting to run him and the New Dogtor sent immediately on arrival. However, he managed with our assistance to pick up a carpet, some linoleum, bed, and kitchen chairs in Stanley, and on arrival at Darwin Mr Slaughter very kindly came to the rescue by lending him household linen, tables, easy chairs etc, which we understand may remain with him until Mr Slaughter's return. In the meantime we will endeavour to secure, on his behalf, some of the Anson furniture, which will be sold by auction on the 1st June.

6. 1293 - 4. The work in connection with the "Ullstad" has already been reported upon, and a Draft for £470 odd sent you for collection.

No. 1294 per "Ornata" - End May, 1928.

7. 1294 - 11. I regret I am unable to discover the responsible party in connection with the Ingersoll-Rand Air Compressor. It was sent to Fitzroy last winter in case it was needed in the excavations for the new shed, and Mr Slaughter affirms it was empty when it left Darwin. It was never used at Fitzroy.

8. The water jacket of the "Fannie's" motor had a long-standing break when we acquired the vessel, and had been patched up with a wooden patch on the ship.

9. 1294 - 14. We will await your comments on Mr Peters's Report and Recommendations with regard to a Floating Dock before referring to this matter again.

10. 1294 - 17. I regret that I made a mistake in connection with the termination of the Agreements of Mr Wiley and Mr Parker. Up to the time of Wiley's departure he had been paid in full except for the "Woodville" and "Fannie" salvage awards, amounting to £ 24. 10. --, a note of which was included in our Remittance of 3rd March. His passage per "Ierigo" was charged to the "Falklands" - £ 49. Parker was paid in full to the date of his leaving (1st February) and his passage per "Orduna" - £ 74 - also charged to "Falkland".

11. 1294 - 18. We enclose Mr Peters's report upon the information required by the Chloride Electrical Storage Company in connection with the electric lighting for the "Falklands" which we trust gives the full details required. We omitted to forward this information before as we naturally thought that Mr Kennaugh would have the details, more especially as the dynamo was sent home shortly after we took over the vessel from Messrs Lowden, Connell.

12. 1294 - 20. All your remarks under this head are noted, and Mr Peters's attention has been drawn to the Instructions for storing and fixing the Robertson's Protected metal sheets. Unfortunately, we cannot find that the Erection Notes for the Nigeria Shed have been sent, and without them Mr Peters is put to considerable trouble and delay.

Enc.

Enc.

No. 523, for "Orita" - std May, 1928. 4.

12. 1294 - 12. When the "Falkland" next visits Port Stephen (which will be about the middle of this month) Mr Peters will go out in her and, in co-operation with Captain Roberts, obtain all information required for a plan and recommendations regarding extension to the jetty there.

13. 1294 - 22. Dr and Mrs R.A. Wilson arrived by the "Lagarto" and his Agreement is to hand.

14. With reference to the telegrams passed re the Experimental Farm at Anson, I had gathered previously from the Governor and Mr Ellis on separate occasions that the price which they stipulated, viz., £ 12,000, was the rock bottom price at which they would allow us to exercise our option of purchasing, and, as reported previously, we learned that various other people were in the market for the Farm.

The farm implements, house furniture, seeds, manures, etc, will be auctioned, and there may be a few items worth bidding for, but no large sum will be involved.

I shall be glad to hear from the Board what they wish done with the buildings, as any removal will probably have to be done by contract, as our own carpenters cannot be spared and, in any case, would not be willing to undertake the job.

Enc. 15. I enclose copy of letter received from the Colonial Secretary asking whether we will make any financial concession to R.L.Robson, one of our carpenters who goes home with the Falkland Islands team to shoot at Bisley. Kindly let me have the views of the Board on this matter.

16. The Whalers are now on their way up - only the "Solstreef" has still to call - but the only matter of interest is the case of the "Pythia" who had to leave the whaling grounds a fortnight before she need have done owing to having 9 or 10 cases of beri-beri on board.

17. The "Orita" expects to leave tonight, with Mr Slaughter and family on board, as well as Mr George Bonner and his family.

No. 683, per "Orita", 3rd May, 1925.

No. 683, per "Orita", 2nd May, 1925. S. S.

DUPPLICATES. I am closing this Despatch, which contains all information to date, and I regret to inform you that I have been told by the Doctor that I shall not be able to use my right hand for at least another two months. In the meantime, of course, a great deal of clerical work devolves on Mr Cremer and Mr Martin Greco. Progressive Report - "Inperial", No. 4. Comparative Statement of Wages under 8-hour day scheme. Specifications.

ORIGINALS.

I am, Sir,

1. Despatch No. 683.

Your obedient servant,

G. H. Gresham.

Manager.

P. J. L.

2. Cash Book, March.

3. Journal, March.

4. Statement on Accruals.

5. Remarks on Accounts.

6. Store Indent No. 657.

7. Remarks on Stores.

8. Stanley Ledger Balances, 31st March, 1925.

9. West Store-Cash Voucher - April.

10. Electric Lighting on "Pilkland" - Office.

11. O.P.C. Managers Report, 1st May, 1925.

12. Districts - D.N. (March), W.D. (March & April).

13. Establishment - Darwin, 31st March, 1925.

14. Establishment - Speedwell Island.

15. P.I. Committee - 1st March.

Correspondence: With C.S. Officer re Anson Park.

From Col. Secretary re Bicker Shipping team.

S p e c i f i c a t i o n .

Wood. Skin. Hides.

L.	51	2	
J. L. S.	9		
T. H. D.	7		
- X -	30		
F. B.	29		
H. M. T.	127	2	
K. F.	2	2	
A. P. C.	42	2	2
D. S.	11	2	132
V. C.	9	10	22
C. G.		6	
H. A.	540	5	
		2	
S.			

No. 683, per "Orion", 3rd May, 1928.

E N C L O S U R E S .

D U P L I C A T E S . (Originals per "Lagarto" 9th April, 1928)

Despatch No. 682.

Journals, January & February.

Statement on Accs.

Remarks on Accs.

Store Indent No. 656.

Remarks on Stores.

Camp Manager's Report, 5th April.

Progress Report - "Egeria", No. 4.

Comparative Statement of Wages under 8-hour day scheme.

Specifications.

O R I G I N A L S .

1. Despatch No. 683.

2. Cash Book, March.

3. Journal, March.

4. Statement on Accounts.

5. Remarks on Accounts.

6. Store Indent No. 657.

7. Remarks on Stores.

8. Stanley Ledger Balances, 31st March, 1928.

9. West Store Cash Voucher - April.

10. Electric Lighting on "Falkland" - C.P. Peters.

11. Camp Manager's Report, 1st May, 1928.

12. Diaries - D.H. (March), W.C. (March & April).

13. Establishment - Darwin, 31st March, 1928.

14. Establishment - Speedwell Island ****

15. F.I.Gazettes - 1st March.

Correspondence:- With C.S.Office re Anson Farm.

From Col. Secretary re Bisley Shooting team.

S p e c i f i c a t i o n s .

Wool.	Skins.	Hides.
-------	--------	--------

L.	51	2
J L W	8	3
J H D	7	
--X--	30	
F B	39	
Heart	197	9
W P	1	3
A F C	42	3
D H	11	7
W C	9	10
G G		6
N A	540	5
S	9	3
		132
		26

329

date had been taken, will now be detailed below.
In addition to the correspondence, a copy of the
"THERUS" via Montevideo, is enclosed.

24th May, 1895.

684. All expenses.

1. 1295 - 1. I beg to confirm my No. 683 which was mailed by the
"Oriza" on 3rd May. Since then I have received your No. 1295
of 16th April, per "Leguna".

2. 1295 - 2. The usual Progress Report on the "Egeria" work,
with photographs, is enclosed, from which it will be seen that
great progress has been made. We hope that in five weeks'
time the Jetty shed will be completed. The pile work outside
the "Egeria" is completed and a temporary staging erected
to enable cargo to be loaded and discharged alongside. It
will be understood that as soon as possible a jetty from the
"Egeria" wharf to the new shed will be put in hand.

3. 1295 - 3. I am perfectly in agreement that the profit
on the Store is distinctly unsatisfactory. Before your
Despatch arrived instructions had been given that in future
the services of another carrier would have to be dispensed
with. There has, however, been the point that since the
use of the "Egeria" has had to be discontinued owing to
constructional work being done there, cargo has had to be
landed at the Town or West jetties, necessitating the employ-
ment of an extra conveyance.

4. 1295 - 4. I do not consider that we require any of
Salvesen's gear at New Island at the present time.

5. 1295 - 5. Mr Mitchell's account to date of leaving,
and remarks thereon is included in Remarks on Accounts by

the Managing Director.

LONDON.

This will be followed up by a telegram to you.
Note has been taken to send you a more detailed account
in the case of our employees leaving the Colony, so that
more final settlements are not required on this and before
their departure.

8. 1295 - 9. Following the recommendations and
suggestions from Mr. W. M. Peters, Floating Dock, I
have just received your telegram mentioning my return home
and it appears to me that it will be advisable for me to
discuss this whole matter with the Board, and that in any case
Mr. Peters should be at home to consult with you, which I hope
will be as early as October next. Before any material or
appliances are purchased, I am sending you a telegram
that Mr. Peters considers he is not justified in attempting
electrical welding to a floating dock as the plant here is
not sufficient and he considers that probably four expert
welders would be required for a large job of this nature.
7. 1295 - 11. It will have been seen from our Remarks on
Accounts of 7th April that the matter of the payment of £ 20.
monthly from the Agent's Agents are in order, and with the
payment of £ 20 on 26th March now credited to us the whole
matter is now finally settled.
8. 1295 - 12. We now learn that the Anson Face produce is
to be put up for auction with the other items on 1st June.
9. 1295 - 13. Copy of letter from the Admiralty is to hand,
dated 11th April, and arrangements will be made to supply
H.M.Ships Amazon and Ambuscade with fuel as instructed.
10. 1295 - 23. With reference to the Admiralty's letter
of 13th April our mooring lighter "Appetizing" is now in
position suitable for grappling the moorings of the "O.C. 82"
on the first calm day.
11. Since writing 583 pars I do regret very much that
Mr. Peters was unable to go out to Port Stephens to see these
arrangements, as I am confident that with his information and

and the amount will be paid to him in full. We will be enabled to get the services of Mr. Darwin up to the time of his arrival.

12. Up to the time of his arrival, Mr. Darwin are giving three days' notice of his arrival in the Camp and will be responsible for all of the bookkeeping required.

13. As regards Alvaro T. - I have agreed to pay up to £ 100 for implements which were not considered by the Assistant Surveyor. This is a very small sum. I have pointed out that we wish to be frugal simply for the reason that it may be going便宜.

14. We have to inform you with regret that Mr. Alec Greensfelder died on board the "Falkland" on the 26th April and was buried next day at Valparaiso.

15. We also regret to inform you that Mr. C.O. Wessell, lessee of steamer "Talence", was found dead in the Camp near Spring Point some time in April.

16. I hope to inform you that His Excellency the Governor has again appointed me a Member of the Executive Council during the absence of Mr. George Bonner.

17. We are anxious to hear what decision the Board will come to regarding the "Falklands" Survey. Copies of tenders have, to date, been received from the following:-

1. Mr. C.A. Milner, Punta Arenas, which does not appear to be very satisfactory, as he refers to the fact that he is "not in a strong financial position".
2. Messrs. Bruun & Banchard, Punta Arenas.
3. The Montevideo Co. and Dry Dock Co. Ltd., Montevideo.
4. Messrs. Regouti & Vilmorin, Montevideo.

18. 1295 - 25. Mr Harry Lnt Matthews, Chief Officer for the s.s. "Falkland", arrived po "Laguna" on 20th May, and his agreement is to hand. Without saying anything to his detriment at present, I took the opportunity of finding out whether his statement that he was a total abstainer was correct.

No. 68. — "The Penguin", September, 1875, p. 4.

I found Mr. T. on board steamer "Takao" (arrived at a reasonable time) he had the following story of his. His abstinence from alcohol appears to have succeeded to outside influence during his journey of 8,000 miles here, which is somewhat the case with many people arriving to this Colony.

I have not at the present moment any intention of suggesting that Mr. T. will not prove an efficient officer, but simply wish to assure that his statement concerning abstinence is untrue at the moment.

On first impression he strikes me as being "totally useless to the uptake", and during the interview I had with him I am perfectly satisfied that Mr. T., Mr. G. and Captain Roberts will form the best and most efficient party to work and will report in due course. And, if necessary, take any action called for under the terms of their contract.

19. The Governor is very anxious that the local daily paper "The Penguin", which is issued by the Government, should receive all possible support, and has asked me to make its publication known to the Director at home. Various copies of some recent issues, together with copy of the new cover are sent you for perusal. Please let me know the names and addresses of any people who wish to subscribe, and will will give instructions for the forwarding by each mail. The annual subscription is 24/-; single numbers 1/- each.

Enc.

20. We enclose copy of letter received from Mr Richardson regarding furniture for his house, and before I leave I will inform him that we will assist him as regards this. This is a matter which I should like to discuss on my return as, as I have already reported, he is giving every satisfaction.

21. I have the full intention when I return to England to take up the matter of the "Discovery" Expedition expenditure. The whole matter of expense, absence of results and the behaviour

No. 1

"Viceurs" with us.

of part of the personnel is a publication made by the Colony. This is well known to us all on both sides of the frontier and we now have a unique opportunity of representing our views to the Secretary of State & condition of affairs which will be communicated absolutely and conclusively by the Governor of the Colony.

I consider, as far as persons within us, that the whole affair can only be described as a Gulliver, & Sullivan situation, "Madame" or worse.

It therefore appertains to me that the Board should make every endeavour to cause a reduction of taxes, calling waste of public money. I am of course not blind in making this Colony a fit place to live in. At the present moment there is practically no representation or advancement of any kind and, in fact, the Colony is "the reverse of the ordinary amenities of life, such as heating, water, lighting, etc. etc. Persons earning their livelihood here are therefore not deriving any benefit whatever from the amount to be derived from Norwegians and passers direct and the result is an inefficient and ignorant Committee \$,000 miles away, instead of the revenue being applied to the Colony.

It must be realised by the Board that any success in obtaining better conditions for their employees will result in much more efficient work. This, I think it will be agreed, is shown in every industry both in the U.K. and the U.S.A.

I make a very strong appeal to the Board that, upon my return to England, full representations should at once be made to the Secretary of State that the land-owners in this Colony will require an immediate investigation into the whole question of the "Discovery" Expedition, and that otherwise the Company will represent the matter by asking a question in the House, or through the medium of the Press.

Should such representation be made there is no doubt whatever that there would be a public scandal equal to that of the Zinoviaf affair and that of Mr Ramsay Macdonald's

85

22. I very much regretted having to cable you on the 2nd May, but both the Colonial Secretary considered it imperative that I should proceed home for medical treatment to my hand which has not progressed in the manner anticipated.

I trust the Board will realize it is far from my
desire to leave the Colony at present ^{the}, but I felt compelled
to act upon the medical advice in order to avoid the loss of
my hand and, possibly, my life.

25. All the foregoing had been written in anticipation
of the "Fleurie" leaving for Montevideo on the morning of Monday,
28th May, but we learn this morning (26th) that she will probably
be held back until after the departure of the "Amazon" and
"Ambuscade" - viz, until about the 7th or 8th June.

No. 654 per S.S. "FLYING" via Montevideo.

E N C L O S U R E S .

D U P L I C A T E S . (Originals per "Orion", May 3rd, 1923)

Despatch No. 653.

Journal - March.

Store Indent No. 652.

Remarks on Stores.

Stores A/c.

Remarks on accounts.

Stanley Ledger Balances S.S. March 1923.

Electric Lighting for S.S. "Falkland" - Mr. Peters' report.

Camp Manager's Report - May 1st 1923.

Specifications.

O R I G I N A L S .

1. Despatch No. 654.
2. Cash Book - April.
3. Statement on Accounts
4. Remarks on Accounts
5. Store Indent No. 653
6. Remarks on Stores
7. West. Stores Cash Voucher - May
8. "Exped." Fleet Progress Report.
9. Coal Account - June 6th 1923
10. Floating Dock - Mr. Peters' further observations
11. Coasting Insurances - April.
12. Establishment - Vittoroy. March Quarter
13. "Falkland" Manifests P. 11 & 12.
14. P.S.Y.C. Accounts S.S. May, 1923.
15. F.L. Magazines - April.
16. F.L. Gazetteer - March 15th & April 1st.

Correspondence with D. G. Richardson re furniture.

S P E C I F I C A T I O N S .

<u>Mark.</u>	<u>Pool.</u>	<u>Skins.</u>	<u>Tallow.</u>	<u>Hides.</u>
H & B	4	4		
D & S	1	15	10	
J.H.D.	57			
S	6	2		
J.H. Neddeill	60	12	11	60

<u>MARK.</u>	<u>WOOL.</u>	<u>SKINS.</u>	<u>TINCS.</u>	<u>FLINS.</u>
J.H. Beaver	26	3		
S. B.	11	3	2	
S/B	37	-	9	
R.H.C.	-	2	1	
H	42	3		
H G	42	8		
H D	3	Skins to be written. Then add the sum of 1000 to the skins in the 1st column and add the same to the skins in the 2nd column and add the 2nd column to the 1st column.		

a. L. 122 - 1. We note that 7,000 skins will be required for payment of wages and material bill,

but we estimate that probably half will be required by the skins now owing

the balance owing to us. Therefore the skins due the

work to our debt.

a. L. 122 - 2. We note that we have an ade-

quate *equivalent* accounts in record books and the

1917 and 1918 of wages and management money for

the last part of 1919 standing the middle of a

year, and in 1920 the 1919 balance carried with a

creased balance of the credits owing at the time when

paid off for that period.

Note is taken to get into the future month

the amount of the previous month's account

and the amount of the previous month's account

in English until it reaches English money

or English for the month (or other month)

The manager directed,

20000.

to break such will open that route. We will have to make that an important object of our plan but we must media be changed.

2. We now enclose a report from Mr. Polson on the "Picurua" via Montevideo. At the latter part of the letter on Capt. Stephenson will be

685. a plan you forward under separate cover. You will see that Mr. Polson makes substantial changes in the plan to蒙特維多. Please find the蒙特維多 plan.

Sir,

Since No. 684 was written, which was by the same opportunity as this, I have received your No. 1294 and arrived with H.M.S. "Cornwall" and "Ambassador" on June 6th. It is possible to estimate that it is the best part

of 1295 - 1. I note that 1,000 tons of oil fuel are required for S.M.S. "Garmill" between Port Elizabeth and Cape Town and arrangements are accordingly being made

The statement required by the Admiralty regarding stone quarrying at Navy Point will be forwarded when the work is completed.

3. 1295 - 2. I regret I have not had time to go into the "Falklands" accounts in detail but the increase for 1927 over 1926 of wages and Management charges is due to the fact that in 1927 the ship was running the whole year, while in 1926 she was idle for some months with a cracked boiler and the greater number of the crew were paid off for that period.

Note is taken to estimate, in future accounts,

4. In calculating the amount due for freights at the period of closing the "Picurua" sailing we due to the Colonial Secretary account.

4. 1295 - 3. I quote your instructions regarding in the Colonies for the outfit of the Destroyers and the service to Pebble Island.

As regards rates of freight it may be necessary

Mr. Gresham and Mr. George Hallett (the Colonial Treasurer) The Managing Director,

on behalf of the Board for Montevideo.

LONDON.

1295. See

your Assistant Manager

W. J. Gresham
Managing Director

No. 685 per "Mecrus". 8/6/28. - 2 -

644

to treat each call upon its^y merits, but we will bear in mind that an increase of between 33.1/3% and 50% should be charged.

Enc.

5. To now enclose a report from Mr Peters on the proposed extension of the Jetty at Port Stephens, while a plan goes forward under separate cover. You will see that Mr Peters advises submitting the plan to Messrs Knott & Glover for their opinion.

6. 1. We telegraphed you on the 4th instant recommending the erection of the Fitarey shed by contract, and giving Mr Peters' quotation of 2000. Both Mr Harding and Mr Langton are quite in agreement that it is the best way of ensuring a quick job, and the quotation is not considered high. Furthermore, the scheme will have the additional advantage of obviating any sort of dissatisfaction between the Camp men employed and those sent out from Stanley, over the question of wages, overtime, etc..

7. H.M.Ships "Amazon" and "Ambuscade" arrived on June 6th and sailed last night (7th). They were supplied with 668 tons of oil fuel for which the necessary Notes will be forwarded by next mail.

8. A list of furniture, farm gear and sundries purchased by the Company at the Arson Farm auction sale is enclosed, and Mr Gresham will be able to go over the list with you and give any explanations which may be necessary.

9. In continuation of 684 - 23, the delay in the "Mecrus" sailing was due to the Colonial Secretary breaking his leg. The Governor decided he should remain in the Colony for the visit of the Destroyers and the "Mecrus" now sails tomorrow morning (9th) with the Governor, Mr Gresham, and Mr Craigie Halkett (the Colonial Treasurer) on board, bound for Montevideo.

I am, Sir,
Your obedient servant,

G. H. Keane
for Manager.

No. 685 per "Mearns" via Montevideo. June 8th, 1929.

E X C L O S U R E S .

1. Despatch No. 685.
2. Statement on accounts.
3. Remarks on accounts.
4. Mr Peters' Report on Rush Stephen's Jetty extension.
5. List of Purchases at Anson Firm Auction Sale.
6. P. L. Phillips Report.

See also your "Letter" dated June 1st.

Mr. Green Graph No. 400 dated 14th June p. 1000,
Arrived by steamer at the Harbour of Montevideo.

No. 686. To the Company has been prepared one or enclosed
herewith. Please inform me that June 30th, 1926.

M.V. "Lerida". official drawing prepared by the local Government,
to be attached to the chart.

The Government informed me on May 2nd June that
Sir,

I confirm Despatches Nos. 684 and 685 which
were mailed by the a.s. "Fleurus" via Montevideo
on June 8th, since when I have nothing to add, I
acknowledge except a batch of enclosures by the Post
supplementary mail, dated June 1st, which arrived
by R.R.S. "Carnarvon" on the 24th instant.

2. I telegraphed you on the 13th instant to the effect that the 600 tons of oil fuel authorized
for issue to the R.R.S. "William Scoresby", as per
the Admiralty's letter of May 4th, 1926, had now
been fully drawn upon. Unfortunately I was unable to
give you an exact idea of the amount they would
be likely to require as the information obtainable
here regarding their future movements is somewhat
vague. I now learn from your cable of the 18th inst.
that the Admiralty have authorized a further issue
of up to 500 tons.

3. I note from your cable of the 18th inst.
that Mr Vincent is returning in the "Lagarto".
Hannaford and McNicoll assure me that so far as
they are concerned Taga Cottage will be ready in
good time; we assume the W.C. system ordered in
March (Store Indent 686) will be on board the
"Beagle". In general, I note that Mr Peters' quotation

of £750 for the erection of the Tideway Shed by
The Managing Director.

No. 686 per M.V. "Lerigan" 30/6/28. - 2 -

Enc.

4. Green Grant No. 408 dated 14th June, 1923, issued in respect of the transfer of Anson Barn to the Company has been prepared and is enclosed herewith. Please inform me whether you wish an official drawing prepared by the local Government, to be attached to the Grant.

5. The Government informed me on 22nd June that they were discontinuing the Insurance of the buildings at Anson as from 1st June. I presumed you would already have had these covered, though, as nothing had actually been written about it. I mentioned the matter in my telegram of the 21st inst.

Enc.

6. There is little to say with regard to the work on the "Fitzroy" and Jetty Shed except that it continues to progress favourably. A spell of fair weather has enabled the concreting of the floor to be completed, and from Mr Peters' Report (No. 2) enclosed herewith it will be seen that the erection of the steelwork will shortly commence.

Enc.

7. I enclose copy of letter to Lloyds, together with Lloyds Agents' Report, etc., in connection with a small fire which occurred in the wheelhouse of the R.S.S. "William Scoresby", alongside the Public Jetty on the night of June 18th. Such repairs and renewals as could be done locally have been put in hand by us and an account will be rendered to the ship in due course, for the Captain's signature. The question of claiming against their Insurance is, of course, a matter entirely for the "Discovery" Committee in London.

8. With reference to our 685/6 and telegrams which have passed, I note that Mr Peters' quotation of £750 for the erection of the Fitzroy Shed by

No. 66 for M.V. "Lariga" 30/6/28. - 3 -

Contract has been accepted. The tender covers the complete erection of the shed including foundations and installation of the press, with the exception woodwork, flooring and gratings. Mr Peters hopes to start at 'the end of August' and estimates that the job will be completed in 2½ to 3 months.

9. We call your attention to Mr Peters' Report on the working of the Oil Barge "C.G.S.", dated June 5th, which is self explanatory.

10. R.M.S. "Cornwall" arrived on 25th June and intends to sail on 1st July, having in the meantime taken about 1,300 tons of oil fuel for which the necessary notes will be enclosed next mail.

11. M.V. "Lariga" arrived on the night of June 27th and expects to sail on the 30th taking, we hope, the whole of the produce in Stanley, consisting of about 2,550 bales of wool and skins, 110 casks of tallow and 400 hides.

12. S.S. "Bogota" arrives on the morning of July 1st with 390 tons for discharge here.

I am,

Sir,

your obedient servant,

for Manager.

D.E.

A.P.

H.R.

F.J.M.

S.A.D.

EDG.

2

1

4

2

6

No. 556 per a.v. "Larion" 20/4/28.

B E G I N N I N G S .

Duplicates. (Originals per "Maurus" 9/6/28)

Despatch Nos. 654 & 655

Statement on Accounts

Remarks on Accounts

Cash A/c.

Stores Incent No. 655

Remarks on Stores

List of purchases at Anson Farm Auction.

Mr Peters' Report on Port Stephens Jetty extension

"Sparus" & Shed Progress Report No. 3.

Cooling Insurances - April 1928.

Specification - Pebble Island.

ORIGINALS. 1. Despatch No. 655

20. July, 1928.

2. Cash Book - May

R.R. General Journal - April.

Banker's Statement.

Statement on Accounts

Dear Sirs: Remarks on Accounts

5. Photo Incent No. 655一起 with the Cash Book
No. 1547 - Cooling Insurances by the Jetty Trust. As the
excessive administration of the Jetty General Fund has been due to the
properly - The Progress Report to the Board, the same
may be the Report on outstanding funds due the "Board" if
the same require the attention of the Board for a few days.

12. R.R. Receipts May 1st total about \$90 and have thus
far been sent to the "Board" - April 15th.

Our clearing up S.P.S. 84 P.Y.C. TIO X S.
about 160 bushels. I have received payment from Kaufman
Mark.

N.A. when you go to London, will take care of it today.
"Boat" when you go to London, will take care of it today.

D & S I have 3 reports and matters generally are progressing

quite smoothly.

23

J.L.Y. 1 Yours faithfully

ss & 1 bag
calls.

D.M. 30

June 21st

P.R.

53

for Manager.

T 17 2 4 43

A.P. 4 1 20

H.P. 46 4 5

F.J.H. 1 2

S & S 1 6

3rd July, 1928.

