admiralty fund 122½. Sale of 1246 1257

Accounts: 1914 1287 1225 1267 1927 1298. "Fellin 1296 1297"

Accounts for employees' loan 127½
Anson, C.G.A. (death) 1235

Aitken, C.S. (invalid pension)
Allan, F. & J. Ballay Co. 1258½
Arsenic on farm 1259½

Alfalfa 1244

Aitken, C.E. 126½. Shares "A"

"Aftertax" (Deege) 124½. Purchased 1304 1305

Anglo-Scottish Shipping Co. 1220

Apprentice 1291 1292

Apprentices 1291 1292
Bodie Creek Bridge, 12.3% #, 1940/1 12.58 12.47 12.39 12.54 [crenels of 14.80] 1.5, 5, 12.27, 14.80 (concrete)

Block 5 12.54 12.60

Babcock Boiler (947) 12.60

Bowles Geo 12.54

Bonne 1923 12.64 19.84 18.87 20.87, 1 [1824 / 19.84, 20.87]

"British Bacon" 12.85

Ballina 12.85 / (Rte 41, Oceola)

"Brenton" 12.87 12.91

Barton, A.R. remained on duty 12.87 12.91 - reminiscence

Bleaker do Hoel, 12.87

Bishop Stirling Memorial, 12.87

Briggs, T.A.M. 12.87 12.88 [Rte 41, Oceola] town

Briggs, J.R. remains of legacy 12.87 12.88

"Bogota" - death of animals etc 12.84 12.85 12.86 12.87 12.88

Briggs, Martin, accident to 12.78 12.71 12.73 12.86 12.88

Browning, B. death of 12.78 12.74 12.76 12.77 12.87 12.88 12.88

Buildings (not mentioned) 12.15

Broad Herbert (Comp Employee - pension) 12.81 12.82

Boy Scouts Assoc (ments) 12.87

C 200
Birch A.C. employment 1295
Birley Farm 1298
Coal, $12.25/ton, disposed to whalers $12.25/ton, complaint against "Elm Park".

Crawford (s. m. n.) 1.28/ton, 12.25/ton, 1.22/ton, 1.30/ton, 1.26/ton, 1.24/ton, 1.26/ton, 1.25/ton.

Crawford, Martin. 12.40 appt. 12.41 booked 12.06.
Crawford, C. E. 12.52 s. m. n. 12.37. 1.24.

Cochrane 60. 12.40. 12.06. Oil pumping.

Canning Material 12.43. 12.45.
Coasting Insurance 12.52. 12.54.

Chatae 12.48.
Cable relay boat. 12.48.
Concrete reinforcement. 12.49. 12.46. Juice.

Creamer J. D. 12.49. 12.49. Agree.

Chartres River, shipping 12.52.
Carpenters 12.60. 12.60. 12.65. 12.65. 12.65.
Camp Managers Leave 12.60. 12.54.

Cement Shipments 12.55. 12.55.
Coastwise Trade 12.4, 12.67 (Carriage) 12.42. 12.42.
Carpenters. 12.60. 12.60. 12.65.
Common Carriage. 12.66.

Congo House. 12.58.
Colgo's bank. Lenders - 12.47. 12.47.
Craig

Code: PauSat 1281/23.

Carpo: deliver to Confringe 1304/10.

Cath. VW. 1304/20
Darwin Arch Book. 1239/19. 1243/22.

Jean W.M. 1305 15

Drafts, in Storehouse. 1235 25.

Del Monte. R. L. Leave 1245 10.

Darwin Motor Boat. 1249 16.

Duffin, N. 1253 15.

Drills, iron, shipped 1255 6 2.

Diver. 1279 1286 16.

Diving Gear. 1279 1280 28.

Discovery Expedition 1286 5.

Doctor's Bar for Camp 1291 1291 1293 1291 1271 21 6 22.

Accountant — — 1290 1291 272.

D. Leone 1291 1293 1297 13.

D. Leon & Co. Latty extension 1291 11.

Dogs, Importation. 1304 7.

Dock, Floating. 1304 122 1307 117.
Expenses on Voyage, £ 290 / 7 / 4.

Export Hole (1924) £ 4 13s - 6d.

**Egeria.**
- Abo, 12-72.
- Material, 12-72. 12-73.
- 12-74.

Explosives 12-66.

*Extancia House.* £ 259 6d.

*R. P. Evans.* £ 1,126.11s. 6d. obstruction.

**Experimentsal Barn.**
- £ 129 15s. 0d. 12-72 12-73 12-74 12-75 12-76 12-77 12-78 12-79 12-80 12-81 12-82 12-83 12-84 12-85.

East Jetty Red:

*Elcott, P., increase.* £ 127 8s.

**Executive Council.** £ 146. 129 10.

**Egeria & Jetty Red.**
- 12-98 12-99 12-98 12-97 12-96 13-00 13-01 13-02 13-03 13-04 13-05 13-06 13-07

**Eight-Hour Day.** £ 129. 4 12.

**Engineer.** £ 180 7.
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Jelgros Wood Shed 1281 1282 1286 Material 1287 1288 1291
Material Sided 1391 1 1/2 1298 1300 1304 1305

Falkland. Engineers 1281 1286 Survey 1288
- 1281 1/2
- 1284 1/2 1291 Engineer 1/2
- 1289 Surveying 1289 1/2
- 1288 1/2 1289 1/2 Wireless 1291

- 1289 Surveying 1289 1/2
- 1288 1/2 1289 1/2 Wireless 1291

Skein Brush - Hop Survey 1294 1/2, Wireless 1294 1/2, Lighting 1294 1/2.

Falklands Dependencies Sealing Co - see under S - Sealing Co, new.

Lifting - Rolling 1286

212/4 (lights) 1280 1/6

Floating Dock 1289 1/4 1289 1/3

Lifting, Knock (Retain) 1294 1/4, 1294 1/5

Farms Stores 1304 1/4 1305 1/7
Gwendolin. 70 1235. 10, sailed 1238. 14d 1257. 24d. 5. 1257. 1267. 10. 13911. 10.


1304. 10. 1305. 7. 1306. since 1307. 19.

Gresham, N.N.R. Agreed to 1235. 15. 15. 15. 1306. 1307. 1307. 1307. 1307. 1307. 1307.

on 1235. 1306. 1307. 1307. 1307. 1307. 1307. 1307. 1307. 1307. 1307.

Great Britain, forecastle heads repaired. 1335. 1267. 1270. 1271. 1271. 1271. 1271. 1271. 1271. 1271. 1271.


Government Experimental Farm 1257. 1257. 1257. 1257. 1257. 1257. 1257. 1257. 1257. 1257. 1257.

Greece, 1826. 1826. 1826. 1826. 1826. 1826. 1826. 1826. 1826. 1826. 1826.

Gates, 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5.

Goose Green 1245. 1245. 1245. 1245. 1245. 1245. 1245. 1245. 1245. 1245. 1245.

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Gomo - service 1244. 1244. 1244. 1244. 1244. 1244. 1244. 1244. 1244. 1244. 1244.
Hamilton, John. Wages 26th July 1921.

Wages, from Hill Cove: 12.5/21, 12/62 from UK 12/52, 12/54 from NZ 12/67, from NZ 12/73.

Hotel Expenses, employees 12.10.

Wages: 12/41, 12/45, 12/60, 12/85, 12/86, 12/60.

Warding, H.B. Leave 12/45, 12/47. Agree.

Horses, from Coast 12/60.

Honeyman, D.M. (Camp Teacher) 12/40.

Mucklellee 12/65, 12/67.

" Harris " (right) 12/75.


28. 28. 28. materials for Shea's Sheds Bill incl. 28.
"Men": 1277, 1279, 1273, 1274, 1276, 1279, 1286

Influenza epidemic 1277, 1278.

Insurance. Diphtheria notified 1284.

From S/areas 1271, 1275.

 Ingrowell Road: Back drain broken. 1277, 1278

Local water 1278, 1279.

Liverpool No. 1303.
Help 1863 1863 1865 12/6/5 14 158 132 7 1867 1867 12/7/0 12/7/1 12/7/2 12/7/3
in Stepanov 12/6/4 12/7/5 12/7/6 12/7/7 12/7/8

"Karna Kistova", 12/3/13. Produce by

Knowsley Engineering Co 12/6/8 (Note)

"Kim Ai" 12/6/9 (Note) 12/6/10

"Kymac" Sheep dip 12/6/11
Lightering. Vesselage increased 1237 — 1646 9/10. 1266 1/2. "Licensee. 1200 8


Lafemia, $2 conversion.


Lively Island — sounding entrance 1249 1/5. 1253 6. 1286 12/12.

Langdon, F. C. Agree. 1251 1/12. 1307 6/1.

Lloyd (correspondence) 1257 18.

Lusia, 1263 15. 1277 18.


Lorrai, and to 1272 25. 1274 12.

"Lantaro" - Last collection 1246 12/12.


Motor Winches. 1257/80. 124/70. 1565/16. 1506

Millinery Store. 1240f. R. changes/16, added 12. 130.5

Medical. Louis, 1245. St. M. Rep. 1245 after 12. 126.13, 1304 added 1304

McNicoll, J. Passages 32.8.

Mail Agency, 1240.

Mail, delivery of 134.2 handling 1252, carriage 1956, 1356, 1356

Moir, 3rd apparatus 1256. 1356. Benjamin, 1289. 1290. 1291

Munro Mr., Directors M. and H. 1250/3. 1251/2. 1285/7. 1252. 1263

Marine Supply House. 1254/5. 1255/6. 1257/8. 1262. 1263

Montevideo Guaranties. 1254/5.

Motor Boat - Stanley. 1265. 1267. 1275. 1278

Mason 1255. 1258. 1259. 1285. 1296. 1291

Muehl Reuter, siding, 1257.

Muir, RG. 1258. 1259. 1263.

Mr. McLeod, P. (Pension). 1267.

Moir, Alex. 1267. 1289. 1291

Magazine (M) Letter C. 1277.

Mitchell J. 1272. 1289. 1291

Mulligan, J. 1289. 1291.

Matthews, R. D. (Office, etc.) 1945

MacKenzie, Donald (dec.) 1300.
North Arm, New Norfolk Asst Mt
1240
Remote Present Fire 1259, 1269
Shed 1305

Naval Camber Shed 1250
11

Norwegian Whaling Asst 1241

New Zealand - Shaw Unle, 1250, 1260

New Zealand - Sellars goods 1286, 1289, 1215
10

Nicholls, Q. 1235

North Arm Fire 1230
20

Nicholls, W.O. (Exft. Ballintoe) 1301
Our 24th Rowett Inst. Directors meet him 1253/2

Oil for Coy's Engine, 1261 1265

Oil Range O. C. 22. 1895 1300 1300 1302 1302
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<th>Description</th>
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<td>Pebble Island - Marine Engineer</td>
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P.S.W.R. Woolwych (latterly 1294) to Draft Pensals 1294½. Treatment taken Feb 1395.

"Penguin" (paper) 1299½

Petrol 1300½

Passage to. Purchase for Hamilton 1305½
Rams, from Cash 12/5/3. <br>Mercier, deal to <br>12/6. 12/6 to 12/7. 12/9 to 12/10. 12/11 to 12/12. <br>from 12/13 to 12/14. 12/15 to 12/16.

Rowett Research Fund 12.49 <br>50. (7.00)

Roberts, Capt 12.49 Leave 12.50. Same Sue, Shume 14.62 1/2 to 12.64.

Remarks on A. Fisher and B., <br>12/7. 


Rowe, Ed 12/1 7.


Rifled Club (Shelby) 12/15 12/16 12/17.
Salaries: Postage. After Dec 12 a 8.

Sheep: Breeders Amer. 12 8 months
Surplus Sheep. 12 3/4 12 3/4 12 3/4


Sheep: Drying Red 12 4 12 4 12 4
Sheep from N.Y. 12 6 12 6

Short Produce,

Salvage Pump (motor) 12 4 12 4 12 4 12 4

Suburban Land. Conveyances 12 6 12 6 12 6

Slaughter House. 12 4 12 4

"Speedwell" Motor Boat 12 4 12 4 12 4 12 4

South Georgia Mail Service 12 5 12 5

Smith, (of Great) 12 6

Stanley Improvement Scheme 12 5 12 5 12 5

Storekeepers 12 5 12 5 12 5 12 5
Sales: 1257

Sealineers Assay 1257 1267 1268 1267 1271 1272

Seal Oil 1267 1273

Salt for Schooners 1267

Salt (C) at N.A. 1273

do Redwell 1273

Shell Deposits 1273

Salt at Eastgelly 1273

Stones. Cable orders for 1270

Smith J.P. 109 1291 1293

Sealing Co. new 1291 1302 1303 1304 1305 1307 1307 (12l) drums 1307

Shipway West yard 1291

Stone path 1295

Shearing - material 1295 1300 1305 1306 (Healy) 1308

Stocks: 

Suckley, H. dismissal 1204

Sheepw 1305 1306

Stable House 1305 1307
Jumber from Coast. 1203 3. 1254 3. 1282 3.

Jallying Bargo. 1307 1353 1344 1261 1252 1265 1277

Telegram: redwell set 1395 1309 10

Jumber Shipments. 1302 1305

Jumber Shipments. 7 1 5
Uruguay: Constitution, Apr. 1, 1993

"Mefida" - week 1291 1294

Sincere thanks, awadon 1291 arr. in London 1295.
Whaler, 1242
Whaling Co, New

Watson, WM. Pension refused 1245, 1247
Watson, JH. Camp lecturer 1250

War Bonus
Next Store - New

Wool Tax

Water system (Camp) 1241

Wool Shed G.P. new plans 1251, 1256 (Contract) 265 357 1257 (262 contract)

Wiley, David, 1st Mate 1 1561 1253 12 10
Salaries paid 12.74
Salary award 12.74
Salary award 12.45

Wilson, McMath, 1258 1256 1256, 1257

Wool Reserve

Williams Estate, 1269 Guaranteed freight 1239, Select 1367

Water Plates Stanley 1270

Wright, JG. Muir - business 1278

Wool & Co. 1279

"William Scoresby's oil, 1277 1278 300

"Woodville" 1275 1279 1282, 2nd year award 1284, 1291

Wool - market 1245 1246 1280 1282 1293 1298 1304

Wool Classer 1279

Wilson Under 1294

Wool Classer 1279
Young

1305 1306 1307
16 12 1
Sir,

I asked the Governor to discuss the question of the seat on the Legislative Council as there were two reasons against the Company's Assistant Manager continuing to retain his appointment.

The first was that he would shortly be moving from Pitcairn to Darwin and would consequently be out of the range of Council meetings. The Governor said that he would willingly arrange those to suit that member's convenience; he could have two or more short sessions during the year when Parl work was not too pressing. He wanted one of the unofficial members to be conversant with shipping questions and interests who would give his opinions freely as Mr. H. Harding had done on this and on other subjects. He hoped that he would continue to serve on the Council until his Commission expired (about July, 1907).

I said that the second reason was a stronger one from the point of view of Mr. H. Harding's employers, namely that it was very anomalous that the third (or fourth) official of the Company should sit on the Council and thereby take precedence officially of the senior members of the Company's staff. The Governor asked if the Company objected on this ground to his retaining his seat - he said that Mr. H. Harding was quite capable of expressing the Company's views. I replied that I did not suppose that the Directors would preclude his retaining his seat for that reason, but he was certainly only a junior official in their service. I added that as regards business matters the Company's General Manager was necessarily from his position better informed than possibly any other person in the Colony. The Governor said

The Managing Director,

LONDON.
that if the present unofficial member resigned it did not
follow that an official of the Falkland Islands Company
would be offered a seat in his place, and the Company might
find themselves without any representative on the Council;
be referred to the reply of the Colonial Office in 1917
to the representations made by the Company that their
Manager had had a seat on the Legislative Council for many
years. He added that the Company's Manager would always
have access to him as Governor and that he would always
be ready to discuss all matters with him.

Under the circumstances above detailed, the Assistant
Camp Manager asks that the wishes of the Directors may
be conveyed to him through the usual channel as to whether
he should retain his seat on the Legislative Council.

not.

I am, Sir,

Your faithful etc.,

\[Signature\]

3. 1939 - 3. A copy of the list dated 12th April, 1939
giving particulars of Samoan allotments is enclosed. I
received your cable of the 5th January giving me a free hand
with regard to Stanley land, the Governor has stated that
he is awaiting the completion of the plan of Stanley, now
being made by the Survey Engineer, before discussing the
matter further.

4. 1939 - 5. The trouble with the "kelp's" propeller
might have developed into a serious matter. When the boat
arrived the propeller was in reality slightly loose on the
shaft but this defect was only noticed when the engine was
reversed astern, as the forward action tended to drive the
propeller forward on the shaft. When going astern the
propeller allowed off, and the key was slack and was becoming
worn. The propeller was driven further on the shaft and

The Managing Director,

[Signature]
Duendes"

Sir,

Mr Harding wrote last on the 27th December 1922 and I have now to answer your despatch No. 1832 of the 23rd November which arrived on the 27th December addressed to him.

2. 1932 - 2. You will have learned that Mr Slaughter purchased 500 tons at Gente Grande of which 100 were earmarked for Mr Bonner; 3 died on the voyage and the question of the allocation of the 497 between the Company, Mr Bonner and, if it is so decided, Messrs Packe Brothers & Co. will no doubt be discussed by Mr Slaughter in his report. I await the decision of the Directors as to what rate of freight is to be charged in the light of what was written in 603/2.

3. 1232 - 3. A copy of the list dated 13th April, 1899 giving particulars of suburban allotments is enclosed. I received your cable of the 5th January giving me a free hand with regard to Stanley land; the Governor has stated that he is awaiting the completion of the plan of Stanley, now being made by the Admiralty Engineer, before discussing the matter further.

4. 1232 - 5. The trouble with the "Kelp's" propeller might have developed into a serious matter. When the boat arrived the propeller was in reality slightly loose on the shaft but this defect was only noticed when the engines were reversed astern, as the forward action tended to drive the propeller forward on the shaft. When going astern the propeller slipped aft, and the key was slack and was becoming worn. The propeller was driven further on the shaft and

The Managing Director,
LONDON.
and a now tightly fitting key made.

Judging by the amount of hammering to which the nut had been subjected trouble must have been experienced before the boat was shipped out.

As regards the black varnish, this will, in view of what you write, be given another trial, and we will see that it is applied under the best possible conditions prevailing here.

5. 1232 - 9. The Protest signed by Mr A.F. Cobb, in respect of the loss of the cutter "Exe" was forwarded in our No. 601.

6. 1232 - 10. Captain Roberts desires me to convey his thanks to the Board for the increase in his salary of 500 per annum from 31st March last. Mr Peters will take his leave in April and is prepared to return to the Islands. In 503/10 Mr Harding pointed out that we considered it inadvisable to have only one engineer in the dual capacity of the Company's Engineer and the Engineer of the "Falkland". The only qualified engineers, Mr Haseley and the engineer on the "Afterglow", are both Government officials and it is certain that we should not be able to obtain their services if we found it necessary owing to the breakdown of the "Falkland's" engineer during the wool season. Mr Harley has given his word that he will remain until the end of this season and I therefore do not consider it necessary for Mr Peters to forgo his holiday and you will no doubt discuss the matter of dual capacity with him when he is in London.

7. 1232 - 11. I enclose Captain Roberts's notes on Mr Kennaugh's letter as regards the condition of the "Falkland" from which the Board will see that the bulk of the necessary work had already been carried out - the remainder will be put in hand directly the "Falkland" is again laid up.

Captain Roberts observes that the reasons for sending
the original report seems to have been misunderstood. The Board no doubt realize that when the vessel was owned by the Falkland Islands Transport Company the Captain was responsible for the upkeep of the vessel and that the Manager here was only concerned with the financial requirements of the steamer and the arrangement of voyages. We have known that Lowden's Captains have been instructed in the past to have as little as possible done in the way of repairs here with the result that huge bills had to be met when the vessel went away for overhaul, and as far as we are able to gather even the ordinary maintenance work was either not done or scamped. Directly the "Falkland" was taken over by the Company steps were taken to get her into proper condition, and the sole reason for sending the report to the Directors was to prepare them for a fairly heavy account for conditioning the ship up to the standard which we considered they would wish. In view of the fact that our Marine Superintendent had no jurisdiction over the "Falkland" there was no one here except the Captain (above the rank of Chief Officer) who had any locus standi in the matter.

In 601/6 attention was drawn to the difficulty of getting Mr. Harley to make any written reports; as he will no doubt be leaving in the course of a few months, you may be appointing another engineer, you will no doubt explain to the latter the necessity of giving full details as to any machinery which requires renewing.

8. 1882 - 83. It is most satisfactory to learn that negotiations with the P.S.N.C. have resulted in obtaining such a large reduction in freights, and this news coupled with the satisfactory advance in the price of wool has put a better outlook on things.