E.B.Goddard Esq.
Managing Director.
London.

Dear Sir.

I daily received your letter of 24th May and Despatch No. 1297 (25th May) per "Bogota" on the 1st instant. As the "Bogota" sails this afternoon I regret I have not time to deal properly with any matters in the Despatch or Accounts, but there may be an opportunity of writing further by the "Falkland" if she is ordered to Montevideo or Magallanes in a few days.

The "Lorigs" on the 1st took about 200 more bales than we had originally been allotted space for, and the "Bogota" is now clearing us out of the remainder of the season's produce - about 140 bales. I have not yet received advice from Valparaiso as to whether these are for transhipment there or whether the "Bogota", which goes to London, will take them all the way.

I have to report that matters generally are going quite smoothly.

Yours faithfully,

W. E. Goddard
for Manager.

~~2-5 "Talcahuano" via Montevideo.~~

July 20th, 1884.

-37-

13

8th July, 1928.

I confirm my last Despatch No. 685 which was
Belledostra Regt. "Loring" on June 30th; since then
~~Managing Director.~~

I have received your No. 1297 per a.c."Bogota"

Dear Sir,

which arrived on July 1st.

I only received your letter of 24th May and Despatch No. 1297 (25th May) per "Agosto" on the 1st instant, as the "Agosto" sailed this afternoon I regret I have not time to deal properly with the matter for the Despatch or accounts, but there may be an opportunity of getting further by the "Falkland" if she is ordered to Montevideo or Buenos Ayres in a few days.

The Lorry left the Inn took about 200 more bales than
we had originally been allotted space for, and the "Bogey" is
now clearing away the remainder of the volume's produce -
about 140 bales. The "Bogey" received advice from Colvin
as to whether there was a telegram sent there by whether the
"Bogey" would go on Friday, with "Bogey" replying unfortunately,
we have to say, that "Bogey" will not go on Friday - we are going
quite so. Subsequent rains have made the work of cutting

white snow subsequent rains have made the work of cutting

impossible. It is once faithfully, nothing can be
done to this time until the end of the winter.

done in this line since the last time I saw you, and all of the other goods

Richardson's furniture and all of the contents except the machinery and timber in the house

under lock and key, and one of Mr Langdon's men

visiting the place periodically and seeing that the machinery is kept covered and greased.

Managing Director, West Stanley via British Radio 3

LONDON.

No. 687 per "Falkland" via Montevideo. - 2 -

3. 1297 - 3. The matter of the 8-hour day and its likely effect upon labour conditions will also, no doubt, be gone into with Mr Graham. We have already put up our Landing Charges to 12/6d per ton from 10/- (or 3½d per foot as against the old rate of 3d).

4. 1297 - 11. The samples of oil required by the Admiralty are now ready and are being shipped by the "Falkland" via Montevideo.

5. 1297 - 12. With regard to the paint sprayer though Mr Petara does not anticipate any difficulty with it, he is anxious to know if there is any special way of cleaning the apparatus after painting. No literature was sent with it, and it is quite possible that there are particular instructions to be adhered to with regard to cleaning.

6. As reported in my letter of the 3rd July per "Bogota", that vessel cleared Stanley of all remaining produce; only some 30 bales of wool at George Island, some camp wool and tallow at Darwin remain uncollected in the whole Islands.

7. With reference to our 679/12, and your 1295/3, the Board will no doubt be very interested to hear that the Telegraph Department have not succeeded in establishing direct communication with Bergen, and our messages go to London at the rate of 1/- per word, as from July 3rd. As regards the possibility of your being able to send at cheaper rates, I have had another talk with the Superintendent and he suggests that instead of taking up the matter with the Postal Telegraph authorities you might try the experiment of handing in a message directed to "Fleetwing, Port Stanley via Bergen Radio L.G.N." If this appeals to you, I should be glad if you would

No. 687 per "Falkland" via Montevideo.

- 3 -

send me quite an unimportant code message, commencing with the last cypher in the supplement "ZYXSO" which I will take to mean "this is an experimental message sent via Bergen Radio B.G.N.". If it comes safely to hand I would reply with the text ZYXWI meaning "your message via Bergen Radio received safely".

8. A further $\frac{1}{4}$ -acre plot of land South of Fitaroy Road has been sold to Thomas Mills, the Company's gardener and Office caretaker. The plot is the one to the Westward of, and adjoining, that sold to W.K.Sedgwick as reported in our 671/9. The purchase price of £75 is credited to Head Office account in June.

9. We have been asked by Alexander McKenzie, shepherd at Camilla Creek, if we can help him in obtaining Probate of the Will of his brother Donald (for some years one of our employees) who died in Glasgow on April 28th, 1928, leaving no Estate in the Falkland Islands, but some investments and monies at home. Alexander McKenzie is the sole Executor and the principal beneficiary. I enclose Power of Attorney in your favour, together with all the documents and information at my disposal, and trust you will be able to see the matter through. I have told Mr Richardson to point out to him that as a fairly large sum is involved we may have to charge him a fee according to the amount of work and trouble to which the Company may be put.

10. I have had a visit recently from Mr Mitchell Steel, one of the promoters of a new whaling Company which it is proposed to form in the Colony. From the advertisement enclosed, you will see that the scheme is an ambitious one, calling for a capital

Enc.

No. 587 par "Falkland" via Montevideo.

- 4 -

of £400,000 in 400,000 shares of £1 each.

I am told that the project has received the warm support of the Governor who is prepared to grant the new company licences to operate around the Falklands, in the South Shetlands, South Orkneys, South Sandwich Group, Graham's Land and the Weddell Sea, his one stipulation being that, with a view of giving the Falkland Islanders an opportunity of having a large participation in such success as the Company may expect, £100,000 of the capital required must be subscribed in the Colony. "In the Colony" includes persons in England who have business interests in the Falkland Islands.

The position is now is that Steel has succeeded in getting applications up to a total of some £10,000 to £15,000 in the Islands, and he would like to know whether our Company, its Directors individually or any of the farm Owners resident in England are interested in the scheme and wish to take any of the 50/60,000 shares remaining out of the Colony's allotment.

I am afraid it would take a lot of time and space to endeavour to put forward the full details of the scheme, but you may have already obtained some information from Mr Bonner, who I understand is very interested, and no doubt Messrs Salvesen would be able to give you any information you require. You will see from the advertisement already referred to that they (Salvesens) are putting up three quarters of the capital and are prepared to run the business side of it at home though there is little doubt that a fair amount of business would be put into our hands in the same way as that of the South Shetland fleets.

Briefly, the scheme provides for two or more

No. 687 per "Falkland" via Montevideo.

No. 687 per "Falkland" via Montevideo.

- 5 -

floating factories of about 10,000 or 12,000 tons each and a corresponding number of catchers. Probably not more than one factory could be ready to operate in the coming Spring.

Enc.

At Steel's request, I am enclosing two publications dealing with the whaling companies now operating, which give some useful and interesting statistics.

Even though our Company may not be interested, the promoters would be greatly obliged if we could assist the project by bringing it to the notice of Falkland Island farmers at home.

11. Mr A.C. Birch, who has been employed as an assistant engineer (Despatch No. 681 - 20.) is leaving the Colony by the "Falkland". Mr Peters does not think the position filled at the moment, as, if it is decided later that we want another man, Mr Peters will have the opportunity of personally selecting one whom he goes home.

12. An interesting situation has arisen over the question of unoccupied buildings at the Naval Fuel Depot. The Colonial Government have put before me what they describe as a case of extreme urgency arising out of the shortage of houses in Stanley. There is a family consisting of a man named Poole and his wife, and the former, a partial cripple and also T.B., is more or less bedridden. They have for some months been living in a lean-to of a small house in the town, but the Colonial Surgeon has advised their removal and their being placed in some degree of isolation.

The Government are unable to find any sort of accommodation in Stanley and have picked upon a small 4-roomed bungalow over at the Naval Depot as a suitable

No. 687 per "Falkland" via Montevideo.

- 1 -

place for the couple to live in pending the erection of more houses in the town. The bungalow is situated on the rail track leading from the Quay to the Naval Wireless Station and is about 100 yards below the Caretaker's house. It has been occupied some years back by Stacey himself and by sundry single men on Admiralty work.

The Acting Governor asked me if I had any objections, and, of course, I had, but it was soon made evident that the Government did not anticipate the least difficulty in obtaining the Admiralty's sanction, and that what objections I might raise would be over-ridden on the broad ground that, as the property is Imperial Government property, the Colonial Government could safely go ahead with the scheme and rely upon getting the Admiralty's sanction afterwards.

It may be that the Government's letter to the Admiralty will put the matter in such a light that they will agree at once, but it certainly seems a most unusual situation. The Acting Governor promises that it will not create a precedent, but I cannot ~~imagine~~ see how it can help doing so, and unless we receive very definite instructions from the Admiralty as to what line to adopt if a similar case occurs in the future, I am afraid we shall be having a succession of indigent families wanting to be housed at the Naval Depot under the protection of the Colonial Government.

Copies of correspondence are enclosed.

Enc.

13. "Egyria" Shed and Jetty Progress Report No. 7 is enclosed herewith, together with photographs and sketch of bollards and cleats which will be required for mooring purposes when the wharf is completed.

Enc.

No. 687 per "Falkland" via Montevideo. 20/7/28.

- 7 -

(sixty-five) In addition to the work mentioned in Mr Peters's Report, the carpenters have made a start at the work of re-decking the "Shand" and "Egria" from the end of the new gangway to the farther side of the "Egria".

14. Two Reports, dated 7th and 20th July respectively, are enclosed, dealing with the Bolinder Engine of the Oil Barge O.C. 92. The first reports a difficulty in starting the engine whilst fuelling H.M.S."Cornwall", and the latter deals with the work of dismantling and overhauling the engine recently.

From the latter you will observe that some of the spares have been used, and these should be replaced in order to keep the stock of spare parts intact. We shall be obliged if you will submit these Reports to the Admiralty in the usual way.

15. After a certain amount of delay, owing to various circumstances, the inspection of the moorings of the Admiralty Oil Barge O.C. 92, is now definitely under way. We hope it will be found possible to complete the task before the "Falkland" sails, so that a Report can be sent by this opportunity, but it is a long job and dependent to a large extent upon weather conditions.

16. Since writing para 9. above a Darwin mail has arrived, but Power of Attorney from Alex McKenzie was not returned to us. This will no doubt come next time, and will be forwarded to you. The other documents go this time.

17. The "Falkland" leaves at daylight on the 21st July for Montevideo, having just completed a trip to Fitzroy (with the wool shed) and Darwin. She will call at Port Howard, en route, for West Falkland mail for England - a deviation for which the Government will pay.

18. Just as the mail is closing Mr Langdon has rung up to report that of the glass for the Fitzroy Wool shed, 55

No. 687 per "Falkland" via Montevideo.

No. 687 per "Falkland" via Montevideo, 20/7/28.

- 8 -

ALLIGATION (fifty-five) sheets each 20" by 25" were found to be
Damaged when unpacked at Fitzroy. I have asked him to let
Sister know & have a brief report for next mail as to whether there was
Said anything noticeably faulty in the packing etc, and in the
meantime I will wire you asking for replacements to be sent
by first chance.

Specification of contents "Tigeria" & "Argus".

I am, Sir,

ORIGINALS.

Your obedient servant,

1. Dispatch No. 687.
2. Journal - May.
3. Statement of accounts.
4. Remarks on accounts. for Manager.
5. Stores Indent No. 686.
6. Remarks on Stores.
7. Coal Account - May - July.
8. West Shore Coal Company - June.
9. Coalings - December - June.
10. Naval Dock Dept. - half yearly report covering 1927/28.
11. Report on oil tank building S.W.B. - Government dated 20/7/28.
12. Report on Oil Works £0.0.00 dated 20/7/28.
13. Stores Receipts - April to June 1928.
14. Establishment & Wages - Stanley - June quarter.
15. " " " " - Port Stanley - £0.0.00.
16. Donald McLean (aged) - documents.
17. "Tigeria" & "Argus" Report No. 7 dated 10.7.28, with photos & sketches.
18. P.I. Shipping Report.
19. P.S.H.C. Account 20.7.28.
20. Whaling Company - sundry literature.
21. F.I. Magazine - June (F.I. Co. & the Govt. Fund).
22. P.I. Gazette - May 1st & 15th.

Correspondence

With Colonial Secretary re unoccupied building at Naval Dept.

No. 687 per "Falkland" via Montevideo.

R. R. C. L. O. S. U. R. M. S.

No. 687 per "Falkland" via Montevideo.

REPLICATES (Originals per R.M.V. "Lerida" June 20th, 1928).

Despatch No. 684.

Journal - April.

Statement on accounts.

Remarks on accounts.

Store Indent No. 659.

Coasting Insurance - May.

"Egeria" & Shed Progress Report No. 6.

Report on Oil Barge "O.C.82".

Specifications. N.A. 30 miles.

P.S. 22 b/s skins.

Specification of shipments per "Lerida" & "Egeria".

ORIGINALS.

1. Despatch No. 687. Store & Whaling sections with original copy available.
2. Journal - May.
3. Statement on accounts.
4. Remarks on accounts.
5. Store Indent No. 660.
6. Remarks on Stores.
7. Coal Account - 21st July 1928.
8. West Store Cash Voucher - June.
9. Coasting Insurance - June.
10. Naval Fuel Depot - half yearly report 30/6/28 with A/cn.
11. Report - oil barge fuelling H.M.S. "Cornwall" dated 7/7/28.
12. Report on Oil Barge "O.C.82" dated 20.7.28.
13. Store freights - April to June 1928.
14. Establishment & Wages - Stanley - June quarter
15. " " " " - Pitcroy - do.
16. Donald McKenzie (dead) - documents.
17. "Egeria" & Shed Progress Report No. 7 dated 20.7.28 with photos & sketch.
18. P.I. Shipping Report.
19. P.S.E.C. Account 20.7.28.
20. Whaling Company - sundry literature.
21. F.I. Magazine - June. (F.I. Co. & Mrs Graham).
22. F.I. Gazettes - May 1st & 15th.

Correspondence :-

With Colonial Secretary re unoccupied building at Naval Depot.

No. 687 per "Falkland" via Montevideo, 21st July, 1928.

SUPPLEMENTARY ENCLOSURES.

1. Remarks on A/c's (our Bond Redemption & Letter for Mr Packer).
 2. Store Indent £60.
 3. Store Ledger Balances, 30/6/28. £
 4. Butchery Ledger Balances, 30/6/28. £
 5. "Falkland" Manifests (P. 13 and P. 14).

(Note:- Remarks on Store & Butchery debtors will follow next mail).

the sailing for the Phoenix Island, and the next day Captain H. Christensen signed his contract to the new officer.

The ship "Phoenix" was sold to the Chinese and named "Yung Yen". It sailed from Port Stanley on 14th August, 1928.

The Managing Director, Mr. Wilson, has now wired all the
from LONDON, advising him to sign off all
and to have the title of the new vessel changed.

Dear Sir,

CRAIK CO.
FALKLAND IS. & DEPENDENCIES LTD.

I beg to inform you that the Mr. H. Christensen arrived in Stanley from Port Alberni on the 1st August with 30 tons of coal off on board as reported in my telegram of 1st August.

On their arrival Mr. Pettersen reported to me the certain circumstances made it imperative for either him or Captain Christiansen to resign their appointments as it was impossible for them to work together.

Capt. Christiansen next day offered the same opinion and stated that if Mr. Pettersen were retained he would resign his command of the ship and at the same time sign off two of the crew who wished to remain with him wherever he went. Mr. G.J. Felton saw both parties and also had interviews with Capt. H. Yang and J. Davis, and the conclusion arrived at was that there seemed no cause to dispense with Mr. Pettersen's services. Capt. Christiansen was informed of this, and on the 4th he had the two men (Hansen and Wilson) signed off by

Mr. Billing for the Norwegian Council, and the next day I addressed the Certificate at his own request to the same effect.

When Capt. Christensen had arrived in June, he was asked for a list of people who had subscribed the £2,000 he had been authorized to receive from him, and to produce all his "accounts" to him. He stated that there would all be forward from Norway, and would not give me a list of shareholders as he had not received the bulk of the money except from Mr. Clegg, and nothing of this in particular for the account of Norway. However, he said that he had actually paid all the expenses in Norway and fitting out of the ship, and had no difficulty in finding the money. He can only, he said, afford to leave Norway for a day or two, and is therefore generally anxious to get out of the country to make a short trip if the weather has not been bad. Then he thought his position he still referred to, could be described as follows: his accounts, and on the 2nd August, I will apply to you to obtain through you information of the shareholders, and also taking the liberty of inquiring whether Mr. Clegg, Capt. Billings, Capt. Christensen, have shares with him. This is the only information I require. Two days later, however, Christensen came to the office and reported all the ship's papers, owner's account etc., and also a list pertaining to other shareholders in England and Norway who had actually paid him for their shares. He then produced accounts of expenses in Tonsberg, Dover etc (though why he should have denied having them in the first place is not apparent) and stated that there were certainly other accounts not apparent, and added that there were certainly other members of the crew who had not been paid.

From Murray to Waller.

The "Billabong" left on the 12th August for Port Albany in England, under Capt. H. Young, and it is now progressing favourably so that we hope soon to have received 100000 tons of oil.

The oil is due to start production, the 1st of Dec. This is the time of the year when the oil is at its lowest point so that I would like a copy of the original oil sample up to their Journal and letter of the 1st of Dec. only a month ago as there is no other sample taken. I have, except the Gold Turpentine, which is odorous volatile - then the present oil sample taken. However, I had to make it clear to Mr. Portman and Mr. Palmer that I could not take the operational and accountancy work involved, owing to obligations to the P.T.O. and other firms of whom the needed "fixings up" would simply have to wait until a suitable referee. I also pointed out that though Mr. Palmer had intimated that the P.T.O. would give every reasonable assistance to the Sealing Company, the account of the voyage was overdrawn by about £1000 and we might have to claim £1000 on the 100 tons of oil at present in Stanley to equalise this amount. - I am enclosing herewith the account and balance sheet. The list of ships loaded & delivered by Christensen reads as follows:-

Mr. R. H. Dyer,	Bogart,	£ 500.
Mr. J. G. Dyer,	"	100
Mr. J. W. L. Dyer,	Torquay,	1000
Mr. D. Hansen,	Gatton,	1000
Mr. E. Harries,	Oakey,	100
Mr. S. Wilson,	"	200
Mr. A. S. Zenier,	"	100
Dr. Longstaff,	S. Geoghegan	50.
Mr. A. J.	Porter,	750. (Not taken up.)
Capt. R. Christiansen	"	1700.
		£ 200.

The Sealing Company's account will look much better, of course, than the £ 100 paid to you by the Argentine Bank in February comes into the account, while it will also have a further credit of £ 750 by the end of this month from people here who are buying the shares not taken up by your Partner. Christiansen has authorised us to dispose of as £ 2000 of his shares and to retain the money here in the Sealing Company pending the arrival of satisfactory amounts from England and Australia. I say now, too, there is an eager demand for those shares and the sale £ 100 have already been asked for locally.

The position, I am afraid, is that nothing can be done to get the matter really squared up until some more documents and information come forward from Norway and the only course for the Sealing Company to take is to go and obtain as much as they can in the shortest possible time.

It is quite realised here that the start of the concern was done in a somewhat slipshod manner, but that is largely accounted for by the great anxiety of Christiansen to go home and get the ship out here in time to have, if possible, the full use of the present season in the Falklands, i.e. lat

probably the beginning and middle of the month of April as a possibility, but as no opportunity has been found to meet him.

H.M.S. "Tribal" got another 100 tons of oil added.

29

The 10 tons of oil in drums is at present stored in our lighter "Fleeteine", and we have to hear shortly what arrangements have been made by Dr. Lees for shipping it away.

Yours very truly, Wm. H. Roberts
Managing Director.

Enc. Herewith you will find a letter from the American Consul at the date of receipt "Napier" in which he
describes precisely what is being done under
instructions given him by Dr. Lees. I desire you
to this effect to tell fully so that you may decide
whether to communicate with the Admiralty on this
subject or not.

S. The importance of the Admiralty Oil Reserve
was examined between the 15th and 18th February, and
copy of the Report for the Admiralty is enclosed.
It will be seen that only one conclusion can be drawn
with entire confidence and the other findings are
other areas waiting to be thoroughly examined. In view of the
fact that there is no sign of wear whatever along the
area, and quite unappreciable wear on the ring and
strakes joining it, Captain Roberts has in his opinion
that it would be unwise waste of time and money to
spend valuable work on more examining. He writes further
probably the Admiralty will insist on this being done,
if only as a formality, and on my suggesting this to
the Managing Director,

LONDON.

Revd. from H.M.S. "Colombo" 22.7.22.

Captain Roberts, he asked for the matter to be left in abeyance until his return from Montevideo and he wished to be present himself. We do not know if you have a copy of

H.M.S. "Colombo" via Montevideo, so and no I enc. **August 15th,** p. 28.
Enc. see. are's sketch which might be of interest to you.

2. I confirm telegram exchanged in connection with the
St. of Balance and Depositions Sealing Company, and

3. I confirm my Dispatch No. 687 which was mailed by
the "S.S. Falkland" on the 21st July, since when I have

nothing from you to acknowledge. Berlin and East Fatty

4. With reference to our 687/12, you will see from

Enc. the enclosed copy of a letter from the Government that
owing to the death of W. Poole they have abandoned the
project of putting the building at the Camber into a
fit state of repair for housing a family. I cabled you
to this effect on 31st July so that you could decide
whether to communicate with the Admiralty on the
question or not. dealing with the Depot. I have

5. The moorings of the Admiralty Oil Barge "O.C.82"
were examined between the 17th and 21st July, and a
copy of the Report for the Admiralty is enclosed.

It will be seen that only one complete arm was raised
but this enabled the centre ring and shackles joining the
other arms to it to be thoroughly examined. In view of the
fact that there is no sign of wear whatever, along the
arm, and quite inappreciable wear to the ring and
shackles joining it, Captain Roberts was of the opinion
that it would be futile waste of time and money to
spend another week or more examining the other two arms.
Probably the Admiralty will insist on this being done,
if only as a formality, and on my suggesting this to

The Managing Director,

L O N D O N .

No. 683 per H.M.S. "Colombo" 15.8.28.

- 2 -

Captain Roberts, he asked for the matter to be left in abeyance until his return from Montevideo as he wished to be present himself. We do not know if you have a copy of the plan of these moorings and so I enclose a copy of Mr Heave's sketch which might be of interest to you.

Enc.

4. I confirm telegram exchanged in connection with the Falkland Islands and Dependencies Sealing Company, and a report of the situation is enclosed in the form of a letter to The Managing Director, London.

Enc.

5. Progress Report No. 8 on the Egeria and East Jetty Shed is enclosed. By next mail Mr Peters hopes to send you photos of the completed building.

6. H.M.S. "Colombo" arrived here on August 3rd and leaves tomorrow morning, having taken 741 tons of oil fuel. They have included in their visit an inspection of the moorings of "O.C.82" (by diver), an inspection of the boiler house, stocktaking at the Depot and an inspection of the Office files and books dealing with the Depot. I have asked for copies of all reports to be given to us, but these have not been handed to us yet, and we may not get them until after the mail closes.

12. Report the Admiralty - I am,

13. Copy of sketch plan of moorings - Sir,

14. P.I. Magazine - July - your obedient servant,

15. P.I. Magazine - October 1927, & June 1928 - Sir

16. "Egeria" a short Progress Report No. 8

for Manager.

17. P.I. Shipping Report.

Correspondence to the Colonial Secretary re Gunner Building.

APPLICATIONS

NAME POSITION

S.I.

P.I.C.

No. 688 per H.M.S. "Clyde" via Montevideo

B U C L O S U R E K

Duplicates. (Originals per "Palkam" 21. July 1928.
Bengaluru No. 562)

Dropitch Rd 692

Design No. 847.
Station at 2000 ft.

SEARCHED **ON** **ACCOUNT**
SEARCHED **ON** **ACCOUNT**

SEARCHED OR INDEXED
SEARCHED AND INDEXED

REPORT OF THE REPUBLICAN ST. LUCAS

JESSE J. DIXON

Call 4/6-2323

Coaching Incorporated - Home

STORES LEASED BY DOWNTOWN BANK, June 1, 1909.

BURGESS

Report on Oil Fuel Patent 10-1-18

"Exteria" is a registered trademark. Patent No. 3

Permittee agrees to pay to the State of California the amount of \$100 per acre foot of water used.

Journal of Clinical Endocrinology and Metabolism, Vol. 132, No. 10, October 1997, pp. 3033–3038.

ORIGINALS

1. Despatch No. 229.
 2. Cash Book - June.
 3. Journal - June & July.
 4. Statement on Accounts.
 5. Remarks on Accounts.
 6. Store Indent No. 661.
 7. Remittance Stores, sent to Darwin - June.
 8. Westcott's Cash Voucher - July.
 9. Stanley Ledger Balances 30th June. £728.
 10. Remarks on Stores & Butchery Debtors, 30th June 1927.
 11. Return of establishments & wages at Darwin - June quarter.
 12. Report for Admiralty on inspection of moorings.
 13. Copy of sketch plan of moorings.
 14. F.I. Magazine - July.
 15. F.I. Gazette - Index 1927., June 1st & 9th.
 16. "Egeria" & Shed Progress Report No. 8.
 17. F.I. Shipping Report.

Correspondence. - From Colonial Secretary re Camber building.

SPECIFICATIONS.

<u>Mark.</u>	<u>Wool.</u>	<u>Tallow.</u>
S.I.	39	
P.I.C.		139.

Enc. 1.

Ward & Watson

31st August, 1925.

The Managing Director,
London.

Dear Sir,

FALKLAND IS. & INDEPENDENTS SEALING CO. LTD.

We duly received Mr. Watson's telegram of 27th August

reading:- "Advise D. R. Day, Sealing Co. will arrange payment
of Ornen drums later, arranging for shipment and
sale of oil; purchase price "Bellville" £ 5000
confirmed; no trace of payment for Petersen
and Christiansen shares; Insurance in order;
telegraph me full authority to act with Falkland
Islands Co. Ltd - D.R. Watson".

We replied on the 28th as follows:-

"Give you full authority act with Falkland Islands
Co. Ltd. to mutual advantage etc. Christiansen
affirms he paid Wang £ 6000 for "Bellville";
propose sending oil samples to Falkland Islands
Co. Ltd. (London)."

In view of the authority asked for by Watson we
assume that it is in order for us to communicate with you
upon matters connected with the Sealing Company, at any time
until it is known exactly what arrangements have been made
by him with the Agent in Tonsberg and with our Company in
London.

With regard to the price of the "Bellville", Captain

Enc.1.

Christiansen relies upon the enclosed "Kjøpe-Kontrakt" (Buying Contract) as proof that he paid \$ 6,000 for the ship. This document he handed to me in August, and as it shows that he bought the ship in his own name I got him to sign the endorsement on the back to the effect that it was purchased for the Sealing Company.