I have circularized all the farmers as to guaranteeing to ship their produce by the P.S.N.C. steamers but up to the time of writing only four have given the undertaking required. A copy of my letter is enclosed.
9. 1232 - 14. I note that the Board will probably decide to fit either the "Lafonla" or the "Gwendolin" with a 50 h.p. engine.

When Mr Newman arrived we put the motorboat at his disposal and he and Captain Roberts inspected both vessels, and the former informs us that motors could be fitted to both. He did not pass any opinion as regards refastening the "Lafonla" beyond stating that galvanic action on the bolts is still going on. In addition to the £ 800 for refastening and resheathing material, sails and an engine there is the heavy expense for labour, as even at Golding Island a great deal of the work could only be done between tides. Of course, work on the topsides would be carried on when under-water work was impossible. For carrying out this work it will be necessary to send with the schooner 4 carpenters: the schooner's crew will be fully occupied assisting them and renewing the rigging, and the provision bill for all this number has to be reckoned with. Assuming that the work can be carried out in ten weeks the cost of this labour and provisioning would be about £ 500, to which must be added the cost of materials supplied from here.

As regards the carrying capacity of the "Gwendolin" we are not able to stow more than 148 Company's bales in the hold, and on the occasions to which you refer, when 200 or more have been carried it was only found possible owing to the nearness of the ports and favourable wind to carry over 50 on deck. 234 were carried from Port Louis N. and Johnson's Harbour, but these are small bales and the trip only necessitates about half an hour in the open sea. This carrying of a large number of bales on deck gave rise to a good deal of anxiety on our part and we feel that only such a risk can be taken in the case of a port very close to Stanley. For estimating her real safe carrying capacity you can only consider...
what she can stow below hatchets.

It would be interesting to know what view the Underwriters would take of carrying cargo on deck.

10. 1232 - 15. I note that the Company have taken over Speedwell Island as at 30th June last with all stock, property and unrealized produce in cancellation of their debt of £ 5451. 14. 11 at that date. A separate memorandum dealing with this matter is enclosed.

11. 1232 - 16. As regards the date for closing the account of the "Falkland" and other coasting vessels I would suggest the 31st October instead of 30th November. During the winter months fairly heavy consignments of clients' cargo are sent out and odaments of skins and tallow accumulate at the stations. In order to clear these off at the commencement of the wool collecting season coasting vessels must commence running in the month of November. Assuming that you will agree to the 31st October as the date for closing the account we are rendering the "Falkland's" and the "Gwendolin's" accounts accordingly.

12. 1232 - 17. Mr Vincent's agreement is to hand.

13. 1232 - 18. The Deed reconveying the mortgage from Mr Anson to the Company has been registered here and returned to Mr Anson's solicitors.

14. Nicholls, the Darwin Foreman Carpenter, leaves by the April mail. He is willing to re-engage but I think it doubtful whether a highly paid (£ 30. per month) Foreman at Darwin is necessary. Most of the work in the Camp is simple. repair work which Mr Slaughter and myself consider can be properly supervised by a leading carpenter. The Board may consider, however, that he should be re-engaged to superintend the erection of the new wool sheds.

Crawford, the mason, will also go by the same opportunity and as he also is willing to return I would strongly recommend his re-engagement as he is a hard-working and capable man.
15. We sent you a cable on the 9th January informing you that Dr Herklots's agreement had been terminated and that he was leaving in April. A memorandum dealing with the whole matter is enclosed under separate cover.

16. The payment of £ 300. 15. 0. to Dr Cradock's account advised in your cable of the 24th January, has been supplemented at this end by £ 305, and his account is now £ 134 in credit.

17. In 603. 11 we advised you that the "Magellan" would call here about the end of January to lift 3700 bales. The P.S.N. C. Valparaiso, however, telegraphed us on the 30th December that owing to the uncertainty of wool being available at Punta Arenas they had decided to substitute the "Duendes" in the first half of February. We are hoping that this vessel will be able to take more than the original space asked for in the "Magellan" for if the "Duendes" does not leave until the 15th we shall probably have 3700 bales ready by that date.

On the 5th February we received a cable from Valparaiso stating that the next direct homeward cargo boat, the "La Paz" would not arrive here until the middle of April, and that the "Losada" would be at Punta Arenas in the middle of March but would not call at Port Stanley.

In view of the correspondence which has passed between you and the Liverpool Office we considered it advisable to urge Valparaiso by cable to send the "Losada" here in March as we are sure you did not contemplate, when coming to an agreement with them, that they would not send the second vessel here until the middle of April.

A copy of my letter to them is enclosed, from which you will observe that I have also pointed out that we shall be very much congested here if we do not get a load away in March.

I have received a cable from them to-day saying that they will send in both the "Losada" and the "La Paz".

18. The question of selling sheep to Mr Llanso was gone
No. 604, per "Duendes", 9/2/28.

intended with Mr Markham Dean who sent the following cable to Messrs Waldron & Wood, Buenos Aires:-

"Please communicate to Sidey & Pools the following:-

"Reference your cable financial arrangements necessary for you remit funds to my Company London which we will disburse here to sellers."

to which they replied direct to us:-

"Telegraph us each shipment when made we will arrange "payments in London one per cent commission."

Messrs Sidey & Pools who are Mr Llanso's principals are buying the sheep and have chartered the "Martin Saenz", capable of carrying about 11,000 sheep, for four trips to the Falklands - two each to the East and West. The vessel arrived on the 6th instant, sailed for Port Howard the next morning, and she is expected to be at San Carlos about the 18th for a load from there. Mr Slaughter hopes to ship about 5,000 by that opportunity and about 10,000 by a subsequent trip, the date of which is not yet fixed.

The whole business has been conducted by Mr Llanso in a most unbusinesslike manner, resulting in a good deal of inconvenience both to the Government and ourselves. The Governor however is very much in favour of putting the business through and has, like ourselves, assisted them in every way.

19. We have to-day received a cable that the "Duendes" will be in early tomorrow morning and has space for 2600 tons measurement. If this is correct we should be able to get about 3000 bales away by this opportunity.

I am, Sir,

Your obedient servant,

Manager.
SIR,

I received your dispatch No. 123 dated 10th January per s.s. "Ortega" on the 8th instant.

2. 1232 - 9. The further information you have been able to obtain from the Admiralty as regards work to be undertaken by us in connection with the oil tanks is most interesting and I will discuss the whole matter with Mr Neave as soon as he has got rid of the "Mondeo" and "Elba Park" cases and both he have some days.

3. 1233 - 4. We note that after consultation with Mr Bevan you are shipping best seasoned Yorkshire beech and not best South Wales coal as suggested by the Engineer of the "Falkland".

Mr Harley has again referred to the question of his coal hopes and we would refer you to the second paragraph of our letter to Messrs London Consul & Co of the 27th June last, to which we have not received an answer. We are anxious to learn the ground due to this and particularly what the basis is on which the hopes are worked. We have no data here on which to go and Mr Harley has been promised that he would receive hopes from us on the same terms as provided for in his agreement with Lowdens.

4. 1235 - 5. We regret that we did not cable you the results of the "Falkland's" trip to Punta Arenas but we were

The Managing Director,

LONDON.
certainly under the impression that Captain Roberts had advised you by cable as in the case of the San Julian trip. Full particulars of this voyage, also amended estimate of expenses were enclosed in our 503/2, in which Mr Harding asked the Board to advise whether the actual freight to be charged to clients and Board respectively should be. In view of the fact that in 1882/15 when referring to the final accounts for the year it was stated that the Board would decide what sums should be written off for depreciation, we felt it would be presumptuous on our part to fix definitely what should be allowed for depreciation and profit.

In suggesting a profit at the rate of £5. per day we had in mind our anticipation that the general cost of running the steamer would turn out to be lower than Howard Connel's figures for 1878, which so far is the only basis we could work upon in estimating the cost of engine and deck maintenance.

I shall be glad if you will inform us whether depreciation at £4. per day and profit at £12 a day, which will mean that the Farm will have to pay £2. 13. 6. and the clients £2. 11. 6., is considered sufficient.

We will make an additional charge at the termination of quarantine for bringing the sheep from the Islands to the mainland.

5. 1238 - 7. I note that the Board approves the suggestion that the "Sansom" should be converted into a lighter and this work will be proceeded with as soon as opportunity permits.

Firms on the Coast will be approached with a view to the disposal of the "Plym" and any counter offers against the £1200 suggested will be cabled to you as instructed.

6. 1238 - 9. We regret that Captain Roberts's report on the arrival sent out for the "Gwendolin" has not, through an oversight, been previously dispatched.
7. 1929 - 10. I note that the Board gives Mr Hardie a
free hand in dealing with Stanley land. He has not yet had
an opportunity of discussing further the sale of Sullivan
lease with the Governor, and we will cable the result of our
negotiations as soon as possible.

8. 1929 - 16. We really cannot understand the statement
that "it has never been customary" to charge in the account:
nice the lightering on McGill's and the Stanley wetcancy
charges as well as the ocean freight.

It was the invariable practice from the inauguration
up to the end of 1928 to include these debits in that the
account while shown the actual amount due without any
mention and in support of this I send one excerpt of the Board's
statement of freight for the "Cartiff Hall" express which
contains three instances of inclusive freight giving the
return for lightering etc. The inclusive freight should
be fixed so as to give us 5/- or 6/- a ton.

9. 1929 - 10. It is not necessary for us to have the
original of the "Demond" in connection with the Goodwill
Island property; only land has to be registered here.

10. 1929 - 11. We note that the R.S.I. have agreed to
reduce the freight on tallow and hides to £ 3 per 1000 weight
and £ 5 per 1000 or 10 cb. ft. for canned hides.

II. The "Demond" will leave tonight with about
2800 bales; some of our space has been taken up by
Pinto Angus and as this is not the first time that this
has occurred I am forwarding a complaint to the Balfour
also Office.

I am, Sir,

Your obedient servant,

Manager.
Nos. 604 and 605 per "Duendes" - 13th February, 1923.

With Government re Capt. Hockly.
P.S.N.C. Account dated 13th February.

ENCL. 604 & 605

Sides & Poels re sheep shipping.
Valparaiso re wool lifting.

ORIGINAIS.

1. Despatch No. 604. W.L. & Co. re Mr Harley.
2. Despatch No. 605.
7. Remarks on Accounts.
8. Store Indents No. 586.
9. Remarks on Stores.
10. s.s."Falkland" - Captain Roberts's Report.
15. Freights per "Falkland" and "Gwendolin".
16. s.s."Falkland" manifests 1 - 7 K.
17. Return of Establishment and wages - Stanley.
18. " " " " " - Camp and Fitzroy.
22. Memo. re Mr H.C.Harding's seat on Legislative Council.
25. "Cardiff Hall" extract of shipment per - freights etc.
28. F.I.Shipping Reports.
29. Farm Returns - stock, 1922/3.
30. Copies of telegrams re lifting produce.
31. Memo. to Managing Director re Speedwell Island.
Correspondence:

With Government re Capt. Hookly.
" P.S.N.C. re pilferage case.
" Government re £1000 remittances.
" Sidey & Poels re sheep shipping.
" Valparaiso re wool lifting.
" Lowden Connell & Co. re Mr Harley.
" sundry Store Debtors.

Specifications

S
McG 6 26 48
J L W 340 12
F 100 16
Z 206 12
H & B 141 37
D & S 170 16
W E D 45 9
J B 400 13
D H 691 29
N A 536
W C 292

The value of the consuming material as usual is fairly heavy, this is owing to rise of arsinee values at gold, and if the case should not propose to utilize coke for the same reason. If it is a question, it should not be increased.

The company is a fairly heavy one on cost of labor and is to possible that an estimate might be affected since that from the present case there would not be saved.

The FOB PRICE PRODUCT of 25%, being compared with a loss of 2%.

Despite unwise action have been unusually heavy this year as pointed out in the Assistant Overseer's letter.

The Managing Director.
ACCOUNTS, 1822.

It is suggested that this memorandum should be read in conjunction with the Dispatch regarding the accounts for 1821.

The profit for the year amounts to £3515. 6. 8., an increase of £8515. 6. 0., and about £100 better than for the year 1820. Fortunately no account shows a loss and there is a satisfactory item on the credit side of nearly £530, representing the partial recovery of £500 written off as a bad debt in 1820.

S. PARK. £1975. 6. 0. as compared with a loss of £4750. 16. 6.

The annual abstract shows substantial reductions of £250 in wages, and £500 in materials, although all materials for building and the cost of water are, water heat and other appliances have been charged to the account. Nothing whatever has been capitalized and the account has borne a rent of £477. 10. 0., representing the further depreciation in value of existing materials on hand. Moreover the total cost of the mine recently imported from the West, amounting to £357 has been debited in 1822 account, so that the profit shown is absolutely nett.

The value of the consumption material on hand is fairly heavy; this includes 14 tons of arsenic valued at £738, and if the mine manager does not propose to utilise this for any other purpose, it is a question whether it should not be disposed of. The company is a fairly large user of arsenic's dip and it is possible that an exchange might be effected with that firm; the freights borne on the arsenic would not be great.

S. PARK. £1975. 6. 0. compared with a loss of £4750. 16. 6.

Expenses on this section have been unusually heavy this year as pointed out in the Assistant Camp Manager's Letter.

The Managing Director,

LONDON.
of the 24th September. This account has paid the cost of a
new house, new set of boil, new silo and draining stage and a
bridge across a bad creek. A good deal of fencing repair,
including that of the boundary fence between Pitmacy and the
Bank proper, has been done by this section during the year.

4. STORES £ 7211, 0, 0, compared with £ 4344, 15, 0, — an
increase of £ 2867, 5, 0.

This account is very satisfactory all round as it
was expected that the new system of keeping the account, in-
corporated in 1921 and continued in 1922 might have resulted
in an appreciable diminution of annual profit.

The stock of stores has been reduced from £ 7405

to £ 57190, and store debts which amounted to £ 4523 at the
beginning of the year were reduced to £ 2726 by the end of
the year. It may be pointed out that this has only been affect-
ed by a good deal of strenuous work and by the fact that the
large amounts paid in stages on the industrious oil tanks has
been of material assistance in getting accounts in. The stock
in the drapery store has been reduced from £ 9622 to £ 5508,
but even this latter figure is high and it may be as well to
repeat that all the stock of children's boots and clothing as
well as ladies' in kept in the drapery store. The sales there
during the year have been satisfactory, and this is mainly due
to the judicious selection of goods in England, which shows a
great improvement upon previous years.

The subjoined table shows that sales were £ 9000

less than 1921, due to the general reduction in values.

Deliveries to our own departments were £ 3000 more.

<table>
<thead>
<tr>
<th>Year</th>
<th>Sales</th>
<th>Deliveries</th>
<th>Total</th>
<th>Stock of stores</th>
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<tbody>
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<td>51447</td>
<td>43424</td>
<td>94871</td>
<td>57550</td>
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<td>1922</td>
<td>48926</td>
<td>27605</td>
<td>76530</td>
<td>57190</td>
</tr>
</tbody>
</table>

5. LIGHTHOUSE FUND £ 454, 12, 6, is a decrease of £1701, 10, 1

A considerable proportion of this decrease of profit
is accounted for by the fact that 1921 account opened with a credit of £ 300 reserved from the previous year towards the cost of repairing bulks and lighters. Although during 1921 the sum of £ 1605 was spent on this it was found necessary to expend £ 1468 on repairs during 1922. The decrease of profit is further explained by the reduction of coasting freight on produce from £ 9. 15. -- per ton to about £ 4. 15. -- per ton of this coasting freight one-sixth is allocated to lightering account for handling produce through the “Great Britain” to the P.S.N.C. steamers, so that receipts to lightering under this head were reduced by some 50%.

The 1922 account has had to bear sundry preliminary expenses in connection with the tug “Kelly”. The boiler had to be placed in her and we found it necessary to make certain alterations; the towing boom had to be readjusted, the W.C., which was unnecessary, was transformed into a locker, and both fore and aft cabins had to be altered and adapted for carrying passengers. The repair of the boiler and the tightening of the propeller cost a fair sum, and the boat has been thoroughly painted inside and out.

There is one point worth mentioning in connection with lightering which may not be generally realized. In Stanley there is an outward steamer every six weeks only, and lighters have to be maintained capable of dealing with a large quantity of cargo. If, as in other ports, a steamer arrived every two or three weeks, the amount of cargo to be handled at one time would be halved, and you could do with half the number of lighters. That is to say that it costs the Company nearly twice as much as other agencies to earn the same amount of revenue.

6. MAIL JOHNNY. £ 1604. 1. 8, an increase of £ 554 11. 1.

The Mail Agency and Lightering accounts are interdependent and require to be considered together. It is possible that the former account is benefiting at the expense of the latter, and that Mail Agency should contribute a larger sum to
Lighthouse for the use of the craft which are indispensable for carrying out the work of the Agency. The tug **"Season"** used to do most of the towing of lighthouses and was run at a loss for her last ten years in spite of the account being bolstered up by contributions from other departments, the loss being debited directly to Profit and Loss. All the towing is now done by the **"Kye"** which is maintained entirely by Lighthouse account.

7. **INTEREST & COMMISSION. £ 1561. 4. 9.** a decrease of £ 1563. 1. 6.

As explained last year the two sources from which revenue is derived for this account are—(i) Interest on overdrawn accounts, and (ii) Commission on freights.

It is to the general interest of the Company to reduce the overdraft of overdrawn accounts and to lower freights; during the past year both these objects have been accomplished in a large degree with the result that receipts from Interest and Commission have proportionately diminished.

**On the Debit Side.**

8. **GENERAL CHARGES and EXPENSES. £ 243. 11. 10.** a decrease of £ 106. 1. 10.

9. **BUILDING. £ 1638. 10.** a decrease of £ 254. 12. 7.

10. **FENCING. £ 270. 16. 5.** an increase of £ 255. 13. 7.

The cost of repairs in 1921 was borne by the same account. Larger sums will have to be spent upon fencing repairs during the next few years.

11. **STANLEY OFFICE. £ 2905. 9. 5.** a decrease of £ 251. 15. 5.

in spite of the unusually high debit for travelling expenses, £ 500, and allowance of £ 150 to Mr Houston.

12. **STANLEY WAGES. £ 552. 9. 4.** an increase of £ 101. 5. 4.

Although the account, per se, shows an increase, the actual amount paid is less, as £ 228 was granted in 1921 as bonus in addition to wages. When this is taken into consideration it will be seen that wages in 1922 were in reality £720 less than the previous year.
13. "FALKLAND". In accordance with instructions the working account has been closed to the end of October and the balance transferred to Head Office. An abstract is sent showing the different items of cost of running and also the receipts under the various heads. The Coal account is heavy owing to the high cost of the stock taken over from the Transport Company which was priced by them at £4.17.3. per ton. Coal from the new stock sent per "Els Bask" will be charged out at 63/-.

14. "COOKPOLIS". Similarly the balance of this account, which shows a satisfactory profit of £702.17.3. has been transferred to Head Office. To this has to be added a fair sum which will doubtless be recovered for return premium in respect of periods during which the schooner was laid up in 1922.

It will be seen that the total cost of reconditioning the schooner and the cost of the new suit of sails has been borne by the account. These items alone amount to £840, and the hull of the vessel is now in excellent order.

Such a credit as the £625 for salvage of materials of wreck "Gussenower" cannot be looked for in the future, but at the same time the heavy cost of reconditioning will not recur on the debit side.

Stanley, February 22nd 1923.
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</tr>
<tr>
<td>Profit</td>
<td></td>
<td></td>
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<td></td>
</tr>
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</table>

Note: The table above outlines the income and expense accounts for a financial period.
No. 806, for "London", 26th February, 1923.

(iii) Consumption Account. Under the new system all materials required for carrying on the firm are not entered in the stores account direct instead of to consumption and are charged to consumption during the last six years amount to only about £50. This represents savings of £ 250. This saving may be defrayed by general Charges or other means. And I recommend abolishing the "Consumption" account altogether. 11th Feb. J. S. Eno.

Sir,

I forward herewith accounts for the year 1922 showing a net profit of £ 250. 6. 0. A telegram announcing this figure was sent to you on the 25th instant but was probably delayed some days owing to circumstances.

Please find enclosed an explanatory memorandum dealing with all details of the accounts enclosed herewith and you will sometimes obtain from Mr Harding any further explanations that may be required.

There are a few points upon which I should like to take suggestions and to receive your instructions for future guidance.

(i) Shearing Materials. It has been the practice to take into stock the bagging, keepers and shearing materials not actually used up on the 31st December and the amount varies according to the progress with shearing at that date. It appears to me that it would be preferable to charge the value of the shearing material to one year of the other rather than shift up the cost. This cost is probably chargeable to the year during which the produce is realised, but at the same time I would favour its being paid for out of the fund in the year when sold and not in the following year when the balance of the stock is sold. The accounts would be simplified and the value would be a small reserve.