An interesting point is that both Captain Henrik Wang (Butler Wang's brother) and Mr. Petersen express doubt as to whether the signature purporting to be W. Butler Wang is really his, and, unfortunately, at the time of writing we have no specimen of his signature here. Another point is that Christiansen states that he bought the vessel from Wang himself, i.e., that the ship at the time of W. Wang's own property he having purchased it a little time before from the Norway Whaling Company. In the "Kjøpe-Kontrakt", however, it distinctly states that Wang "som kontakoneggen" (as Agent) is the seller of the vessel, although it fails to state for whom he is acting as Agent.

We send you the document in order that you may act on it in the way you think best.

Enc.2.

CLAIMS. The Sealing Company are entering a claim against Insurance for expenses incurred arising out of a collision with a local cutter "Wombley". I had written to Wang in Tonsberg about it but I now think it best to send this letter and the accompanying documents to you, still addressed to Wang, but in an open envelope. If the matter of Insurance

3.

is now out of Wang's hands there is no necessity for him to have access to the documents, but if it is a matter which affects him we shall be obliged if you will forward the correspondence on to him.

Another matter which will result in a claim is that of the breakdown of the engine, reported to us by telegram on the 20th August and mentioned in the Despatch by this mail. The matter of repairs and final survey have been complicated by the fact that Christiansen has a letter from the Bureau Veritas office in Oslo appointing him temporary Bureau Veritas Agent in the Falklands. He and his engineer Viloen were on board, and although the temporary repairs had been effectively completed by Mr Peters he found, or said he found, a number of minor defects which he wanted soon to. It was obvious that he was only interested in delaying the vessel's departure and I am afraid that neither the Captain nor Mr Petersen, the Manager, nor Mr Peters have taken very much notice of him. He has so far issued no report.

We are not yet sure how the claim should be formulated but I imagine it will include the costs of temporary repairs here, the cost of new engine parts which were ordered from Messrs Pernau & Co, 82 - 83 Fenchurch Street by telegram on the 22nd August, and, in addition, a sum calculated at the rate of 15 tons ~~per week~~ of seal oil per week at, say, £ 25 to £ 30 for loss of work from the time the engine broke down until the ship was ready for sea again. It will not be possible to make up the details of the claim in time to go by this

Enc. 3.

mail, but I enclose herewith certain documents such as Protest, extracts of Log etc. which I trust will make the situation clear to you, while any other documents which may be required can be sent with the detailed claim later.

Enc. 4.

OPERATIONS. In view of the fact that the "Bellville" did not arrive here until June and that the operation in the Falkland Islands extends from 1st April to 31st October only, the Sealing Company applied for an extension of the present season. This was granted by the Government, and the Company can carry on operations in the Islands this year until the 31st December.

It has already been the intention of Mr. Petersen that another small vessel, no longer a catcher, or 14 GRT, which would be used for the production of oil, and if necessary to endeavour to take up the "Bellville" again for the delays which have occurred the Sealing Company have hired the "Afterglow" from the Government at a rent of £ 3. per day as from the 1st September, to go and work at Althearne with the "Bellville" acting as factory ship only. While operating in this manner the "Bellville" will be moored alongside the jetty that has been built at Althearne, and the Company assumes that it will be possible to obtain a refund of Insurance Premiums in respect of such periods, the dates of which will be communicated later.

The "Afterglow" is not insured, and the Government think it would be difficult for the Crown Agents to effect an Insurance on her in the circumstances of her being hired

5.

Enc. 4.

temporarily to a third party. Instead therefore of charging £ 2. per day as was first arranged, the Government are charging the £ 3. per day and are taking the entire risk of the loss of the vessel by reason of Act of God or by mishap not due to negligence or incompetence of the Company's servants. Copy of letter from the Government setting forth the conditions under which the "Afterglow" is hired to the Sealing Company is enclosed. It would probably be advisable to try and arrange an Insurance for the period indicated to cover risks for which the Government do not make themselves liable, and if you consider it is a step which should be taken the Sealing Company will certainly be pleased to leave it to you to do the best possible.

I am, Dear Sir,

Yours faithfully,

for Manager.

Mr. R. H. Parker "Managing Director".

Instructions being awaiting re-

quested from you, I have

written to you to advise you

that we are awaiting your

instructions in respect of

the following items:-

1. The amount of the

allowance to be paid to

the managing director.

2. The amount of the

allowance to be paid to

the managing director.

3. The amount of the

allowance to be paid to

the managing director.

4. The amount of the

allowance to be paid to

the managing director.

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the managing director.

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allowance to be paid to

the managing director.

14. The amount of the

allowance to be paid to

the managing director.

15. The amount of the

allowance to be paid to

the managing director.

M.V. "Lagarto"

August 30th, 23.

689.

Sir,

I confirm Despatch No. 688 which was mailed by
H.M.S. "Colombo" on the 16th August via Montevideo,
since when I have nothing from you to acknowledge.

Enc. 2. Copies of Reports upon the Naval Fuel Depot
following the inspections carried out by H.M.S. "Colombo"
as reported in 688/6, are enclosed :-

(a). Stocktaking and examination of machinery etc.

(b). Examination of boiler.

(c). Examination of moorings of oil barge "O.O. 82".

These are all self explanatory, and Mr Peters
has no comment to make upon the Reports dealing with
machinery and boiler.

The question of the necessity and the feasibility
of clearing the mooring pendant of mussels and marine gr-
ewth will be gone into with Captain Roberts on his
return from Montevideo.

3. Under the Provisions of Ordinance No. 7 of
1928, (P.L.Gazette of 1st June, 1928) the new Board
of Assessors concluded their work of re-assessing
the whole of the house property in Stanley, in July.
As was anticipated, a fair amount of our property has
been given a high assessment than formerly, the principal

The Managing Director,

LONDON, sailing aboard "Malabar" which left
Stanley on the 10th August for Port Albany.

No. 689 per "Lagarto" 30/7/23. - 2 -

increases being as follows :-

	From.	To.
Stanley House	£ 84	£ 96
Taja Cottage	36	48
West Store, Sheds and paint locker.	135	220
East Store & Office. on the east side	100	130
Carpenters Shop. on the west side	30	30
Mechanics' Shop and foundry.	16	24
Sawmill.	6	12

The total increase in the assessment of all these buildings is £ 400, so that the increase in the value of our property in Stanley is from £1,200 to £1,400 (round figures.), nearly all of which is accounted for by the items detailed above.

It will be seen from the Ordinance referred to that the Legislative Council are empowered to levy a rate of as much as 5/- in the £ in future years, though of course there is no evidence yet that they are likely to contemplate an increase in the present rate of 1/8d.

I thought it advisable to lodge an appeal against some of the assessments, and copies of correspondence with the Chairman of the Board of Assessors, are enclosed.

Hannaford, our Foreman carpenter, was a member of the Board of Assessors, and though it is a little vexing to learn that we are the only people whose assessments have been increased by any large amounts. I am bound to agree with him that the assessments seem fair when compared with other properties and to admit that it looks as though we had been let down pretty lightly in the past.

4. The sealing schooner "Bellville" which left Stanley on the 12th August for Port Albemarle experienced

£1,000 per "Tagarto". H/R/PP. - 3 -

engine trouble off Bull Point on the 14th, and after buffeting about in adverse winds had to run for Stanley where she arrived on the 18th. A Lloyd's Survey was applied for, which was conducted by Mr Peters, and temporary repairs were effected to the engine by the 27th. Mr Wilson was informed of the circumstance by telegram on the 20th August and was advised that a claim could be formulated. In the absence of any information here as to the terms of the vessel's insurance it is not clear what form this will take, but, in view of Wilson's cabled advice that he wishes to act with you, we intend sending you all the necessary documents when completed.

5. Father Higgins requests us to convey to the Board his thanks and appreciation of their action in increasing their donation to him from £5 to £10 annually.

Buc.

6. "Vigoria" & Ship Progress Report No. 9 is enclosed, from which it will be seen that the shed is now ready to receive cargo, and that during Mr Peters' absence at Pitcairn the steelwork will be painted. Mr Peters hopes to take photos tomorrow which we will attach to the Report.

7. The "Tagarto" arrives on the morning of Saturday 1st September, with 750 tons of cargo and with Mr Wilson on board. I am therefore closing this Despatch at this date, (August 31st) and if it is found possible to reply to anything which may arrive from you this mail, a further Despatch will be written.

I am,

Sir, Your Obedient Servt,
for Manager.

✓
3rd September, 1882.

The Managing Director,

LONDON.

Dear Sir,

FALKLAND IS. & DEPREDATION CLAIMS CO. Ltd.

Further to my letter of 31st August, enclosed with Despatch No. 109, the "Flagstaff" has now arrived but no accounts have come from Norway, and it is probable that Mr. Watson has had all these sent to him in London. In order, therefore, to let you have the fullest possible information as regards Christiansen's demands - as far as we know them ourselves - I will set out the following statement and remarks.

Christiansen purports to have collected:-

Mr Cobb	£ 500.
Mr Goddard	500.
Mr Gmeiner	1000.
Mr Hansen	150.
Mr Senior	100.
Dr Longva	50.
Mr D. Hansen	1000. X
Mr S. Nilsen	250.
<u>Self</u>	<u>1700. X</u>

From this it would fairly appear £ 5250.00 was collected.

The £ 750 applied for by Mr Aal, but not taken up, does not come into it, as the £ 750 was remitted to Wang to cover disbursements (allotments and Insurances) and has since been subscribed here.

2.

Christiansen is therefore shown as having had -

Remitted from here (Tonsberg Sparbank) £ 6000.

Cash advanced here (Nov. 1922) £ 300.

Cash raised in London & Murray £ 200.

Remitted to him at Las Palmas (as per Head Office a/c). He told us nothing of this remittance.

100.

£ 10800.

~~XXXXXXXXXX~~

He can only account for this sum as far as -

Purchase of vessel £ 6000, but we now know from telegram that he only paid £ 5000.

Expenses in Tonsberg £ 268. 3. 11.

Expenses in Dover £ 87. 9. 3.

Remitted to Wang from Dover £ 230. 8. -.

Expenses in Stanley £ 12. -. 7.

Expenses for Starting Company (there are no receipts for this, but as it involved a fair amount of travelling, etc. it is probably not too high a figure) £ 346. 8. 11.

Fairly easy to account until the day when £ 7738.10. 10.

We purport to have raised all money and the sum accounted for so far. Unless there are further accounts paid by Wang from money left with him by Christiansen, for which we are still awaiting receipts, there is left approximately £ 2860 still to be accounted for.

From this it seems fairly apparent that Christiansen has not put up any of the £ 1,700 of his own, and it also looks likely that Daniel Hansen has not put up his £ 1000.

Both Daniel Hansen and Sigurd Nilson (Engineer) are the two men that Christiansen signed off the articles when he himself

3.

resigned, and from all accounts it now seems that the three of them (Christiansen, Daniel Hansen and Nilsen) have been engaged in some pretty shady enterprises in the last few years, including a little bit of "liquor traffic" in Norway. We are told, too, that Hansen and Nilsen have been the inside of a Norwegian jail for some nefarious purposes, but this, of course, we have no definite knowledge or documentary evidence.

Now I presume that the other Norwegian shareholders have some sort of receipt from Christiansen for the money they gave him. Daniel Hansen says he has one from Christiansen for £100 but that "he has left it behind him in Norway". It would seem to think that Sigurd Kiser actually paid up his £350 - if he so, as one of the East-Pakland farmers bought his "shares" from him before the trouble came, and paid him cash for them, though Nilsen had no documentary proof that he actually had any shares.

The matter of Christiansen's £1,700 is, we suppose, fairly easy - i.e. that until he can account for every penny he purports to have raised at home and the sums remitted to him, we can take the line that we do not admit that he has any shares at all. But whether we can deal with Hansen on the same lines is another matter, and one upon which we should be very glad of your advice.

All three (with Christiansen's wife and son) leave by the "Lagarto" for Punta Arenas, ostensibly to get a passage from there to Norway, but they have let out some hints that they intend to set up some sort of business over there. After conversation with Mr Vincent I have come to the conclusion that

4.

we should not be justified in refusing to pay them their wages and their proportion of "barrel bonus" up to the time of their signing off, pending the arrival of further information from Norway or London, as such a step might get the Sealing Company into trouble with the Norwegian Maritime authorities; also, of course, I earlier on and Mr Vincent now, have to see that they are treated fairly, as we hold the Norwegian Consulate here.

While expressing regret that I have had to write such long letters about this business I trust that I have succeeded in making fairly clear to you a situation which, to say the least of it, has become complicated, and that on Mr Vatne's return he will have with him sufficient information to enable the Sealing Company's accounts to be put into order.

I am, Dear Sir,

Yours faithfully,

I understand that the Port of New York, Liverpool were aware that the men of your crew would expect there to be sufficient to prevent them from not guaranteeing themselves with their co. known there.

He also writes at Bay of Malacca after leaving that you had not got 300 tons of cargo in 10 days while in Mactanace. I took the opportunity of going to see the "agent" and told you that you had not been giving orders to those below to do what you have received. You will have received Mr.

Arrived at Montevideo about 10 P.M. Tuesday 22nd September
Left at 12 M. on 23rd. Departed from Montevideo
Wednesday 24th. My Agents there made no arrangements
to consider discharge from Bahia Blanca or Salamanca.
The Managing Director, would go home direct on the
London, while I will wait in Buenos Ayres
and expect to have before they leave the vessel.

Dear Sir,
I have to report my arrival back in the
Colony on the evening of the 1st instant, having been
15 days in transit from Montevideo. I was glad to
have the opportunity of meeting our Agents in Bahia
Blanca - Cesars Dodero Hernandes & Co of gaining some
knowledge of the conditions obtaining at that Port.
I am informed that the Pacific Steam Nav. Co. Liverpool
were aware that 1800 tons of grain were to be loaded
there and it is difficult to understand how they could
not guarantee the vessel more than 36 hours there.
We also called at Port Madryn after leaving
that Port and discharged 300 tons of cargo in two days.

While in Montevideo I took the opportunity of
going to see the s.s. "Shikane". As you are aware she
had not been dry-docked owing to there being four
whale-catchers up. You will have received Mr.

Yours truly, G. J. Phillips

2.

Wilson's Report sent with Messrs McLean & Stepledons letter of the 11th August, and from my personal observations it was apparent that work was progressing. We received a message from Captain Roberts on Saturday to the effect that he expected to go into Dock on the 1st instant so it seems obvious that we cannot expect the vessel back here before the end of the month.

Captain Roberts also reported that a new Chief Engineer was arriving there on the 25th of the month, so I presume that the trouble he was experiencing with Skitch reached a head and that Captain Roberts communicated with you direct.

I was glad to find all work here well forward, the "Egeria" Shed ready for cargo, Taia Cottage ready and other work making good progress, though we are hampered in small ways by the lack of a vessel for coasting work.

I shall be glad if you will convey to the Board my appreciation of their generous gift to cover the extra expenses entailed by my premature return to the Colony - I am very grateful for it.

There is nothing in your Despatches Nos. 1298/9 calling for immediate reply, so I will not endeavour to answer them until I have had time to look round.

I am,
Sir, Yours faithfully,

No. 689 per M.V. "Lagarto". 4th September, 1928.

E M C H I E S U R E S .

DUPLICATES. (Originals per H.M.S. "Colombo" 15/8/28).

Despatch No. 688.

Statement on Accounts.

Remarks on Accounts.

Store Indent No. 661

Remarks on Stores.

Remarks on Store & Butchery Debtors.

Stanley Ledger Balances at June 30th 1928.

Journal - June.

"Egeria" & Shed Progress Report No. 8.

15th October, 1928.

ORIGINALS.

1. Despatch No. 689.

2. Cash Book - July.

3. Journal - July.

4. Statement on Accounts.

5. Remarks on Accounts.

6. Store Indent No. 662.

7. Remarks on Accounts.

8. Coasting Insurances - July.

9. West Store Cash Voucher - August.

10. Return of Establishment & Wages - Speedwell Is. - June Jr.

11. "Egeria" & Shed Progress Report No. 9.

12. Naval Fuel Depot - Sundry Reports by H.M.S. "Colombo".

13. F.I. Magazines - August.

14. F.I. Gazettes - June 15th, July 1st & 15th.

15. Duplicate copy of Analysis of Seal Oil ex "Bellville".

16. Correspondence with Board of Assessors re re-assessment of house property in Stanley.

The Managing Director,

LONDON.

No. 690, per "Orita", 16/10/28. 2.

6. 1300 - 1. In view of the fact that the subscription
1923 Period in Commission 230 days; Wages £ 3,126.

1924 * * * 236 * * 3454.

1925 * * * 193 * * 3,220.

1926 * * * 151 * * 2,817.

1927 * * * 320 * * 3,731.

7. 1300 - 16. Your copies of correspondence which I have
passed between you and me.

1923, £ 13.6 sent to us, 1924, 14.6
1925, 16.6 delayed and 1926, 18.6
1927, 11.6 Montevideo before the 1st November.

From this you will observe that, with the exception
of the year 1924, the shorter the period during which the
vessel runs the higher is the average. This is accounted for
by the fact that during the laying-up period certain salaries
and wages, such as those of the Chief Officer and Engineer,
still have to be charged up.

From the foregoing figures you will see that in 1927
the "Falkland" was in commission for 84 days more than in the
nearest of the other four years, at an increased cost of only
£ 277, or £ 3.3 per day.

I trust this explanation makes the matter clear.

6. 1300 - 2. The drawing of the land re-purchased at
Block 5 has been promised and will be enclosed if it comes to
hand before this mail closes.

7. 1300 - 3. With reference to the Auction at Anson, you
will have seen from our No. 684/13 that Mr Gresham gave
instructions that nothing was to be purchased simply because
it was going cheap, and in the case you quote the Ferguson
Tractor was, at the time of the sale, at the Government Wireless
Station broken down. Had the Company's representative bid
for this lot it is extremely improbable that it would have
been sold for anything like such a low figure.

8. 1300 - 8. The rates for Landing Charges and outward
freight per "Falkland" have been increased in accordance with
the terms of your letter of 25th July.

No. 690, per "Orta", 16/10/22. J.

9. 1300 - 13. In view of the fact that the subscription list of the new Whaling Company is advertised locally as closing on the 16th of this month I considered it advisable to cable you to this effect in case any of the Directors or Owners at home require shares.

10. 1300 - 15. From copies of correspondence which has passed between you and Maclean & Stapleson, which have been sent to us, it appears that the "Falkland" is being very much delayed and I now learn that she is not expected to leave Montevideo before the 12th November.

With regard to the return freight we have on order stores to the extent of 63 tons and 40 tons of timber, and I fear it is impossible for us to provide any additional freight as we shall be fully stocked with cereals etc. by then. I endeavoured to arrange a shipment of alfalfa, but the importation is still prohibited.

11. 1300 - 17. In the case of the glass for the Goose Green Wool shed you will recollect that the first consignment contained about 40% breakages - this was packed in straw. The replacement, packed in corrugated cardboard, arrived with every sheet intact. Could not Messrs Chance Brothers have packed the Fitzroy glass in this material? The trouble also appears to be that the panes are so large as to render unwieldy the packages containing them; moreover they are a very awkward size to handle on the roof during erection, especially when wind suddenly arises. Would it not be possible in future instances to have these panes half the size with a division bar to join them.

12. 1300 - 18. The statement called for re Petrol is enclosed.

Enc.

Enc.

In accordance with the Chairman's request to me before I left home I prepared a Statement on my return showing the difference in cost of delivering goods by motor lorry and by horse and cart. This is sent herewith, and you will see therefrom that the former is, as anticipated by the Chairman, considerably higher than the horse and cart method.

You will notice that the year 1924 bears no expense for repairs and upkeep of cart. I am unable to trace why this is so and can only conclude that these items have been charged under some other head. Wages have not been included as these are the same in both cases.

13. 1300 - 19. I have arranged for the M/V "Ilen" to come to Stanley to take out the shearing machinery to Goose Green as I do not consider it safe to trust this cargo to the tender mercies of local cutters. Mr Peters will go out at the same time to erect the machinery. Crawford went to Darwin last week-end to put in the concrete base for the shearing machinery engine.

14. 1300 - 20. Mr John Mitchell's Agreement is to hand, for which I thank you.

15. 1300 - 21. You will recollect that the first advice we received about the "Fennia's" fuel was your cable of 26th August, 1927, instructing us to sell at 60/- per ton and it was not until your No. 1283 of 30th September, 1927 arrived that we ascertained that the cost price was 34/-. Since the beginning of this year the "Falkland" has taken 284 tons of the patent fuel as against 208 tons of coal, the latter including 111 tons for the voyage to Montevideo, taken on account of its better stowing qualities.

Instructions will be given to Captain Roberts on his return that only patent fuel is to be used in future.

16. 1300 - 22. 1301 - 1. The case of Smith, the late Chief Engineer of the "Falkland", was not reported officially on account of Captain Roberts's express desire. I imagine that he thought he could deal with the man in what he believed to be an isolated case, and he requested that no mention whatever should be made of the incident. Mr Creamer, however, advised Mr Gresham fully so that the latter could acquaint you with the facts. Actions have been passed requiring us to maintain a light on the "Great Britain". As this article has already

You will have received Captain Roberts's letter of 31st August detailing the circumstances and the arrangements concluded in connection with the signing off of Smith.

I note that McColl has been appointed the new Engineer and that his Agreement has been sent to Captain Roberts from whom I will obtain it on his return.

While on this subject I should be glad if you would obtain a ruling on the clash of the terms of our Agreements with the provisions of Section 32 of the Merchant Shipping Act 1906 which states that if a seaman is discharged abroad he must be repatriated at the vessel's expense.

17. 1301 - 2. The Admiralty's reply to your letter of 23rd August leaves the matter of the use of the buildings on Navy Point in rather an unsatisfactory state, as I presume they will require each case referred to them for their consideration should any arise in future. By the time we have forwarded particulars to them and received their decision, months will have passed and it is probable that the Local Government will have taken matters into their own hands and made use of the buildings. However, it seems that nothing further can be done with advantage.

18. Acting on your instructions I have gone into the question of the cost of fencing for capitalisation purposes. The figures are as follows:-

Fence with Standards, c.i.f. Farm £ 46. 11. -. per mile.

Labour, £ 12. -. -. per mile.

without any fencing by our men £ 58. 11. -. per mile.

Fence with Cypress Posts, c.i.f Farm £ 58. -. -. per mile.

Labour, £ 12. -. -. per mile.

£ 70. -. -. per mile.

and in future these figures will be employed in passing to you the cost of new fencing erected at the end of each year.

19. You will have observed from the P.I.Gazette of 1st July that Regulations have been passed requiring us to maintain a light on the "Great Britain". As this entails two trips of

No. 690, per "Crita", 16/10/28.

the motor boat daily, including overtime on Saturdays and Sundays we asked Captain Roberts to obtain quotations in Montevideo for an automatic light. The figures we received from him, however, were out of all reason, so on his return I will go into the matter fully and advise you of our requirements.

Enc.

20. I would point out the new Regulations concerning the importation of dogs into the Colony, contained in the Gazette of 15th August sent herewith, and ask you to bring these to the notice of any farmers or others who may wish to bring dogs into the Colony.

21. I have to report the sale of half-an-acre of land South of Fitzroy Road to B.A. Sedgwick, our Assistant Engineer. As the plot in question is very rocky the purchaser enquires whether you will grant him any reduction in the price thereof. This plot is situated to the East of, and next to, that sold to McPherson.

There are now two $\frac{1}{2}$ -acre plots remaining unsold in this section.

Enc.

22. Enclosed please find Conveyance Form in respect of $\frac{1}{4}$ -acre of land sold to John Walsh, the land having been paid for and the house erected.

23. It has been the custom in the past, when we were landing cargo ex P.S.N.C. vessels, to place it at the shore end of the jetty, from whence various carters removed the packages without any checking by our staff. Under this system anyone could go off with somebody else's goods. As I imagine that, as Agents, we are responsible for delivering goods to the proper consignees I have arranged that in future a receipt shall be given us for all packages as and when removed from our custody.

24. I am glad to be able to report that the introduction of the 8-hour day appears to work quite satisfactorily. We certainly lose time during the summer months, but I consider

No. 690, per "Orita", 15/10/28.

690

this is more than compensated for by the gain in winter. During the latter months in the past, as you are aware, work commenced at 7.30 a.m. and at 8.40 it ceased for men to get breakfast, being resumed again at 9 a.m. Very little work could be accomplished during this hour and on resuming after an interval it always takes a little while for any job to get into full swing, so it may be considered that apart from odd jobs work did not really get under way until about 9.30. Under the present scheme everything is going well before 8 a.m. and carries on right through without interruption until noon.

25. In accordance with your telegram of 17th September I attended the Auction of Passage and Split Islands on behalf of Mr John Hamilton. There was no bid beyond the upset price of £ 1000, and I therefore cabled you on the 1st instant that the property had been acquired for Mr Hamilton for this figure. I have applied for the Crown Grant of the land.

26. When in Montevideo I learned from Maclean & Stapledon that the Afterglow was for sale, and receiving confirmation of this on my arrival I cabled you enquiring whether you were interested. As I have had no reply I conclude that the vessel is not required.

27. Mr Elliott at North Arm has been obliged to dismiss Herbert Stuckey for refusal to perform certain work and this man's Agreement is therefore concluded from 17th August. He came out in the "Oropesa" in October, 1925. This matter was not reported before because, on arrival in Stanley, Stuckey intimated that he was going to sue us for wages in lieu of notice, but he has since apparently realised that he had no legal claim on us, and the matter has dropped.

28. I have gone carefully into the matter of Farm Stores with Greece and Richardson and have cleared up many points previously in doubt or wrong. Copies of my letter to Richardson and of my memorandum to the former are enclosed.

Enc. In the first instance I found that all stores supplied with reference to your letter of 25th July to me.

No. 690, per "Orts", 16/10/28. a.

from Stanley to the Farm branches were charged to them at Stanley selling prices with the result that the Farm made no profit on the re-sale - in fact lost money to the extent of the amount for freight thereon. The Stanley Stores, of course, benefitted by the profit.

Again, Stocks of Stores on the Farm at the end of each year have been valued at selling price.

The arrangements which I have now made, which I trust will meet with your approval, are:-

(1). The Farm, or as we may now call them, Branch Stores send in their Indents as soon as they can before each mail. Cresce will then supply what he can from Stanley and order the balance for shipment direct.

(2). All goods sent from Stanley are to be charged to the branches at cost price landed on the stations, the selling price being laid down by Stanley in accordance with your instructions.

(3). Stock to be valued at the end of each year at cost price. This will involve a book-loss of £1,474. 18. 4. and, in view of the prospects of a good financial year occasioned by the satisfactory state of the wool market, I propose to write off this sum this year. Kindly say whether you agree.

(4). Richardson will come to Stanley and assist in costing his stores whenever a large consignment arrives for the Farm. It is very advantageous that he should see and assist in a matter that so vitally affects his department.

In this connection it would be of great assistance to us and a considerable saving of time if we could have a Costing Machine. Should you decide to send one out, I understand there is a very reliable machine called the "Britannia", the makers of which could be obtained from the periodical "System".

With reference to your letter of 25th July to me,

No. 690, per "Oriza", 16/10/28. 9.