(ii) Fencing Repairs. It has been usual to write off to Profit and Loss direct the cost of repairs to fencing, amounting to anything from £ 500 to £ 1,000. All repairs to farm buildings are now charged up direct to Farm and there would not seem to be any reason why repairs to fencing should not be similarly dealt with.

Yours truly,

Managing Director.
(iii) Consumption Account. Under the new system all materials required for carrying on the Store are not debited to Store account direct instead of to consumption and the items charged to consumption during the last two years amount to only about £ 50. This represents small items which may well be debited by General Charges or other accounts, and I suggest abolishing the "Consumption" account altogether - it will save a few unnecessary entries.

(iv) Buildings. The amounts spent on buildings in Stanley for the past two years have been kept as low as possible on account of the necessity for economy and are considerably below the average. It will be necessary to spend more under this heading in future.

(v) Stanley Water. I wish to emphasize the fact that although all sums paid in wages must pass through this account we receive back a fair amount during the year for work done for the Government or Clients. An increase in wages therefore does not necessarily mean that we are spending more money on our own work.

(vi) Lighterage. The Memorandum enclosed explains why expenses under this heading are high and I would like to add that the transforming of the "Savon" into a lighter will increase the expenses under this heading by a fairly large sum.

(vii) Sundry Debtors. The Directors may expect some explanation of the item "Colonial Government" - £ 4350.12. 5."

Towards the end of the year it was found that the balance owing to us from the Government was increasing as in the previous year; if they paid this to us in cash we should be holding in the office a very large sum in notes and silver, and Mr Harding considered this undesirable for two reasons - (1) the risk of robbery and (2) the matter of security which might be required from the Office Staff. We therefore left this on deposit with the Colonial Government, showing it as a debit in the ledger. It is true that the Government might have been asked to pay the amount back in London, but we have to pay them about £ 4000 in Land Tax at the end of January, and if we are
not in a position to pay this in cash here they would charge
us a commission for "remitting that sum from London". It is
therefore cheaper and simpler to accumulate a fair sum for
the two half-yearly payments of the Land Tax, due on the 31st
January and 31st July.

5. Deposit. It will be noted that the cash balance at the end of
December amounted to £ 2534. 4s. 6d. only — the stoppage of two
monthly payments to the Crown Agents of £ 1000 in London at
the end of January and February will have helped to ease the
situation in London in Stanley Stores.

M.Craddock-Halkett and Dr. R. Cradock. The Board will note
that both these accounts which were the subject of adverse
complaints are now in credit.

13. Balance on Store and Butcher's Debtors.
15. Adjustment of Head Office Account.
16. Details of Stores deliveries to Farm.
17. Inventory of stores at Darwin and Goose Green.
19. List of Consumption Stores Manager.
21. " " Fencing " "
22. " " Caneing " "
23. Details of Stores Deliveries to Fitzroy Estate.
24 & 25. Inventory of Stores at Fitzroy and Port Louis.
27. " " Building Materials " "
28. " " Fencing " "
30. " " (Auditors' Copy.)
32. Balances due to and from men in Camp.
33. Statement of new fencing erected.
34. Statement of particulars of new fence at Fairy Cove.
ENCLOSURES.

2. Profit and Loss Account.
5. Deposit Account – items outstanding.
6. Interest Deposit Account.
7. Statement of additions to Plant.
8. " " " Furniture.
10. General Summary of Stock on hand.
11. List of Store Debtors.
12. List of Butchery Debtors.
13. Remarks on Store and Butchery Debtors.
15. Adjustment of Head Office Account.
16. Details of Store deliveries to Farm.
17. Inventory of stores at Darwin and Goose Green.
18. " " " North Arm.
19. List of Consumption Stores on hand.
21. " " Fencing " "
22. " " Canning " "
23. Details of Store Deliveries to Fitzroy Estate.
24 & 25. Inventory of Stores at Fitzroy and Port Louis.
27. " " 2 Building Materials " "
28. " " Fencing " "
30. " " " (Auditors' Copy.)
32. Balances due to and from men in Camp.
33. Statement of new fencing erected.
34. Statement of particulars of new fence at Fairy Cove.
35. Expenditure on Farm Buildings.
36. & 37. Details of Carpenters’ labour on Stanley Buildings and Hulks.
38. "Falkland’s" Account from 1st April to 31st October, 1922.
40. "Gwendolin’s" Account from Sept. 1921 to 31st October, 1922.
41. "Gwendolin" - laying up periods.
42. Auditor’s Certificate.

Dear Sir,

I received by the ‘Oriana’ your letter of June 1st, authorizing me to negotiate with the Government the sale and existence of land in and near Stanley on the Hulks of Despatch 907/12.

In order to facilitate the Board’s consideration of this question, and further to comply with your request in Despatch 907/12 for a plan of Stanley and its surroundings, I added to be allowed to make a tracing of the original chart of record. This chart was drawn up many years ago. It is now only about one-third of the present area of Stanley, and the central part was built, and it was evidently thought that the town would have expanded to many times its present size. The land on the north, or Stanley side, of the harbour was all laid out in streets, nearly 25 to 37 acres each, for a circumference of over 25 miles, but on the north side about 2 miles.

house except the Admiralty buildings have been built on the north side, and Stanley itself is not more than a mile and a half long. Space for a road was reserved above through the centre of all the land.

The chart of record therefore comprises a larger area on a small neck with the result that the scale is very fine. The Governor would not allow the chart to be taken from the Office and I had to make a rough tracing there, rephotograph it afterwards, and the tracing was enclosed. Hence no scale accurately cannot be guaranteed, but it is not very far out.

This can, together with Mr Lowe’s new plan of Stanley, a blue print of which will be sent to you, will place...

End.
Stanley,
Falkland Islands,
22nd March, 1823.

The Managing Director,

LONDON.

To stack out land to enclose for the S1. issued to the

Dear Sir,

I have received your letter of 10th

January authorizing me to negotiate with the Government the

sale and exchange of land in and near Stanley on the Hines

of Despatch 301/12.

3. In order to facilitate the Board's consideration of this question, and further to comply with your request in 1238/11 for a plan of Stanley and its surroundings, I asked to be allowed to make a tracing of the original chart of record. This chart was drawn up many years ago at a time when only about one-third of the present town of Stanley, just the central part, was built, and it was evidently thought that the town would have expanded to many times its present size. The land on the south, or Stanley side, of the harbour was all

laid out in blocks, mostly 25 to 30 acres each, for a distance of some 24 miles, and on the north side about 3 miles. No

houses except the Admiralty buildings have been built on the north side, and Stanley itself is not more than a mile and a

half long. Space for a road was reserved right through the centre of all the land.

The chart of record therefore comprises a large area on a small sheet with the result that the scale is very fine. The Governor would not allow the chart to be taken from the office and I had to make a rough tracing there, reproducing it afterwards with the tracing enclosed, hence accurate accuracy cannot be guaranteed, but it is not very far out.

This plan, together with Mr. Keate's new plan of

Stanley, a blue print of which will be sent to you, will place
the Board in possession of full information.

4. I have had discussions with the Governor, resulting in official correspondence of which a copy is enclosed. From this it will be seen that the agreement arrived at is as follows:

(1) **Navy Pem-, Butley Paddock.** The Governor agrees to stand out and not to confine us for the 372 acres surrendered to the Admiralty in 1802 which they now contemplate selling, thus leaving you a free hand to negotiate the purchase. He approved our running in a straight line a new fence to replace that erected on the actual boundary over 30 years ago, and of our taking in about 50 acres of Crown Land to the Westward. But when we went over the land to lay out the line of fence we found that the only suitable spot for the beach end of the fence in front men water was considerably to the Westward so that the fence could not be run due North, with the result that the Crown Land taken in amounted to only 15 instead of 50 acres. Possibly we have nearer 50 acres as we have taken in the space reserved for the roadway mentioned in paragraph 2.

Should you succeed in repurchasing from the Admiralty the Governor will convey to the Company, either by sale or exchange, this extra 15 or 50 acres of Crown land. But instead of exchanging a part of the Butley Paddock as mentioned in despatch 601 I suggested giving up two ten-acre plots to the extreme Eastward and Westward, neither of which is of the slightest use to the Company. The exchange will depend upon whether you are successful with the Admiralty, and the settlement must await that. The Governor has agreed to pay half the cost of the new fence.

In passing it may be mentioned that the Admiralty stipulates for a right of way for their light railway through the land, and will probably ask the Company to take over the house (a two-roomed building) which was erected as mess quarters for sailors using the rifle range, and also the
landing jetty. The house and the jetty are of no immediate use to us, but would be if the Company ever found it desirable to slaughter the Butchery sheep on that side of the harbour. In any case, if it would facilitate your negotiations with the Admiralty to take over the house and the jetty, it would be worth while to offer £100 to £300 for these.

(ii) Sections 4 and 5, Western Suburbs. In Despatch 601 I referred to the four ten-acre plots Nos 4, 5 and 7 to the Westward and No 10 to the Eastward, mentioning that these are unfenced and of no use to the Company; they are, in fact, just part of the Coasen. Two of these will suffice for exchanging for the 16 acres referred to in the preceding paragraph, and the Governor wishes to purchase the other two at £3 per acre. Presumably the Board will agree to this as part of the whole arrangement with the Governor.

(iii) Dairy Paddock. The Governor intends to build new houses in Stanley as the housing question has become very acute, some families having to live in a single room. It was explained in Despatch 601 that the sole value of the Dairy Paddock to us is for resting butchery sheep for a night or two occasionally, and I had no hesitation in agreeing to sell for £500 the northern portion of approximately six acres. This part is hard rocky ground of very little use for pasturing, and we still have 46 acres for a sheep paddock or for any other object.

(iv) Sullivan House and Land. In my original proposition to the Governor (letter of 16th October, 1902) the idea was to retain "a paddock of from 40 to 50 acres", but after agreeing the boundary of the land with him we found by actual measurement that our paddock would be 52 acres. The Governor thought that the purchase price should be reduced, and we finally agreed this at £2,800.

With the £500 for stone cottage, the nett result of my negotiations would therefore be:

- We receive £4,500 for Sullivan House, land etc;
- £600 for part of the Dairy Paddock, and we retain 52 acres...
to the West of Sullivan House for Camp horses.

Furniture. The Governor does not wish to take over any of
the furniture except what would be considered "fittings"
such as linoleum and carpets. The moveable articles will
be quite useful to the Company for supplementing the furni-
ture in the Manager's house and other furnished houses
maintained for their staff.

5. The Directors will note that this agreement is subject
to the approval of the Secretary of State for the Colonies which
will doubtless be forthcoming, and I do not think that the Di-
extors will on their part hesitate to sanction the agreement,
which is considerably better than I expected to secure.

I am,

Dear Sir,

Yours faithfully,

[Signature]

Account
Superintendent
Use of motorboat & tugs
Visiting camps and
possibly swamp out
Admiralty wages, say, £200

£ 550

or, say, £200.
ADIRALTY OIL TANKS

Details of estimated cost of receiving and delivering oil.

Crew of "Kelp" per day,
2 men on barge and 1 man assistant to
Admiralty nominee,

Hire of "Kelp", say 2 tows per day
Coal and oil,

At ordinary rates of wages per day, £ 8. -- -.

(25% to be paid in addition for all overtime work.)

If 50 days are allowed for receiving the oil from the
two tankers the cost as per above estimate works out at £ 400
for the 16,000 tons, or 6d per ton.

OVERHEAD CHARGES.

Accounts, £ 150
Supervision, 50
Use of motorboat & tug, 40
Visiting barge and
   possibly pumping out, 60
   = 150
Admiralty nominee, say, 260
   = 560

or, say £ 600.
No. 607, per m.v. "Losada", 2nd April, 1923.

PRÉCIS.

1. Confirms Despatches 604/5 & sends Accounts Despatch, 1922.
2. Admiralty Oil Tanks - estimate of supervision etc.
3. Hurricane - damage reported to shipping and buildings.
4. "La Paz" - Valparaiso urged to send her here.
5. "Gwendolin" engine - advises fitting at Sandy Point.
6. Coal - as to stocks and shalers' demands.
7. Sullivan House and Lendas - negotiations complete.
10. Sheep shipments - figures for a trip of "Martin Saenz".
11. "Plym" - letter sent to Chilean firms offering for sale.
13. Pebble Island produce to Stanley - as to Mr Dean's position.
14. "Gropesa" - no accommodation for Falkland I. passengers to U.K.

I have been P.S.G.S. vessels are in port, but we could average this and we agree your estimate of the "all in" cost for this work at about 66 per ton. Whatever charge is finally agreed upon it should be made clear that our charge is based on ordinary working rates of pay, and that we should expect 25% additional for all work in this connection necessitating "over" or "double" time. Possibly the Admiralty would submit to this manner of charging for overtime, as they might consider that overtime charges would be purposely incurred - if they do, I would suggest that an additional 14d per ton be added to what over figure you would have tried to arrive upon based on the "all in" cost of 66. It is likely that the Masters of the tankers will wish to take full advantage of fine weather and it is probable that there will be a considerable amount of

The Managing Director,

London.

Please note that I have got his notes at 4 p.m. on 5th
No. 607, for "Losada", 2/4/29.

1. Overtime work. I ventured from Mr. Noave that although he had no actual knowledge of such charges are made in other ports or the world he did not think the Admiralty would consider a charge of more than 3d or, say, 10d per ton including overtime charges. He suggested that you might be able to obtain information on the subject from the Anglo-Mexican or American Oil Corporation and are undarstayed to deliver oil to the Navy.

"Losada." End April, 29.

607.

Sir, having that after the tanks have once been filled the Admiralty will ask me to do for MY despatches Nos. 604/5 left by the "Lauroes" on the 14th February, and accounts Despatch No. 606 goes by this opportunity, connection with the vessels, superintend, accounts etc.

2. With reference to your 12/9/2 on the subject of the proposed contract with the Admiralty I have now discussed the matter with Mr. Noave. Even with the additional information you furnish we still find it difficult to arrive at a figure for the work which will be entailed.

There should be no difficulty in providing the necessary labour for delivering and receiving the oil except perhaps when P.S.N.C. vessels are in port, but we could overcome this and we agree your estimate of the "all in" cost for this work at about 6d per ton. Whatever charge is finally agreed upon it should be made clear that our charge is based on ordinary working rates of pay, and that we should expect 25% additional for all work in this connection necessitating "over" or "double" time. Possibly the Admiralty would object to this manner of charging for overtime, as they might consider that overtime charges would be purposely incurred - if they do, I would suggest that an additional 14d per ton be added to whatever figure you would have tried to agree upon based on the "all in" cost of 6d. It is likely that the Masters of the tankers will wish to take full advantage of fine weather and it is probable that there will be a considerable amount of foundation work performed throughout the job.

The Managing Director,

"London."
overtime work. I gathered from Mr Neave that although he had
no actual knowledge of what charges are made in other parts of
the world he did not think the Admiralty would consider a charge
of more than 3d or, say, 10d per ton including overtime charges.
He suggested that you might be able to obtain information on
the subject from the Anglo-Mexican or Anglo-Persian Oil Compa-

nies who are understood to deliver oil to the Navy.

Seeing that after the tanks have once been filled the
Admiralty do not contemplate that there will be much to do for
some years, it would appear that we must derive our profit from
work done in connection with the upkeep, supervision, accounts
etc., of the plant here. For these services we should receive
at least £600 per annum, made up as follows:

Accounts, correspondence and supervision £ 200
Superintendence of lighter, moorings,
and pumping out occasionally, 60
Use of motor boat and tug, 20
Admiralty nominee at £5 per week, 230
£ 580, say £600.

No doubt the Board will consider that these charges
should be increased seeing that, if the Admiralty had to main-
tain a staff, tug and appliances here it would run into a very
considerable figure. It is impossible, until we have had some
experience of the amount of work entailed yearly, to say what we
should charge, and Mr Neave is naturally unable to give me any
very definite idea as to what the Admiralty consider a fair
profit.

As regards the Admiralty nominee, Mr Neave has recom-
meded to them a man named Stacey who is a Leading Stoker R.N.,
He is experienced in driving cranes, picket boats, locomotives
etc., and has a fair general knowledge of machinery. He will
also have had the great advantage of seeing the pipe mains laid
and the general foundation work performed throughout the job.
You will observe that I have put his wages at £5 5s. as both
Mr Neave and myself consider that amount ample, as he will have
free quarters on Navy Point.

3. I have to report that a hurricane visited us on the 31st February and we experienced heavy gales on subsequent days. On the first day the "Buckland" and one of the steel lighters drove ashore opposite the Cemetery at 5 o'clock in the morning. Both these craft were refloated later and the bottoms of both sighted, showing that they had not received any damage at all.

In another heavy gale from the Eastward on the 28th February the mooring chain of the other steel lighter snapped owing to a faulty link, and the lighter was carried up the harbour past Sullivan House where it was picked up by the motor boat and kept from going ashore until the "Kelp", which was luckily inside the East Jetty, managed to get steam up and go to the motor-boat's assistance. Great credit is due to the men who boarded the lighter from the motor-boat in a very rough sea, thus preventing her from grounding.

The steel lighters are like boxes and roll and surge alarmingly in a heavy gale, and although their chains have proved sufficiently stout for ordinary storms this experience shows that they have been tried to the limit. A considerable amount of new chain will be indentured for for moorings, as all of them are very much worn — the work of examining them has already been begun, and as soon as the "Falkland" is laid up the "Great Britain"s" moorings and those of the heavier lighters will be attended to. In the past we have been able to use chains which have been salvaged from sailing vessels, but we cannot look to this source again in the future.

Considerable damage was done ashore — no less than 16 chimney stacks were demolished, galvanised roofing and guttering blown away from houses, and fences blown flat all over Stanley.

Mr Slaughter informs me that damage to chimneys and fences has been experienced at Darwin and Goose Green, and that the "Garlann" is now a total wreck — both masts have gone over the side. He also tells me that the Lively Island cutter, which
ran into Swan Inlet for shelter, drove ashore and was very
badly damaged, though it may be possible to refloat her.
The Beaver Island cutter which was wrecked at Gull Harbour,
Weddell Island, is a total loss.

Considering the severity of the first sale, which
I am told is one of the worst ever experienced here, we are
extremely lucky that more damage was not done, especially to
łożat in after the end of April. There will seem a
floating property.

4. 604 - 17. In 604/17 I reported that we had urged the
F.S.N.C. Valparaiso, to send both the "Losada" and the "La
Faz" for wool and were very concerned to receive on 5th March
a cable from them reading as follows:-

"Liverpool advises your London Office anxious we should
"lift wool end May early June not April, therefore pro-
"pose sending "Magellan" instead "La Faz".

As before this cable was received we had 25 pas-eners all wishing to go home direct, including the Governor
whose cabin on the "La Faz" had been allotted to him, I cabled
Valparaiso that this vessel must call here even if only for
passengers, and they agreed to send her in. I hope this has
not upset the Board's plans as regards getting wool home at
specified times, but I was quite unaware that you were nego-
tiating with Liverpool. The matter has been very much com-
plicated by another breakdown in telegraphic communication.

5. Your cable of the 20th February informing me that
you were shipping a Thornycroft engine for the "Gwendolin"
reached me on the 5th March, and as we had talked over the
question with Mr. Dean I wished to discuss the matter further
with him before finally advising the Board that the "Gwendolin"
should go to Sandy Point. We were all agreed that the work
had better be done there and I cabled to this effect on the
10th March, also adding that we should not require Lieut. New-
man. Captain Roberts thinks the vessel would be away about
six weeks, and we estimate the cost at about £500. The
vessel would return with a load of wood and materials.
6. The whalers are evidently expecting a late season this year as we have had two applications for coal - we can spare about 200 tons for which we should obtain a good price and I cabled you on the 16th instant March that we were selling this amount and that our stocks would be exhausted after the wool lifting season is completed. The "Falkland" will be laid up after about the end of April. There will then be a few trips for the "Gwendolin", as there will still be some oddments of produce to be brought in.

7. With reference to 1232/10, Mr Harding has completed the negotiations for the disposal of Sullivan House and other plots of land in Stanley and has detailed the result in a letter dated 22nd March enclosed. A copy of the official correspondence is attached to that letter.

8. By the "Lesada" Mr Peters and Mr Crawford will leave, both of whom are desires of returning to the Islands. I have pointed out in 604/14 that the Board may not consider it necessary to re-engage Nicholls. Mr Harding, Dr & Mrs Herklotz, also Mr Nicholls, will leave by the "Oropesa" about the 7th April, via the Panama Canal.