692

Richardson and Greece are unanimous that Messrs Cook, Son & Co. can supply a class of goods of equal, if not better, quality as Mann Byars, and I think it would be advisable to give the former firm a trial.

I have told Richardson that he can install the same Lamson Paragon System on the Farm as that which is in use in the Stanley Store.

There has been in the past too much "rivalry" between Stanley and Darwin, owing, I imagine, to the Stanley Storekeeper not realising that the Farm Stores were, in effect, Branches. I have now made this quite clear to him and believe that greater harmony and co-ordination will result.

Your instructions only refer to the Darwin and North Arm Stores, but I am bringing Walker Creek, Fitzroy and Speedwell Island Stores into line so that we may arrive at the true state of affairs at each of these stations.

29. Richardson is rather disappointed with the terms of his Agreement in conjunction with conditions out here. He says he was given to understand that he would be able to get stores at cost-price, but finds they are costing him more than he anticipated. He enquires whether the Board could see their way to giving him a salary at a medium flat rate for the whole term instead of a yearly increase. He impressed me very favourably when I met him, is keen on his job and will, I think, be a great asset to us; I would recommend giving him some concession.

30. I am glad to be able to report that the shipment of timber ex "Lagarto" last month was a considerable improvement in previous importations. I enclose copy of Haunaford's report thereon for your information.

31. On the 27th September Dr Wilson advised me that he had a case of acute appendicitis which he required brought into Stanley for immediate operation. Fortunately, the "Fleurus" was here and I succeeded in arranging for her to go out that

Enc.

No. 690, per "Orita", 16/10/28. 10.

night. She returned next day with the patient, a Miss Middleton, and the operation was successfully performed. The cost of this trip was £ 39. 10/-, of which the father of the girl concerned is paying £ 20.

I shall be glad if you will inform me what position I am to take up in future instances with regard to the payment for such emergency trips.

32. I have to report that the Government have under consideration the installing of an electric lighting plant, and I believe that only the sanction of the Secretary of State is now required. The scheme provides for the illumination of the Cathedral, the Town Hall, Government House and the row of new Government dwelling houses between the Memorial and Sullivan Houses. It is possible that if the plan eventuates it may be later extended to private property.

33. Since my return to Stanley I have found a very much more suitable site for the suggested new Millinery Store than the Marmont Row Paddock. It is that of the old Rigging Shed or Paint Locker to the East of the West Store and Chief Store-keepers house. I enclose a rough sketch of the surroundings to enable you to locate it. You will observe that on the East of the building there is a large open space, commonly known as the "Church Green", and a store with a frontage of 111 feet in this direction would be able to have excellent well-lit show windows. The present building measures 77 ft 6 ins by 16 ft 6 ins, and there is a further 12 feet available to the South and 16 feet to the North; in addition, by altering the situation of the Storekeeper's peat shed a further breadth of 12 feet can be obtained. Altogether the area is 111 by 28 ft. I consider this an excellent site and would be very difficult to improve upon. The shed at present contains old gear and a certain amount of paints, storage for all of which can easily be found elsewhere.

After the arrival of the "Orita" I will go into the

No. 690, per "Orita", 16/10/28. 11.

No. matter fully and send you complete suggestions for this site
and for that in the Marmont Row by the following mail, which
I expect to be the "Fleurus" early in November.

34. With reference to your letter of 30th August on the
subject of the "Falkland's" electric light, I sent Mr Peters
the Chloride Company's letter containing their alternative
proposals for belt or motor-driven Booster, and in accordance
with his recommendations I cabled you on the 1st October that
the motor-driven Booster was required. This is the more
expensive machine but is the only one suitable for the vessel
owing to the lack of space which a belt driven machine would
require.

35. Good progress has been made with the Pitroy Wool
Shed, the erection and sheeting being complete. The Press
has been installed and the concrete beds for the engine and
pumps are in position. Only the interior work of pens remains
to be done to complete the work, and this should be finished
about the end of this week.

36. I have to confirm the messages which have passed
between us regarding putting the "Gwendolin" into commission.
I was reluctant to advise this step as I did not wish to
desprive the "Falkland" of outward freight, but in view of this
vessel's long delay in Montevideo, coupled with the need of
getting shearing supplies out to various stations it has become
a necessity.

When the "Falkland" returns there is every prospect
of her being extremely rushed to produce a good shipment for
the first wool boat, which we understand is the "Magellan".
In this case she might not be able to spare time to load here
and we should get very congested with Clients' cargo. It is
intended that the schooner will sail ~~sooner~~ soon after the
departure of the "Orita", her first trip being to San Carlos,
Douglas, Port Howard (for Packe Brothers) the Fox Bays & North

A.M.

No. 690 per "Orita" via Valparaiso 16.10.28.

No. 690. per "Orita", 16/10/28. £ 12.

37. When Mr Richardson was at Speedwell recently he examined the Store books carefully and a copy of the figures he evolved is enclosed; taking as granted the accuracy of the stock at the beginning of the year, a deficiency of £ 160 odd is revealed. Even were the Stock figures incorrect, we have yet to accredit the fact that Clark's Stores A/c over a period of 18 months averages about 10/- per month, according to Richardson. You will see from the copy of my letter to the latter that I instructed him to take this matter in hand immediately, and stating that if things are not put on a sound basis at once it will be necessary to take drastic action. Clark has been at Speedwell for many years and might be difficult to replace, but if the present unsatisfactory state of affairs does not cease I am sure the Board will wish to dispense with his services.

Enc. Richardson's report is enclosed, from which you will

see that Clark is now making endeavours to vindicate himself.

This question can be gone into thoroughly with Mr Goddard on his arrival.

38. Mr R.W.Carter, Chief Inspector of Stock, is leaving the Colony by the "Orita", and I understand that he will be succeeded by Mr W.Faithfull who was the assistant at Anson. It is not yet decided whether this appointment will be permanent or not - provision has been made in next year's Estimates for another man.

I am, Sir, AD 11/Sept.
Your obedient servant,

17. Dr Wilson's Medical Report.

18. Pure Stores - letter - Your obedient servant,

19. Stores - letter - Your obedient servant,

20. Stores - proposed site for New Military Stores

21. Stores - P.I.C.O. - John Walker for Manager.

22. P.I. Shipping Report.

23. P.S.N.G. A/c £ 00.9.28.

24. P.I. Supplies - Sept and October (also Mr Grooman's)

25. P.I. Supplies - Nov. 10 - 20.

26. P.I. Supplies - Nov. 10 - 20.

No. 690 per "Orta" via Valparaiso 16.10.28.

E N C L O S U R E S .

DUPPLICATES. (Originals per "Lagarto" 4/9/28.)

Despatch No. 689 -

Statement on Accounts

Remarks on Accounts

Journal 4 July.

Store Indent No. 662

Remarks on Stores

Coasting Insurances - July.

"Egeria" Shed & Progress Report No. 9.

Navy Fuel Depot - Reports by H.M.S. "Colombo"

Letter to Managing Director 3.9.28.

Unduplicate B/Lading 3.9.28.

ORIGINALS.

1. Despatch No. 690
2. Cash Book - August & Sept.
3. Journal - August
4. Statement on Accounts
5. Remarks on Accounts
6. Store Indent No. 663
7. Remarks on Stores
8. Plan of Block 5.
9. Report on timber ex "Lagarto" 1.9.28.
10. West Store Cash Voucher - Sept.
11. Return of Establishment & Wages. Stanley. - July/Sept.
12. " " " " Darwin - do -
13. " " " " Fitzroy - do -
14. Store Freights (September quarter) per "Falkland"
15. Statement re Petrol
16. Cost of Lorry and Horse & Cart - Store.
17. Dr Wilson's Medical Report. April/Sept.
18. Farm Store - letter - Manager to D.E.Richardson
19. " " Memo re branches.
20. Sketch - proposed site for new Millinery Store
21. Conveyance - F.I.Co. - John Walsh
22. F.I.Shipping Report.
23. P.S.N.C. A/c 30.9.28.
24. F.I.Magazine - Sept and October (also Mr Gresham's)
25. F.I.Gazettes - Nos. 16 - 20.

No. 691 per "Fleurus" - 21st November, 1928.
be that, so far from stocks being reduced at the 21st December,
22. 23. 24. 25. 26. 27. 28. 29. 30. 31. I telegraphed you
a.s. "Fleurus" via Montevideo. 21st November, 1928.
691. 21st November, 1928.

Sir,

I have to confirm my No. 690 which was mailed by the
"Orita" on the 16th October, by which vessel I received your
No. 1302.

2. 1302 - 3. Will you please inform the Admiralty that
the two manilla ropes included in the original equipment of
the barge C.C.82 were worn out, and it therefore became
necessary to supply new ones for mooring purposes.

3. 1302 - 4. A letter from the Falklands & Dependencies
Sealing Co. Ltd confirming the arrangement that the shipment
and sale of oil will be left in the hands of the F.I.Co. is
sent herewith.

As advised in our telegram of the 19th September,
the samples of oil were sent you per M/V "Iagarto" on the 4th
September, via Valparaiso.

4. 1302 - 5. The North Arm Indent has been dealt with on
the lines indicated.

I find, however, that the Darwin Indent returned
with your letter of 25th July has been executed and the goods
have arrived here. This has created an awkward situation as,
in accordance with your instructions, many of the items on
that Indent had already been supplied from the Stanley Store
and the balance ordered for direct shipment. The result will

The Managing Director, "Oriam" and "Flagstaff", those properties belonging
LONDON.

In comparing this account with last year's you will
find that on the credit side local freight and passenger are
now very considerably due partly to the fact that the vessel

No. 691 per "Fleurus" - 31st November, 1928.

2.

be that, so far from stocks being reduced at the 31st December, they will be increased. For this reason I telegraphed you on the 14th instant enquiring whether you had executed the North Arm Indent under discussion, and received your reply stating that you had not done so.

5. 1302 - 7. I regret that Mr Creece omitted to send the report on the "Bogota" shipment of timber, though I sent one on the "Lagarto" consignment on my return here. The former is now enclosed, from which you will see that Messrs Lamb Brothers' guarantee was fulfilled, the quality of the timber being very good.

6. With reference to the recent increase of outward freights by the "Falkland" I have to advise you that the s.s. "Fleurus" still maintains the previous rates, and, in the case of Port Howard, has a special freight of 20/- per ton. Naturally, Mr Evans ships all his cargo by this vessel, and when the "Falkland" goes there to pick up wool, she will have no outward freight for that port. Should any other clients insist on their cargo being shipped by the "Fleurus" I presume I shall be correct in leaving the collection of their produce until after we have brought in that of the stations who continue to support the Company's vessels.

Enc.

7. I enclose the "Falkland's" Account to the end of October, disclosing a nett profit of approximately £ 81. It has been necessary to estimate the crew's wages for the time the vessel has been away, and allowance has also been made for the produce brought in to Stanley and shipped by the "Loriga" and "Bogota". I have not, however, taken into account the credits which appear in our books in respect of freight on shipments per "Lobos" and "Laguna", these properly belonging to the previous year's working.

In comparing this account with last year's you will find that on the credit side local freights and passages are down very considerably, due partly to the fact that the vessel

No. 691, per "Fleurus", 21/11/38.

3.

was idle for over three months this year; moreover, the "Fleurus" and "Gentoo" have earned about £ 600 and other vessels £ 200 on cargo that would ordinarily have been carried by the "Falkland". Freight on produce remains about the same.

On the debit side most items, especially coal, are lower. The crew's wages are much the same as last year, the hands having been employed for the full twelve months.

Enc.

8. I also send the "Gwendolin's" account for the year ended 31st October. Only one trip was made before that date and consequently the whole cost of re-rigging and equipping appears against the earnings. I would mention that in neither the case of this vessel nor the "Falkland" has any charge for Insurance been received this year and it has therefore been difficult to arrive at a figure for this item.

9. Several of the whaling Factories have proceeded direct to the whaling grounds this year, and we have accordingly lost a lot of business with mutton.

10. I regret to report that the "Greta" overcarried the case containing the shears for the machine shearing installation at Goose Green, and landed it at Valparaiso. I instructed the P.S.M.C. there to send it to Montevideo in an endeavour to get it down here in the "Ronald". It was sent off from Valparaiso on the 12th and the whaler left Montevideo on the 19th, but we have not yet heard whether it was shipped. If it has not connected it can come down by the "Fleurus" or "Falkland".

11. With reference to your comments in Remarks on Accounts dated 21st September on the list of Store Debtors at 30th June, I quite agree that an inexcusable lack of supervision on Mr Creece's part is shown. I went into the question with him on my arrival as he has been told time again not to allow these temporary Government Officials to run up large accounts. In the case of Carter, I only recovered the debt after a threat of the Court a few days before he sailed.

This matter is a source of continued anxiety to the

No. 691 per "Fleurus", 21/11/28. 4.

man in charge out here, as unless he personally supervises the Store Ledger the debts will go on increasing.

12. Peters and Crawford went out to Fitzroy on the 10th September and returned on 20th October, having completed the erection of the shed with the exception of the glass. The latter has also now been installed with the exception of the 12 sheets which were broken in the replacements sent out, and which should be replaced again.

I find that I was misinformed when I stated that the second consignment of glass for the Goose Green shed was packed in corrugated cardboard. It was packed in straw in double cases with divisions between every few sheets. It is also advisable to send out some surplus sheets to allow for breakage; in the Fitzroy replacement only the actual number required were sent, with the result that the shed is 12 sheets short, the deficiency having to be filled with odd material.

13. Work on the East Jetty has been resumed, and the sheet piling is now being driven in. There should not be any difficulty in driving six of these piles a day in moderate weather, so I trust it will not be long before the jetty is ready for use.

14. In accordance with the terms of your letter of 25th July I have sent Mr Creece round the Camp stores. He left Stanley in the "Ilen" for Darwin, calling at Fitzroy on the way, and is now at North Arm. While there he may be able to get ~~me~~ across to Speedwell Island.

15. As our Petrol Store is now quite inadequate to cope with the largely increased importations of Petrol, I am having an additional shed built alongside the original one. This will be constructed of concrete blocks, and full details for Insurance purposes will be sent you on completion of the work.

16. I enclose plans of the proposal for the new Millinery Building on the suggested site facing Dean Street. A copy

No. 691, per "Fleurus" via Montevideo, 21st November, 1928.
No. 691, per "Fleurus", 21/11/28. 5.

~~DUPLICATES~~ has been retained here and will be discussed with Mr Goddard on his arrival, and I think the Directors will agree that the suggestion shows a great improvement over the present undignified "shop".

~~Remarks on Stores.~~

On Mr Peters's return from Goose Green I intend to get him to estimate the cost of constructing the shell with concrete blocks, and this can then be compared with the estimated cost of timber walls. Personally I would much prefer to see the former method used, as being permanent and less liable to risk of fire.

1. Dispatch No. 691.

I am, Sir,

2. Cash Book, October.

Your obedient servant,

3. Journal, September.

4. Statement on Accounts.

5. Remarks on Accounts.

for Manager.

6. Store Incent No. 691.

7. Remarks on Stores.

8. West Store Cash Voucher, October.

9. Coasting Insurance - October.

10. Stanley Ledger Balances, - 30/9/28.

11. "Falkland's" A/c and Reconciliation, 31/10/28.

12. "Gwendolin's" A/c " " 31/10/28.

13. Establishment - Speedwell Island, Sept. Qr.

14. Report on Timber from Lamb Bros ex "Bogota".

15. Memorandum for Head Office re Wedding Present for H.M. The Governor.

16. "Gwendolin" Manifest, G.Y.L.

17. F.I. Shipping Report.

18. Letter from Secretary, Y & Dep. Sealing Co.

19. "Gwendolin" store freights, October.

20. Report on Pitcairn Wool Shed (Pulans).

21. F.I. Magazine - October.

22. F.I. Gazette - 15th October.

No. 691, per "Fleurus" via Montevideo, 21st November, 1928.

ENCLOSURES

24. Cooley Michigan 1900-1901

DUPLICATES (Originals per "Orita" 16/10/28.)

Despatch No. 690. Jan - October.
Journal, August. River Creek - October.
Statement on Accounts. Pay to Department.
Remarks on Accounts.
Store Indent No. 663 & Darwin No. 1.
Remarks on Stores.
Statement re Petrol, 2/10/28.
Store Freights, September Qr.
Timber Report, 4/10/28.
Coal A/c, 16/10/28.
Coasting Insurances - Jan, Feb, March, Aug, Sept, 1928.
Speedwell Island Store Stock Depreciation - Report, 13/9/28.
Medical Report, 15/10/28.
Copy of Letter to Mr Richardson, Darwin, 13/9/28.

ORIGINALS.

1. Despatch No. 691.
 2. Wool, skins, Hides.
 3. Cash Book, October.
 4. Statement on Accounts.
 5. Remarks on Accounts,
 6. Store Indent No. 664.
 7. Remarks on Stores.
 8. West Store Cash Voucher, October.
 9. Counting Insurances - October.
 10. Stanley Ledger Balances, - 30/9/28.
 11. "Falkland's" A/c and Reconciliation, 31/10/28.
 12. "Gwendolin's" A/c * " 31/10/28.
 13. Establishment - Speedwell Island, Sept. Qr.
 14. Report on Timber from Lamb Bros ex "Bogota".
 15. Memorandum for Head Office re Wedding Present for H.E. The Governor.
 16. "Gwendolin" Manifest, G.Y.L.
 17. F.I. Shipping Report.
 18. Letter from Secretary, F & Dep. Sealing Co.
 19. "Gwendolin" store freights, October.
 20. Report on Fitzroy Wool Shed (Peters).
 21. F.I. Magazine - October.
 22. F.I?Gazette - 15th October.

23. P.S.N.C. Account - 20th November.
 24. Camp Manager's Report, 18/11/28.
 25. Camp Reports - Darwin & Fitzroy.
 26. Diaries:- Darwin - October.
 Walker Creek - October.
 Fitzroy - May to October.
 27. Plan of proposed new Millinery Store.
 28. Coal Account, 20/11/28.

I beg to confirm my No. 691 mailed via Montevideo per
 S.S. "Mendana" on 21st November, since when I have received
 the despatched **Specifications**.

posted on 9th November, intended for "Mendana" on the 15th.

Mark.	Wool.	Skins.	Hides.
J B	2	6	28

2. The "Mendana" is now on her fourth trip, having
 made two to West Port, one to East Port generally, and one
 to Goose Green from which place she brought in a full load
 of tailors. I intend sending her to Goose Green next trip
 for a load of wool for the "Magellan" in January.

3. I am advised by Valenzuela that the "Magellan" will
 be too deep to go alongside the "Great Britain" and we shall
 therefore have to lighter all produce off to her again. Owing
 to the delay to the "Falkland" it is improbable that we shall
 be able to ship any large quantity of wool by this opportunity.

4. Work on the main Jetty is making good progress. All
 the sheet piling round the middle bulkhead is in place and
 the superstructure there with the exception of the decking
 is complete. A temporary decking has been laid for use during
 the discharge of the "Bogota" cargo, after which it will be
 lifted and the bulkhead filled in with rock etc. The permanent
 decking on this middle section can then be laid.

The Managing Director,

London.

No. 692, per "Fleurus" via Montevideo, 26/12/28.

The "Gwendolin" received that same time again motor windlass similar to that in use at the East Jetty, was sent out for the "Gwendolin". This has never been installed on that vessel owing to some controversy as to whether the deck was "Fleurus" via Montevideo. 26th December, 1928.

692.

I am now having this winch put on the "Fernie", all the deck ballast being cleared from below the hatches, a

Sir,

I beg to confirm my No. 691 mailed via Montevideo per s.s. "Fleurus" on 21st November, since when I have received no despatch from you, though your supplementary documents posted on 9th November arrived per s.s. "Tijuca" on the 15th instant.

2. The "Gwendolin" is now on her fourth trip, having made two to West Ports, one to East Ports generally, and one to Goose Green from which place she brought in a full load of tallow. I intend sending her to Goose Green next trip for a load of wool for the "Magellan" in January.

3. I am advised by Valparaiso that the "Magellan" will be too deep to go alongside the "Great Britain" and we shall therefore have to lighter all produce off to her again. Owing to the delay to the "Falkland" it is improbable that we shall be able to ship any large quantity of wool by this opportunity.

4. Work on the East Jetty is making good progress. All the sheet piling round the middle bulkhead is in place and the superstructure there with the exception of the decking is complete. A temporary decking has been laid for use during the discharge of the "Bogota" cargo, after which it will be lifted and the bulkhead filled in with rock etc. The permanent decking on this middle section can then be laid.

The Managing Director,

LONDON.

No. 692, per "Fleurus" via Montevideo, 26/12/28. 2.

5. You will recollect that some time ago a motor winch, similar to that in use on the East Jetty, was sent out for the "Gwendoline". This has never been installed on that vessel owing to some controversy as to whether the deck was strong enough for it.

I am now having this winch put on the "Pennia", as, all the fuel having been cleared from below the hatches, a great deal of labour is necessitated in getting the fuel discharged. The winch will considerably diminish the cost of delivery and it can always be moved if necessary if occasion for its use is found elsewhere.

6. The latest advices to hand from Montevideo are that the s.s. "Bogota" will arrive on Christmas Day, but so far we have had no communication to this effect from the vessel herself.

7. This Despatch is being written on the 21st December in order to get the mail away before the influx of Camp people for Christmas and before the "Bogota" and "Falkland" arrive. Should anything of importance occur before the mail leaves I will make it the subject of a supplementary letter.

I am, Sir,

Your obedient servant,

for Manager.

No. 692 per "Fleurus" via Montevideo, 26th Decr. 1928.

B N C L O S U R E S .

DUPLICATES. (Originals per "Fleurus" 21.11.28.)

Despatch No 691

Journal - September.

Statement on Accounts.

Remarks on Accounts

Store Indent No 664

Remarks on Stores.

Stanley Ledger Balances at 30.9.28.

Coal Account - 20.11.28.

Coasting Insurances - October.

Report on Fitzroy woolshed. 29.10.28.

"Falkland" A/c 31st Oct. 1928.

"Gwendelin" " " "

Timber Report. 14.11.28.

Memorandum re Wedding Present - Governor.

ORIGINALS.

1. Despatch No. 692.

2. Cash Book. November

3. Journal - October

4. Statement on Accounts

5. Remarks on Accounts

6. Store Indent No. 665.

7. Remarks on Stores.

8. Camp Manager's Report 19.12.28.

9. Camp Diaries. Darwin, North Arm & Walker Creek.

10. Coal Account. 21.12.28.

11. "Gwendelin" Manifests G.Y. 2 & 3.

12. Coasting Insurances - November.

13. West Store Cash Voucher November

14. Engineer's Report - Geese Green.

15. P.I. Shipping Report.

16. P.I. Gazzettes. 1.11.28. + 15.11.28

17. P.I. Magazine. December 1928.

18. Confirmation of cable - corrected.

S P E C I F I C A T I O N S .

<u>Mark.</u>	<u>Wool.</u>	<u>Skins.</u>	<u>Tallow.</u>	<u>Hides.</u>
S.I.	2	7	-	-
F 8	-	61	-	-
H & B	17	14	-	-

No. 692 per "Magellan" 10.1.29.

The s.s. "Gwendoline" will now be laid up, having made eight trips and brought to Stanley 100 bales of wool and skins, 100 barrels of butter and 30 hams.

I think the Board will agree that very good work has been done with the vessel. **10th January, 1929.**

693.

Sir,

I beg to confirm my No. 692 sent per s.s. "Fleurus" on the 26th December, since when I have received your 1303 which arrived per "Falkland" on the 5th instant, and No. 1304 received yesterday per "Fleurus".

2. 1303 - 2. The letters from the Admiralty are under consideration, and will be answered by next mail.

3. 1303 - 7. The entire question of the condition of the "Falkland" has been the subject of inquiry by Mr Goddard who will doubtless advise you fully on his return.

In reply to the two questions asked, I have to state as follows:- The Boat Jetty extension is now being (a). Captain Roberts has not called for any upkeep work to be done that could not be attended to.

(b). Mr Peters has not made any report on the condition of the condenser. As long as the vessels engines allowed her to sail on schedule he was apparently satisfied.

4. 1303 - 8. I note the Board are presenting a Challinga Cup to the Rifle Association. This will be given for an Open Handicap to be shot for at 200, 500 and 500 yards unless the Board wish to lay down any other conditions.

5. As advised by cable the s.s. "Falkland" arrived here on the 6th instant. After discharging the majority of her cargo, she left on the 9th for Goose Green and returned to Stanley today with 370 bales odd for shipment per s.s. "Magellan". recovered before he left.

The Managing Director,

LONDON

6. The "Gwendelin" will now be laid up, having made eight trips and brought to Stanley 733 bales of wool and skins, 139 barrels of tallow and 22 hides.

I think the Board will agree that very good work has been done with the vessel, without which it would have been impossible to effect any shipment per "Magellan". Unfortunately, it has been quite impossible to bring in any wool from Port Stephens, Chartres or other main West Ports, though a small number were brought from Hill Cove when the schooner was in that neighbourhood.

A statement of the cost of running that vessel together with the estimated earnings will be sent to you as soon as possible.

7. The missing case of the machine shearing apparatus was returned here per s.s. "Falkland" and went out to Goose Green in that vessel so that the installation can now be put into use.

8. Work on the East Jetty extension is now being pushed as hard as possible and is making as good progress as frequent unavoidable interruptions will allow.

9. Mr Goddard has authorized a housing allowance of £36 p.a. to M.J. Greece and his Agreement has been endorsed to this effect.

10. 1304 - 8. It has been decided not to make any reduction in the purchase price of the land sold to R.A. Sedgwick.

11. 1304 - 16. I have to thank you for your advices on the subject of emergency calls of vessels for medical cases and I note that future cases are to be referred to you for adjudication.

12. 1304 - 20. You will have seen from my No. 691/11 that Mr Carter's debt was recovered before he left.

13. 1304 - 22. I have read with interest the news

No. 693 per "Magellan" 10.1.29. - 3 -

that a contract has been placed for a 500 ton floating dock.

14. 1304 - 23. Your remarks regarding the freight contract with the Pacific Steam Navigation Company for this season are noted. It is a great pity that there is no competition for freights from this Colony which would compel the P.S.N.C. to lower their rates instead of increasing them.

The additional clause inserted will be of great assistance to us - we had already radiographed Valparaiso to the effect that we would not undertake to load the "Magellan" in Port William.

15. The "Magellan" is due to sail this evening, 10th January, and will be a full ship. The number of bales and tons of oil will be cabled to you, as usual.

6. Stores Indeed No. I am.

6. Remarks on Stores Sir,

7. Cleaning Insurance your obedient servant,

8. F.I.Shipping Report.

9. P.S.N.C. - update on freights, 1928.

10. "Grendaline" Manifest, 2.1.29. for Manager.

11. "Falkland" Manifest, 2.1.

12. Rates of Weekly Rates, Montevideo.

13. F.L.Magazine, January, 1929.

14. List of produce brought in for "Magellan" by vessels other than "Falkland".

15. F.E.W.C. account - 31st December, 1928.

Correspondence - with P.S.N.C. re c/- cleaning machinery.
From MacLean & Simpson, Montevideo - re
"Falkland".