9. It will be known to the Directors that Mr John Hamilton who recently purchased Beaver Island has now purchased Weddell Island from the trustees of the Estate of the late Mrs Williams. As Williams and Co. had not completed the purchase of the freehold they could only convey to Mr Hamilton the buildings and livestock and transfer to him the interest in the leases. This latter transaction would have involved great delay as in the case of the transfer of the Prince property to the Company, especially as the original leases are in England, and Mr Hamilton decided to obviate this by advancing the sum of £4800 to complete the purchase of the freehold of Weddell Island outright. This amount has to be paid to the Crown Agents in London on telegraphic advice, and I have telegraphed you accordingly. In December last Mr Hamilton's agents in Punta Arenas cabled Messrs Jacomb Hoare to pay you
No. 607, 3/4/23, per "Lomada". 

£ 6000, and Mr Hamilton has since deposited a further £ 3000 here.

10. I advised you in 604/18 of the financial arrangements which had been made with Sidey & Poels. The following shipments of sheep have been made to date, which are much smaller than anticipated, as their vessel, the "Martin Saenz" can only comfortably carry about 9000 sheep, and not 11,000 as they had estimated:

- 1st Mar. 6th Mar. 1404
- 16th Mar. 20th Mar. 6507 from San Carlos.

Over 1000 died on the first trip, I understand from over-crowding, which has resulted in their cutting the numbers down.

The Company have shipped to date 6862 ewes and 2235 wethers, and Geo. Donner & Co. Ltd 2000 ewes and 1500 wethers. These figures have been entered in the "Lomada" to pick up in and Mrs Larkins, 1000 more are to be shipped.

11. I enclose a copy of a letter I have addressed to eight firms in Chile and the Argentine advising them that the "Plym" is for sale, as instructed in your 1233/7.

12. Referring to your 1233/4 I regret to have to report that the best screened Yorkshire Hardrs which were sent out on Mr Tennant's advice, have been reported on very unfavourably by the Engineer of the "Falkland". Incidentally this coal, in the "Capricorn", got very overheated, which has never occurred in lighters here before, and had to be turned over. You will have Mr Peters at home and as he has had practical experience of running the "Falkland" for some considerable time he will doubtless advise you what coal he considers most suitable.
13. Mr George Dean informs me that he is bringing his produce (about 180 bales) to Stanley in his schooner, the "Karene Kireten". In 305/8 I pointed out that we should receive about 5/- or 6/- per bale for putting produce which has not been brought in by the "Falkland", on to the "Great Britain", and we shall be obliged if you will make whatever charge is decided upon in the account sales, or instruct me to debit the Station at this end. I have pointed out to him that if he discontinues shipping his produce by the "Falkland" or Company's schooners he cannot expect us to go out of our way to ship cargo to him in cases of emergency, as we do occasionally for other clients, and that he may find himself handicapped. He is apparently aggrieved at having to pay the extra £1 owing to his port being without facilities, he also wishes to employ his schooner. However, he is returning to England by the "Losada" and has expressed his intention of discussing the matter with you.

14. Since writing paragraph 8 I received on the 30th a cable from Valparaiso, in answer to mine of the 19th March, informing us that we cannot book any passengers by the "Oropesa" beyond Valparaiso. This cable arrived two days after I had sent the "Falkland" to pick up Dr and Mrs Herklotz, Mr and Mrs A.P. Cobb and the Nicholls family from Darwin, who were all packed up and ready to go. Luckily the Valparaiso office had reserved us all accommodation by the "La Paz" and we shall be able to get about a dozen passengers away by her. I have no doubt that we shall be able to get the others away somehow, but I cannot understand why Valparaiso did not advise us before. The Islands are certainly not getting proper treatment but it seems useless complaining to Valparaiso from this end. The "Losada" will, we hope, take 2500 bales, leaving us with about 1000 bales unshipped, and this after our writing them strongly on the subject.

I am, Sir,

Your obedient servant,

Manager.
DUPLICATES. (Originals per "Duende", 11/2/30.)

Despatches No. 601 & 606.
Journal, November, 1932.
Statement on Accounts.
Remarks on Accounts.
Store Indent 526.
Remarks on Stores.
Report on "Owendolo" sails.
Report on s.s."Falkland".
Freight per schooner "Falkland".
Capt. Manager's report, 5th February, 1930.
Bentley Code—additions.
Letter re seat on Legislative Council.
Note re Speedwell Island.
Shipment per "Duende".

ORIGINALS.

1. Despatch Nos. 601 and 606.
5. Remarks on Accounts.
7. Remarks on Stores.
8. Store Voucher, February.
10. Clayton & Co. a/c No. 12, 10, 9, & 8, 8, 8.
11. s.s."Falkland" manifests, 8, 9, 10 & 11.
15. Additions to Bentley Code.
17. Memo re Adm. Oil tanks.
18. Telegrams between P.I.C. and P.S.N.C.
20. P.S.N.C. Account, 18th March, 1930.
23. Correspondence:
With P.S.N.C. Valparaiso.
Circular re "Plym".
Specifications.

No. 608, per "Tallulah" via Montevideo, July 27th.


PRELIM.

N A 112.

S 1. As of June 30, 19, to No. 1004.

D M. Court 11, to all in quarantine.

W C. Speed 5. Islands to insurance.

F C. "Keln" bulino, defect discussed.

D & S. Board 5. and stock: "Carmelina"-victor for.

M P. "Kirlima" service - hope for improvement.

L 1. Fine 40. amount of.

M A B. "Kelmil"-as to arrival at Point Farwell.


Heart: "Kilmber"-discuss question of adopting for cutlery work.

R B C 43.

A 1. In accordance to the manliers leave by "Kilmber".

A P C 46.

M 9. "Kilmber" recibes as to annual survey.

A W 44.


AP 189.

M. "Kilmber"-grounding at halfly Island reported.

S I 85.

16. "Kilmber" repairs needed to forecastle head.

17. Ship's Jiimine - sickly & Feals complete their trials.

18. Useful some skin drying are - to be removed to abattoir.

19. Coal - as to keeping stocks for weather.

20. Small - as to current state of stock and supplies.

21. Small - as to current state of stock and supplies.
No. 509, per “Falk” via Montevideo, 17th April, 1923.

**RECIPE**

1. Acknowledges Despatch No. 1234.
2. Coast Rapa - still in quarantine.
3. Speedwell Island - as to insurances.
5. “Everia” - roofing and winch; “Gwendolin” - winch for.
6. Wireless service - hopes for improvement in.
8. “Falkland” - as to slipping in Punta Arenas.
9. Wendell Island - purchase by Mr Hamilton completed.
10. “Fleetwing” - discusses question of adapting for Admiralty work.
11. Dr Herklotz & Mrs Herklotz leave by “Gropea”.
12. “Falkland” boilers - as to annual survey.
14. “Falkland” - grounding at Lively Island reported.
15. “Great Britain” - repairs needed to forecastle head.
16. Sheep lifting - Sidney & Poole complete their trips.
17. Sullivan House skin drying shed - to be removed to slaughterhouse.
18. Coal - as to keeping stocks for whalers.

Enclosed for your perusal, a copy of the same

The Shipping Director.
"Falk" via Montevideo.

17th April, 1923.

608.

Sir,

My last despatch went by the "Losada" on the 3rd instant, and I now have to acknowledge your No. 1284 of the 7th March which arrived by the "Orioness" on the 8th April. I have just heard that the "Falk", which is the first whaler up from the South Shetlands, will be in tomorrow and this despatch will go by her via Montevideo.

2. 1284 - 3. At the time of writing the sheep brought from San Julian and Gente Grande are still on Great and Huggles Islands, but we are hoping to hear soon that they can be shipped to their respective stations. The Governor took an even more serious view of the Stock Inspector's action in allowing the importation from San Julian than we expected - he was asked to resign and has now left the Colony. The Government have asked Mr. Robertson to inspect the sheep and he has gone out in the "Afterglow". If he reports that they are clean we should set them off on the 37th of this month.

3. 1284 - 3. We note that arrangements are being made to include insurance on Speedwell Island property in your general cover when the policies expire and that the benefit of unexpired premiums will be for the Company's account.

4. 1284 - 4. There is a great diversity of opinion here amongst those qualified to know, as regards the defect in the "Kelp's" boiler. Since Mr. Peters's departure I have had an opportunity of discussing the matter with the Engineer of the "Falkland", and he is inclined to concur in Mr. Morrison's

The Managing Director,

LONDON.
view that the matter is not really serious. All are agreed, however, that the boiler should not have been sent out with the defect and the seriousness appears to be in Mr Morrison's failure to detect such an obvious fault. The patch which has been put on does not strengthen the boiler but only stops further corrosion.

5. 12.4 - 6. The roofing in of the after part of the "Egeria" will be proceeded with as soon as possible. Captain Roberts considers that a winch with a maximum lift of 10 cwt with a single fall is sufficient for this bulk, and after this has been given a trial we shall be in a position to say whether it would be advisable to get a smaller winch, which would lift from 5 to 7 cwt, for the "Charles Cooper" at the West end, where nearly half the cargo, which is nearly all light, is landed.

As regards the winch for the "Gwendolin" I am at the time of writing unaware whether the Board will decide that this vessel should go to Punta Arenas for having the engine fitted. If this is decided upon it may be possible to obtain a winch of the type we require there. The Widdop Invincible winch is of rather too low power for some bales of wool, logs, etc., weigh 8 to 9 cwt, and make of tallow up to 11 cwt.

The measurement of the space where a winch could be fitted is 6 ft 5 ins athwartships, 3 ft 6 ins extreme height including chocks, space fore and aft about 6 ft. If it is not found possible to carry a winch similar to that proposed for the "Egeria" in these dimensions the Widdop Invincible 5 h.p. could be used with a double fall which would increase the lifting power to 12 cwt, but would work only at half the speed of the single fall. The trouble of a winch with low power is that there is a temptation to overload rather than take the trouble to double the lifting gear, and this would have to be watched.

We had thought of fixing the "Samson's" winch on board the "Great Britain" but we find that it is practically
worn out. The present steam winch is in excellent order but will only work two hatches, and with the present type of P.S.N.C. steamers which call here it is not always possible to work cargo out of the side ports, where no winch is required as the ship lifts this out. We really need another winch to enable us to work three hatches together and as we have steam plant on board it will be more economical to install another steam winch, rather than a motor, with a lifting capacity of 12 to 15 cwt. single purchase; the present boiler is quite capable of supplying the steam.

6. 1234 — 8. We have hopes that the wireless service will be more satisfactory in future although the same gear is still in use. A new operator, a Marconi man, arrived by the "Orquera" and we have heard that he has been more successful in getting messages away, and there has already been a great improvement in receiving.

Another improvement has been effected by Mr Heaton, the Colonial Secretary, who is at present in Punta Arenas. The Governor has informed me that he has received a message from Mr Heaton stating that direct communication with Punta Arenas will be established in a few days' time. This will obviate our having to send all our messages for Chile through Uruguay, with the consequent delays.

7. 1234 — 10. The Valparaiso Office now wire that the "La Paz" will not arrive here until the 10th May and by her we shall be able to ship about 2200 bales and possibly tallow and hides.

In view of the fact that the Board may consider that wool should arrive in England at specified times may I suggest that direct homeward steamers be arranged by yourself with the Liverpool Office instead of our approaching the Valparaiso Office as heretofore? This arrangement is more likely to ensure your getting shipments home at the right times and as long as we are advised in time we can cable to Valparaiso for any passenger accommodation we may require.
The question of sending the "Falkland" to
Punta Arenas for supply has certainly been approached with
care; but at the present time there is no alternative.
If Captain Robarts takes the "Gwendolin" over I hope that he
will be able to get some more information and some definite
estimate of what the whole work of keeping the "Falkland"
up to date will cost.

9. 12/4 - 14. The purchase of the Hecla Island property
has now been completed and I have cabled Mr. Hamilton that
the deeds are now in our possession and ready to hand over
to him. There is still a small matter of sums incurred
between the 1st January and 31st March, but this can be
settled by the solicitors or by arbitration.

10. 12/4 - 15. We have gone carefully into the details
of the Admiralty's letter of 3rd February, which you enclosed
and have come to the conclusion that it will be necessary to
fit up a lighter for handling the moorings, and on the 13th
April cabled you to this effect.

The only lighter suitable for the purpose is the
"Fleekwing" which could be adapted without interfering with
her use as a coal hulk. We estimate that the cost of ad-
opting her would be from £500 to £600 exclusive of cost of
capstans. It would be necessary to fit a horn over the bows,
an approximate dimensions 15 ft x 2 ft x 2 ft, fitted with a
12-inch cast steel roller working on a 3-inch diameter steel
pin 2 ft long and also 2 bits at the inner end of the horn,
12" x 12" and approximate length 10 ft, two double purchase
capstans, a new stump mast and derrick to lift 15 tons, two
new quarter stocks to fit aft and the present windlass to be
removed and possibly the forecast. The decks would have to
be considerably strengthened about where the capstans are
fitted, and for lifting and examining the moorings a grapple
would be necessary to lift at least 8 tons (eight).

11. 12/4 - 17. Dr Herklots and his wife sailed on the
"Oroessa" on the 7th April. After consultation with Mr. Dean
I decided, in order to get him away without any trouble, to pay him his passage money and allow him to travel home which way he wished. We were liable for £200, this being two first class passages via Panama, and also £50 for a month's board in Stanley had he waited for the "Orteza" which would have carried him right here. He now finds that when he gets to Valparaiso he may have to wait for the "Orteza" or he may travel via the Indies and Montevideo. In order to avoid any repetition of the same episode I got him to sign a letter, copy enclosed, indemnifying the Company against any expense he might be put to owing to his electing to go at once by the "Orteza", and I hope this will have the approval of the Board. He particularly wished to know before he left why his agreement had been terminated but I considered that it was not necessary to add anything to Mr Harding's letter to him of the 30th December last, a copy of which has been forwarded to you.

He notes that Mr Meridota's successor is Dr James Moir, and that he and his wife may be expected on the "Orteza".

13. 1254 - 18. The documents in connection with the survey of the "Falkland"s" boilers are to hand. It will not be necessary to call in the services of a Naval or a P.S.S.C. engineer, as Mr Baseley has conducted the surveys before and no doubt Lloyds will accept his reports again. The "Falkland" will be laid up about the middle of May and Mr Baseley has agreed to make the survey then.

18. We have heard that there is a great deal of dissatisfaction shown by the farmers on the West Falklands at the rate of freight charged on hay from Mill Cove, although we have pointed out that in the past, when we were compelled to make long trips round the West under the Mail Contract, it was convenient to call in at Mill Cove for hay to fill up if the vessel had not a full load of produce.

Now that the Mail Contract is abolished we naturally find that produce can be brought more rapidly to Stanley and the vessel arrives every time with a full load. This means

that in future it will be necessary to send the "Gwendolen" to lift the hay specially and therefore a heavier freight will have to be charged. Per bringing in about 40 tons of hay
In the schooner we should receive in freight £ 150, but
300 bales of hay @ 2/6 only amounts to £ 37. 10. 0. This year, as the matter is complicated by the Government relying on the hay being brought in for themselves, I have agreed to do so at a freight of £ per bale which should, exclusion of any outward freight there may be, show a profit if a full load is brought in in a week. We realize that freight has to be charged to a certain extent in accordance with the value of the commodity carried but as the present rate of £ per bale shows only a profit of £ 10 for a week’s working which in assuming that the vessel is not held up by bad weather, I shall be glad if the Board will give me some indication as to what freight should be charged in future. Landed in Stanley, with a freight of 2/6 per bale the hay costs 12/- per bale which is approximately what it would cost from the U.K. A much higher freight from Hill Cove would, unless the cost of production can be lessened, kill the business.

14. I have to report the grounding of the "Talk" at Lively Island due to insufficient water. The vessel was proceeding slowly, refloated herself the next tide, and it is practically certain that she has not sustained damage. Note of protest is enclosed and the details of the occurrence have been entered in the Log Book.

15. Then Mr Bean was here he drew attention to the forecastle head of the "Great Britain" which is in bad condition and suggested that a tarpaulin could be fixed so as to prevent water finding its way below. We now find that the forecastle deck is rotten throughout - it has already been sheathed once owing to the rottenness of the deck underneath, and will now have to be renewed as there is nothing to attach any light covering to. It will mean an expenditure of about £ 250, but seeing that the rest of the vessel is in good condition, especially the decks, the Board will doubtless
No. 608, per "Falk" via Montevideo, 17/4/23.

decide that this work should be put in hand.

16. In continuation of my 607/10 with regard to the
lifting of sheep by Messrs Sidey & Poels I am now in a position
to give you details of the East shipments which were as follows:

<table>
<thead>
<tr>
<th>Name</th>
<th>Males</th>
<th>Wethers</th>
<th>Miscellaneous</th>
</tr>
</thead>
<tbody>
<tr>
<td>Geo. Bonner &amp; Co.</td>
<td>2000</td>
<td>1500</td>
<td>1500</td>
</tr>
<tr>
<td>J.J. Felton's Estate</td>
<td>3100</td>
<td>914</td>
<td>100</td>
</tr>
<tr>
<td>Greenshields Bros.</td>
<td>1158</td>
<td>1400</td>
<td>150</td>
</tr>
<tr>
<td>Total</td>
<td>6688</td>
<td>3835</td>
<td>250</td>
</tr>
</tbody>
</table>

making a total of 18255 sheep exclusive of Cameron's 4000
which I have now ascertained Captain Cameron received payment
in Bahia Blanca. Information as regards shipments from the
West Falkland will no doubt be supplied by Messrs Spearings &
Waldron to whom payment should have been made.

As we anticipated the sheep lifting continued to be
conducted in a very bad manner. Mr Slaughter informs me that
the sheep were shockingly maltreated while being put on board
at San Carlos, being kicked, hit with lumps of wood, and some
thrown down into the hold which was very insufficiently venti-
lated. This, naturally, was not conducive to their arriving
at Bahia Blanca in good condition. The fifth trip, which was
arranged, did not materialise as farmers were unable to pro-
vide 75% of wethers. Luckily our sheep had not been moved,
but we and other farmers in the North Camp had them ready in
paddocks, and we shall suffer a certain amount of loss in this
way, and also the cost of dipping. As Mr Llanos complained
to me that our ewes proved unsaleable in Bahia Blanca owing
to their being in a very poor condition, I thought it advis-
able to write to him as per copy enclosed.

Next year, if prices of wool and skins remain good
it will pay better to boil down, unless a very much higher
price is offered by Sidey & Poels.
17. The skin drying shed at Sullivan House which is not included in property which we propose to sell to the Government is being taken down and will be attached to our slaughter house shed where we require more room.

18. This year we have had two applications from whalers for coal, but will be able to spare only 200 tons. As we could probably have sold 600 tons at a good profit would it not be worth while to approach the whaling Companies with a view to seeing whether they would like us to keep a stock set aside for them? We should want some guarantee that they would take so many tons a year otherwise we should have too much money locked up in this way. The alternative would be to arrange for a shipment to arrive here about the end of February when we could dispose of as much as possible and then indent for more if necessary to arrive before the "Falkland" begins running in November.

I am, Sir,

Your obedient servant,

[Signature]

Manager.
ENCLOSURES.

DUPLICATES. (Originals per "Losada")

Despatches 506 and 507.
Journals, January & February, 1923.
Statement on Accounts.
Store Indent No. 587.
Remarks on Stores.
Camp Manager's Report 26th March.
Memo re Oil Tanks.
Shipment per "Losada".

ORIGINALS.

1. Despatch No. 608.
2. Statement on Accounts.
3. Remarks on Accounts.
4. Store Indent 587.
5. West Store Cash Voucher, March.
6. Establishment and Wages, March quarter.
7. Protest - H.M.S. "Falkland".
10. Contents of Mr Dean's cases.
12. P.S.N.C. Account 16th April, 1923.

Correspondence.

Mr Lanco re sheep.
Mr Miller re hay.
I ask P.S.N.C. Valparaiso re passengers.
Letter of Dr Herkom's Letter.
Port Stephens re sheep.
Waldron & Wood re sheep, cost as free from infection.

Special attention of the 23rd April to ship the sheep from the Islands to Egg Harbour and deliver them. We shall be glad to have a full load of wool, and we should be grateful for the "In Fas". I have heard from Mr Slaughter that our case for free has been decided by the Court on the 23rd April and are
"Maudie" via Montevideo.

4th May, 1879.

609.

Sir,

My last Despatch went by the whaler "Falk" via Montevideo on the 17th April, since when I have received nothing to acknowledge.

2. R. J. Allan, carpenter, is now past his work. He has been in the Company's employ since the 14th December, 1876, when he signed an agreement in London to come out to the Islands at £3 per month and lodging in Stanley, but when the hourly wage was first instituted he was brought into line with the others. He has now been continuously employed by the Company, is now 68 years of age, and I shall be glad to receive the Board's instructions as regards what pension should be paid to him. The Directors are aware that the pension for Stanley men cannot be worked on the same basis as for camp hands as these latter receive free mutton, peat, milk etc., and I would suggest £4 to £5 per month.

3. I am glad to be able to report that Mr Robertson of Port Stephens passed all sheep from the Coast as free from infection. The "Falkland" left on the evening of the 23rd April to ship the sheep from the Islands to Egg Harbour and Port Howard, and was also enabled for and then travel right round the West to bring in a full load of produce and also passengers for the "In Bug". I have heard from Mr Slaughter that our rams and those for Geo. Bonner & Co. Ltd were landed at Egg Harbour on the 27th April and are

The Managing Director.

LONDON.
on their way to Darwin, the "Falkland" after landing these
proceeded to Great and Magnes Islands to ship the West meat
which will all be landed at Port Howard. I sent, on the 2nd
instant, a cable advising that the race had been landed.

Mr Evans and Mr Miller had expressed a wish to go
to the Islands and see the race shipped and as the "Falkland"
was passing Port Howard she called in there to take them over,
but found, on arrival, that they did not intend to go, neither
did either of them send any men to help in the shipment.

As soon as I learn from Captain Roberts the time
occupied in shipping the sheep I will charge the stations for
freight, shipping charges and pasturage.

In conversation with the Governor a few days ago he
impressed upon me the importance of giving ample notice to the
Government for any further importation we may wish to make from
Tierra del Fuego or Punta Arenas - it is practically certain
that no further shipments from San Julian will be allowed on
account of scab. The Regulations governing importations of
sheep are contained in the Gazette of 1st December, 1923.

4. There will be one more trip of the "Falkland" for
the purpose of taking stores and materials to Sealwell Island
and bringing in from there 500 - 600 fat wethers for the Stanley
butchery. Mr Slaughter wishes them taken off the Island as
soon as possible and it will obviate his having to send poor
sheep from Walker Creek and North Arm.

5. Mr W. A. Harding left by the whaler "Solstreif" for
Montevideo on the 2nd April, and had already cabled for a
berth on ward from there.

6. I have to report the occurrence of a fire which might
have developed into a serious conflagration in the Millinery
Store dwelling house occupied by Mrs Higgin, on the 30th April.
The cause is unknown, but it is suspected that a piece of peat
fell over the fender on to the floor and that the floor and
furniture caught alight first. The fire had got a firm hold
in the front room when the alarm was given, but, owing to the
assistance given by all hands, was got under by the aid of 
buckets and “Pyrene” extinguishers. It took the fire engine 
over half an hour to get up sufficient steam for pumping pur-
poses and the fire was practically extinguished by the time the 
water arrived. The house being attached to the millinery store 
was a cause of much anxiety, as there is only a wooden partition 
between them, and thick volumes of smoke penetrated into the 
upstairs store through the partition, making it very difficult 
to remove the goods, which was done in case the partition caught 
fire. It will be necessary to put new lining throughout in 
the front room and renew three window frames, one window frame, 
two doors, and the house will require painting and papering 
right throughout.

I enclose the Foreman Carpenter’s statement of actual 
damage done in order that the matter may be taken up with the 
Royal insurance Company, to whom I have already written as per 
copy of letter enclosed. An account of the cost of repairs will 
be forwarded as soon as they have been carried out.

7. Mr Markham Dean when he was here enquired as to the 
approximate profit made on the Stanley Butchery business, and I 
enclose a statement showing that, on the average of the last 5 
years, we have derived an annual profit of about £ 860 from this 
source, based on the assumption that the sheep cost the Butchery 
7/6 per head. During the period taken, however, skins have 
realized a very low price and we think that £ 400 a year more 
should be added to sales of skins, which would increase the 
total annual profit to £ 1260. The Board realizes that the 
Butchery business affords a medium for the disposal of about 
5,000 surplus sheep per annum, and that by selling mutton at 
a low price, especially to our own employees, we are able to 
keep wages down in Stanley.

I am, Sir,

Your obedient servant,

Manager.
No. 610, Jan. 29th. 1917. 3.

2. 12.5 - 3. I note that the Board has decided to await the arrival of Mr. Peters before deciding whether the "Scandolos" should be engaged here or on the Coast. I have recently had an opportunity of discussing the question with the Captain of the motor schooner "Cellis", who informs me that Mr. Hobbs owns a yard on Lawson Island where the work could be carried out in a very short time. 

I cabled Mr. Hobbs asking for an approximate estimate for installing the engine and passed this message on to you on the 14th instant, in which he quotes about £200 exclusive of any services or work on the engine. I have had all connection with Mr. Livan and also that of the Board. I hope to have an offer for steet for the years 1917 and 1918. It appears that Mr. Ridley is in London and will send you a letter telling you the way in which he feels about the work on the Island and will also say that in the event of the Board being willing to take all the work into consideration he will be able to get the work done at an earlier date than was anticipated. 

It is noted that cargo must not be carried on deck as the cover does not protect us against fire risks. Mr. Roberts will be so informed. As there is so little carried by the schooner now it is not a very important matter, but should we revert to carrying by schooners at any time the question of paying the extra premium is worth consideration as several trips to ports near Stanley could be saved yearly by carrying a deck cargo.

3. 12.5 - 9. Speedwell Island will be treated as a separate account until we receive further instructions; this also applies to Fitzroy Estate.

The Managing Director.

LONDON.
4. 1235. - II. Nicholls, the Darwin Foreman Carpenter, should not be re-engaged. He was very ill in Stanley previous to his departure, and I understand it was due to fever, but I have been unable to obtain from Dr Beane what was really the matter with him as the Doctor visited him as a private patient.

I am keeping a house in Stanley vacant for Crawford, the mason, and his agreement should be made out binding him to live either in Stanley or the Camp. There will be a considerable amount of work for him in Stanley and also presumably in connection with the pillar foundations of the new wool sheds.

5. 1235 - 12. I enclose by this mail the final statement of sheep shipped by the "Martin Scenz" for which payment should have been made to you in London, also copies of correspondence with Messrs Waldron and Wood from which the Board will see that Messrs Sidey & Poels have fulfilled their engagement. In addition to the 21,409 sheep shipped as per statement there were also 1224 wethers and 3510 ewes shipped by Cameron's Estate which were paid for in Bahia Blanca; the West figures are still not known to me.

You will note from the correspondence that Messrs Sidey & Poels have severed all connection with Mr Llanaso and also that the latter has made an offer for sheep for the years 1924 and 1925. It appears that Mr Sidey is in London and will be seeing you as regards selling to them next year. I have heard that the West farmers are not in favour of dealing with Llanaso in future and shall be glad if you will inform me as soon as possible whether any arrangement is come to either with him or with Sidey & Poels. The West farmers are agreeable to the latter firm handling the business.

6. 1235 - 13. We note that Mr Harley cannot expect a coal bonus from us previous to our taking over the "Falkland" and will go into the matter for the subsequent period, as instructed.

7. 1235 - 17. I reported in 603/9 that the purchase by Mr John Hamilton of Weddell Island had been completed with the exception of wages. By last mail all particulars received from the
Mr Robertson were forwarded by me to Mr L.J. Haillon and I cabled you on the 9th instant in reply to your enquiry:

"Transfer Deeds completed have informed John Hamilton who new Panatexes are awaiting instructions from him."

8. 12.5 - 17. On reference to the copy of our letter to the P.S.N.C. Liverpool dated 16th October last you will observe that the man convicted of larceny was a casual labourer engaged by the ship and not one of our own employees. The man's name is W.J. Hutchinson who is a beat carter in Stanley and who has always held a good character - he was mainly convicted on the evidence of one of the Customs Officers.

9. 12.5 - 13. My agreement and Power of Attorney are to hand, but are returned for correction as in both documents I am described as "Herbert Henry Russell Gresham" instead of "Henry Herbert Russell Gresham."

10. 12.5 - 21. We note your remarks and the agreement you have come to with Messrs Swanepoel and Messrs Cantrell & Cochrane, which is most satisfactory.

11. On the 3rd May the Motor-schooner "Celia" owned by Messrs Samson & Co of Punta Arenas arrived here after experiencing very heavy weather during which she had the misfortune to lose overboard two members of her crew; the Captain himself was also washed overboard but managed to get back again.

It appears that she makes trips between Punta Arenas and Comodoro Rivadavia in the Gulf of St. George, and is always willing to call in here en route if we are able to provide about 100 tons of cargo. On the present trip she brought a quantity of wood for the Company and Fort Stephens which had been ordered by Mr Martin Dean from Mr Hobbs. Our wood arrived all right, but some of Mr Dean's which was carried on deck was washed overboard during the gale. You will observe from copy of letter sent herewith that freight charged is 70/- (5/- per ton less than the P.S.N.C.) and includes all loading charges at Masson Island. I have informed them that our requirements are not large enough to give them freight every month, but that we are quite agreeable to Mr Hobbs giving them
tonnage when our orders are sufficient to warrant their胃anus

calling in.

The Government are anxious to establish more frequent
communication with the Coast, and they will doubtless assist by
ordering some of their requirements from Punta Arenas, such as
oats, kerosene etc., which they always purchase direct.

Messrs Sosaing also mention the question of bringing
rams over, but I doubt whether the Governor would approve of
her as a carrying vessel for stock (vide Regulations, para. 1,
F.L.Gazette, 1st December, 19-2.)

12. So far I have only received two replies from firms
communicated with as to the disposal of the "Fly". Messrs
Duncan Fox & Co. of Valparaiso have handed our letter to the
Soc. Explotadora de Tierra del Fuego in Punta Arenas, and Mr
Hobbs writes "we are rather overdone with these vessels, but
"now the Panama Canal has destroyed our shipping trade to a
"great extent, so that, there are more trips and launches here
"than actually needed". We will await further advices but fear
that we shall not receive any offers and think that her dispos-
al will depend upon whether anyone in Stanley will purchase her
for conversion into a cutter; in this case we should, of course,
receive very little for her.

13. I am glad to be able to report that direct wireless
with Punta Arenas communication has now been established and that messages are
despatched and received regularly.

14. I received your limited cable of the 10th instant
inquiring whether the "Lady Elizabeth" could be used for stor-
ing about 1500 tons of coal for whalers, and replied as follows.
"Lady Elizabeth" carries 1500 tons coal 300 tons ballast. Essent-
ial ship to load line before loading. Advise as soon as poss-
ible.

She has at present about 500 tons sand ballast on
board which it would not be advisable to remove unless we are
prepared to allow that amount of coal always to remain in her.
She has none too much ballast now and we do not want to run the
risk of her capsizing. The bulk has not been shipped since she arrived in 1916, and it will be necessary to do this before sinking corroded plates below the surface of the water. Certain minor adaptations will also have to be made to facilitate discharge into the catchers, and the "Falkland" if found necessary, but the factories would use their own gear. The "Lady Elizabeth" would have to be towed alongside the latter as it is not practicable to Moor her were this would be possible.

15. The "La Paz" is arriving here much later than expected, having evidently been delayed on the West Coast. We have been allotted 1500 tons of space in her so should get away another good load by her, also 12 passengers, including the Governor.

We have received a cable from Valparaiso stating that as the wool season is over in Punta Arenas this vessel will be the last proceeding direct home, which will apparently necessitate the remainder of last year's produce going home via Panama. As soon as the "La Paz" has left I will cable you what produce we shall have remaining to be lifted so that you will be in a position to approach the Liverpool Office.

16. The "Falkland" arrived back from shifting the Coast races from Great and Ragulees Islands on the 18th May. Unfortunately Captain Roberts met with very bad weather whilst this was being carried out, as you will observe from the copy of the log, which I enclose. If bad weather had not been experienced the West sheep would have been picked up from Great and Ragulees Islands and landed at Port Howard on the 28th or 29th April. Whilst shipping these sheep Captain Roberts had also to bear in mind that a full load of wool, also passengers, had to be brought in for the "La Paz", which was then expected on the 10th May.

30th May, 1923.

17. The foregoing was written on the assumption that the "La Paz" would arrive here, after several postponed dates, about the 18th instant, but we then received a cable to the effect that the "Mainchase" was in distress off Cape Pillar and that the "La Paz" had left Punta Arenas to go to her
No. 610, per "La Paz", 20/5/33.

assistance. Actually the "La Paz" arrived on the evening of
28th instant.

19. The "Falkland" returned on the 27th from Speedwell
Island with 429 good muttons and some produce. We find that
she will have to make one more trip, right round the West with
a full cargo outward and inward. She will then be laid up.

20. I have interviewed Mr. Neave in accordance with the
instructions contained in your cable of the 24th instant, and
he informs me that he will be happy to give us his opinion
and advice as regards the bridge over Bodie Creek to the best
of his ability as a personal matter without fee. He returned
from the Coast by the "La Paz" and is at present ill in bed, so
that I have not been able to go really into the matter with
him.

In answer to the same cable I replied that Mr. Langdon
had accepted the post of Section Manager at Pitcairn at a salary
of £200 per annum. He is at present on the West so that I
shall not see him previous to the sailing of the "La Paz".

20. The "La Paz" should take all produce in Stanley
about 300 bales, 44 barrels of tallow and 512 hides. There
will remain about 500 bales to be collected which should be
in Stanley by the middle of June.

I am, Sir,

Your obedient servant,

[Signature]

Manager.

[Table with headings: Bank, Stores, Tallow, Hides, etc., with numerical entries]
DUPLICATES. (Originals per "Maudie" 4th May, 1923).
Despatch No. 509.
Journal for March.
Statement on Accounts.
Remarks on Accounts.
Store Indent No. 538.
Stanley Butchery Statement.
Memo. to E. H. Godward Esq.
Stanley Ledger Balances, 31st March.
Store freights, January to March, 1923.

ORIGINALS.
1. Despatch No. 610.
2. Cash Book for April.
5. Remarks on Accounts.
6. Store Indent No. 590.
7. Remarks on Stores.
8. Shipping Companies' final accounts.
14. Memo re produce brought to Stanley by outside vessels.
17. Sheep shipments - final statement.

Correspondence:
McGowan re Henry Jennings deceased.
Sassing & Co. re "Celia".
Mr. Liasen re sheep shipments.
Sicly & Poole " "
Mr. Slaughter re Langdon & Bodie Creek Bridge.

Specifications

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Tallow and 336 bales, and also 160 bales of hay [pre-611].

The letter was badly needed as there was no road to Stanley
and the authorities have been unable to supply the town with

The Managing Director,

LONDON.
Tallow and 256 hides, and also 150 bales of hay from Hill Cove. The latter was badly needed as there was no fodder in Stanley and the cutters have been unable to supply the town with tsunami owing to the severe weather.

7. Copies of accounts showing amounts debited to various stations for expenses in connection with bringing sheep from San Julian and Canto Grande are enclosed. The figures given below represent the cost of importation only and do not include purchase price or any charge for pasturage at Great and Barges Islands. Do the Board wish to make any charge for the use of the Islands? If so I should like to be informed what would be considered an equitable figure, as we have no precedent on which to base such a charge.

No. of sheep Expense of Expenses imported. Importation per sheep.

No. 671, per "Grossa" via Andes, 5th July, 1903. 2.

Tallow and 256 hides, and also 150 bales of hay from Hill Cove. The latter was badly needed as there was no fodder in Stanley and the cutters have been unable to supply the town with tsunami owing to the severe weather.

7. Copies of accounts showing amounts debited to various stations for expenses in connection with bringing sheep from San Julian and Canto Grande are enclosed. The figures given below represent the cost of importation only and do not include purchase price or any charge for pasturage at Great and Barges Islands. Do the Board wish to make any charge for the use of the Islands? If so I should like to be informed what would be considered an equitable figure, as we have no precedent on which to base such a charge.

No. of sheep Expense of Expenses imported. Importation per sheep.

No. 671, per "Grossa" via Andes, 5th July, 1903. 2.

Tallow and 256 hides, and also 150 bales of hay from Hill Cove.
No. 611, per "Oropesa" via Andes, 5th July, 1922.

For purposes of comparison the following were the total
Store profits for the years 1920/22, and include whatever
profit was earned by the Millinery Store during each separate
year:

1920...£11731-10s.11d. Account, and this
1921...probably 4854-15s.
1922...7811...9.

The Millinery Store profit is about 15% of the total
Store profit for the period taken.

9. Repairs to the Millinery Store and Dwelling House
have now been completed and claims for material and labour and
also for goods damaged by smoke and water are enclosed. I have
informed the Royal Insurance Company, Liverpool, that the sum
of £214. 9. 10. has been expended on repairs and that we shall
also be claiming for £23. 19. 0. for goods which are now only
worth about one-third of their value.

10. As instructed by cable I send herewith a list of mate-
rials and fittings required from home for converting the
"Fleetwing" into a mooring barge. We have recently had her on
the beach for the purpose of effecting repairs to her rudder,
sternpost and copper sheathing. The cast and derrick and nec-
essary strengthening beams can be supplied and fitted here; also
any iron fittings that may be required.

11. Mr A.G.Moir who has been junior clerk in the Stanley
Office since the 16th May, 1917, has resigned and will no longer
be employed by the Company after the 14th July.

I am unable to find any local man to fill his post and
should recommend a youth from home. Mr Moir joined us at a
salary of £180 per annum, but I think that £200 at least should
be offered, as the expense of living in lodgings here, suitable
for a Company's official, is high — £146. per annum.

12. I am glad to report that Mr R. Greenshields has decided
to place all his business in our hands in future and I hope
after seeing Captain Cameron to get him to do likewise. They
will continue to consign their produce to Jacob Hoare & Co, but
will purchase all their stores from or through us.
No. 611, per "Orpessa", 5th July, 1923.

The only farm business which is not now in our hands is the small John Hamilton, Beaver Island Account, and this also will most probably revert to us.

"Falkland" extract of Log Book.

Gene Green Tallow return. I am, Sir,

Your obedient servant,

Manager.

Enclosures: (Originals per "La Paz" 29/6/23).

1. Despatch No. 611.
2. Journal for May.
3. Cash Book for May.
4. Statement on accounts.
5. Records on accounts.
7. Records on stores.
8. Camp Manager's Report, 30th June.
9. Camp Manager's Letter, 30th June, re pensions, & summary records of service.
10. Loan Account & Farm returns.
12. List of materials for converting "Fleetwing".
14. Lloyd's shipping report.
15. "Falkland" manifest 16 K.
18. Copy of P.S.N.C. Account, 11th June.
19. Coasting Insurance, — May and June.
20. "Falkland" freight account.
21. Statements of damage to Millinery Store buildings etc.
22. Claim for goods damaged by fire — Millinery Store.
23. Admiralty Account, £ 22. 11. 2.
25. Copies of accounts re importation of sheep.
26. Falkland Islands Gazettes (2) June.
27. Falkland Islands Magazine, June.
No. 611, per "Oropesa", 5th July, 1923.

**ENCLOSED**


ORIGINALS.

2. Journal for May. 7. Remarks on Stores. 12. List of materials for converting "Fleetwing".
6. Store Indent No. 591. 15. "Falkland" manifest 16 K.
9. Camp Manager's Letter, 30th June, re pensions, & sundry accounts of service.
13. Particulars of Darwin Ash boat. 21. Statements of damage to Millinery Store buildings etc.
19. Coasting Insurances, - May and June. 27. Falkland Islands Magazine, June.
SPECIFICATIONS.


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The total storage capacity of coal allotted is agreed to be about 3,000 tons, but we advise to hold in the 'Holy Bible' that we have to be tried alongside the Wellingborough, which could be carried out at our cost alone.

Ann. 4. 1836 - 9. The acting secretary has informed us that the Secretary of state has sanctioned the Duchess of Suffolk's decision to purchase 5,000 tons of coal at the rate of £4,000. The Directors have been approached and in accordance herewith for
It is very satisfactory to learn that the deficiency
have agreed to the sale of the 100 acres of title range last
by Hay Point, and the dividing range for the partition of this
"Logiro" via一艘"wrecked with us since the 20th August, 1923.

The "Gwendolin" will be installed in Stanley
under the supervision of Mr. Peters. I am certainly aware
that Mr. Peters has never been consulted, and I can assure the
Directors that what has been written from this end was the
result of our feeling that the work could be much better per-
formed on the Coast where more favourable conditions exist,
and where this very class of work is frequently performed, this
was the only reason for the scheme being unpopular here. But
I know that it has been finally decided to carry out the works,
where I can assure the Board that all will co-operate in making
the installation a success so produce brought in this

The total storage capacity of coal allotted is agreed
at about 2,200 tons, but as advised in 410/14 the "Lady Elizabeth"
would have to be towed alongside the Whaling Factories,
which could be moored in their own catchers;

The Acting Governor has informed me that the
Secretary of State has sanctioned the purchase of Sullivan
Manse and two acres of land for the sum of £4,500. The Con-
veyance has been prepared and is forwarded herewith for

The Engaging Director,

LONDON.
No. 612, for "Lagarto" via Undes, 10th/28.

execution. Over muster's head. Your request under this
heading has been very satisfactory to learn that the
Admiralty
have agreed to the sale of the 730 acres of rifle range land
on Navy Point, and the dividing fence for the partition of this
land will be proceeded with as soon as possible, likewise the
parting-off pens which are badly needed.