Specifications over:-

No. 693 Per "MAGELLAN" - 10th January, 1929.

E N C L O S U R E S

DUPLICATES (originals per "Fleurus" 21/12/28).

- 1. Despatch No. 592.
- 2. Journal - October.
- 3. Statement on Accounts.
- 4. Remarks on Accounts.
- 5. Store Indent 665.
- 6. Remarks on Stores.
- 7. Cool A/c - 21/12/28.
- 8. Coasting Insurances - November, 1928.
- 9. Camp Manager's Report 19/12/28.
- 10. Engineer's Report - Goose Green, 20/11/28.
- 11. Specifications:- 7 S. 51 skins.
S.I. 2 wool. 7 skins.

ORIGINALS.

1. Despatch No. 593.
2. Journal, November.
3. Statement on Accounts.
4. Remarks on Accounts.
5. Store Indent No. 666.
6. Remarks on Stores.
7. Coasting Insurances, December.
8. F.I. Shipping Report.
9. P.S.N.C. - rebate on freights, 1928.
10. "Gwendolin" Manifests, S.Y. 4,5,6,7,8.
11. "Falkland" Manifest, Q.L.
12. Rates of Weekly Wages, Stanley.
13. F.I. Magazine, January, 1929.
14. List of produce brought in for "Magellan" by vessels other than "Falkland".
15. P.S.N.C. Account - 31st December, 1928.

Correspondence - With P.S.N.C. re c/- shearing machinery.
From Maclean & Stapledon, Montevideo - re "Falkland".

Specifications over:-

S P E C I F I C A T I O N S

Mark.	Wool.	Skins.	Hides.
R & B	86		
T R	40	6	
P	103		
A.P.	54		
S & S	49	6	
M.V.	14	3	

W.J.H. I beg to withdraw No. 1305 of 10th January, being that
I have received your No. 1305 per 2.2.8. (below), - now

61

D.H. D. 1305-501. A copy 11 on the condition of the place for
the Survey. This will be sent you soon as it has been completed.

J.B. 1305-23. Permission to import the five shipping
batches has been applied for.

1. 1305-22. It is important that the vessel for
North America be ready for shipment by the beginning of March
following the "Faster". The destination places are to Hazelton
and both have agreed to be charged with a risk to obtaining
a guarantee for covering the ship by insurance.

2. 1305-25. Accommodation were made to meet the Delegates
desire to inspect the Company's stations before proceeding
to Port Clarence at the beginning of March.

3. 1305-26. "Faster" arrived on the 4th instant and
left the port of Hazelton on the 10th. During her stay she took
200 tons of oil and on her return to taking a further
quantity. During the fuelling on the 8th the pump air vessel
broke so great damage was done and the vessel will have to
be repaired before she can proceed.

4. 1305-27. With reference to your 1305-6, I enclose copy of
a letter received from the Hon. Secretary of the P.I.D.P. R.S.C.
The following is the substance of the letter:

The Managing Director,

London.

Enc. 693 per H.M.S. "Despatch", 19/2/89. Association expressing the thanks of the Association for the Challenge Cup presented. The cup arrived per R.M.S. "Orduna" and has been handed over to the Committee.

H.M.S. "DESPATCH".

19th February, 1889.

No. 694.

1. 1305 - 8. Under our Wholesale Liquor Licence we have not
Sir,

I beg to confirm my No. 693 of 10th January, since when
I have received your No. 1305 per R.M.S. "Orduna", not long

2. 1305 - 9. A report on the condition of the glass for
the Pitkroy Shed will be sent you when same has been unpacked.

3. 1305 - 11. Permission to import the five sheep-dog
bitches has been applied for.

4. 1305 - 12. Note has been taken that the new shed for
North Arm will be ready for shipment by the opportunity
following the "Tantaro". The foundation plans are to hand
and have been passed on to Crawford with a view to obtaining
a quotation for erecting the shed by contract.

5. 1305 - 15. Arrangements were made to meet Mr Dean's
desire to inspect the Company's Stations before proceeding
to Port Stephens at the beginning of March.

6. H.M.S. "Despatch" arrived on the 4th instant and
left for South Georgia on the 10th. During her stay she took
730 tons of Oil Fuel and on her return is taking a further
quantity. During the fuelling on the 8th the pump air vessel
fractured as per Report enclosed, and a new one will have to
be supplied. Telegram of the 8th February asking for four

Enc. 7. With reference to your 1303 - 8, I enclose copy of
a letter received from the Hon. Secretary of the P.I.D.P. Rifle
Regiment while employing local labour.

The Managing Director,

LONDON. I have received several applications to purchase,

in part or in toto, the small paddock at the back of the
Company's houses to the south of James Street. This is about

No. 604 per H.M.S. "Despatch", 19/2/29. 2.

Association expressing the thanks of the Association for the Challenge Cup presented. The cup arrived per R.M.S. "Orduua" and has been handed over to the Committee.

8. Under our Wholesale Liquor Licence we have not heretofore been allowed to sell liquor in less quantities than two gallons, though this has been frequently done and I have on more than one occasion had to put a stop to the practice. I have now, however, succeeded in obtaining a retail or "Off" Licence to enable us to sell in not less quantities than one bottle at a time. This will necessitate amending the Licensing Ordinance, which question is now under consideration, but permission has been given us to proceed in the meantime.

9. Mr Goddard will no doubt have advised the Board that he had employed Mr A.P. Runacres in the Store. Unfortunately the man had returned from Magallanes with several unenviable rumours attached to him which, whether true or not, had an alarming effect on the business as people refused to be served by him or to purchase goods in the Store while he was there. So serious did the matter become that after consultation with Mr Markham Dean it was decided to dispense with Runacres' services. I have since communicated with Mr Dick in Magallanes, who has replied that he does not recommend the man and is writing us per "Loreto". I will pass on the information he gives.

While on the subject of the West Store I would confirm my telegram of the 9th February asking for four Counter assistants to be sent out. In consultation with Mr Dean it has been decided that it is utterly impossible to prevent leakage while employing local labour.

10. I have received several applications to purchase, in part or in toto, the small paddock at the back of the Company's houses to the south of James Street. This is shown

No. 494, per H.M.S. "Despatch", 19/2/29. 3.

at the extreme S.E. corner of Stanley on Mr Neave's plan dated January, 1923. Mr Dean agrees to the sale of this land at the rate of £ 200. per acre and I shall be glad of the Board's sanction.

11. Mr Langdon's Agreement expired on the 1st January 1929 and no doubt on Mr Dean's return you will formulate a renewal.

12. With reference to the Admiralty's letter of 25th October regarding missing spares for the main pumping engine of the "O.C.82", will you please inform the Admiralty that the following is what occurred:-

All spare gear received with the barge was signed for by Captain Roberts on 5/8/24, and was then placed in the Admiralty Depot, then under the charge of Mr Neave. When we took over the Depot later the spares were re-checked by the storekeeper and a list of missing articles, comprising all the articles mentioned in the letter under reply, was lodged in this office. I understand Mr Gresham spoke to Mr Neave on the matter, but there is no record of the result.

13. The question of heating systems was discussed with Mr Goddard. Those being installed in Government buildings are run from a converted "Stanley Range" and are very much more economical than those requiring separate heat. From my personal experience of the one McNicoll fitted to the original style range in Teja Cottage - as reported to Mr Goddard - the installation is a great success, hot water being available all the time the kitchen range is in use.

I would suggest that any systems sent out for the Company's houses in future should be on this plan. The suppliers of the various items are given in Remarks on Stores by this opportunity.

14. Mr Goddard has no doubt informed the Board of the plan for rebuilding the West Store on the site referred to -

No. 694, per H.M.S. "Despatch", 19th February, 1929.

No. 694, per H.M.S. "Despatch", 29/2/29, 4.

~~DUPLICATED~~

In my No. 690/32 for the new Millinery Store. I am in negotiation with the Government for a strip of land approximately 6 feet wide stretching along ^{the} Dean Street front of the site, to enable us to obtain the necessary width. The original suggestion was to exchange a building site in the Dairy Paddock for this parcel of land, but this has been rejected as unsuitable. I have therefore now offered one of the remaining sites on Section 2, permission to sell which was given in your cable of 4th January, 1923, which has been approved by the Colonial Engineer. The Company will benefit considerably by this exchange if it is approved by the Secretary of State.

5. Report. I trust my action meets with the Board's approval.

6. 15. The East Jetty extension continues to make good progress. The after bulkhead is complete and the permanent decking laid to ~~approximately~~ half way down the main or middle bulkhead, which is three-quarters filled with rock. During the discharge of the "Orduna" cargo the sheet piling is being driven round the forward bulkhead, after which all filling-in can be completed and the work finished off.

11. Schedules of Wool & Skin Sales, 1928.
In order to obtain the maximum benefit from the jetty it should be extended round the stern of the "Egeria" to permit a lighter lying there while the "Falkland" is alongside the main berth, and I shall be glad of permission to carry out this work.

16. F.O.T. Magazine, February, 1929.
16. The "Kelp" was put on the slip on 12th January, and
17. F.O.T. Gazette, December 1st & 15th, 1928.

Enc. I enclose Peters's report on the machinery and shaft.

Captain Roberts's Report in this connection is also enclosed.

From Rifle Association Challenge Cup.
I am, Sir, my Present.
From The Government presents against influenza.

To Col. Secretary, &c.

Your obedient servant, M.

From Treasurer re "Off-Licence" (liquor).

To D.E.Richardson re appointment as Storeskeeper.

Managing Director to Capt. Roberts re "Falkland" expenses & provisioning.

for Manager.

(Specifications over).

No. 694 per H.M.S."Despatch", 19th February, 1929.

717

ENCLOSURES.

DUPLICATES (Originals per "Magellan", 10/2/28).

- D.H. Despatch No. 693.
J.L. Statement on Accounts.
Remarks on Accounts.
Journal, November, 1928.
Store Indent No. 666.
Remarks on Stores.
Coasting Insurances, December.
Specifications - D.H. 501 wool. 11 skins.
Shipment per "Magellan".

ORIGINALS.

1. Despatch No. 694.
2. Statement on Accounts.
3. Remarks on Accounts.
4. Store Indent No. 667.
5. Remarks on Stores.
6. West Store Cash Vouchers, December 1928 & January, 1929.
7. Establishment, December quarter, 1928:- Stanley.
Darwin etc.
Fitzroy.
Speedwell Island.
8. Store Freights, "Falkland", January, 1929.
9. Store Freights, "Gwendoline", October to December, 1928.
10. "Falkland" Manifest, Q.2.
11. Schedules of Wool & Skin shipments, 1928.
12. Report on failure of Air Vessel on "O.C.82".
13. Mr Peters's Report on "Kelp", 13th February, 1929.
14. Captain Roberts's report on "Kelp", 15th February, 1929.
15. F.I. Shipping Report.
16. F.I. Magazine, February, 1929.
17. F.I. Gazettes, December 1st & 15th, 1928.

Correspondence:-

- From Rifle Association re Challenge Cup.
From The Governor re Wedding Present.
To Col. Secretary re precautions against influenza.
* * * re exchange of land.
From Treasurer re "Off-Licence" (liquor).
To D.E.Richardson re appointment as Storekeeper.
Managing Director to Capt. Roberts re "Falkland" expenses
& provisioning.

(Specifications over).

S P E C I F I C A T I O N S

	Wool.	Skins.	Tallow.
--	-------	--------	---------

D H	522		
J L	137		
D & S	160	13	
T Z	164	12	
HEART	100		
J G			
Weddell		11	
H G C	97	8	5
T R			
Pt Louis	56		
P	169		
AP	56	8	
HP	86	6	

850 - 2nd week

१०८५-१०८६ वर्ष का - १०८५-१०८६ वर्ष का

8	81	285	2.	1.	2	3	2	18		General Quarters.
1	81	208	8	10.	11	20	8	13		Priority.
8	-	292	-	-	-	-	-	2.		Prefecture, Intresso etc.
1	81	28	-	1	1	20	14.	-		Sandra Depots.
-	11	204	2	10	21	206	2	2		345. 16. 1.

Excess of Profit over £8,692. 11. 11.

Dear MARYESTE,

Staples, E.T.

COMPARATIVE STATEMENT.Increase.Decrease.

19. -.

610. 12. 5.

62. 18. 9.

11,241. 12. 1.

430. 6. 8.

a. PROFIT OF £ 72,480. COMPARED WITH £ 65,799. i.e. £.

28. 19. 3.

22. 10. -.

2. 13. 2.

£ 11,788. 19. 11. £ 3,417. 3. 3. 8,341. 16. 8.

which show an increase. Butchery sales are down owing chiefly to the fact that several of the Whaling Factories proceeded to the whaling grounds.

15. 9. 1.

186. 9. 10. INCREASE, £ 23. 19. 5.

The increase in account is due to more bills having been issued.

527. -.

20. 14. -.

£ 201. 18. 11. £ 547. 14. 2. 345. 15. 3.INCREASE OF PROFIT ... £ 8,687. 11. 11.

This account is further satisfied by the receipts show an increase of only £ 100, whereas the decrease approximately £ 300, a saving of £ 600 having been effected in the delivery charges, being no item for torage etc. of a new lighter.

A sum of £ 600.

I anticipate that at the end of the current year a better profit will be shown, owing to the economy in labour resulting from the new jetty and shed, and to the increased landing charges brought into force at the latter end of 1928.

The Managing Director can furnish you with further information.
Yours faithfully,
JOHN H. JONES
LONDON.

No. 695 (ACCOUNTS, 1928) per copy "Lorbie" 3/3/29.

~~STOCK~~ £ 3,556. 17. 6. Reducing by £ 3,740. 16. 6.

The result of the branch of the business is incomparable to me. You will observe from the new firm's letter dated

M&V "LORBIER".

7th March, 1929.

695 (ACCOUNTS, 1928).

Sir, I have the pleasure to advise you that the total profit for the year amounts to £ 39,300

Sir, and I know that a sufficient percentage has been added to

I beg to enclose the Annual Accounts for 1928, showing a Profit of £ 72,486. 16. 3. as compared with £ 63,799. 4. 4. for the previous year - an increase of £ 8,687. 11. 11.

FARM £ 70,664. 13. 7. Increase, £ 11,241. 12. 1.

This increase is solely due to the increased proceeds of produce. There has been little fluctuation in the other items with the exception of Consumption and Fencing materials which show an increase. Butchery sales are down owing chiefly to the fact that several of the Whaling Factories proceeded direct to the whaling grounds.

NAVAL FUEL DEPOT. £ 534. 15. 11. Increase, £ 28. 19. 3.

The increase on this account is due to more oil having been issued.

LIGHTERAGE, £ 430. 6. 8. profit, against loss of £ 527. - 2. - turnover, £ 957. 6. 10.

This account is much more satisfactory. While receipts show an increase of only £ 100, expenses are down by approximately £ 800, a saving of £ 600 having been effected in the deliveries and there being no item for towage etc. of a new lighter.

I anticipate that at the end of the current year a better profit will be shown, owing to the economy in labour resulting from the new jetty and shed, and to the increased landing charges brought into force at the latter end of 1928.

The Managing Director, ^{has} from practically all sources under this head LONDON. Interest on Clients' accounts is down £ 120.

No. 693 (ACCOUNTS, 1928) per m/v "Lorato" 7/3/29. 2.

STORE. £ 2,556. 17. 2. Decrease of £ 2,746. 15. 9.

The result of this branch of the business is inexplicable to me. You will observe from the new form employed for the account that the gross profit of the Stanley Branches is £ 6,913. 3. 7. only. The Sales for the year amount to £ 59,200 odd, and I know that a sufficient percentage has been added to first cost to give a minimum profit on the selling price of 15%, which would produce £ 8,880, while a further profit of £ 2,000 is made on the deliveries - i.e. 9% on £ 23,000.

Therefore a minimum gross profit of £ 10,800 has definitely been made on the goods which are known to have been sold and delivered; in a great many cases, particularly in the Millinery, as much as 30% is added to the c.i.f. cost, and the extra profit from these items would approximately compensate for the whole of the 13½% discount allowed to the Company's salaried servants and monthly employees.

It seems almost incredible that the disappearance of about £ 4,000 should be by pilferage, and the only alternative is that the opening stocks were incorrect.

For comparison with the previous year's result it is necessary to bear in mind the fact that about £ 1,170 has been made at the Farm branches this year, for which the Stanley Store previously got credit - this would bring the year's nett profit to £ 3,242, while during 1928 we have had to meet liabilities amounting to £ 1,366 in respect of 1927, which would have brought that year's profit down to £ 3,938, so there is really a fall of £ 700. No percentage has been deducted from the stocks this year, but all dead stock has been cut out or reduced in price. The reduction amounts to practically the same as last year.

INTEREST & COMMISSION. £ 143. 12. 8. Decrease £ 610.12. 5.

Revenue from practically all sources under this head is down. Interest on Clients' accounts is down £ 120,

No. 695 ACCOUNTS, 1928.

No. 695, (ACCOUNTS, 1928), per "Lerato" 7/3/29. 3.

Commission on Whalers and sundry vessels accounts, £ 100, and on freight on shipments of produce £ 70, whereas the proportion of expenses of management is increased, as on all other branches.

On the debit side:-

BUILDINGS. £ 3,047. 6. 11. Increase, £ 186. 9. 10.

Deposits Alterations and repairs to Teja Cottage chiefly account for this increase. This building is now in a very satisfactory state and will not require further large expenditure for some years. Other buildings, however, will need attention, in particular the "Stanley Arms", and I think Mr Dean who recently inspected this place with me will report that an entirely new building will be required next year.

STANLEY WAGONS. £ 13,361. 19. 11. Increase of £ 1,515. 5. 7.

The increase is accounted for by the inclusion of the constructional gang employed on the New Shed and Jetty extension on the "Egeria". This gang will be disbanded when the work is finished.

STANLEY OFFICE. £ 3,998. 8. 4. against £ 2,938. 12. 3.

Chiefly accounted for by extra Commission and travelling expenses.

STANLEY BUTCHERY. The slight decrease in profit is accounted for by the drop in the sales of mutton, referred to under the heading of "Farm" above.

STORE & BUTCHERY DEBTORS. Both these items are reduced and are lower than they have been for some years.

Stanley Office Your, Sir,

Stanley Butchery Your obedient servant,

Details of Deliveries to Farm.

Farm Produce unsold.

Farm Building Materials on hand for Manager.

Farm Fencing Materials on hand.

Farm Consumption Materials on hand.

- No. 695 ANNUAL ACCOUNTS, 1928. ENCLOSURES WITH DESPATCH.
1. Despatch No. 695 and Comparative Statement.
 2. Balance Sheet. ~~During~~
 3. Profit & Loss Account.
 4. Journal, December, 1928.
 5. Cash Book, December, 1928. ~~Land Stores a/c.~~
 6. London Suspense Account - outstanding items.
 7. Deposit Account - outstanding items.
 8. Interest Deposit Account - outstanding items.
 9. Summary of Stock of Stores - Stanley.
 10. General Summary of Stock of Stores.
 11. List of Store Debtors. ~~Butchery.~~
 12. List of Butchery Debtors. Speedwell Island.
 13. Remarks on Store & Butchery debtors. Stanley and Speedwell.
 14. Stanley Office Account, 1928.
 15. Adjustment of Head Office Account.
 16. Material and Labour, Stanley Buildings.
 17. * * * Stanley hulks etc.
 18. Additions to Plant.
 19. Additions to Buildings.
 20. Additions to Fencing.
 21. Abstract of General Charges.
 22. * * Lighterage, Bulkage etc.
 23. * * Pacific Agency.
 24. * * Consulates & Agencies.
 25. * * Naval Fuel Depot.
 26. * * Farm Account.
 27. Stanley Office Farm Account.
 28. Stanley Butchery Account.
 29. Details of Deliveries to Farm.
 30. Farm Produce unsold.
 31. Farm Building Materials on hand.
 32. Farm Fencing Materials on hand.
 33. Farm Consumption Materials on hand.

2.

34. Summary of Store Account.
35. Abstract of Stanley Store Account.
36. " " Darwin " "
37. " " North Arm " "
38. " " Walker Creek " "
39. " " Speedwell Island Store a/c.
40. " " Fitzroy & Port Louis Stores a/c.
41. Millinery Store Account.
42. Inventory of Stores at Darwin.
43. " " " " " North Arm.
44. " " " " " Walker Creek.
45. " " " " " Fitzroy.
46. " " " " " Speedwell Island.
47. Balances due to and from men, Farm, Fitzroy and Speedwell.
48. Auditor's Certificate.

No. 694, per "Lorkeen", 7/2/29.

This letter has been sent to our Head Agent having
this action completed.

2. With reference to paragraph 3 of my No. 694, Mr. D...
a/c "Lorkeen" has advised him at night 7th March, 1929,
etc. in funds" and that he could not be recommended for any
sort of responsibility.

Sir,

I beg to confirm my No. 694 per H.M.S."Despatch" on the
19th February, since which date nothing has been received from you
for acknowledgment.

3. The water below the floor and in the cellar of the
Manager's House has been a problem for some years now. From
the enquiries and investigations which I have made I am led
to the conclusion that the bulk of this filters through from
the well in the backyard, so in order to obviate this I am
constructing a rubble drain between the well and the house.
This drain is being continued round the east side and half-
way round the north of the house, then across the lawn and
connecting up with the existing house drain just inside the
north fence. The water from beneath the kitchen and dining
room has already passed away by this passage.

4. Work on the East Jetty extension has made little
progress since last writing, the constructional gang having
been employed on the work referred to in the preceding paragraph
and on the construction of piles for Messrs Packe Brothers'
new jetty. The latter are now finished, and work on the
jetty will be resumed. The sheet piling round the forward
bulkhead is practically finished and when once that is done
it will not take long to complete the work.

4. The Challenge Cup presented to the Rifle Association
was won at this year's Bisley Meeting by W. Browning, an employee
of the Company, and I shall be glad if the replica is sent out.

The Caging Director, now under consideration by the Brothers.
LONDON. to ascertain whether the Government have any objection

No. 696, per "Loretto". 7/3/29. 2.

Enc.

The particulars are enclosed in case the Board intend having this replica inscribed.

5. With reference to paragraph 9 of my No. 694, Mr Dick writes that Runacres "made some slight mistakes in dealing with funds" and that he could not be recommended for any post of responsibility.

6. There being persistent rumours here to the effect that the Estate of Louisa Williams were selling the business and that firms on the Coast were interested, I asked Mrs Williams for confirmation. An equivocal reply was received stating that their interests in Stanley were valued at £ 40,000, and that if there were any interested parties they were quite willing to negotiate on that basis.

I understand that the net income of the "Globe Hotel" is in the region of £ 600. per annum, while a further profit of £ 1,400 should be made on the Millinery and General Store business.

This information is given in case the Board might be interested in seeing our principal competitor out of the way.

7. The "Loretto" arrived early in the morning of the 8th March, and is expected to leave on the 9th instant, taking, I anticipate, all the produce we have in Stanley (2550 bales), or 500 bales more than the quantity for which we had reserved space.

8. Mr and Mrs Peters and family travel home by this opportunity, and also Mr J. Mitchell, the wool-classer from Goose Green.

9. Mr Dean looked over Robson's camp at Fitzroy with Messrs Slaughter and Langdon and decided that it was desirable to buy the camp if we can. On Mr Dean's instructions I have made an offer of £ 3,500 and the freehold of the Horse Paddock at Jack's Point, Port Louis, as it was before Anson was sold, and the matter is now under consideration by the brothers. I have yet to ascertain whether the Government have any objection

No. 696, per M/T "Lorette" - 2nd March, 1929.

B.M.L.G.B.D.B.A.

No. 696, per M/T "Lorette", 7/3/29. 3.

to the land being transferred to us.

Store Indent No. I am, Sir,

Remarks on Account.

Specified by Capt. Roberts Your obedient servant,

Specifications - D.E.

ORIGINAL.

1. Despatched No. 201 for Manager.

2. Statement on Account.

3. Receipts on Account.

4. Store Indent No. 696.

5. Remarks on Account.

6. Despatched Cash Transfer, Payable.

7. Despatched Manager's Report, 2nd January, 1929.

8. Dispatched Manager's Report, 2nd March.

9. Manager's Report on Bond Post Depots.

10. Statement of Bond Posts - 2nd March.

11. Instructions for sending of Cleaning Gas canister to

the P.M.C., Port Elizabeth, South Africa.

12. Dispatched, 2nd March.

13. Dispatched, 2nd March.

14. Dispatched, 2nd March.

	Wool	Cotton	Rubber
2	242	2	39
3 2 2	100	24	
4 2 2	107		
5 2 2	81		
7 2	47		
7 R	212		
8 & C	82		
E 7	20	3	

ENCLOSURES.

DUPPLICATES (Originals per H.M.S."Despatch, 19/2/29).

Despatch No. 694.
Statement on Accounts.
Remarks on Accounts.
Store Indent No. 667.
Remarks on Stores.
Wool & Skins shipments, 1928.
Capt. Roberts's Report on "Kelp" 15/2/29.
Specifications - D.H.

ORIGINALS.

1. Despatch No. 696.
2. Statement on Accounts. No. 696 mailed per m/v "Loreto" on
3. Remarks on Accounts. There has been nothing received
4. Store Indent No. 668.
5. Remarks on Stores. Volume for the Manager's Return is missing
6. West Store Cash Voucher, February. Part and part of the
7. Camp Manager's Report 29th January, 1929, depth below the
8. "Falkland" Manifests Q 3 & 4. and originally been sent
9. Half-yearly Report on Naval Fuel Depot.
10. Sketch of Tail Shaft - s.e."Falkland". the foundations
11. Inscription for replica of Shooting Cup. are now filled in
12. P.S.N.C.Account, 28th February, 1928. dry and plastered
13. F.I.M.March. sides that no trouble will be experienced in
14. F.L.Gazette, 15th January.

Specifications.

	Wool.	Skins.	Tallow.	Hides.
S	163	6	39	In making.
J L W	138	15	39	to undertake here. In taking his
D & S	107	I have arranged with Mr Slaughter for Redmond,		
J H D	52	to come into Stanley temporarily.		
W P	47	forward bulkhead of the East Jetty extension is		
J B	212	and there is one lighter load of rock etc. to be		
S & S	23	the middle bulkhead after which the decking con-		
M V	20	tinues to the outer bulkhead.		

There is no Government objection to our purchasing
Metney Wool, and the Seton brothers on the East Falklands
have agreed to sell in accordance with the proposal outlined
by the Director.

No. 697. per M/V "Lerete", 2nd April, 1929.
in my 696/8. I have now to get in touch with Mr. Robson
Robson at Fox Bay.

697.

6. With reference to my No. 696/8, I enclose copy of
a letter received from the Colonial Secretary from whom you
will see that the desired exchange of land has been effected
Sir, our being able, as owner of the adjacent land, to purchase

2nd April, 1929.

I beg to confirm my No. 696 mailed per M/V "Lerete" on
the 8th March last, since when there has been nothing received
from you.

2. The drainage scheme for the Manager's House is making
good progress; the drain at the South, East and part of the
North side of the building has been dug to a depth below the
foundations, the brickwork of which had originally been set
with mortar. This mortar had all crumbled away, thus afford-
ing an entry for water. All brickwork of the foundations
has been covered with cement and the drains are now filled in
with rubble. The Cellar has been pumped dry and plastered
inside, and I consider that no trouble will be experienced in
the future.

3. I have to advise you that J. McNicoll, our Blacksmith,
has to proceed home for an operation which Dr Mair is unable,
for lack of appliances, to undertake here. He is taking his
family with him, and I hope to get him away by the "Orta" or
a whaler. I have arranged with Mr Slaughter for Redmond,
the Goose Green blacksmith, to come into Stanley temporarily.

4. The forward bulkhead of the East Jetty extension is
now complete and there is one lighter load of rock etc. to be
filled into the middle bulkhead after which the decking can
be finished.

5. There is no Government objection to our purchasing
Fitzroy North, and the Robson brothers on the East Falklands
have agreed to sell in accordance with the proposal outlined
in my 696/8. I enclose copy of
Managing Director.

LONDON,

No. 697, per M/V "Lautaro", 2nd April, 1929. 2.

in my 696/p. I have now to get in touch with Mr Michael Robson at Fox Bay.

6. With reference to my No. 694/14, I enclose copy of a letter received from the Colonial Secretary from which you will see that the desired exchange of land has been effected by our being able, as owners of the adjacent land, to purchase the strip. A nominal sum of £ 10. has been arranged in consideration of our selling the building site for the same amount.

The Plan of the proposed building was put before the Board of Health at the last meeting and was referred to the Buildings sub-Committee for approval. One member of the Committee, Mr Grierson, has very strong objections to that part of Dean Street being built on, so the question is being referred back to a general meeting of the Board for their decision, and I feel confident that the plan will be carried through at the next meeting.

7. In reply to my letter asking for Mr Young to be appointed Chilean Consul here, I have been advised that it has been decided to close down the Consulate in the Colony on the grounds that it is unnecessary.

The Company made £ 55 in 1927 and £ 68 in 1928 from this source.

8. We are unable to trace the copy of the ~~Marine Mutual Assurance Co.~~ Policy in respect of the s.s. "Yalkland" (sent out about 5 years ago) but I believe that under it we are covered in respect of medical attendance on the crew. If this is the case, will you please claim for the sum of £ 18. 2. 5. as per statement enclosed for medical expenses in Montevideo. Unfortunately Captain Roberts omitted to get Doctors' Certificates detailing the nature of the complaints in each case, but I have asked Messrs MacLean & Stapleson to obtain them and forward to you direct.

No. 697. Per "Lautaro", 2/4/29.

3.

9. Since the 1st January we have had to ask you for £ 10,000 extra in all to be paid to the Crown Agents. We have had heavy calls on our cash owing chiefly to the War Loan Redemption and in a lesser degree by disbursements on account of the Sealing Company, apart from the ordinary payments made for Import and Export Tax.

10. Mr Dean has decided that the Manager's house at Anson shall be taken down and re-erected as a cookhouse at Fitzroy. This can be done with some adaption and will be carried out as soon as possible.

11. Stat. In continuation of my 694/4 I have to advise that Crawford has inspected the site of the North Arm shed and has submitted a tender, as per copy enclosed, of £ 1,500. This has been accepted by Mr Dean.

12. I regret that Matthews, the Chief Officer of the "Falkland", is quite unsuitable for the work. He has absolutely no control over the crew, who are quite aware of the fact and take every advantage of it. His general behaviour, in fact, is such as to lead us to believe that he is "non compos mentis" and I strongly recommend that endeavours should be made to secure a substitute as early as possible.

13. The foregoing had been written in expectation of the arrival of the "Lautaro" on her scheduled date - 2nd April - but she does not arrive until to-morrow, the 10th April. It is doubtful whether the Postal Authorities will send mails by her, preferring to await the arrival of the "Southern Express" or even the "Orita", 1st May.

14. Correspondence with Your obedient servant,

for Manager.

Despatch No. 697. 9/4/29.

B I O L O G Y S.DUPLICATES. (Originals per "Loreto" 9/3/29).

Accounts Despatch with enclosures.

Despatch No. 696.

Statement on accounts.

Remarks on accounts.

Store Indent No. 668.

Remarks on Stores.

Specifications.

<u>Mark.</u>	<u>Wool.</u>	<u>Skins.</u>	<u>Fallow.</u>	<u>Hides.</u>
S	44	6	:	39
J H D	52	-	:	-

Shipment per "Loreto" 9/3/29.

ORIGINALS.

1. Despatch No. 698.
 2. Statement on Accounts.
 3. Remarks on accounts.
 4. Journal - January & February 1929.
 5. Cash Book - January, February & March 1929.
 6. West Store Cash Voucher - March 1929.
 7. Coasting Insurances - January, February & March 1929.
 8. P.S.N.C. A/c 28/3/29.
 9. "Falkland" Manifests - Vols. Q. 5 & 6.
 10. Camp Diaries. Darwin & North Arm.
 11. Camp Reports - Darwin, North Arm, Walker Creek & Pitkroy.
 12. Camp Manager's General Report 10/3/29.
 13. Camp Manager's Report 28/3/29.
 14. F.I.Gazettes. February 1st & 15th 1929.
 15. F.I.Magazine - April 1929.
 16. "Falkland" - medical fees in Montevideo.
 17. Return & Establishment of Wages - Stanley - March Quarter.
 18. F.I.Shipping Report.
 19. Confirmation of cables.
- Correspondence with Colonial Secretary re purchase of land in
Dean Street.
** R.Crawford - tender for North Arm woolshed.

SPECIFICATIONS.

o v e r

No. 697. 9/4/29.

S P E C I F I C A T I O N S .

<u>Mark.</u>	<u>Wool.</u>	<u>Skins.</u>	<u>Tallow.</u>	<u>Rides.</u>
H A	714	20	-	51
S I	98	-	-	-
D & S	1	6	-	-
H & B	178	-	-	-
P B	121	-	-	-
J H Weddell	51	-	-	-
W P	-	4	7	-
B	82	4	3	41
J H Beaver	32	4	-	-
R B C	37	1	-	-
S Club B	136	-	-	-
H	30	4	-	-
H D	2	-	-	-
A F C	37	4	-	-
J H D	-	-	-	38

s.s. "Solstisif".

698.

24th April, 1929.

Sir,

I beg to advise that I arrived at Port Stanley per R/T "Lantana" on the 10th instant and duly took charge. The delay in arrival was chiefly due to six days' quarantine imposed by the Argentine authorities against ships which had called at Brazilian ports.

2. I beg to confirm by Vincent's Despatch No. 607 which will also go by this opportunity, the R/T "Lantana" not having taken mails, and to acknowledge receipt of your No. 1306 dated 2nd February last.

3. Mr W.K.Dean left for Macallane per "Lantana" on the 13th instant. He expects to pass through on "Saita" en route to Montevideo about the 1st May.

4. 1306 - 9. I have discussed the proposal to bring out four counter assistants for the West Store with Mr Richardson who informs me that his present staff is showing distinct signs of improvement. I am of the opinion that it will be exceedingly difficult to secure assistants without increasing expenditure materially, and the benefit to the Company will be doubtful.

The pay and prospects cannot be sufficient to attract really good men. We should have to provide passages, grant home leave at intervals, and doubtless find some of the assistants unsuitable or disgruntled as has been the case with several of the men engaged for s.s. "Falkland" in the past.

I therefore propose to carry on with local assistants for the present, and am of the opinion that with Mr Richardson in charge and the improved conditions under which store assistants

the Managing Director,

T.G.D.

No. 592, per "Solentia", 24/4/10.

will serve when the new building is in use we can reasonably expect a considerable improvement in the work done by our present staff.

5. 1306 - 10. I thank you for the two sets of preliminary plans of the North Arm Woolshed.

6. 1306 - 11. The five sheep-dog bitches per "Lautaro" arrived safely. One bitch had a litter of six pups during the voyage - all are living and doing well. They are at the quarantine station and will be sent out to the Farm in due course. Mr W.M. Dean saw them and reports favourably.

7. 1306 - 13. An inventory of the contents of Stanley House belonging to the Company has been prepared. I am checking it and will forward it by the next opportunity.

8. I enclose a copy of "The Penguin" of the 5th instant. The provisional schema re Importation of Pekingeese Stock outlined on pages 3/4 will be of interest to you. I will advise you of any further developments there may be in this connection.

9. The drainage scheme for the Manager's House is nearing completion. The well in the back yard referred to in Despatch No. 696 - 2, is being filled in as it is not now required and it is probable that the walls require considerable attention to make them tight.

10. The filling in of the middle bulkhead of the East Jatty extension is now complete and the decking will be completed shortly.

11. I shall be glad to hear from you as early as possible regarding the appointment of an engineer in place of Mr Peters. With the heavy programme of work ahead of us, i.e. the erection of the North Arm Woolshed, the new Vent Store and the floating dock, the services of an engineer are urgently required. I am telegraphing you in this connection.

The woolshed is to be built of timber and will be completed before the end of the year. A floating dock will be completed and the foundations laid before the North Arm Woolshed is completed.

No. 698, per "Globe", 24/4/29. 3.

12. Mr McNicoll and family do leave by this opportunity, transhipping at Montevideo. Should he land at London or Southampton he will call on you en route to Edinburgh, otherwise he will proceed there direct as he is anxious to be operated on without delay. I understand that he is selling up his furniture and taking his family home but hopes to return to the Colony if he makes a good recovery.

In consideration of Mr McNicoll's long and satisfactory service, amounting to nearly 21 years, I trust that although there is no provision re leave in his Agreement dated 30th June, 1908, the Board of Directors will see their way to grant him some leave on full pay. He has been paid up to the date of sailing, viz, 26th instant.

13. I am awaiting Captain Roberts's return before writing you at length concerning the erection of the floating dock, and hope to do this by the "Orbita" leaving on the 1st May. It is to be regretted that the services of Mr Peters, who was partly responsible for your decision re the floating dock, and of Mr McNicoll with his experience of local conditions will not be available, as the erection will undoubtedly be the biggest and most difficult engineering feat yet to be undertaken in the Colony.

14. With reference to Mr Vincent's No. 697 - 5, the Board of Health has since accepted our plan for the new West store building on condition that we pave a 4 ft. pathway on the West side of Dean Street from the Ross Road corner to the junction of Dean Street and John Street, to which we propose to agree. I expect to commence preliminary work on the construction next week when the constructional gang have finished the drains at the Manager's House. If all goes well, the casting of the concrete blocks for the walls should be completed, the site cleared, and the foundations laid before the North Arm shed goes out, which will take us Crawford's time. A plan of the

No. 698, per "Salutair", 21/4/29. 4.

The building is in course of preparation and will be forwarded to you shortly, which will give you sufficient information for the ordering of the roof.

4. Since we are working out a rough estimate covering clearing of the site, foundations, walls, flooring, window frames, doors etc., and the pavement, which we will forward to you with the plan and with particulars of the heating system, lavatories and fittings which will be required to be shipped out.

5. Mr Goddard will doubtless have advised you of the proposal to move the Millinery Store to the present West Store building when the new building is in use. The old Millinery Store will then be used as a Sweets and Tobacco shop, and remain open until a later hour than the main stores.

15. With reference to the proposed purchase of Pitney North, the matter is under consideration by Mr Robson. I understand they have since received an offer of £ 5,000 from another source not known to us at present.

Enc. Mr. I enclose a cutting from "The Times" of 2nd February regarding the "Discovery". I shall appreciate any information you can give me concerning the intentions of the "Discovery" Committee.

17. You will be interested to hear that s.s. "Afterglow" was recently sold to the P.L. & D.Sealing Company for £ 1,000 down and £ 200 to be paid at the end of the season.

I am, Sir,

Your obedient servant,

Manager.

No. 598 for "Soletralif", 24/4/29.

ENCLOSURES.ORIGINALS.

1. Despatch No. 698.
2. Statement on Accounts.
3. Remarks on Accounts.
4. Store Indent No. 669.
5. Remarks on Stores.
6. Coal Account, 18/4/29.
7. "Falkland" Manifests, Q 7 & S.
8. Return of Establishment & Wages, March Qr., Darwin & S.I.
9. Copy of "Penguin", and cutting from "Times".
10. Quarterly Return of Receipts & Issues of Oil Fuel (for Admiralty).

Correspondence: - am negotiating with an engineer in place of Mr

Letter to P.Z.N.C., Liverpool re members of Bisley Team.

Specifications.

Wool, fine skins, leather, tallow, hides, etc.

D R 10 witness 11 temporary working and dismantling.

J H D 15 very pleased to hear that at this

creation is undoubtedly going to be a difficult though

interesting one and it is most necessary that

F 16 7 capable engineer should be in charge.

AP 56 6. floating dock. I have given this matter

HP 41 my very careful consideration and have gone through

T R 39 the previous correspondence on the subject of the

Pt Louis 59 provision of 3 dry docks capable of 15 ft. draft.

S & S 59 I will not undertake to criticize the
decision to provide such facilities as it would be
unwise at this juncture but, admitting the necessity,
consider
I think it necessary to put an expert on whom we can depend
on the relative unfitness of a floating dock as compared
to a permanent structure.The Managing Director,
LONDON DRY DOCK COMPANY LTD.

102.

*ORITAN

692.

Mr. George Peters. 1/3/02. - 2 -
with a lawyer, particularly under the conditions
existing here as I am of opinion that both Mr. Gresham
and Mr. Peters had not given that study to the question
which it demanded, which is borne out by the fact
that neither consulted the one person, ^{Capt. Roberts} May 1st,
position to speak authoritatively on the subject. 29.

I would refer you to Mr. Peters' well informed

I beg to confirm My No. 698 mailed per "Solström"
on the 24th instant but have no mail to acknowledge.

2. The drainage scheme for the Manager's House
has now been completed.

3. I note from your cable dated 22nd instant that
you are negotiating with an engineer in place of Mr.
Peters who will be capable of superintending the
erection of the floating dock and who will spend
some time in the builders' yards for instruction
and witness the temporary erection and dismantling.

I am very pleased to hear that this
erection is undoubtedly going to be a difficult though
interesting job and it is most necessary that a
capable engineer should be in charge.

4. FLOATING DOCK. I have given this matter
my very careful consideration and have gone through
the previous correspondence on the subject of the
provision of dry docking facilities at Port Stanley.

I will not endeavour to criticise the
decision to provide such facilities as it would be
futile at this juncture but, admitting the necessity,
I consider it necessary to put on record my views as to
the relative usefulness of a floating dock as compared
to ordinary dry docks at the moment.

The Managing Director, ^{/with}
LONDON. ^{which is not required for the cleaning}
^{unless business developed to}

No. 699 per "Orita". 1/5/29. - 2 -

with a slipway, particularly under the conditions obtaining here as I am of opinion that both Mr Gresham and Mr Peters had not given that study to the question which it demanded and which is borne out by the fact that neither consulted the one person who is in a position to speak authoritatively on the subject.

I would refer you to Mr Peters' Memo referred to in Despatch No. 681 - S. - the advantages he sees in a floating dock are to my mind illusory.

(1). The few useless hours between tide and tide are negligible providing that the slipway is capable of taking up to it's maximum capacity on the top of neap tides. Re-erection will make the

(2). The pumping plant required for a floating dock can be offset against this.

As regards damage, I have had about 14 years experience of a slipway capable of lifting up to 1,600 tons which was in constant use and was worked and supervised by Indians except when the lift was heavy and have no recollection of any vessel having suffered damage during docking or undocking.

(3). Covered by remarks under (1).

(4). A floating dock is a unit with limited working space and electric and compressed air power are no more naturally available than they could be made, adjacent to a slipway. As we are now situated we shall have to lighter our electric welding plant and air compressor out to the floating dock as required unless separate plants are provided on board which is certainly not advisable at the moment.

This plant is not required for the cleaning and painting of hulls unless business developed to

No. 699 per "Orita". 1/5/29. - 3 -

an enormous extent.

(5). The floating dock will have to be anchored in the harbour in a position allotted by the Government. This question has not yet been gone into with them as no data was available. I have applied to the Colonial Secretary for permission to take soundings at several likely anchorages which will be done as soon as Captain Roberts' services are available.

(6). I am of opinion that the final cost of the floating dock will be more than a slipway would have been - the original cost of each would be about the same but freight and re-erection will make the floating dock the more expensive.

The new dock will not be wide enough to take two of the modern catchers abreast. Of fifteen catchers which have called here since last October only two have a beam of 20 feet, the others all beamier being housed ranging from 21' 5" to 24' 7". The Southern Whaling and Sealing Company actually have a boat with 26' 2" beam.

As to his general remarks. The slipway would have been about 15 minutes walk from the middle of the Town and workmen's time would have commenced from the time they entered the yard. With a floating dock, time will commence when they embark on a launch for the floating dock and a launch will have to be maintained for conveying men and material between dock and shore via "Egeria" jetty.

With reference to Mr Peters' letter to Mr Gresham dated 22nd May, 1928 copy sent you with Despatch No. 684 - 6, the argument advanced in the second paragraph re the effect the 8-hour day would have on the cost of construction of a slipway

No. 69 per "Orita" 1/5/29. - 4 -

is fallacious as it applies equally to the erection
of a floating dock.

His fifth and sixth paragraphs. As to the
erection of the floating dock being done in less time
than half the time required for the erection of a
slipway would require, this is incomprehensible
to me. More skilled labour will be required for the
erection of the floating dock - the greater part of
the work for the slip, i.e. the excavations and the
foundations would have been done by unskilled labour
and by the construction gang.

If we are to get the erection completed in
anything like reasonable time, say six months, we
shall require 6 squads of hand rivetters say
18 men and 6 boys which we have got to build up
from unskilled labour.

His seventh paragraph. This is, of course,
correct. I have discussed the matter with the Captains
of the "Solstrief", "Roald Amundsen" and "Maudie"
who have just called in here, and will do so with
other Captains who may call. They are most interested
in the proposition but the decision rests with their
Head Offices and I should suggest that you get in
touch with them all, as I hope that we shall be able
to use the floating dock by this time next year.

I understand that the work they would require
done is mostly removing rubbed and dented plates,
fairing and replacing - doubtless new plates will
also be required. Each catcher would also require
an engine room overhaul which means work for a
machine shop. I am enclosing a list of such plant
as we have suitable for ship repair work and suggest
that you discuss the matter of further plant with
the consulting engineers; only the absolute minimum

Enc.

No. 6607 "Orissa" 1/6/28 - 5 -

need be supplied until we see how the business develops.

My personal views are that a floating dock are not justified where it is possible to construct a slipway. It appears that when the present Governor arrived here he stated that no obstacles would be placed in our way if we undertook this and that Government would not interfere. This should have given the slipway scheme new impetus but apparently negotiations which were in progress were interrupted by Mr. Gresham's private letter referred to in our cable to you dated 9th January, 1928, copy of which is not on record here.

A most important point which has been overlooked is the difficulties which will have to be overcome in erecting the floating dock. Mr Peters, the engineer who sponsored the floating dock has gone. McNicoll the one blacksmith of any use has gone but may return. There are no men accustomed to rivetting and the plant is confined to an air compressor which can drive one rivetting hammer.

I have given considerable thought to the question of how to provide suitable labour for the erection and have discussed the matter several times with McNicoll. He has given me the names of sixteen men who might be trained to rivetting but agrees with me that it would be most advisable to bring out two good rivetters say on a year's engagement who would train the men. I regret this on account of the expense but fear it is unavoidable. As the erection work will begin ashore, it is to be expected that the local men will be reasonably proficient by the time the work afloat begins. We shall doubtless have to offer some

No. 698 per "Orbits" 1/7/29. - 6 -
S.S. "Coburg" 1/7/29 - 7 -

inducement to men to attract them to rivetting. Then if McNicoll makes a good recovery it is most desirable that he comes out in time to assist with the training of the men as with his knowledge of local conditions, of his trade and the pride he takes in it, he will be of very great assistance.

I am enquiring if rivetters could be engaged from Montevideo on time or piece work or if there is a contractor of standing who would undertake the whole of the erection. This is a last resort but it is data which we should have before us. Then as to erection plant, the Ingersoll Rand Portable Air Compressor $9\frac{1}{2}'' \times 4''$ will operate one "90" hammer or two "2 - 8" caulking or shipping hammers and it is for you to decide whether it is worth while purchasing more plant or do practically all the rivetting and caulking by hand. When considering this question, the limitations imposed on us by having practically no skilled labour must be kept well in mind. It is doubtful whether the labour would be capable of efficiently handling a pneumatic hammer. It takes some getting used to and in my opinion, though a fine tool, may scare an inexperienced man.

As regards wages, we now pay about 1/2 per hour to the blacksmith's strikers but this cannot be taken as a basis for calculation and I think you should reckon on 1/6 per hour.

Captain Roberts agrees with my views and has also made a few remarks, which are attached.

Kindly send us a copy of the plan and specification. We shall be interested to hear if you have a scale of charges in mind or if you wish us to formulate this.

Consultation with their respective families, Mr J.W. Dyer

No. 629 per "Orita" 1/5/29. - 7 -

I take this opportunity of assuring you that we shall all do our utmost to make this venture a success but as we shall have to work a scheme which no one here has had any great hand in formulating, I think you will agree that it only right to put on record certain aspects of the scheme as they seem to us.

5. S.S."Falkland" returned from her voyage to the West on the 26th instant with a full cargo and passengers. She made a trip out to Darwin on the 27th for passengers only, bringing in 40. She sails again about 4th prox. for Darwin, North Arm and Speedwell.

6. I am negotiating with The Falklands & Dependencies Sealing Company for a voyage to South Georgia for empty drums. If business is likely to result, I will cable you regarding her insurance as I understand that there is a trading limit restriction clause in the policy. I hope to secure a rate of about \$1 per barrel and she should load between 900 - 1,100. She would sail some time in the second half of June. It would be a good opportunity to clean and paint her bottom if charges are reasonable there.

7. Mr H.C.Harding whose Agreement, ~~XXXXXX~~, expired on the 28th April ~~XXXXXX~~, proceeds home with his wife in "Orita" and no doubt the question of a fresh Agreement will be discussed with him at home.

8. Mr D.Honeyman, Camp schoolteacher, whose Agreement expired on the 8th April this year, also proceeds home by "Orita". Mr Slaughter is writing you privately about him.

9. Other passengers per "Orita" include Mr R.C.P.Evans, Mr S.Miller, Mr W.H.Luxton and Mr G.J.Falton with their respective families, Mr J.W.Dean,

No. 693 per "Orita" 1/3/29. - 8 -

DISPATCH NO. 693

Mr H.V.Cobb, Mr & Mrs Andreas Pitaluga, Mr H.Clement,
Duplicated Mr J.G.Wickham Bertrand & Mrs Hodson.

Marine Office, G.W.

I am,

Wentworth on 1/2/29.

Sir,

Hawke on 1/2/29.

Journal, 1/2/29.

Coasting Day Book, showing your obedient servant,

Despatch No. 693

Letter sent on 1/2/29.

Hawke on 1/2/29.

Stores Budget, G.W.

Accounts Department.

Date A/c 1/2/29

Stationed on 1/2/29 & 15/2/29

Manager.

Originals.

1. Despatch No. 693
2. Statement on 1/2/29
3. Hawke on 1/2/29
4. Camp Manager's Report
5. List of Stanley Plant
6. Store freights - "Malikand" & "Imadulin".
7. P.I.Gazette - March 1
8. Capt. Roberts notes re Floating Dock
9. Return of Establishment - Pitmead, March

S P E C I F I C A T I O N S

N.A. 31 R/a wool 6 R/a skins.

DESPATCH NO. 699. 1/6/29

ENCLOSURES.

Duplicate (Originals for "Solstrief" 24/4/29)

Despatch No. 699

Statement on A/cs.

Remarks on A/cs.

Journal, Jan. & Feb.

Coasting Determinations, Jan/Mar.

"Falkland" - Medical 100s Montevideo

Despatch No. 698

Statement on A/cs.

Remarks on A/cs

Store Indent 682

Remarks on Stores

Coal A/c. 18/4/29

Statement on A/cs & 25/4/29

Originals.

1. Despatch No. 699

2. Statement on A/cs

3. Remarks on A/cs

4. Camp Manager's Report

5. List of Stanley Plant

6. Store Freights - "Falkland" & "Gwendolin".

7. P.I. Gazette - March 1

8. Capt. Roberts Notes re Floating Deck

9. Return of Establishment - Pitroy, March

S P E C I F I C A T I O N S

N.A. 31 B/s wool 5 B/s skins.

(a). Present sewer to removed as shown in plan from its present site eastwards to beyond the margin of the proposed pavement.

(b). That the width of Bea Street from curb to curb is not made less than 21 ft. at any time.

To which I have agreed.

I enclose a drawing of the proposed building and trust that you can get the order for the roof in hand from the details given

The Managing Director.

L. O. W. D. G. H.

No. 700 per "Southern Express", 3/5/29.

Southern Express.

700.

Sufficient guttering, outlets, and downpipes
to be supplied. C.C. galvanized guttering. The site
of building has approximately a 6 ft. fall to

May 3rd, 29.

the North to support the building. If the roof
construction allows for lead cover or a Tarla

Sir,

I confirm my No. 699 dated 1st May, which was
mailed by "Orta" direct. I have nothing to
acknowledge. but prepared a rough estimate which

is no. 2. 1306. 13. An inventory of the contents of
Enc. Stanley House is enclosed. Inventories of Teja
Cottage, Darwin House, Doctor's House and
implements will follow.

3. With reference to my 698. 14. the Board
of Health have granted their approval of the plans
of the proposed new Retail Store subject to the
following conditions 1-

(a). The pavement shown in the plan is carried
the whole length of the West Side of Dean Street,
viz., from Ross Road to John Street.

(b). Present sewer is removed as shown in plan
from its present site eastwards to beyond the
margin of the proposed pavement.

(c). That the width of Dean Street from curb
to curb is not made less than 21 ft. at any
time.

to which I have agreed.

I enclose a drawing of the proposed
building, and trust that you can put the order
for the roof in hand from the details given

Enc.

The Managing Director.

L O N D O N .

No. 700 per "Southern Express". 3/5/29.

- 2 -

No. 700 per "Southern Express". 3/6/29.
thereon.

Sufficient guttering, outlets, and downpipes to be supplied. O.G. galvanized guttering. The site of the building has approximately a 6 ft. fall to the North in length of the building. If the roof constructors allow for boxed eaves or a fascia fastened to the wall of the building, no brackets for the guttering are required, the guttering can be screwed to the fascia.

Crawford has prepared a rough estimate which is made up as follows:-

Foundations	£ 790.
Concrete blocks for walls & erection.	650
Cement floor	140
Making up under floor	25
Pavement	80
Drainage	12
Royalty on stone	50
Contingencies 10%	175
	<u>£ 1,932</u>

Counter. The top should be of mahogany or teak and will therefore have to be sent out. It should be 2 ft. 6 ins. wide by 1 in. thick and sent out ready prepared for erection with nosing on each edge.

20 ft. of counter space/^{shown} to be of imitation marble for handling batter, cheese, bacon, etc.