2. In reply to your
ref. 1286 - 12. We note the contents of Mr Mennaugh's letters
of the 17th May, and hardly think that Lowden Connell's letter
on the 17th May gives a satisfactory explanation of our com-
plaint. We say (vide Mr Beam's notes) that the coal supplied
was waterful to work with owing to being nearly all slack,
while they inform us that they received complaints from another
shrink that it was being too large.

3. Although we have no really experienced firerean we
think the one we have is quite a good man and that there is
not much loss in firing, as at Port Louis is, I consider,
the last so. It is very satisfactory to learn from your cable of
the 23rd June that 1000 tons of Welsh coal will arrive here by
the "Lagarto".

Funt 16, 1286 - 13. Mr George Dean's vessel, the "Kangaroo Kirton",
arrived here with 100 bales of wool on the 21st July, which will
be shipped away in the "Lagarto". I am under the impression
that the question of insurance on produce brought in in this
way was mentioned to Mr Beam and that he realises that he is
not covered — you will by now doubtless have discussed the
matter with him, as at Port Louis, but found it necessary to
call in hand. We note that 6/- per bale will be charged his in
Colin's account, for produce brought in by his vessel.

give 27. 1286 - 28. Mr Hugh Hardinge has, as the result of the
opinion expressed by the Directors, which I communicated to
him, resigned his seat on the Legislative Council.

Mr G. I. Turner's position, now that he is no longer
connected with L. Williams Estate, is rather an anomaly as he
does not represent any farms or business interests in the
colony, from the patient afterwards?
1. 1237. Camp Manager's House—Your remarks under this heading have been communicated to Mr. Slaughter for his own information and also for those under his supervision who are occupying houses furnished by the Company.

There appears to be a misunderstanding about the item charged to furniture—"Linen, &c. 17. 2s." to which you refer and an extract from Mr. Slaughter's letter to it is therefore enclosed.

10. 1233—3. Notice has been given to the Government that we intend to import 500 hogs from Cape Girardeau and Calhoun Station towards the end of the year, as instructed, and they agree, subject to there being no outbreak of disease among livestock in the intervals.

11. Although it is not definitely stated that Dr. Moir should attend patients on the Pitcairn and Port Lewis Stations, I read his agreement as meaning this. Port Lewis is, I consider, too far away from Darwin, and I have informed the Government that after the end of this month he will attend Pitcairn, but that we wish Port Lewis to remain under the East Falkland Medical Fund until the end of the year. If the Board consider that Dr. Moir should attend this section also, kindly let me know so that I can inform the Government accordingly.

I shall be obliged for the Board's ruling as regards payment for extra medical help when needed by the Company's employees in the Camp. Dr. Moir recently performed an operation for acute appendicitis at Darwin, but found it necessary to call in hastily the services of Dr. Hallowes, the Assistant Colonial Surgeon, who rode right through to Darwin, in order to give the anaesthetic and assist. Dr. Hallowes fee was £10.10.—which is very moderate, but the patient, J. Eras Stanley, whose life was undoubtedly saved by the operation, is not in a position to pay this. I presume that in this case the Company will have to bear some loss, may I take it that in similar cases we pay the Doctor's account when presented and recover as much as possible from the patient afterwards?
13. I regret to have to report a serious robbery of cargo ex "Oropesa" on the night of Saturday 7th or Sunday 8th of July. The cargo was stowed in the "Laonia" which was put to moorings. On Monday, the 9th, upon the hatches being lifted it was at once discovered that several cases had been opened and goods (mostly millinery) had been taken away. The Police were immediately notified and the Chief Constable accompanied me on board at once.

So far no arrest has been made but I understand that the Police have lately discovered a clue and that there is a chance of the perpetrators being found. The Police also found a small parcel of the stolen goods stowed away in the pent bags some distance from Stanley.

The value of the goods stolen is altogether about £ 130 made up approximately as follows:— Company, £ 90, L. Williams Estate £ 35, D.R. Watson £ 9, all of which I assume is recoverable from the Underwriters under the "Warehouse to warehouse" Clause. I shall be glad to know definitely as soon as possible if this is so as Messrs L. Williams' new Manager wishes me to settle at this end. This I have refused to do and have furnished him with a Lloyd's certificate of survey to enable him to claim against Insurance.

The Police force here, which consists of a Chief Constable and five policemen, seems quite incapable of dealing with the petty thefts and acts of hooliganism which have been going on for years, and after this robbery I considered it advisable to address a letter to the Colonial Government on the subject, a copy of which is enclosed. It seems inconceivable that such a robbery could occur, practically all the goods be successfully hidden, and no arrests be made, when the size of the place is realised, and also the fact that there is one constable to every 117 adults of the population.

14. The "Camal loin" was put in commission on the 18th July, making her first trip to Salvador Waters, Hill Cove and Cocos Island with a full load. She brought in a full load of
14. The Government have brought to our notice the fact that we have not complied with the provisions of Ordinance No. 7 of 1922, which has been passed by the Legislative and Executive Councils, "to provide for Trading Companies and other Associations". The documents required by the Government are enumerated in Sections 1 to 5 of the copy of the Ordinance enclosed, and we shall be obliged if you would send these out and also advise us, when necessary, of any alterations in any instrument or list of Directors.

15. I am forwarding by this mail the new plan of Stanley prepared by Mr. A.A.P. Neave, which is a great improvement on any previous map and has been made from actual measurement. It will be seen that the Crown Property is bordered in red and that of the Company in green.

16. By last mail we received a letter from Messrs. Malcom and Wood, as the result of Mr. Dean's interview with them, asking for particulars of canned material (i.e. solder, tinplates and meat cases) which we have on hand, and these will be forwarded to them by this mail. We hope that we shall be able to dispose of this material to them and I shall ask them to communicate any order they may make direct to you, when you can cable me instructions if there appears to be an opportunity of shipping it to Montevideo. Copies of correspondence and all particulars are enclosed.

17. We have also been in cable communication with Malcom and Wood in connection with the stallion ordered by Mr. Dean and they have now advised us that they have shipped the animal by the "Lagarto" from Bahia Blanca.

18. Several farmers having asked me whether the Company were disposing of surplus sheep to Llanos or Sides & Poole I cabled you to enquire the position and received your reply that we should need all our surplus sheep this year. It is very doubtful whether there will be any sheep lifting this year as the 100 of wethers required by Llanos is quite out of the question.
19. The "Ingarno" not calling at Montevideo has necessitated our ordering cereals from Bahia Blanca, and also bran, and from E.W. Hobbs, Punta Arenas, we have ordered a shipment of wood which is badly required. This will be shipped over about the end of this month by Messrs. Manning's motor schooner "Celia".

20. Mr. Basley, the Colonial Engineer, who has surveyed the boilers of the "Falkland" on several previous occasions, was again appointed by me and has now completed the survey required by Lloyds this year. The Board will be glad to learn that Mr. Basley states that the main boiler is in very good condition and, in fact, is better than he has ever seen it before. He surveyed the boiler previous to the vessel going to Buenos Aires for overhaul in 1921 and reports that the work done on it then was excellent. Lloyd's certificate completed by him is enclosed together with a report for your file.

21. It is a good many years now since a case has occurred of a cheque drawn on the Company being tampered with. In July a cheque drawn by H.J. Pittman, payable to one Manuel Hardy for £16 was tendered for payment but refused on the grounds that the amount both in figures and writing had obviously been altered to £20, and not initialled. We ascertained that the cheque in question had been presented originally at one of the public houses by the payee, Manuel Hardy, himself, and that £20 had been paid to him. On our learning from Mr. Pittman that the cheque had not been altered by him we applied to the Police for Hardy's arrest. The case for the prosecution will be conducted by the Chief Constable and I have impressed on him both verbally and in writing that we look to him to press for a stiff sentence as a deterrent to others. The accused has admitted the offence and will be brought up for trial in the Supreme Court a few days after the sailing of the "Ingarno".

22. I enclose copy of a letter received from our Assistant Storekeeper, Mr. R.J. Mattler, who has been 22 years in the Company's service and who has, on several occasions, carried on
in the place of Mr. Crease when the latter has been on leave. Mr. Battler was some years ago given to understand that he would be the probable successor to Mr. Crease and he has at all times been a most valuable servant of the Company.

You will observe from his letter that he has not taken a holiday during the last eleven years and is now desirous of taking a vacation and asks that the Board would grant him some concession in view of his length of service, although he is not under agreement. He is at present receiving £250 per annum and as it will not be necessary to employ a clerk in his stead perhaps the Board would agree to the continuance of his salary for a fixed period.

234. We are forwarding by this sail a small portion of the Vishach rope of the foresail made for the "Gwendolin" by Adam Lane and Neave, and would be glad if you would go into the matter with them again. Captain Hobarta's report is enclosed from which it will be observed that the Vishach rope has already carried away although having been in use for less than six months. Had this been subject to chafing the fact of its breaking would be understood, but there is no sign of this and from the piece enclosed it will at once be seen that it is a clean break which points to old or faulty material.

23. Immediately after the departure of the "Igarto" I propose going to Darwin to discuss with Mr. Slaughter points raised by Mr. Dean during his stay in the Islands.

I am, Sir,
Your obedient servant,
APPENDIX

1. Dispatch No. 612.
3. Copy of Journal, June and July.
5. Remarks on Accounts.
7. Remarks on Stores.
9. H.C. Harding's application for leave.
10. H.C. Harding's agreement.
11. Real Store Cash Vouchers, June and July.
15. Accounts, £ 75. 15. 0.
16. Land Purchase, return, 1928.
17. Return of Establishment & Wages, Stanley, June quarter.
18. " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " 

23. Stanley Ledger Balances, 30th June.
24. Store Ledger Balances, 30th June.
25. Butcher Ledger Balances, 30th June.
26. Remarks on Store & Butcher debtors.
27. A. Harding's account.
30. F. L. Magazine, August.

In witness, Director.
32. Certificate, H.William re robbery at "Infante."
33. Notice for Managing Director re Ordinance No.7 of 1922.
34. Conservatory, Manager's House.
35. Camp Manager's House.
36. Conveyance re Sulltan House Property.
37. Bathrooms, Manager's House.
40. Notice for new boat and re "Time."

Correspondence:

With Col Secretary re F.Y. Medical Fund:
   *** re payments to Crown agents.
   *** re permission to kill seals.
   *** re importation of alfalfa.
   *** re inadequacy of police protection.
   *** re Sullivan House property.
   *** re importation of cam, 1923/4.

With Chief Constable re Hardy surgery case.
With F.S.M.C. re sale of F.S.M.C. vessels.
With Sanders & Co., re Mrs. MacFarlane's parcel.
With L.A. William re Witten & Co's account current.

Special Items:

J.B.D. 724
M & B 26
D 5 70
2 8 12
N A 4 6
D 7 10
J B 8 10

Letter for P.D. Menu Eng.:

"E.B. Goddard Esq.
  "Managing Director."
618.

I beg to acknowledge the receipt of your Despatch No. 1289 which arrived by the "Horizon" on the 20th Instant.

2. 1289—81. I am glad to receive the instructions of the Board as regards freight to be charged on the Hill Company and shall forward the Government that we cannot in future bring it in at the present unprecedented freight.

3. 1289—781. It is noted that an agreement has been concluded with Mr. Peters and that we expect him to arrive here in October. It is also noted that Governor.

The reason will return to complete the remainder of his agreement. The 12. of course, takes time, our experience.

4. 1289—6. As regards Mr. Harlow, it has always been

... rather difficult to know what his intentions have been or require returning here, but the definitely decided that he would return, so in answer to your cable enquiry I replied that a new Engineer for the "Paladine" should be ready.

Mr. Peters on the September 8th.

One can only speak well of Mr. Harlow's work during the whole time he has been here.

5. 1289—7. My Power of attorney and Agreement are in bond and your copy of the letter, duly initialed, is returned in Despatch No. 612 which will accompany this.

6. 1289—10. The direct Wireless communication with Punta Arenas continues to be most satisfactory.

Some new wireless signals were sent from there.

The Managing Director,

LONDON.
7. 1239 - 11. Captain Roberts considers that it is quite possible and feasible to place the "Lady Elizabeth" alongside whaling factories in the inner harbour, or in Fort William except in bad weather. All the factories can anchor in the inner harbour, more or less in the railway where it would not be possible to put them anchorings.

We do not anticipate any difficulty in supplying whalers with coal if the business is worked on the following lines.

If the factories wish to seal here in the current passage we should have a full stock, roughly 1,000 tons, certainly by the end of September, and we could then deliver up to say 1,000 tons, due allowance being made for the "Pullah." After the whalers had gone north we could meet your requirements which should again be cut down before the end of February, in time for the whalers going north.

We notice that in your 2nd Int., you suggest a contract for anything up to 10,000 tons annually in Stanley. This is, of course, twice times our storage capacity, and we are unable to see why they would require this annually unless it is proposed that the factories should have sufficient coal to enable them to reach home or Lae Palana.

5. 1239 - 14. It is most satisfactory to know that wool prices are still good, though realisations were somewhat lower than the day before.

7. 1239 - 16. I have looked into the question of the 10 tones of ore which is still on the Funa, and find that we have received several consignments since 1219. The last being in 1219 which cost, landed in Stanley, 8. 7. 0. 0. 0. 0. 0. per unit, and was charged up to Funa at 8. 0. 0. 0. 0. 0. 0. per unit, or 6. 170 per ton. This was purchased from Messrs. H. G. Adams and Son, and is invoiced dated 20th December 1219.

As the present price is only about 6. 30 per ton, we will write this down to that figure at the end of this year. Then I see no objection I will suggest to him that it
should be used up at possible.

10. 1859 - 17. The decision of the board that no expenses on voyage will be allowed to any employee except when his salary commences or ceases at Stanley, in which case he shall receive 2 by 1st note.

11. 1859 - 18. It is noted that the directors have decided that the chief clerk's house should be furnished with necessary furniture, exclusive of plate and linen, and I will go into the matter of taking over, on behalf of the Company, the board and easier furniture which Dr. Vincent brought out with him. Dr. Vincent wishes me to thank the board on his behalf.

12. 1859 - 9. We have gone into the question of bringing over a load of timber from the coast per "Falkland", and find that although there will be no outward freight we can do this cheaper than importing it by the P.H.A., or the motor-shoother. Caledonia or. With a generous estimate for the trip of 16 days, plus 7 days extra for contingencies, we estimate that we could bring across 400 tons of various sized wood and posts at 50c per ton. This leaves very little profit for the "Falkland" unless some of the days allowed for are not required, and the trip is made quickly. The 23 days allowed for include equipping in Stanley, and discharging the wood on return, and we have also allowed 75 for interest, insurance and depreciation.

13. 1859 - 18. We will report on the Helen coal on "Espen" soon after the "Falkland" assumes running.

The total coal consumption on this vessel last year up to the 31st October, at which date her accounts were made up, was 576 tons, but this includes 150 tons delivered to her for the trip to Buenos Aires which entailed some 2000 miles steaming. The actual cost of the supplies for steaming and stock
Mr Harley is unable to give us the particulars asked for as regards connection whilst steaming and in port, but we will see that the new engineer keeps full details this coming year.

We find that the cost of receiving coal in bulk on steamer is about 1/- per ton; delivering to "Falkland" about 2/- per ton (this would be cheaper in the case of vessels with larger bunker hatches), delivering into ships about 4/-. The cost of storage is difficult to arrive at as repairs to coal lighter have to be taken for over a number of years. The "Capricorn" and the "Fleetwing", during the last seven years have cost in repairs about £ 30 each per annum, and based on this and other considerations we estimate that storage costs about 2/6 per ton.

Seeing that we are dealing with a fairly large quantity of coal, and this may be increased in the future, we wish to have some suitable contrivance for weighing, and therefore suggest that we should be supplied with a crane weigher as per illustration enclosed, one which weighs us to 1 ton. At the present time we have no means of telling how much coal is delivered to us and have no means of telling how much we have received. We trust that the word that we get the full quantity.

14. a Mr. Slaughter enclosed a letter from Mr W.C. Harding, applying for leave after the conclusion of next season's work, and I shall be glad to receive the Board's decision in the course.

15. I see that Mr Slaughter in his report again brings up the question of the percentage charged on the all-in store goods which are purchased from Mann, Hyams & Co. Although the question has been fully explained to Mr Noir several times during the last few years, I do not think that he has grasped the fact that all expenses are borne by the Stanley Store.

To state that the store charge 39 1/3 % is incorrect as will be seen from the latest example:-

The actual cost of the shipment for Darwin and North
Mr. 618, per humpfort in goods, 

are per European was $ 30.00. A. 

are per European was $ 1.00. 6. 10, which is borne by the Stanley stores and 
then 33 1/3% added to the net cost (viz. 2) implies, viz. 3.3.
The actual profit made by the Stanley store is therefore 7\% 
and not 33 1/3% as suggested.

There are also other considerations. During past 
year about $ 600 worth of general goods were sold 
by Darwin and North are to Isalands and to Geo. Hopper etc. 
this all naturally affects the Stanley Store values as these 
stations are able to purchase from Darwin cheaper than they 
can from Stanley. The fact that Darwin goods are cheaper 
is not disputed, but they are certainly not of the same quality 
as those kept in stock in Stanley, but nevertheless they are 
suitable for Camp use.

Also Mr. Moir presumably makes (we have never been 
able to ascertain what) a small profit on stores which he sells 
and the more he adds the less will the farm wages appear. 
Again, when he sells stores supplied from Stanley which are 
involved out subject to the usual 12\% discount (less to take 
off in Stanley) adjoining stations are enabled to purchase at 
a lower figure than the usual retail price - this, of course, 
cuts the Stanley Store profit again.

As this question has been continually cropping up 
at intervals during the last 10 years we shall be obliged if 
it can be settled once and for all. We in Stanley do not think 
the present system inequitable, considering the formula, and 
perhaps the Board would prefer that a fixed percentage should 
be added to the c.i.f. cost, Stanley.

36. We shall be shipping by the "Lavarse" 346 hogs, of 
which 250 have been brought in by the "Marine Kirsten" from 
Robbi Island.

Yours, sir,

Your obedient servant,
How would a scientist explain the weather patterns observed in the area near the town of X where the bridges have recently collapsed?
The Managing Director,

LONDON.
3. The Board will be glad to learn that now that the weather has improved we have got on considerably with the outdoor work in Stanley. The re-erection of the skin drying shed, from Sullivan House has been completed at the Slaughterhouse, the "Lady Elizabeth" has been thoroughly cleaned and painted, and the roofing in of the "Nellie" is being proceeded with. This latter will entail a good deal of work and money, as it has really been left too long and all the upper portion, but as soon as this is completed other outside work should proceed rapidly as all carpenters will be employed solely on the Company's property for some time.

I telegraphed you on the 20th September that the "Lady Elizabeth" was ready for the reception of 1800 tons of coal in case it was decided to have one here for the season this year. Captain Roberts's report on the boat was also enclosed and also his report on overseers, the master ones, not all been examined.

4. In answer to your cabled enquiry as to whether we considered the Dundin ash boat was in a fit condition for having a motor installed I replied in the negative. The boat is undoubtedly strong, like all boats diagonally built, but when Mr. Slaughter recently had her on the beach for inspection it was apparent that a considerable amount of work would have to be put in on her to make her serviceable as a motor boat.

In my cabled reply I suggested that Captain Roberts might find a suitable boat on the coast when he goes there. As Danilo of "Hwell Isalam," recently sent a cutter over from Stanley Point (suggested) which would have been very suitable, and it may be possible to obtain another from there at about the same price. This boat was sailed over and cost in Stanley $100 and we think that, if a boat could be purchased for this figure, it would be preferable to putting an engine in an old boat.

In the past we have found that altering and converting old boats costs very much more than the boat is worth.
and Mrs. The Peruvian stallion shipped by the "Lusitania"
from Baltra arrived safely and was received at the
Ornano for a few days where Mr. Neaves kindly put at our
disposal. The horse is now at Dartmoor. I understand
that Mr. Neaves' stallion with its appurtenances and ten
mules were also sent over.

In reply to your earlier inquiry re regard to the
Court of Labour and other is in connection with the allocation
in the district we replied that we estimated that a 10d
would cover both it is rather difficult to assess the cost
of labour, but we think that a 10d should be sufficient
for sickness.