Floor. I am of opinion that as a wood block floor would probably be too expensive an alternative would be bevel edged pitch pine joists bedded in the concrete and a 1 $\frac{1}{2}$ " floor laid on them.

Windows. Glazed $\frac{1}{2}$ " clear plate glass. Six panes in each 36 ins. by 28 ins., i.e. 36 in all to be operating in these mullions which will assist you when getting in touch with them in connection with

No. 700 per "Southern Empress". 3/8/29.

- 3 -

supplied ~~plus~~ ^{33 1/3} additional panes to cover breakage in transit, etc.

Particulars of heating plant, lavatories, etc. will follow. I am considering the advisability of lighting the Store by electricity but will deal with this after receipt of catalogues of small plant recently called for.

4. My 699. 6. I have since cabled you regarding the conditions of insurance for s.s."Falkland" and now await your reply. Should business result, the rate of freight will be \$1 per barrel, South Georgia to Port Albemarle and the Falklands & Dependencies Sealing Company will also take over a number of suitable drums we have in stock at a valuation to be agreed between us.

5. I note that you have decided to take the risk on "Gwendolin" and will cable you should she be put in commission.

6. I note from your cable dated 26th ulto. that you are endeavouring to ship some drums by "Bogota" and that the balance will be shipped by the following steamer.

Mr G.J.Felton asked me if I had any objection to Captain Roberts serving as a Director of The Falklands & Dependencies Sealing Company and I have agreed subject to your confirmation. The General Meeting of this Company was held on the 29th April.

I await a reply to my cable of the 26th ulto. regarding the insurance of s.s."Afterglow".

7. I enclose a list of Whaling Companies operating in these waters which will assist you when getting in touch with them in connection with

No. 700 per "Southern Empress" 3/5/20.

- 4 -

work for the floating dock. The Captain of s.s."Falk" informed me that owing to the high charges made in Montevideo his Company had decided that their catchers should proceed Home for repairs and they all sailed hence for Las Palmas en route.

I think it would assist considerably if you could persuade the Whaling Companies to give you copies of several catchers' hull and engine room yearly repair lists from which your consulting engineers could gather what additional labour and machinery we should require to cope with say 9/12 catchers between 1st May and 30th September.

8. I regret to inform you that the piston of the Gardener engine driving the stone crusher is badly cracked. I am endeavouring to get it welded so that the work will not be held up and cabled you yesterday as follows :-

"Send by first steamer piston 7.7/16" by 2.5/8"
"2 valves set rings Gardeners engine 5 M V".

9. A valve casting on the s.s."Falkland" has broken and I have had to send it up to Montevideo for repair or replacement.

10. s.s."Orta" arrived about 10 a.m. on the 1st inst. and anchored in Port William as she was very deep. She sailed soon after 1 p.m. having landed 25 passengers, 11 horses and 24 tons of cargo and embarked 78 passengers which I consider to be excellent dispatch.

Considerable annoyance was caused to His Excellency and also Mrs Miller owing to changes made in berthing arrangements by the Valparaiso and Magallanes Offices and I am addressing Valparaiso on the subject copy of which will be

No. 700 per "Southern Express" 3/3/29.

- 5 -

~~DUPLICATED~~
sent you. I already realize how badly this Colony
is treated as regards passengers, mails and cargo
by the Pacific Steam Navigation Company.

11. Would you please order the "Shipbuilding
and Shipping Record" for this Office; published
at 33 Tethill Street. S.W. 1. £2. 5s. - per annum
including postage.

1. Despatched.

12. Mr & Mrs Ellis, Colonial Secretary, leave
tomorrow by whaler "Ronald" for Montevideo on leave.

2. Despatched.

I am,

3. Despatched.

Sir,

4. Despatched.

your obedient servant,

5. Despatched.

6. Despatched.

7. Despatched.

8. Despatched.

Manager.

9. Despatched.

10. Despatched.

11. Despatched.

12. Despatched.

No. 300 per "Southern Express". 2/2/29.

ENCLOSURES

DUPPLICATES. (Originals per "Orion" 1/2/29).

Statement on Accounts. Last Day, 20.
Remarks on Accounts.
Incurred baggage per "Orion" - List of.
List of Plant in Stanley.
Captain Roberts' Notes re Floating Stock.
Specifications. H.A. 31 b/s wool. 5 We skins.

ORIGINALS. 20.

1. Despatch No. 7009 to confirm my No. 300 called per "Southern"
2. Statement on Accounts last instant and to acknowledge your
3. Remarks on Accounts. "Please".
4. Store Indent No. I am glad to inform you that we have notified
5. Remarks on Accounts. 1/2/29 all my children have recovered from
6. West Store Cash Voucher - April, 1929.
7. List of Whaling Companies.
8. Inventory of Furniture etc. at Manager's House. of confidence
9. P.I. Shipping Report. Directors will they may rest assured that

**10. Financial Organization. Remarks re
a) Stores. (See) Retail Stores**

Your notes and the organization carried on
prior to my arrival have simplified my task considerably.
I shall deal fully with the Stores organization when
it has been completed.

b) 2007-4. I thank you for the office of retail
stores assistance note in your cable dated the 20/12
which I replied to on the 2nd instant in the
negative. I will hold the views expressed in my No. 4.
I feel that we must make every endeavour to

concern with local assistants in the retail stores if we
possibly can - the system of working can be tightened
up considerably, and this is being done. If I find
no success here with the local assistants I will pursue

the suggested suggestion.

R. J. H. O. H.

"FLEURUS" via Montevideo.
701.

31st May, 29.

1307.3. I note that the Directors mentioned
the sale of the small packet to the British
Company's stores to the South of Santa Street,
Sir.

I beg to confirm my No. 700 mailed per "Southern
Express" on the 1st instant and to acknowledge your
No. 1307 per "Fleurus".

I am glad to inform you that we have settled
down comfortably and my children have recovered from
whooping cough which they contracted towards the end
of the voyage out.

I much appreciate the expression of confidence
made by the Directors and they may rest assured that
no effort will be spared by me to make my management
a success.

Your notes and the reorganization carried out
prior to my arrival have simplified my task considerably.
I shall deal fully with the Stores reorganization when
it has been completed.

2. 1307.4. I thank you for the offer of retail
store assistants made in your cable dated the 29th
ultimo which I replied to on the 3rd instant in the
negative. I still hold the views expressed in my 698. 4.

I feel that we must make every endeavour to
manage with local assistants in the retail stores if we
possibly can - the system of working can be tightened
up considerably, and this is being done. If I then find
we cannot cope with the local assistants I will reppen

The Managing Director,

L O N D O N .

No. 701 per "Pennia" via Montevideo, 31/5/29.

- 2 -

the matter.

3. 1307.5. I note that the Board have sanctioned the sale of the small paddock on the back of the Company's houses to the South of James Street.

4. 1307.9. Re extension of the jetty around the "Egeria's" stern - I note that I may proceed with this work if I consider it desirable and warrants the outlay. I will advise you later about this.

5. 1307.16. I trust that you have now secured a good man for the superintending engineer's position. I fully appreciate your difficulties as I know from experience how difficult they are to find.

6. 1307.17. I have read Mr Gordon Glover's letter dated the 15th ultime with much interest and am pleased to hear that as much rivetting and caulking as possible will be done by the makers.

7. 1307.18. This matter will have my careful consideration and I will give you my views as to our future policy in respect of the hulls "Great Britain" and "Pennia" in due course.

8. 1307.20. I have passed on the contents of Messrs Anning & Cobb's letters of the 17th and 18th ulto. and reply to The Falklands and Dependencies Sealing Co. They have a further 650 barrels ready for shipment and the land factory is to commence on June 1st.

9. 1307.21. I note from your cable dated 6th instant that you have bought new 90 gallon plain drums at £2. 5. 9. c.i.f. and will ship 250 per "Bogota" and 750 by "Lautaro".

10. 1307.22. Your cable dated the 16th instant - I note that you have engaged a married Sterekeeper for Darwin who will sail per "Lautaro" and I will arrange to send Mr E.G.Craze home after his arrival.

No. 701 for "Pleurus" via Montevideo. 31/5/29.

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11.

Steamer movements. "Bogota" is due out about 22nd June and "Bellona" homeward end of June. H.M.S. "Durban" will visit Stanley from 26th July to 3rd August and H.M.S. "Carnarvon" from 10th to 12th August.

"Falkland" sailed on 4th instant for Darwin and other Company's ports and arrived back on the 13th with a full load of wool. Sailed on the 21st with a full cargo of general for Salvador Waters, San Carlos and Company's ports and is due about 31st with a full load of wool. She will then make a voyage to the West and I expect to get a fair load each way. On her return she will go to South Georgia and she will then have to go to North Arm with the wool shed after which she will be laid up for a while.

12.

Consulates. I understand from Messrs MacLean & Stapleson that I shall be appointed Consul for Uruguay - Mr Rowe made a strong bid for this. I have applied for the Norwegian and Italian Consulates.

Enc.

13. Slaughter House. I enclose a copy of the Bye-Laws made by the Board of Health on 13th March, 1928 under sections 18 and 19 of the Public Health Ordinance 1894 - covering Slaughter Houses. The regulations were discussed with Mr W.M. Dean during his visit who came to the conclusion that it would be advisable to build a new Slaughter House and not endeavour to adapt the present building.

Government has advised us that the present site may be regarded as permanent for the purposes of a Slaughter House, Mr W.M. Dean left a rough plan with me and I will have drawings and estimates got out and sent you as soon as possible. We cannot undertake any major works until the new retail store has been completed.

No. 701 per "Fleurus" via Montevideo, 31/3/29.

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14.

New Petrol Shed. 691.15. This has now been completed. It is constructed of hollow cement blocks with an iron and cement roof and a cement floor and has been erected above the foreshore on the North side of Ross Road opposite Crozier Place.

Inside dimensions are 18 ft. X 30 ft. X 8 ft. 6 ins.

Value for insurance - Building £ 250. Contents £350.

15.

697.10. The Anson house is now being taken down under Mr Langdon's supervision. He will also have the stable taken down and I will send you my proposals later as regards its future use.

16.

697.12. With reference to Mr H.D. Matthews Agreement dated 15th April, 1928, kindly let me have your interpretation of Clause 5. I understand it to mean that his services can be dispensed with by giving him 6 months' notice to expire immediately after he has served for 2 years, i.e. notice to be given any time after he has put in 18 months service.

17.

698.6. The five sheep dog bitches and pups went out to Darwin per "Falkland", sailed 21st inst.

18.

698.14. New Retail Store. I sold the old rigging loft which was used as a paint locker, for £35 as it stood, site to be cleared in 3/4 weeks. It is now cleared and excavating for foundations will commence shortly. Stone for the foundations is being got in and a siding has been made off the West Store rails to facilitate handling of materials. Concrete blocks are being made in the Admiralty shed at the Camber at the rate of about 75 per day which will shortly be increased to 100; it is estimated that about 6,500 will be required in all.

Flooring. The area is about 110 ft by 42 ft. Sandy Point flooring 1 $\frac{1}{4}$ " thick costs about 2/6d per foot

No. 701 par "Fleurus" via Montevideo 31/5/29.

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3 inches wide. Archangel red $1\frac{1}{2}$ in. thick costs 4/- per foot, 6 inches ^{wide} thick landed. There are several compositions and rubber tiles which make excellent flooring, which have a good appearance and can easily be kept clean. Their durability should be greater than that of either Sandy Point or Archangel wood. The only names which occur to me are -

The Veitch Co. Ltd. 44 Chapel Road. Liverpool and
The Layland and Birmingham Rubber Co. Ltd. Leyland. Lancs.
but there are several other makers. Would you kindly go
into this? I should prefer to have a rubber or
composition floor if possible but if the cost is
excessive, please order sufficient Archangel flooring
 $1\frac{1}{2}$ " by 6" for the building.

19. 698.15. I understand that the offer of £5,000 for Fitzroy North was from W. Morrison who is at present managing Bluff Cave for his father, A. Morrison, who recently died. The matter was held up by Mr Michael Robson until Mr Craigie Halkett, who is interested in the Robson Estate, returned - he arrived on the 12th instant and has agreed to the sale to the Company.

Mr Vincent went out to Fox Bay on behalf of the Royal Insurance Co. Ltd. in connection with the fire claim, burning down of Lester View House some time back and took the opportunity of discussing the matter with Mr Robson who would not consider our offer although all other interested parties have agreed. I therefore cabled you on the 29th instant enquiring what you wished done.

20. Floating Dock. 699.4. Riveters cannot be secured from Montevideo. I sent you a radiogram on the 7th instant regarding the question of classification Societies Surveyors as it is most necessary that an

No. 701 per "Mauritius" via Montevideo 31/5/20.

No. 702 per "Mauritius" - 6 - via Montevideo 31/5/20.

understanding is come to with the Societies otherwise we cannot hope to attract any but the most urgent work. Pacific Steam Navigation Company

21. Carriage of Mails. 631.16. This refers to the payment of £20 per annum by Government for the handling of mails ex overseas vessels and was agreed to by them vide their letter No. 562/24 dated 1st October, 1924, Government also agreed to pay £20 per annum for mails carried by the Company's vessels vide their letter 562/24, dated 22nd December, 1924, 12th and 19th January, 1925, thus making a total payment by Government of £40 per annum. Only £20 is being paid and I am therefore claiming payment for 1925, 6, 7, and 8. i.e. £80.

Copies of correspondence are enclosed.

Enc.

22. Stock Inspector. Mr John Marton, K.R.C.V.S., the newly appointed Stock Inspector arrived per "Mauritius" on the 19th instant.

23. During the course of a recent interview with the Governor, His Excellency stated that he was not at all satisfied with the service provided by The Pacific Steam Navigation Company and that he considered their rates unduly high. He also commented adversely on the Company's charges for cargo, passenger and landing and requested me to pass his views on to you with a view to their reduction. As you are doubtless aware the farmers' views in relation to recent increase in our charges are that they have to pay more as a result of the heavy cost of "Falkland" survey and this has undoubtedly been expressed to His Excellency somewhat forcibly. I put our position before him clearly but promised to refer the matter to you. I am not in favour of any reduction but

No. 702 for "Dolores" via Montevideo 31/3/20.

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certain anomalies might be put right which I am going into. As regards the Pacific Steam Navigation Company's service, I gathered that His Excellency was considering negotiating with others and despite the Conference I see no reason why an agreement could not be concluded with, say, the Keeves Line if they were agreeable to provide a better service than the Pacific Steam Navigation Company.

Since my arrival, I have come to the conclusion that the only way in which the Colony's overseas transport problem could be satisfactorily solved would be to run a regular service to Montevideo and tranship the Colony's exports and imports, passengers and mails there. The stumbling block may prove to be the Uruguayan Government but providing they did not raise objections, I see no reason why a workable scheme could not be evolved.

On hearing His Excellency's views and being asked mine, I took it up myself to express them, as above, but making it clear that they were personal and must not be taken as the Company's views. His Excellency then said that the proposal certainly deserved investigation and that if a workable scheme could be evolved, Government would probably be agreeable to granting a substantial subsidy and that he would make enquiries through the British Legation at Montevideo as to what attitude the Uruguayan Government would take. I trust that you will approve of my action - I certainly did not intend to discuss the matter with anyone until I had gone into figures, put them before you and heard your views but my hand was forced when I heard of the possibility of Government negotiating with others.

No. 701 FOR "MERCURY" via Montevideo 31/5/20.

- 8 -

I am only just touching on the question now to let you know what has transpired but I fear that in view of the "Falkland's" age the Islands' transport problem must of necessity be gone into before long and as the two problems are related I shall endeavour to deal with them at one and the same time..

24. Survey of Stationary boilers (i.e. "Fennia", "Great Britain" and Blacksmith's shop).

Although these have been maintained by Mr Peters, I propose to have them surveyed in accordance with the Board of Trade regulations, if possible, and certified by our superintending engineer. Will you please send me out copies of the Board of Trade regulations covering boilers also hydraulic plant such as we have, for my guidance.

25. Mr H.V.Cobb, of Messrs Pack Brothers & Co. informed me that he understood that it was usual for the Company to carry materials for the construction of piers free of freight. It appears that this concession was granted in the case of some piles shipped to Charleroo about two years ago but I cannot trace any authority for the concession. Although such facilities materially assist working the "Falkland" it is no good reason for the concession as the Station concerned also benefits. Please let me have your ruling.

Enc.

26. I enclose a copy of the "Penguin" of the 22nd instant from which you will observe that Mr W.H. Luxton J.P., and Mr G.Roberts, Colonial Engineer, have been appointed members of the Legislative Council.

27. I have been asked by The Royal Insurance Company if I am willing to continue as their Agent here, to which I have agreed but I suggest that as this Agency is actually held by the Company, it should be in the Company's name. If you agree, will you please

No. 701 per "Fleurus" via Montevideo. 31/5/29.

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arrange matters with the Royal Insurance Company direct.

28. I regret to inform you that Sullivan House was burned to the ground on the 16th instant. The cause of the fire has not been traced. The house was empty when the fire was first observed at about 9 p.m., the Colonial Secretary being on leave and the Caretaker being out. It is supposed to have originated between the study and the drawing room; there had been no fires in either room for some days and the chimneys had just been swept.

29. 699.6. I note from your radio dated the 6th instant that there are no trading restrictions in the "Falkland's" Insurance policy. Would you kindly send me copies of the several covers also Club covers for my information ?

The Falklands & Dependencies Sealing Co. have accepted our offer of £1 per drum Leith Harbour - Port Albemarle and I hope to despatch the "Falkland" South about the middle of June. I have enquired as to dry docking charges there but regret they are prohibitive - minimum £200 for a period of eight days. I shall probably cable you to this effect insurance on the drums when shipped.

30. In view of the heavy cable charges from the United Kingdom to Stanley and the apparent refusal of the telegraph department at Home to utilise the cheap route via Bergen, would it not be possible for you to arrange with the Bergen Radio office that you telegraph messages for us addressed to them and they send same on to us ? A deposit account could probably be opened with them. Messages are being received here direct from Bergen by radio.

No. 701 per "Fleurus" via Montevideo. 31/5/29.

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~~DUPLICATED~~ 31. I regret my cable of the 3rd instant did

~~Despatched~~ not convey to you clearly what was required and
~~Statement~~ trust that the information given in my cable of the
~~Report~~ 11th idem. cleared the matter up. The crack on the
~~Review~~ piston has been welded and work has not been held
~~Instructions~~ up to any extent. No proposed new Retainance.
~~List of~~

~~Forwarded~~ 32. As the next homeward mail would not
~~have gone until the end of June wool steamer, due~~
~~to sail United Kingdom in August, His Excellency arranged~~
~~that the "Fleurus" should sail for Montevideo on~~
~~1st June with mails.~~

33. Remarks on account I am,

34. Stores Inland No. 671. Sir,

35. Remarks on Stores your obedient servant,

36. Stanley Ledger Balances at 31st March, 1929.

37. Clothing Arrangements April, 1929.
 Manager.

38. Pacific S.M.C.C's a/c dated 17.5.29.

39. "Falkland" Manifesto Vays. Q.Q & 10.

40. Public Health Ordinance of 1926 - Copy of.

41. Summary of Killings at Goose Green - 1929.

42. P.L.Balance 25.5.29.

43. P.L. Magazine - May, 1929.

44. P.L. Shipping Report 25.5.29.

45. Copy of "Penguin" 22.5.29.

46. P/icing for 22 days - personal effects of Mr H.H. Greenham
 shipped per "Southern Express".
 Correspondence to - Mr H.H.G. Vays. re "Gull" baggage.

To Adm. Col. Devry. re null - 1929.

~~RECORDED~~ ~~SEARCHED~~ ~~INDEXED~~ ~~FILED~~

SEARCHED	SEARCHED	INDEXED	FILED
D.H.	9	12	112
S.H.	75		15
I.	163	27	
J.H.			
J.H.D.	52		31
Triangle F.D.	125	11	
P.D.	76	6	
P.H.	63	1	24
Z	55	5	

No. 701 per "Maurice" via Montevideo. 31/5/29.

E N C L O S U R E S .

DUPLICATES. (Originals per "Southern Express" 3/5/29).

Despatch No. 700.

Statement on Accounts.

Remarks on accounts.

Stores Indent No. 670.

Remarks on Stores.

Inventory of Furniture etc. at Manager's House.

List of Whaling Companies.

Fermin Carpenter's remarks re proposed new Retail store.

ORIGINALS.

1. Despatch No. 701.
2. Cash Book April, 1929.
3. Journal March, 1929.
4. Statement on accounts.
5. Remarks on accounts.
6. Store Indent No. 671.
7. Remarks on Stores.
8. Stanley Ledger Balances at 31st March, 1929.
9. Coasting Insurances April, 1929.
10. Pacific S.N.Ce's A/c dated 17.5.29.
11. "Palkland" Manifests Voids. Q.9 & 10.
12. Public Health Ordinance of 1894 - Copy of.
13. Summary of Killing at Goose Green - 1929.
14. F.I.Gazettes 15.3.29.
15. F.I.Magazine - May, 1929.
16. F.I.Shipping Report 28.5.29.
17. Copy of "Penguin" 22.5.29.
18. B/Lading for 21 pkgs. personal effects of Mr H.H.H.Gresham shipped per "Southern Express".

Correspondence :- With P.S.N.C. Valpo. re "Oxita" bookings.

To & from Col. Govmt. re mail carriage.

S P E C I F I C A T I O N S .

<u>MARK.</u>	<u>WOOL.</u>	<u>SKINS.</u>	<u>TALLOW.</u>	<u>HIDES.</u>
D.H.	9	127	110	
S.I.	76			18
L	167	9		
J.L.W.	3	4		
J.H.D.	52			31
Triangle F.B.	125	11		
" D.H.	78	6		
" P.H.	61	3	1	24
Z	96	5		
S & S	1			

going to bring back all & send you word whenever the
steamer takes out from the date of departure by
the following route.

S.S. "Tallena"

702.

middle of the month of 15th July, 1908, No. 22.

Information from the Military Department has to me
referred. I understand that it has thought best
to let out a service ship, if necessary, which
would be -

I beg to confirm my Despatch No. 701 and to
acknowledge receipt of your No. 1308, dated 15th May.

Future mails are due to leave per -

S.S. "Tallena" middle of July

H.M.S. "Caradoc" 10th August

S.S. "Falkland" 31st August,

and to arrive per -

H.M.S. "Durban" the 25th July

H.M.S. "Lancast" 11st August

S.S. "Falkland" about middle of September.

2. 1308. 2. When the new Retail Store is

open, I may require one man to act as supervisor in

the Store. Both Mr Richardson and myself are of

opinion that we can carry on with local assistants

for serving at the counter but in view of the length

of the length of the new Retail Store, think it

advisable to have a supervisor who will always be

in the shop. Mr Hardy, as shop manager, cannot

always be there as he has to go over stocks,

supervise packing, deliveries, etc, and I should

therefore like one man from Home who is conversant

with modern methods and has had xxxx experience

with such stores as Sainsburys or the Home and

Colonial, as a supervisor. He would not serve, but

The Managing Director,

LONDON.

No. 703 per "Gallega" 12/7/02.

- 2 -

keep moving about and a smart man would doubtless increase sales and lessen the risk of misconduct by the serving staff. This wouldn't cost the immediate amount.

Whilst on the subject of staff, the question of assistants for the Millinery Department has to be decided. I understand that it was thought desirable to bring out a married couple, if possible, who could both serve when the Millinery department moves to the old West Store early next year. We shall require someone with knowledge of this business. Mr Richardson has mentioned the name of an acquaintance of his - he and his sister are with Barkers. I understand the name is Mr Parmenter, 123 Queens Gate, South Kensington. S.W.

3. 1302. 3. I note that the matter of the dispute re seal oil ex "Magellan" is going to arbitration and have advised the Sealing Company accordingly. I note that you have been able to cancel 750 steel drums at 3/- each, and consider the Sealing Company have been fortunate. I have since received particulars with your cable. I am interested to know that the Kooper Line will not call in here for over 600 tons drums but that your negotiations with them had such good effect on the Pacific Steam Navigation Company.

4. 1302. 4. Your proposal re assembling drums here is most interesting and I trust that something may come of it. I will go into the matter carefully on hearing further from you.

5. 1302. 5. I cabled you on the 10th ultimo, at the request of the Sealing Company, enquiring if hair skins could be shipped salted and in bundles as hides are and now have your reply to the effect that they can be packed in bundles but it is better to pack them in barrels, well salted. The Sealing Company will

No. 702 per "Mailene" 15/7/29.

- 3 -

advise me shortly re Anning & Cobb's proposals, in the meantime they are going into the question of dealing with the skins of this season's catch. The immediate necessity was for salt and I got in touch with Montevideo and was able to make the Sealing Company an offer c.i.f. Albemarle of £ 6. 10. - per ton for 250 tons, this included freight at £ 4 per ton and as Government had agreed to pay £ 100 for whale, it should have proved a paying voyage for the "Falkland". Although the quantity was larger than required for this season, it was a good offer but the Sealing Company did not see their way to accept and I have sold them 50 tons c.i.f. Albemarle at £ 12 per ton which I have procured from Magallanes.

The Sealing Company will have to ship in bundles this season as no barrels are available.

6. 1308. 6. I note that you passed on our enquiry re the insurance of "Afterglow" to Mr Moen Andersen and have since received particulars via your cable of 6th June.

7. 1308. 7. I am very pleased to hear that you have engaged Mr John MacDonald Thomson as Superintending Engineer. Mr Thomson has had most useful experience and should prove to be a very suitable man for the post.

Mr Thomson will have the house on John Street known as the Carter's House but which was occupied by Mr Peters. This is the best house available and I will see that it is in good order by the time he arrives out and do all I can to help him settle down comfortably. I presume that he will bring furniture, etc. with him. I have requested Messrs Maclean and Stapleton, Montevideo, to take him round Messrs

No. 702 per "Ballena" 15/7/20.

- 4 -

Regusci & Voulinot's yards if time permits during "Lautaro's" stay in port, as it will doubtless interest him to see catchers under repair.

8. 1308. 8. The matter of oil supply to H.M.S."Colombe" is being dealt with.

9. 1308. 9. Your remarks re coal ex "Loreto" are noted.

10. With reference to my 697. 3. as work for the Blacksmiths' shop is quiet, I am carrying on with 2 men only at present. I have not brought Redmond in from Darwin so as not to interfere with the Park maintenance work.

11. With reference to my 700. 4., I have sold 78 thin and 50 steel (7 large) drums to the Sealing Company delivered Albemarle for £ 65. 12. -. Many of them were very rusty and had been roughly treated in opening. This cleared out the stock in the yard at the back of the Boat Store. xx

12. With reference to my 698. 10. the decking at the West end of the "Egeria" Jetty has not yet been completed and I have stopped work thereon until the Spring.

13. With reference to my 698. 15. and telegram dated 4th ultimo reading "Referring to your telegram of the 3rd Colonial Treasurer (H.C.Craigie Hallatt) expects to bring parties in agreement. If not do you wish to improve on offer made by A.Morrison".

Mr Craigie Hallatt, who favours acceptance of our offer has asked Mr M.Robson to come into Stanley and settle the matter, and I will report further in due course.