I reported in 81/71 that one of the labourers had
been arrested and had admitted having altered a cheque
but on the Court by Mr. Paton of Nelson Avenue. He was in prison
sentenced to 9 months' imprisonment with hardlabour by the
Chief Justice. This is the maximum term which can be served
here for my last four period the prisoner had to be sent
home and he is then a change on the Colney
for his past.

I regret to say that we have not arreste have been
made in connection with the "Inforia" robbery and inasmuch
of improbable at the time of writing that any more of the stolen
of goods will be found. Our claim for which the value of the
of goods recovered by the Police has been deducted amounting to
£11. I. 5. is enclosed.

I also enclosed are copies of official correspondence
which had passed between the Government and ourselves with
reference to our request that they should provide more adequate
Police protection. I think it may be taken that their attitude
to prove the efficiency of the police "and the habitual
nature of the inhabitants" have misled, and we can only
reply upon their assurance that every endeavour will be made
into increase police supervision for the prevention and detection
of crime". Accident and has two alligat signed at both ends.

The Government have agreed to our abolishing the
name of the "Diamond" Bar at the Dairy, North Arm and
No. 614, per "Orion", 4/10/29.

No. 614 per "Orion", 4/10/29.

...Walker Creek Sections and of the "Paw" rich on Speedwell Island. In future all Company's sheep will be marked with the "Double Swallow". I enclose a sketch which gives the new marks.

10. With reference to the repurchase of the Rifle Range on Fairy Cove. I have to inform you that McKenzie has removed the old range but and therefore its acquisition by the Company does not arise. As far as can be seen it would not have been of any value to us.

II. I have not heard anything officially from McKenzie, but there is a possibility that the Company would be willing to dispose of the large shed at the Gasco, either in its entirety or in part. It was originally built as a coal shed, but now that the oil tank installation has been practically completed, it does not appear that it will be of much service to them.

There was at one time, I believe, a suggestion that some land might be reclaimed in front of the Office buildings for the purpose of erecting a warehouse. The roofing material the "Erina" will go some way towards providing, more space for clients' cars, but a large shed adjoining the jetty would, of course, be a great advantage, and would obviate our having to keep cars both at the West and East jetties with the consequent extra handling and delays.

Is case the Board think the suggestion worthy of consideration I give particulars of the shed at the Gasco which could be easily taken down and re-erected as the framework is only bolted together.

The shed is about 20 years old but in excellent condition. Built of galvanized iron, iron frames bolted together, it consists of 5 bays, each 10 ft. wide by 120 ft. long, and about 15 ft. high to the bar or roof truss. Each bay is fitted with skylights and has two sliding doors, at both ends - the skylights are the only parts which are not in good condition. The shed as it stands has only four sides and therefore

...
if only part of it were purchased it would be necessary to provide a fourth side. The plans should be with the

If the scheme is looked upon favourably we could supply you with fuller particulars later.

12. Reverting again to the question of coaling you will observe that those belonging to the "Great Britain" and the "Lady Elizabeth" have been thoroughly overhauled and renewed. There are still one or two smaller coaling to be lifted and this work will be done as opportunity offers.

1916 While on the question of the Company's shipping I have to point out that the two hulks (both used solely for coal), "Kempis" and "J.F. Smith" cannot be depended upon, the former leaking badly and part of her topside is thoroughly rotten. The "J.F. Smith" is not in such better condition and her deck boxes about the main hatch are giving way and we shall have to get these shored up before working her at all.

That is, if it is decided to keep a large stock for the eastern. The "Rose Baker", which is used only for general cargo, is also in bad condition, and the serious part is that it is not possible to do extensive repairs on the vessels. The timbers having deteriorated through age. It should be understood that some of the lighter and hulks are in fair condition to receive small quantities of cargo but when they are deeply laden, as they have been recently owing to the large amount of cargo which has been shipped out, several serious defects have appeared.

At the time of your visit these matters were not well defined, but by next mail we will forward a detailed report on all lighter and hulks, with the exception of the "Great Britain" and the "Lady Elizabeth".
13. Mr. Hewitt regrets that so far he has been unable to get out to Darwin to make his suggestions about the Notte Creek bridge. He thought that he would be in a position to go out there before, but his work of erecting a jetty at the Casber has been held up by weather conditions and he cannot leave Stanley until this is well in hand. I hope to be able to send his report by next mail.

14. I enclose an application from Mr. McNicoll for two extra second class in addition to those specified in his agreement. His original undertaking, signed in June 1906, was to serve for a period of five years, and he has now been here 13 years without returning home.

In Despatch No. 1161, par 10, dated 16th February, 1916, the Company agreed that if McNicoll should serve a term of five years from 25th August, 1918 they would provide him with four second class passages to England on the expiration of that term. He has now completed another period of five years, and asks that the two additional passages may be granted making six in all, which will cover the return passages of the family which he brought out with him in 1906. He tells me that he has no intention of returning home at present as his wife is very much against leaving the Islands.

As you are aware, McNicoll has always been a most excellent employee. It would be very difficult to replace him and his knowledge of various kinds of work, outside of actual blacksmith work, such as moulding, fitting and turning have been very useful to us in the past.

15. We are sending by this mail a sample of kerosene we import from the Coast and Montevideo, refined by the West India Oil Company, and will be glad if you will have it analysed and reported upon as we doubt whether it will be the most suitable for use in the "Gwendolin's" engine. Mr. Evans has told us that the kind we import is not suitable for his press engine as it carbonises very quickly and he always has "White Rose" sent out from England for this purpose. The flash point marked on our cases is 150°.
The Colonial Government have brought in a scheme for extending the educational facilities of the colony. The main feature is to bring children of ages 10 to 14 from the Camp to Stanley, where they would live in isolation, and the Government ask us whether we can see our way to reduce the passages per "Palkland" for children brought in for this purpose.

Personally, I do not consider that the scheme will be a success as I consider that parents will be loath to part with their children. If my opinion is correct, the Company could not be asked to give any passage at reduced rates, and you will observe from the Schoolmaster's letter enclosed that he considers that there are not likely to be more than from 5 to 10 such cases during the first year or two of the scheme.

Under the present rates per "Palkland" children under 10 years travel half-fare and I would suggest that all children brought in under the scheme should be required under that age, as I believe is done by the Railway Company who contract for carriage of children in Great Britain.

Passengers, in addition to the fare, which is different from various ports, have to pay 1/6 for a case. It only remains, therefore, for the Board to decide what reduction in the half-fare, if any, should be made, and I shall be glad to receive instructions accordingly. I enclose a copy of the passenger rates at present in force and also a confidential copy of the Schoolmaster's report on the whole scheme which I shall be glad if you would return.

To your cabled enquiry of the 26th September I replied that we could supply 600 tons of coal to the Stanley in November at £ 3. 15/- per ton, but that it was essential that it should be replaced here in January, as you suggested.

We should make about £ 300 over this deal.
13. At the same time as receiving your cable sending me to telegraph Sidey & Poole the numbers of sheep which they might dispose of this season, I received a similar one from Buenos Aires reading:— "Sidey & Poole enquiring will you reply immediately.

I have replied that we are unable to make the necessary arrangements in connection with the steamer, but as I did not anticipate that there would be many sheep arrived on the East— you will recollect that Mr Evans arranged the last shipment last year. At the time of writing I have only been able to get in touch with Messrs C. T. Falcon and G. W. King and they will only have about 2000 between them. It will take me some time to get an answer to my enquiries from other East farmers. Messrs Miller and Luton are now in Stanley and will let me know after they have received their mail whether Mr Evans is arranging the West shipment or whether they wish the Company to do so.

19. The day before the "Oriana" arrived the Acting Governor asked me to go and see him and informed me that it had been decided to abolish the Land Tax as from the 1st January next and that from that date wool will be taxed at 1d per lb. This is a level tax all round— all farmers paying the same rate— which will remove the inequitable ness of the graduated schedule.

It was not the idea of the Government to increase the revenue derived from the new tax, but they estimate that they will receive about £ 200— £ 300 per year more, which is unavoidable unless a complicated fraction of 1d were charged. Although we have not had time to go into the question thoroughly it appears from 1921/1923 figures that the taxation for the Darwin, North Arm and Walker Creek Sections will be increased from £ 3352 to approximately £ 5525 (three years).

Although the Draft Ordinance has not been gazetted yet the Acting Governor permits me to send you a draft of the
The "Oriana" arrived at 2 p.m. on the 4th October, and, having nearly 250 bales of cargo to discharge, will probably not sail until sometime in the morning of Saturday, the 5th.

She will take 125 bales of wool and arras on the Fitzroy and Lively Island marks, and if the "Talune", which is at present at Mullett Creek, arrives in time to catch her, we may be able to get away a further 50 or 60 bales of Mary Cove, Mrs. T. Robson, and B. Browning mark.

I am, Sir,

Your obedient servant,

[Signature]

Manager.

1. Proceeds 29th Sept.
3. Present Employment of Boys.
5. J. L. Hall's application for passage.
6. Plan for work at Monday Creek.
7. Classification严厉打击, F.D. I.
10. Security account to rotate, 1st, 2nd, and 4th.
11. Pay where Cash received, August.
15. P.I. Net Account at December.

Correspondence: Chief Paymaster, 19th December, 1980, April & 1979.
DUPLICATE (Originals per "Lagarto").

Despatch No. 614.

Statement of Accounts.

Remarks on Stores:

Store Indent No. 502.

Remarks on Stores.

Stanley Ledger Balances.

Store Ledger Balances.

Butchery Ledger Balances.

Remarks on Store & Butchery Balances.

Memo to Managing Director.

Shipment per "Lagarto".

ORIGINALS.

1. Despatch No. 614.

2. Cash Book, August.


5. Remarks on Stores.


7. Remarks on Stores.


11. Govt Educational Scheme.

12. Draft Customs Export Regulations.


14. Plan of shed at Naval Camber.

15. Claim "Loronia" Robbery, & Sl. 1. 5.

16. Claim, Parkin Nest, £ 23. 8. 3.

17. Establishment Return, Speedwell Island, June 1923.


19. West Store Cash Voucher, August.

20. F.I. Magazines, Sept and October.


22. Index to F.I. Gazettes, 1920, 1921 & 1922.

23. F.S.N.C. Account 4th September.

Correspondence:- Clitheroe Navigation Co.

Brecken Co.

Naval Dept.

Stock Inspector re mark on Coats of Arms.

Col Secretary re Police protection.

Re way from Hill Cole.

Specification: M.C.O. 102 wool, 7 skins, 7 tallow, 26 hides.
I beg to return my best compliments to the friends and correspondents of the Institution, and to express my appreciation of the cordial and friendly reception kindly accorded to me.

The Board of Directors of the Institution have decided to purchase a new building for the purpose of accommodating the Institution. This decision has been reached after careful consideration of the various possibilities, and the Board is confident that the new building will provide a suitable and convenient home for the Institution.

The purchase of the new building is a significant step in the development of the Institution, and the Board is grateful to the members for their support and encouragement.

The Board of Directors is committed to ensuring that the Institution remains a vibrant and active community center, and is confident that the new building will provide the necessary space and facilities to support this objective.

The Board would like to express its appreciation to all those who have contributed to the success of the Institution, and to look forward to a continued period of growth and development.

Yours sincerely,
[Signature]

Chairman of the Board of Directors
I regret that the information in my possession of the time of writing may not be entirely accurate. The blank statement as known to me at the time was as follows:

Mr. Siding informed me that Messrs. Fears and Miller particularly wished to be known when the steamer was expected to leave. As the quarantine islands, and I quoted on the 15th April to the manager of the "Southern" would arrive at Port Rosend in the 38th, as a matter of fact she was delayed and did not arrive there until the 24th. Before the steamer returned, I heard from Mr. Fears that Messrs. Fears and Miller had lost themselves of the chance but that the manager had sent over a note to the above manager. I did not connect this with the L. and W. Assistant Manager at Port Rosend. Only recently have I heard that Mr. Fears himself had been at the islands and wanted to know any Quite the note on board the Miller states that he did not receive any conclusion that he should wait and be kept in touch with Mr. Fears. He would have found that the "Southern" would have waited for his own. He had arrived on the 24th.

Mr. Siding and I understand it was a matter of course that a few hours would be given to assist in shipping stock valued at over £2000.

2. 1890-7. The importance of keeping the Williams more central to known a manner so to be able to obtain a. above idea of the people and arriving from this department in stock.

1890—11. Messrs. Greenfield Bros. and Captain Green have both transferred their business from Williams House to the property. They will, however, still continue to convey their operations to Messrs. Green and Company. - the alternative of our maintaining our good and paying it up to the time for sale had not been sent to us.
beating one for bringing race and coal from the Coast.

Mr. Beach should arrive in Porta Gravey by the 25th November, and the "Pelican" arrive at Cape Medina on the 25th November. The 25th, in the earliest date given, by Dr. Whiting, for shipment of race and coal, is ordered by Dr. Whiting. The "Pelican" should load the stock at Great Island about the 25th November, proceed to Stanley for coal and leave at once for Porta Gravey and Mason Island for a full load of coal and race supplies, returning direct to Stanley about the 13th December. I have arranged with the acting Governor, who has been most helpful all through the negotiations, that Captain Hedley should accompany the vessel on both voyages and that she should be ordered and receive pratique at this bay on the sea trip in order to avoid ordering the stock to Stanley first.

A request has been obtained for the Havannah, now ordered from Australia, which will presently arrive here by the P.M.S. vessel in January next, to be equipped in Stanley.

v 13th - 14th. Dennis Peters, Craig and Crawford arrived by the "Prince."

Crawford, the agent, arrived under the impression that he was returning to live at home (from where he has a house and furniture). He says that the matter of his living in Stanley was not discussed when he was here, otherwise he could not have accepted for $10 per month. His Agreement states that he shall be allowed a reasonable supply of meat and "all" - and this would cost him about $20 per annum in Stanley. He says that his salary might be increased by $5 per month and I have, in view of the clause in his Agreement, consented to raise paying the "Prince's" division.


Mr. Wood, has come to see us and will be given every assistance in the direction of his duties and plans. On his departure we will take over all plant which will be useful to us if we
can acquire it at a low figure. This same applies when the
records of work in completed at the Uscher so he will understand-
ably have quite a quantity of material which will be of use to
us.

11. 1240 - 15. The "Gwendolin" returned from her last trip,
on the 27th October and work in connection with the installa-
tion of the engine will be begun at once and reported upon
as the work proceeds.

This vessel started running on the 18th July and
has been really engaged on what may be called "clearing up"
trips - taking out full loads of cargo and bringing in cor-
cents and the produce from near ports. The weather practically
the whole time she has been in commission has been exception-
ally bad; she has been held up several periods through either
heavy gales or dead calms.

Particulars of her work are as follows for 61 days
at sea:-

<table>
<thead>
<tr>
<th>Inwards</th>
<th>Outwards</th>
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<tbody>
<tr>
<td>975 bales produce</td>
<td>about 380 tons miscell. cargo</td>
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<tr>
<td>300 bales hay</td>
<td></td>
</tr>
<tr>
<td>60 cwt tallow</td>
<td></td>
</tr>
<tr>
<td>Miscell. hides &amp; furniture</td>
<td></td>
</tr>
</tbody>
</table>

12. 1240 - 16. It is satisfactory to learn that the
Engineers who had an opportunity of discussing with Crawford
the laying down of a slipway consider that this could be done
with great ease and economy, and I have no doubt myself that
this is so. I take it that if the whalers agree to stay here
for overhaul and repair the slipway will most probably be
created at some future date.

There has been so much written on this subject
already by my predecessor and so little is known of this and
of the extent of whaler repair work which it is intended
should be undertaken, that I hesitate to write anything from
which it would appear that the project is looked upon here
unfavourably - which is not the case. Without knowing how
many vessels we should have to deal with, on which depends
the rate at which the work would have to be carried through, it is difficult for those with no previous experience of similar work to estimate what buildings, machinery and skilled labour will be required. It is certain that if a large number of vessels has to be dealt with it will be necessary to have the repairing machinery on the site which will entail a fairly large additional outlay.

Before writing any more I would ask you to acquaint us with further particulars when known to the Board, so that the question of outlay, on other than the erection of the slipway itself, may be gone into.

14. 1240 - 17. I have asked Captain Roberts to cable you direct if he finds a boat suitable for Speedwell Island whilst he is at Punta Arenas.

14. 1240 - 19. Since the "Falkland’s" engine has been fixed the vessel has not been running - it was tried experimentally and appeared to be quite in good order. We will report when the vessel returns from Punta Arenas when it will have had a good trial.

15. 1240 - 21. It is most satisfactory to learn that a good salvage pump is being sent out; as you say, it is absolutely essential that we should possess one both for our own works and any case of salvage which may arise.

As regards the suction and delivery hose we are waiting the arrival of the pump to see what are the dimensions of the connections.

16. 1240 - 23. As instructed, I have written to Mr B.W. Morton at Punta Arenas as to the disposal of the Babcock boiler at Goose Green, and will communicate to you any offer I may receive from him later.

17. 1240 - 23. Although the house for North Arm could be framed here Biggs considers that it would be much cheaper to send it out from home. Prices of material have, according to price lists which we have, fallen at home, and we certainly could not have framed the Working Men’s Club House enabled for at anywhere near the price quoted by Thornborough.
therefore cabled you on the 16th October that I considered it would be preferable to ship it out framed from home.

18. I enclose a copy of the new Regulations governing the importation of livestock into the Colony. The main points contained therein are that the Government should receive 2 months notice of importation and that the locality in the country where the animals are purchased must be given.

Restrictions on the importation of hay, straw and fodder have been notified and we shall be able to import alfalfa from the West in future. I have written to Montevideo, Bahia Blanca and Punta arenas asking for quotations for alfalfa—the price landed here should be moderate and there would be a large sale for it, especially in the winter time.

19. For about a year now the Colony has been without a Stock Inspector. Governor Middleton who has gone most thoroughly into the question of sheepfarming, is most anxious that all that is possible should be done for the industry, and consider that a highly qualified man should be sent from New Zealand to investigate conditions and make recommendations as to general policy. The Secretary of State has approved the suggestion and negotiations have been proceeding with the New Zealand Government who have agreed to lend such an officer from their Stock Department for a period of from 6 to 8 months. It would of course be desirable that this officer should remain in the Colony for a much longer period, but there arises the difficulty of salary, which for the highly qualified man required would probably amount to £1500 per annum. It is doubtful also whether such a man would be disposed to spend any length of time in the Islands. It is therefore suggested that after his short survey he should be followed by a younger officer as Chief Inspector of Stock at a lower salary, who would be fitted to carry out the approved policy for a period of two or three years.

The general feeling amongst farmers, with whom I have discussed the question, seems to be that no person, how-
ever highly qualified, would as in a position to express an opinion on farming methods unless he had spent at least three years in the Islands, and would even then find that his ideas needed modification.

There is this, however - that the Government are evidently desirous of effecting improvement by whatever means they can in the staple industry, and it is preferable that they should spend money with this end in view rather than indulge in costly experiments such as those in geology, forestry and natural history, which as far as we are aware have not produced any material profit to the Colony at all.

40. I asked you on the 31st October that the "Falkland" steamship running on the previous day and advised her movements as set out in para. 8. It was hoped that we could distribute all the cargo (as full load) for the West on the way over to the Coast, but the Government would not place that ships at our disposal until after the whaling fleet had left for the South, and therefore we have had to make a special trip to the West Island before going to the Coast.

41. The contents of your cable of the 11th October stating that the Board approved deferring the stopping of the Bar House, and agreed to the appointment of Mr J. C. Barton as an assistant at North Sea at £ 12 per month, has been communicated to Mr Slaughter and a message has been sent to Mr Barton telling him to come in on the "Falkland" this trip and take up his duties at North Sea.

42. In view of the Board's instructions that Cape wages must be reduced I have recently gone into the question of Stanley wages. At my last interview with the acting Governor I asked him as to whether he considered that wages could be reduced at the present time, and found him very much opposed to the idea; his main arguments are that the cost of living has not gone down sufficiently and that a good price for produce can being maintained. He also informed me that savings bank deposits from people in Stanley had fallen and also that
he Public House receipts were very much lower. It is certain
that we shall not find support from the Government or other
employers of labour in Stanley yet awhile.

Unfortunately we are unable to reduce the number of
employees either, as there is a considerable amount of work
to be done this year and I cannot see any prospect of our requir-
ing fewer men until June next. I have impressed upon Captain
Roberts that we must do with as few men as possible on the jetty
and I know that he will not keep any superfluous hands.

35. We received cable advice from the Valparaiso office
that the "Oriana" shipment would be transhipped at Valparaiso
at the "Loreto". By the "Oropesa" due on the 7th instant we
shall be shipping about 170 bales of wool and skins which will
also be transhipped at that port.