14. I enclose copy of a private letter dated 22nd ultimo from the Pacific Steam Navigation Company,

Enc.

No. 702 per "Challenge" 15/7/20.
Valparaiso, and my reply thereto, for your information.

I have not heard that Menendez Bahety have been looking for an Office site here but there appears to be no doubt that His Excellency has been negotiating with some party as referred to in my 701. 23. and it may be Menendez who are, I understand, ^{operating} regular service with sailings at 10 days intervals which is run between Buenos Aires and Magallanes. It is possible that a sufficient subsidy would tempt them into calling in here regularly for mails and passengers.

You are, of course, aware that Menendez is endeavouring to develop his business of exporting horses and timber to those Islands - it may be that he is endeavouring to persuade his friends here to ship their wool etc. to the United Kingdom via Magallanes so as to give him a return freight but one can hardly believe that this proposal would be acceptable.

Our Magallane Agents recently telegraphed us offering timber on behalf of Mears Braun and Blanchard if we could get 1,200 sheep as a return freight. I did not consider the business, as a.s. "Falkland" will go over for our timber.

Enc. 15. Date: I enclose a copy of the "Penguin" for 4th ultimo and draw your attention to the article headed "A new road to the North Camp". Will you kindly let me know your views on the question of roads to the Camp and if you desire me to address Government on this matter.

16. Gardner's Engine Piston Rings. With reference to your cable dated 31st May suggesting that 7.7/16" was not correct, I had the measurements of the cylinder and piston checked by the Chief Engineer of the "Falkland" who was in at the time and replied to the effect that the cylinder was 7 $\frac{1}{2}$ " was not worn and that we required a rod just not to long than 17 ft. 10 inches.

No. 702 per "Ballesta" 15/7/29.

- 6 -

piston to fit it.

16.a. I have to inform you that one, J. A. Smith, who works on the Navy gang succeeded in getting goods to the value of 2/6d out of the West Store without paying for them. This was detected when the counterfoils were checked over and I decided to have him prosecuted. He was fined £ 2 or a month's imprisonment. The fine has been paid. I have not dismissed him as we required all the labour we could get with "Bogeta" due and "Ballesta" following her.

The West Stores assistant who served him and presumably handed over the goods and the bill for payment at one and the same time, has been severely reprimanded and all assistants have been warned that should there be a repetition of such carelessness, it may lead to their dismissal.

17. I have to inform you that J. R. Robson, Port Louis. N. has bought the telephone line from Anson to Port Louis South from us for £ 49, including the instrument at Anson. I have asked them for a yearly rental of £ 20 for the use of our Stanley - Port Louis S. line and now await their reply.

18. I am pleased to inform you that I have been appointed Vice Consul for Uruguay. Messrs McLean and Stapleton have given us considerable assistance in this matter, and I have thanked them on behalf of the Company.

19. With reference to my cable dated 10th ultimo advising that the width of the new West Store building was 40 ft. and not 42 ft. as stated on the plan and in my No. 701. 18. and requesting you to reduce the roof accordingly. This was caused through misunderstanding, although Government are giving us a piece ^{twin} 6m links wide the whole length of Dean Street, the width of the road must not be less than 21 ft. as reported in my No.

No. 702 per "Wallens" 15/7/29.

- 7 -

700. 3. We can only therefore build on 4 ft. of the additional land and two feet of our land will actually be part of the pavement. The building will now be 110 ft. by 60 ft.

Enc.

I enclose 4 photos which show the progress of the work up to the 14th ulto. The crane has been moved to the outer trench as shown in No. 1. This has since been filled in - the inner trench is being used for the foundations of the new building - inside of that and against the water tank, you will observe the remains of the foundations of the old shop.

About 2,000 concrete blocks have been made, the loose earth has been cleared off, stone for foundations has been brought in and put on the site, excavating for foundations has is going on and work on the foundations has commenced. Work has been considerably held up by bad weather and working "Bogatas". I found that the whole of the West yard appeared to be waterlogged and on enquiring for the cause, came to the conclusion that this was due to the land behind the whole length of the bakery not being properly drained. We are therefore running an open drain along the Stanley Arms side of the Bakery which will run into the main drain in Dean Street. I trust that this will cure the trouble as it will improve the West Yard considerably which was almost impossible recently until I had several loads of road metal put down. It will also keep the buildings on the West property drier.

20. As we require about 1,000 tons of stone for building purposes and for "Fennie's" ballast and it was becoming increasingly difficult to get good stone easily near Navy Point, we found plenty of stone which could be easily won in Sparrow Cove, Port William. To facilitate working, I having a rough jetty put down there. Several

Floating Road and Sidewalks 11 ft. wide.

100. T.C. per "Billions" 15/7/20.

Large crates have been made of Sandy Point wood
rejects; these have been taken out, filled with
stone and sunk - the cost will not exceed £ 35 and
the Jetty will undoubtedly facilitate loading and
save labour expenses. I trust that you approve. So far
as I can ascertain, stone got at, or near Bay
Point costs 5/10 per ton by the time it is landed in
the Admiralty Shed for crushing and our estimate for
the stone from Sparrow Cove is 4/6.

21. Storeroom. I shall probably send Mr Cresser
Home via Montevideo, leaving by s.s. "Pilkland" about
1st August and shall arrange for Mr Thompson to go
out to Darwin to carry on pending the arrival of the
new Darwin Storeroom.

22. Anson House and Stable. I have purchased
a second hand Ford lorry for £ 40 cash and the bulk
"J.P. Smith", value say £ 25 = £ 65 in all. This lorry
has been sent out to Anson and will be used for
bringing all the material of the above dismantled
buildings down to the port for shipment. The house and
stable have now been dismantled.

With reference to your cabled enquiry if
the stable material could not be utilized for the new
Retail Store, the framing is of Sandy Point wood and
the weather boarding and flooring of the loft, pitch
pine. Mr Slaughter reports that owing to the nature of
use of big spikes when erected, he anticipates that a
good portion of pine will be damaged by the time that it
is down. I do not, therefore, recommend its use for
the West Store. If we are to do ship repair work, we
shall require machine shops, etc. and I have under
consideration ~~house~~ ^{house} ~~propose~~ ^{propose} to erect the Anson stable
at right angles to the land end of the "Agoria" Shed
fronting Ross Road and utilize it for the workshop.

No. 702 per "Ballesta" 15/7/20.
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Store thus saving considerable handling of stores.

23. Floating Dock. With reference to your cable dated 6th ultimo and my reply of the 10th idem.

His Excellency informs me that he will recommend that the terms laid down by the Colonial Office in their letter to you dated 3rd November, 1927, be modified particularly in respect of paragraph 2 "a" regarding length of lease and paragraph 3 re docking of R.S.S. "William Scoresby".

I note from your cable dated 25th June that there is not much prospect of disposing of the floating dock and the timber required for her has been ordered and will come over by "Falkland".

I suggested in my cable of the 8th instant that you should endeavour to effect a sale through Messrs. Maclean and Stapleton, Montevideo.

Enc.

I enclose a Memorandum giving some idea of what machinery and staff would, in my opinion, be required ~~xxii~~ if we are to undertake ship repairs either on a floating dock or on a slipway.

Please let me know what cover you are taking out on the floating dock during erection and when in service, if not previously ~~—~~ disposed of. It will be necessary for us to draw up rules which will be binding on owners utilising the Dock and in view of the importance of this matter it would assist if you could ask Swan Hunter if they will give you a copy of their rules governing their Dry and Floating docks.

24. With reference to my 697. S. Should McNeill return to the Islands, will you kindly make it clear to him that he will be under the orders of the Superintending Engineer. As you are aware, Mr. McNeill has worked directly under the Manager in the past but I do not think that you will oppose.

No. 702 per "Ballena" 15/7/29.

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this practice should continue particularly if we do undertake ship repairs. The carpenters and painters department will also be in charge of the Superintending Engineer.

25. With reference to my 701. 4., I am of opinion that there is no need to extend the "Egeria" jetty right round the East end of the Jetty at present. The outer jetty will not, therefore, be extended but providing it will not be too expensive, I propose to carry the decking on the shore side of "Egeria" about 80 feet in length and about 7 feet in width to the East right against "Egeria's" hull, thus making an inner berth to work lighters etc. in rough weather. Plans and estimates will be submitted to you later - we cannot undertake this work until Crawford returns from North Arm as he will have to supervise the pile driving.

26. I have applied for, and obtained permission to move "Tennie" from her present anchorage to one opposite Stanley House. This will be done after H.M.S. "Durban" has called here at the end of July next so that the Harbour Master can be satisfied that she will not interfere with H.M. Ships' anchorage.

Enc. 27. I enclose Coal Statements showing the position at 31st May and 30th June - these will be made out at the end of each month in future. Will you kindly let us know the current price of good Welsh Steam Coal as compared with Crown or Rose Patent Fuel, and relative values as steam raisers.

28. Our charges for the hire of a.t."Kelp" or motor boats by Government or the Public have been 12/6 and 5/6 per hour respectively plus 6d per hour for overtime. As I consider these charges insufficient, I have raised them and enclose a copy of the new scale which I trust you will approve.

Enc.

No. 102 per "Ballena" 15/7/29.

- 11 -

15/7/29.

- 12 -

22. With reference to my cable dated 12th June, re sending "Falkland" to Magallanes for timber, we require a total quantity of about 300 tons for North Arm woolshed, Darwin Jetty, Darwin and Stanley stock and the floating dock. It will probably not get there

I hope to send "Falkland" to load at Magallanes late July/early August. I propose to send Dunxford by her to pass the timber.

23. With reference to my 292. S. This water winch was put on "Tennia" as Mr Peters was of opinion that "Tennia's" boiler should be condemned. The Chief Engineer of the "Falkland" has been over the boiler and I enclose copy of his report. When Mr Thomson arrives I will get him to survey it and will then revert to you this matter.

24. Stanley Arms. This building is in a very bad condition and is not worth repairing. There is no agreement with Mrs Elizabeth Wilson, the licensee, who pays a yearly rental of £ 85 in quarterly instalments. It is worked by a manager. The purchases of wines, beers and spirits from us for the past three years have been

1926	£ 1726
1927	£ 1648
1928	£ 1423
January - May 1929	£ 622

It appears that the licensee has been doing an increasing business with Estate L. Williams and L. Early but I have taken this matter up.

I cannot get any definite figures of profit earned but believe it is about £ 400 per annum after paying all expenses including management. Both parlour and kitchen board are taken. The future of the Stanley Arms requires your consideration.

No. 702 per "Ballena" 13/1/29.
- 12 -

I presume that a suitable building would cost about £ 2,000 and a yearly rental of not less than £ 200 would be required. The furnishing of the building will be a consideration as it will probably cost not less than £ 1,000 to furnish the public rooms, bed rooms, service rooms and living quarters for the Manager and staff to our satisfaction. As Landlords of, and principal suppliers to the house, we have a responsibility and if we are going to lay out so much capital it is desirous that we exercise more control than we have done hitherto over the conduct of the establishment. Will you kindly let me have your views.

32. I am sending home by "Ballena" a quantity of scrap lead and copper which please sell and credit me with the proceeds in due course.

Gross weight of lead 16 cwt.
(consists chiefly
of mixed shot)

Gross weight of copper 1 ton.

A quantity of waste wood, cases etc. has been burnt up and is being burnt by the "Kelp" and for office fires. I propose to continue this practice as, although we sell all we can, we cannot keep the jetties and yards reasonably clear unless we find some means of disposing of the surplus.

Enc. 33. I enclose an account showing the result of working H. S. "Owendolin" from 23rd October, 1928 to 9th January, 1929 from which you will observe that she took out 380 tons of cargo in all and brought in 735 bales of wool, 28 hides and 139 barrels of tallow and the estimated excess of revenue over expenditure amounted to £ 459. 18. -. This appears to be very satisfactory and will deserve consideration when the future of the Islands transport problem comes under consideration.

No. 700 per "Ballona" 13/7/29.

- 13 -

Enc.

34. I enclose a Memorandum dealing with the system which I propose to introduce in the wholesale store and request your views thereon.

I am now having rough stock books got out which will include all stores in the East Store, Fabricating oil store, Paint shed, Blacksmith's Shop, "Agoria" and "Shard" bulk, "Sgoria" Shed, Patrol sheds, Wood yard and East Coal shed (the floor of the latter has been cemented and it is being used for the storage of nails, galvanized sheets and cement). Fitter gild in the open and in the West bulk will also be included. The balance of stock is being treated as Retail and I do not propose to inaugurate a stock-keeping system for this until we move into the new Retail Store.

By the end of July we should have some control over our wholesale stocks and all concerned will doubtless get a good idea of what this stock-keeping system is intended to show before we actually open the stock ledgers.

I am indicating for loose leaf stock ledgers, sheets and indent sheets and should like to have these cut by "Orta" as I wish to open the ledgers on 1st January, 1930. I have not retained Mr. Brewster's services. The stock cards which Mr. Goddard inaugurated have not been kept up satisfactorily as the ledger will supersede these cards and until the ledgers are ready, stock will be kept by the machineman, there was not enough work for him to do. When the stock ledgers are opened, I intend to supervise them myself for the first few months and think that once they are in use, it should be easy to train a man to carry on.

35. I enclose two plans (not to scale) of the East and West store properties showing the several

Enc.

To you per "Malvern" 13/2/22.

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store rooms etc. thereon, separately numbered, as the present method of referring to store rooms as "the old coal shed" etc. is not satisfactory and these plans should simplify explanation made in correspondence etc.

36. With reference to my T.M. 35., if you decide to use this route when telegraphing sailings of P.N.C. Steamers, would you show separately the quantity of cargo for ourselves and our clients.

Example:- "PROTEA 1300 TONS 600 500 from which we could understand 600 tons for ourselves, 300 for clients and 200 tons for outlays. This will assist us with "Talbot" Itinerary and in arranging storage etc. before arrival of the steamer.

37. Will you kindly send us particulars of the Wingate block (concrete) machine.

38. With reference to my T.M. 35. I do not consider that any reduction is called for in our local freight rates but am of opinion that there should be some difference between the rates charged for passengers who actually occupy cabin berths and those who only use the saloon and cabin deck. I also suggest that a few minor alterations be made in the fares charged and enclose a Memorandum setting out my proposals also current and passenger rates. Please instruct.

39. With reference to my T.M. 21. Government have now paid us £ 100 only being the payment due for landing of overseas mails for 1926, 27, 27, 28 and 1929.

40. You will observe from the P.I. Gazette dated 1st Mar. last that Government have decided to impose a tax of £ 10 per annum on each bulk or lighter lying in Port Stanley. This will cost us £ 170 per annum and is unwarranted as Government provides no facilities of any kind and I enclose a copy of my letter to the Govt. for tax including balance not have yet had to receive.

Enc.

Enc.

To 702 per "Bellona" 15/7/23.
+ 15 -

Colonial Secretary in this connection.

It is a question whether we should not increase our landing and bulkage charges by 7d per ton to cover ourselves showing it separately as a surtax and at the same time explain to clients the reason for this extra charge but as lightering and bulkage rates were only increased last year, I am referring the matter to you before taking action as it would perhaps be advisable to first see the results of the lightering and bulkage department for a full year at the increased rates before taking action.

This Gazette has only recently been published - the issues being considerably in arrears.

Sl. With reference to my cable dated the 4th instant regarding s.s. "Falkland" proceeding to Montevideo with mails about 31st August next, Government have agreed to pay us £ 350 for the carriage of mails for the voyage to and from Montevideo. I have arranged with the Sealing Company to lift whatever quantity of seal oil they have ready for shipment by 22nd August at a rate of £ 5. 5. - per ton of 1,000 kilos including Montevideo transhipment charges. Current rates from Montevideo to London and Scandinavian ports are 30/- and 50/- respectively.

I enclose copy of a letter dated 7th instant from Maclean & Stapledon re transhipment of seal oil at Montevideo, which will interest you

We should be able to secure a certain amount of return freight and I shall take the opportunity of sending Mr Richardson up to discuss several store matters with Maclean & Stapledon.

42. "Falkland" has brought in 87 tons of seal oil for "Bellona" on which I am charging £ 2. 10. - per ton including bulkage but have agreed to reconsider

To: Mr. J. G. "Falkland" 1/7/20.

- 16 -

the matter if their shipments by "Falkland" to Stanley total say 500 tons during the year. If these conditions are met, I suggest a rebate of 10/- per ton. Please instruct.

43. With reference to my 701. 16. Mr. Matthews has approached me enquiring if I would terminate his Agreement and after some discussion I agreed to do so and to pay his fare to Montevideo. As "Falkland" will now be going there, no expense should be incurred in this connection. This is a happy solution to the master. Captain Roberts had nothing definite on which I could have broken the Agreement without incurring some liability in respect of salary and passages but it was obvious that Mr. Matthews was not suitable and I think that Mr. Markham Dean will bear me out. Captain Roberts will endeavour to get a man from South Georgia if possible, to replace him and I will write you further on his return.

44. Steamer movements. "Falkland" sailed for West Falkland ports on June 8th and returned on the 27th laden with about three quarters of a load. She was held up 3 days by bad weather. She sailed at 1.30 a.m. on the 2nd instant for South Georgia with about 20 tons and should have left there on the 14th instant for Albemarle. Future arrangements are - North Am and Albemarle and on to Magallanes. Darwin, North Am, with Sandy Point timber and to load at Albemarle for Montevideo.

If it can be arranged she will dry dock and paint bottom at Montevideo.

"Bogota" arrived on the 26th ultime and was completed at 4.30 a.m. on the 2nd instant ^{The delay being due} to a heavy gale during which "Fleetwing" and "Harris" broke adrift. The former was secured and suffered no

No. 700 per "Ballang" 25/7/23.

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damaged; the latter went ashore and has been got off but appears to have suffered no damage. Both lighters were loaded with import cargo.

The Captain of s.s. "Bogota" complained that lighters alongside, when the gale came along, dented several of his plates. Captain Roberts inspected the tanks and reported them to be trifling.

"Falkland's" scows which were moored astern of "Gwendolen" also broke adrift and went ashore to the East of the Harbour. Both have been got off and one requires recutting and the other has several planks stove in and will be repaired as soon as possible. I presume that this is covered by Insurance as they form part of "Falkland's" equipment. Particulars will be sent you later. "Ballang" is not due until the 17th instant being delayed by bad weather and at Port Berries. We hope she will meet -

and though the whole amount

is £100. 10. 0. 349 bales of sheepskins

345 casks tallow

222 hides and

222 drums of seal oil.

43. Mr Jason Hansen has complained of the Freight and Landing charges on the house recently shipped out to him, which amounted to -

Landing, stowing etc. £ 100. 7. 7.

Freight per "Falkland" 294. 1. 5.

£ 294. 9. 2.

In this connection please let me know what you consider is the best rate you can make in the case. He has requested me to put the matter before you. I do not recommend any concession in freight charges but consider that we might meet him in Landing, stowing and re-shipping charges and suggest a lump sum charge of

No. 700 you "Ballance" 15/7/00
- 18 -

£ 30. Please instruct.

46. Government propose to erect an electric light plant to supply the Town of Stanley with light and have enquired if we will take current from them. I have replied that providing the price per unit was reasonable, we doubtless should take it for our several stores and houses.

47. North Arm Woolshed will be shipped out about the end of this month and Crawford will go out about a fortnight later.

48. Government put forward a scheme for providing a gymnasium and hot baths for the public, and the Colonial Office have sanctioned it. A bath house is to be erected which will contain about 8 baths, heating plant, laboratories and a gymnasium and they propose to extend the building and house the library and museum therein. It is said that the cost will be about £ 6,000 and though public opinion is against the scheme, Government intend to proceed with it.

I can see no justification for this expenditure - a swimming bath, although a luxury for a small community would be of more practical use and there are already two gymanasiums in the Town. It came to my knowledge that Government desired to erect this building on the plot known as the Church Green - corner of Ross Road and Dean Street. I have therefore asserted our title to this land, which appears to be clear and enclose a copy of my letter to the Colonial Secretary in this connection. Please let me know what price you set on this land. It is the best site now available in the middle of the town and I understand that land in not as good a position has changed hands at about £ 800 per acre.

My personal opinion is that it is a pity to

No. 102 per "Circular" 16/7/10.
- 19 -

build on this site, so long as it is left open it will undoubtedly enhance the value of our Test Store property particularly now that the new Retail Stores will have 110 feet of frontage on Dean Street. The land only measures about a quarter of an acre and had we built on it, there would doubtless have been a storm of protest.

Government desire to acquire the plot and have expressed the view that we should not ask a high price for it as it is required for purposes of public utility. I cannot agree with this argument and await your instructions.

Enc.

I enclose a plan of the land and if we do sell it, consider that the whole of lot 9, including the half backing on to John Street should be included in the sale including the house thereon known as the Assistant Stewkoper's house as its value will be depreciated if the Church Green is built on.

Since writing the above, His Excellency the Governor has asked me to request you to cable your decision re the Church Green. He is most anxious to acquire the land.

49. I understand that Government are proposing to tax Town land that is not built on. We have the Merchant's Row plot fronting John Street North and Villiers Street East and a plot fronting John Street South, the two paddocks behind the East Stores and three quarter-acre plots at the back of the Company's houses South of James Street.

We have no houses really suitable for the Superintending Engineer and I suggest for your consideration that we might erect a house similar to the Marine Superintendent's on a portion of the plot facing John Street South, for him.

Please also let me know if I may sell any of the land on John Street. We should endeavour to secure £ 500 to £ 600 per acre for land in this position.

No. 100 per "Pennia" 13/7/20.

- 20 -

Enc.

Enc.

50. With reference to my 694. 10. and your 1307. 5., I have to advise you that two sections of this plot have now been sold. Enclosed is a drawing showing the division of the land into blocks of which Nos. 2 and 3 have been sold to Crawford for £ 100 and No. 6 to A. Lollman and his son for £ 75. Conveyances in respect of these portions are enclosed, which kindly complete and return.

51. A Northerly gale sprang up on the 15th instant during which "Pennia" dragged her anchor and fetched up with her stern touching the mud South East of the harbour near the leading marks. She swung clear at high water when the wind changed and will be shifted when "Falkland" returns. I do not think she has sustained any damage.

52. As a.s. "Falkland" was leaving Darwin for Stanley on the 26th ultime, Mr Slaughter telephoned that there was an acute case of appendicitis at North Arm and Doctor Wilson was anxious that the patient should be got into Stanley for operation. "Falkland" was therefore diverted to North Arm, arrived Stanley June 27th and the patient was operated on that night. It was a bad case, peritonitis having set in but you will be glad to know that the patient is on a fair way to recovery. He is F. Morrison, a shepherd on North Arm camp and son of Donald Morrison who has, I understand, been with the Company all his life. I will write you later regarding the expense incurred by the Company.

53. a.s. "Falkland" left South Georgia on the 14th instant a.m. for Albemarle and has just reported that she sighted the Wickham Heights at 8.30 a.m. today (19th) and should therefore be at Albemarle tonight.

I understand that she was hove to for the

No. 702 per "Balkana" 15/7/29.

ENCLOSURES. to P.I.O. Ltd.

DUPLICATES. (Originals per "Murus" last June, 1929)

Despatch No. 701

Statement on Accounts

Remarks on Accounts

Store Indent No. 671

Remarks on Stores

March Journal

Coasting Insurances April.

Stanley Ledger Balances at 31st March, 1929

Specifications. D.H. 9 wool 127 skins. 110 tallow

S.E. leather S.I.C. 76 " " "

J.B. " " "

ORIGINALS.

1. Despatch No. 702, 15th June and July, 1929.
2. Journal, April & May, 1929.
3. Cash Book, May & June, 1929.
4. Statement on Accounts.
5. Remarks on Accounts. of Company's buildings used for stores.
6. Store Indent No. 672. etc.
7. Remarks on Stores.
8. Coasting Insurances, May & June, 1929. Darwin June quarter.
9. Duplicate Shipment per "Bogota" 3.7.29.
10. Report on Oil Fuel Depot at June 30th, 1929.
11. Camp Manager's Report, 12th June, 1929.
12. Inventory of Furniture, etc. at Teja Cottage.
13. " " " " Darwin House.
14. " " " " Darwin Surgery House.
15. "Falkland" manifests Vays. Q. 11 & 12.
16. Statement of estimated result of "Gwendolin's" commission.
17. Coal Accounts, May & June, 1929.
18. Stores - Storekeeping system.
19. Stores - specimen forms of new system.
20. "Falkland" - rates of local freight.
21. "Falkland" - suggested passage fares.
22. Scale of charges for launch hire.
23. List of Company's Houses in Stanley with tenants and annual rent.
24. West Store Cash Voucher, May 1929.
25. Copy of "Penguin" dated 4th June, 1929.

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26. Letter of assignment Sealing Co. to F.I.Co.Ltd.
27. "Falkland" seal reports.
28. Conveyance F.I.Co. to W.H.Sedgwick.
29. " F.I.Co. to Colonial Government ~~for~~
30. Crown Grant C.I.C.
31. Floating dock. Staff and ~~other~~ machinery required for ship repairing work.
32. Loading list "Falkland" at Albemarle 24/6/29.
33. F.I.Gazette 1/1/29, 1/4/29, 15/4/29, 1/5/29, 15/5/29,
1/6/29 and P.H.Od. 1824.
34. F.I.Magazines June and July, 1929
35. Naval Fuel Depot Report at 30th June, 1928 (supplementary)
36. Store freights per "Falkland" June quarter.
37. Return of Establishment & Wages Stanley. June quarter.
38. Plan and index of Company's buildings used for storage.
39. Plan of Church Green etc.
40. F.I.Shipping report
41. Return of Establishment & Wages Darwin June Quarter.
42. " " " " Speciwell Is. Jan - June.
43. Photos of retail store foundation work.
44. Plan of land to the South of James Street.
45. Conveyance F.I.Co. to E.Crawford.
46. " " " " A.Lellman.

Correspondence :-

From Maclean & Stapledon re seal oil.

P.S.N.C. Valparaiso re Menendez

H.Owen re "Fennia" boiler.

P.S.N.C. Valparaiso re "Orta" accommodation

To

" " " "

" " " Menendez

" Liverpool re delivery of cargo.

Colonial Secretary re electric lighting scheme.

" " " fee on craft in Stanley harbour.

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SPECIFICATIONS.

<u>Mark.</u>	<u>Weal.</u>	<u>Shins.</u>	<u>Tales.</u>	<u>Hides.</u>
D & H	-	-	-	101
V C	-	-	-	23
S	4	7	-	22
SIX	2	5	-	-
R & E	-	28	43	30
D & S	4	19	19	-
J.H.D. Pebble	66	-	30	-
J.H.D. K-	51	-	-	-
D H	3	2	-	-
A P	-	-	22	-
A.P	-	-	-	-
J B	-	16	-	-
P S	-	18	3	21
R B C	-	3	14	-
H	1	1	18	-
Mac.	-	-	-	14
S	14	21	-	-

2. Spec. - The number of the hide and the number of the shins and tales are to be multiplied by the number of the skins.

3. Add up the number of the shins and the number of the tales and you have double down the hide.

4. Divide the sum by 100.