On the 30th October Valparaiso informed us that they
would conveniently arrange a small steamer proceeding home via
the direct route in early April if sufficient passages are
promised to enable us to warrant the deviation. It was first
thought that this boat would arrive here in May and a steamer
was sent round the fars to that effect. We think, however,
that the April boat will suit most people, and a radio was
immediately sent to the West to ascertain what accommodation
would be required.

31. I reported in O14/19 that the abolition of the Land
Tax had been decided upon.

The November Gazette, enclosed by this mail, contains
the Draft Ordinance for the repeal of the Land Tax passed in
1919, and the substitution of an Export Tax on wool at the rate
of 1/- for every 25 lbs. As the Governor states in his letter
of the 29th March to the Secretary of State, there was great
carelessness in estimating the acreage when leases were granted,
and the excess in area as shown by the measurement, calculated
from the Admiralty chart is large and is not evenly distributed.
Two very good instances of the inequitableness of the Land Tax,
due to wrong assessment of acreage, are given in his letter.
The amount payable per sheep in the case of San Carlos North is 0.75d, whilst Fox Bay East are taxed at 4.8d per sheep. Also whilst San Carlos North and San Carlos South are assessed at 4d and 4d per acre respectively according to the lessees, there is little difference in acreage as shown by the computation from the Admiralty Chart, and they carry the same number of sheep.

By reverting to the Export Tax the injustices of the graduated scales will be done away with.

Under the old Export Tax, previous to 1930, live sheep, skins and canned meat were dutiable, but now all taxation is to be derived from wool alone.

I am, Sir

Your obedient servant,

Manager.
ENCLOSURES.

DUPLICATES. Shipments per "Orion", 6th October, 1929.

ORIGINALS.
1. Despatch No. 615.
2. Cash Book, September.
5. Remarks on Accounts.
6. Cash Voucher, West Store, September.
7. Store Indent No. 594.
8. Remarks on Stores.
10. " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " 

SPECIFICATIONS.

F's 55 skins.

McG 25 68 hides.

The Managing Director.

LONDON.
Sir,

I beg to confirm my last Despatch No. 615 which was mailed by the "Oropesa" on the 8th November, and I now have to acknowledge your Nos 1241/2 of the 10th and 12th October respectively, brought by that vessel which arrived late at night on the 6th and sailed at 2 a.m. on the morning of the 8th November.

2. 1241 - 1. The Postmaster informs me that the "Lagarto" mail was sent via the Andes and therefore the delay must have been occasioned by protracted stays of the vessel in ports en route to Valparaiso.

3. 1241 - 3. It certainly is most disconcerting to receive your report on the Island hides - we will again draw the attention of all farmers to the subject in a circular letter. Those farmers I have already talked with state that the hides are sufficiently salted, but one or two complain of the quality of the salt supplied to them and we shall be obliged if you would arrange for the best for this purpose to be sent out.

4. 1241 - 5. I received by the Factor "Ona II" a letter from the Association of Norwegian Whaling Companies asking whether I would be willing to represent them in the Islands. As the Board have agreed to my acting for them I have replied accordingly.

5. 1241 - 6. It is very satisfactory to learn that a start has been made with the business of delivering coal to the whalers - none require any southward bound this year. It is noted from your despatch No 1242 the conditions on which the

The Managing Director,
No, 616, per "Falkland" via Punta Arenas, 15th November, 1923.

2. Coal is to be delivered. I have no doubt that we shall be able to make arrangements with the Government as regards obtaining a suitable mooring position for the "Ladzr Elizabeth" - these need only be temporary moorings in any case, and I do not anticipate any difficulty arising.

6. 1241 - 7. Martin Greece arrived by the "Garross" and has commenced his duties in the office. It is noted that no Agreement has been entered into except that his salary is fixed at £ 100 per annum to commence with.

7. 1241 - 8. We are doing our utmost to get the "Falkland" accounts made up to the 31st October for sending by this mail, together with all the information required. As we are very rushed for time owing to constant interruptions from the Whaling Captains a separate Memorandum will be enclosed dealing with this subject, and also the trips to San Julian and Punta Arenas for same.

8. 1241 - 11. We note that the Admiralty have agreed to our charge of £ 750 per annum for custody and administration of the oil tank installation and 1/- per ton for oil received and delivered.

9. 1241 - 12. We note that there is a possibility of acquiring slipway equipment from South Georgia but that much depends on the attitude of the Governor. Interference on the part of the Government is sure to lead to great expense and should be avoided at all costs. There has been no mention lately of the Government building one themselves but they usually manage to keep their ventures secret. We have, however, learned that the Acting Governor was very much interested in the slip at Punta Arenas when he was over there.

10. 1241 - 13. R.J. Allen, Company's carpenter, will be retired at £ 50 per annum as instructed; he does not occupy a Company's house.

William Watson. This man, I understand, was given a job in Stanley to relieve the situation at North Arm where there had been considerable friction amongst the Watson family. We have
No. 616 per "Falkland" the P/aronas, 15/11/23. 3.

no use for him in Stanley as Captain Roberts reports that he is too slow. We certainly do not consider him "comparatively young" physically, and will dismiss him, but we shall be glad to know whether the Board will grant him a pension on account of his length of service in the Forces. His is rather a peculiar case, as he would still be at North Arm if he had not received the promise of a job in Stanley, and now we do not want him either in Stanley or the Camp. He has no means and will find it difficult to obtain any regular employment. Under the circumstances we consider it would be the better policy to give him a pension.

Thomas Miles, Fred. Jennings, Thomas Goodwin. The Board's instructions are noted and will be conveyed to Mr Slaughter.

Alex. Simpson. Simpson returned to England by the "Oropesa" on the 8th instant. Before he left I informed him of what conditions his pension would be paid - he appeared satisfied and will be calling at the London Office soon after his arrival home.

11. 1242 - 2. The Board's decision as to the suspension of the stoppage of the War Bonus until after the shearing has been conveyed to Mr Slaughter.

12. I am glad to be able to report that the coal sent out for the "Falkland" is vastly superior to anything previously sent. She was able to stow 3.7 tons weight in excess of the previous shipment of Yorkshire coal, and further, she has just returned from an extended trip round the Islands, calling at 14 ports, without having to re-bunkere from the hold, the amount remaining in the bunkers on arrival being 184 tons.

It is a tremendous saving in time, labour and expense of bagging & of re-bunkering on the trip, which cannot be done at sea.

13. The work of stripping the "Gwendolin" is proceeding well and I wish Captain Roberts to be in Stanley when she is hauled up; everything will be got ready and this will be done on the conclusion of the "Falkland" two trips to the Coast.

From the report which I enclose you will see that he
14. Captain Roberts's report on the lighters is enclosed by this mail, but we shall be forwarding later claims for damages sustained whilst receiving cargo from the "Espen" on the 7th November. As frequently happens with sail boats in Port William, there was a heavy easterly swell and rough weather causing lighters to range badly alongside.

15. The roofing in of the hulk "Egoria" has been completed and there now remains only the top deck to be renewed.

16. In a memorandum, dated the 6th June last year, we gave particulars of a motor life boat which we had purchased from the "Pythia" for the purpose of towing the "Falkland"'s raft. Since Mr. Peters returned he has overhauled the engine and effected such repairs as were possible. Captain Roberts took it with him on the first trip of the "Falkland" - L 1. - and reports that considerable time and labour were saved by its use. It is quite evident that a motor boat is required for this work, especially as we contemplate replacing the raft boats by scows or catboats such as are in use on the Patagonian Coast. As regards the engine, this is fairly old, and although at present running moderately well we do not consider it reliable for any length of time. We understand that Mr. Peters ordered some spare parts but these have not yet arrived.

A recommendation was made by Captain Roberts to Mr. Dean that a 9 H.P. Thornycroft Engine (D.B. 24 type) with reducing reversing gear should be sent out, and if we find that we are unable to rely upon the present engine we should be glad if the Board would give the matter their consideration and send this engine out. Three days saved by the use of the motor boat would pay for the cost of the engine.

17. On Dr. Moir's arrival in the Colony I informed him that I considered that the Board would be glad to receive some kind of report from him as to the general health of the Company's employees in the Camp, and requested him to point out if there was any means of improvement in this direction.

From the report which I enclose you will see that he
mistreat the methods of conserving water at many places throughout the Camp, and instances the Darwin wells as a typical example. In order that no friction should arise, as on previous occasions between the Medical Officer at Darwin and the Camp Manager, I asked Dr. Mac to furnish Mr. Slaughter with a copy of his Report and as able to report that Crawford, the overseer, was immediately placed at the Doctor’s disposal by Mr. Slaughter and that the faults in water supply and drainage are being attended to.

The report also states that the supply of drugs at Darwin is not yet quite adequate and that what instruments were found there, on Dr. Mair’s taking over, are in a defective, broken and rusty condition.

The Board might consider it advisable to spend a certain sum on fixing up a small laboratory, of which the nucleus is at Darwin, as Dr. Mair is fully qualified to investigate certain epidemics which result in a fair amount of loss and in money and labour annually. Dr. Mair is keen on his work and it would, in my opinion, give him added zest if something could be done in this way. You will observe that he has already visited most of the Company’s Camp, even the remotest parts, and I hear only well of him from everybody.

18. I received your cable of the 13th November giving particulars of the average amount realized for produce shipped in the “La Paz” and also stating that you had contrasted with to coal the two whaling catchers “Heddfell” and “Eik 2”.

Before your cable arrived I had arranged to coal these two vessels and also another catchers which may be returning from the South Shetlands before the others came up. I note that the price to be charged is £ 3. 15/- Allowance was made for this sale in our telegram of the 13th November when we stated that we should have storage capacity for 1800 tons in early January.

I am, Sir,

Your obedient servant,

Manager.
ENCLOSURES.

DUPLICATES. (Originals per "Oropesa" 8/11/23).

Shipment per "Oropesa".
Statement on Accounts (supplementary).

ORIGINALS.

1. Despatch No. 616.
2. Cash Book October, 1923.
4. Remarks on Accounts.
5. Store Indent No 595.
6. Remarks on Stores.
7. Cash Voucher West Store - October.
11. "Falkland"s' account year ending 31st October, 1923 with Memorandum etc.
12. Certificate of "Falkland's" "laid-up" periods.
13. Certificates of Sheep losses - from Coast.
15. Admiralty Account. £/3.
16. F.I.Gazette, 10th November.

Correspondence:- With Col. Secretary re trips to P/Arenas.

"Collector of Customs re services of Customs Officer.

"P.S.N.C. Valp/o re mail steamer direct home in April, 1924. From Col Sec. re cargo ex P.S.N.C. vessels.

Specifications.

F 10 10 10 10 10
Z 16 16 16 16 16
H & B 26 26 26 26 26
J L W 10 10 10 10 10

The Managing Director,
LONDON.
Sir,

My last despatch was sent by the "Falkland" via Punta Arenas, on the 17th November, and to us, have not arrived. As a matter of fact these are an oil fuel feed pipe and a crank chamber pressure pipe, and although I have not heard definitely that the Admiralty have transferred the Fairy Cove land to the Company a start has been made with the erection of a fence dividing this land roughly into two equal parts. About 1 mile of fencing will be required with about 30 yards of beach fencing in Watt Cove and 60 yards in Stanley Harbour - the ground in the shallows very gradually on both these shores. The work will be done by contract and as we are using up some split posts, I hope it should be done inexpensively.

Regarding the "Klo", a new whaler belonging to the Nor Company, arrived on the 26th November, proceeding to the South, and bunkered with 48 tons of coals. The "Weddell" and the "Elk", both of which will need about the same amount, have not yet arrived. The Cochrane boiler at the Naval Yard, and the water for the engine has been put in service and have had several trials with the motor salvage pump which we consider will be satisfactory in every way. Some trouble was experienced at first with the water cooling system, as we found that the water taken from the bottom of the pump casing was not effective, there was hardly any flow of water at all, with the result that the engine rapidly became overheated. Peters has overcome this by leading the circulating water through a pipe connected with the main discharge beyond the pump.

The two lubricating pipes mentioned in yours "Falkland" via Punta Arenas, the 18th October 6th December, 1928, forward-No. 617, do not as yet, have not arrived. As a matter of fact these are an oil fuel feed pipe and a crank chamber pressure pipe, and although I have not heard definitely that the Admiralty have transferred the Fairy Cove land to the Company a start has been made with the erection of a fence dividing this land roughly into two equal parts. About 3 miles of fencing will be required with about 30 yards of beach fencing in Watt Cove and 60 yards in Stanley Harbour - the ground in the shallows very gradually on both these shores. The work will be done by contract and as we are using up some split posts, I hope it should be done inexpensively.

I am now able to say that the "Falkland" dynamo has worked entirely satisfactorily since its installation also be present when the final tests are carried out.

The Managing Director,

LONDON.
No. 617, Per "Falkland" via P/Arenas, 6/12/23.

became overheated. Peters has overcome this by leading the circulating water through a pipe connected with the main discharge beyond the pump.

The two lubricating pipes mentioned in Messrs Petters's letter of the 11th October, copy of which you forwarded to us, have not arrived. As a matter of fact these are an oil fuel feed pipe and a crank chamber pressure pipe, and these have been made here in order to test the apparatus - those from Messrs Petters will doubtless arrive next mail.

There is quite sufficient of the "Samson" hose here, both of flexible and rigid piping, and it will therefore not be necessary to send out anything further.

6. The two motor winches have not yet been fitted up. The "Gwendolin" will be fitted after the engine has been installed and I am awaiting the return of Captain Roberts before a definite situation is decided upon for the one on the "Egeria".

In examining the winches, however, we find that they are not fitted with hot bulb and ignition tube for blow lamp starting. This is really essential and we should be glad if you would cause four to be sent out (two as spares), also two blow lamps and the necessary holders for fitting to the engines.

7. Mr W.S. Ratcliffe has practically finished the installation of the Cochrane boiler at the Naval Camber, and I have arranged for Peters and McNicol to be shown all the machinery in connection with the receiving and delivering of oil. Mr Peters will also be present when the final tests are carried out.

8. The roofing in and decking of the hulk "Egeria" has been completed, but before we can utilize her to the full extent one of the main deck beams which has shown signs of giving way will have to be thoroughly repaired and supported. Piles will also have to be driven in on the outside of the hulk as the continual bumping of the lighters and the "Falkland"
alongside is gradually wearing away the planking and causes her to be weakened throughout. Although there is no need for alarm at the moment it will most probably be necessary during the next two years to drive in piles on both sides, connected by beams run right through the hulk, in order to prevent any chance of collapse.

9. The "Falkland" sailed for Punta Arenas via West Ports Chilenos on the 17th November, and left West Point on the 23rd. She arrived at Punta Arenas on the 26th, loaded 535 rams and 2 bulls on the 28th at Qende Grande, returned to Punta Arenas for 15 tons of coal, and sailed the next day for Fox Bay and Great Island, arriving there on the 2nd Dec. The animals were discharged on the 3rd December; after this date Captain Roberts experienced very heavy Easterly gales and had to put in to Speedwell Island for shelter, eventually arriving in Stanley at 1 a.m. on the 6th December.

As advised in my telegram of today's date the following animals were landed on Great Islands:-

Company, 506 rams.
Dean & Co. 26 rams (4-bred merino)
2 bulls (4-bred Sussex).

The sheep were dipped on the same day. I have not yet had an opportunity of talking to Mr Slaughter who returned to Darwin via North Arm, but I understand from Captain Roberts that all the animals were landed in splendid condition, having had the minimum of handling.

The Board will be interested to learn that the time taken to land all the animals by boats was only 4½ hours, compared with 8½ hours under practically the same conditions last year for 497 sheep. This difference in time was entirely accounted for by the use of the motor boat for towing purposes.

In continuation of my 616/16 it is now evident that the present engine is not going to last very many more trips and that a clincher built boat is not really strong enough for the rough work of towing. We have no carvel built boat.
here, and we certainly recommend that a 20 ft boat of this build, fitted with a suitable petrol engine of about 9-10 H.P. should be sent out as soon as possible. The engine should not weigh more than about 5 cwt.

10. The "Falkland" sails for Punta Arenas and Dawson Island early tomorrow morning and should arrive back in Stanley about the 19th with a full load of wood, and will then commence wool collection from Company's ports to ensure getting a good load for the "Ballena", which the Valparaiso Office informs will be calling here about the end of January.

Captain Roberts is taking the opportunity of the voyage to Punta Arenas of beaching the "Falkland" at Saunders Island for the purpose of cleaning her bottom which is very foul.

11. On the last trip a few butchery sheep were taken from Hill Cove to Punta Arenas as an experiment to find out what they would fetch on the Coast. The best offer Capt. Roberts could obtain was 10/- per head landed at Punta Arenas and it would certainly not be a profitable business at that price.

We also had a cable from E.W.Hobbs asking us to quote our lowest price for 20,000 sheep to be shipped over to Punta Arenas by the "Falkland" in March and April, but this is not possible as at that time we are in the middle of the produce lifting season. We consider that if the vessel was suitably fitted up she could carry from 1500 to 1800 sheep but we should not obtain sufficient freight if only about 10/- per sheep is offered in Punta Arenas. This year business is out of the question as fat sheep are required and there are very few of these in the Islands for disposal.

12. I have just received a letter from Mr Hamilton informing me that he has decided to transfer his Beaver Island business, which has previously been in the hands of L.Williams Estate, to the Company. The business of all farms is now done through us.

I am, Sir,
Your obedient servant.

Manager.
No. 617, per "Falkland" via Punta Arenas, 6th December, 1923.

ENCLOSURES.

DUPLICATES (Originals per "Falkland" 16th November).

Despatch No. 616.
Statement on Accounts.
Remarks on Accounts.
Store Indent No. 595.
Remarks on Stores.
Report on hulks & lighters.
Memo on "Falkland"\'s Account.
Certificate of laid-up periods -"Falkland".
" of loss of sheep from Coast.

ORIGINALS.

1. Despatch No. 617.
2. Journal - October.
4. Remarks on Accounts.
5. West Store Cash Voucher, November.
6. Coasting Insurances, November.
8. P.S.N.C. Account - £ 418. 7. 4.
10. Correspondence:-
    With P.S.N.C. re claims.
    " enclosing account.
    " Col. Secretary re Export Tax.
    " re British Empire Exhibition.

The majority of sheep shipped in the first week of this month were lost in a severe
...er风暴，导致了大批牲畜的损失。根据该地区发生的主要原因是...

The Members of Council.

The undersigned Director.
The installation of the "Scandinavia" engine has been
completed. As we have no drawings or records of the vessel
it has been necessary to take measurements and plot the lines
of the vessel at the height of the craft in order to determine
"Ortega" position and órgão of the stern tube bearing up to 36-18.

2nd January

Sir,

I confirm my last Despatch which was sent by the "Falkland"
to Monte Arenas on the 7th December.

The new whale catcher "Elk 2" arrived on the 11th December, bunkered
with 23 tons of coal and proceeded South.
The "Waddell" came in on the 26th December and required 25 tons
coal to bring her up to her present load.

3. I regret to have to report that in checking over the
list of our Farm Orders the farmers have come to light which
were perpetrated previous to our discovery of the Hardy forgery.
In one case an amount has been altered from £ 2 10/- to £ 1 3/- and
in the other from £ 1 10/- to £ 31 10/-. - a total loss of
£ 40. Both cheques were correctly endorsed but it is improbable
that they were presented by the payees themselves. In
all likelihood they have passed through several hands before
presentation for payment and I hope to obtain information from
Mr Moir as to when they were given by the payees before placing
the matter in the hands of the Police.

The majority of cheques drawn on us are made out in a very
lax manner, allowing of the insertion of figures which has
occurred again.

The Managing Director after having seen the work performed at
London doubts very much whether we could construct
such a craft in such a way which could be specially constructed
for London river traffic. The directors have not seen such work.
4. The installation of the "Avondale's" engine has been commenced. As we have no drawings or records of the vessel, it has been necessary to take measurements and plot the lines of the vessel at the height of the shaft in order to determine the position and angle of the stern tube. To enable us to do this all fittings, floor and lining of the starboard side of the saloon, also the fresh water tank below the saloon floor, and a portion of the iron bulkhead between the saloon and hold, have been removed.

The position of the stern tube having been determined, a long auger was set up in the line of shaft and a 1½" hole bored as far as possible, whilst the vessel was afloat. This hole, if in correct alignment, will be enlarged by the boring tool supplied by the makers, to the correct size for the stern tube. Before any more boring can be done it will be necessary to beach the vessel which we hope to do at the next high tide.

The spaces between the timbers through which the stern tube will pass have been filled up and the whole covered with a tapered block in order to form a boss to take the flange of the stern tube.

A photograph, taken and enlarged by Mr Peters, is enclosed showing the auger in position. Further photographs will be forwarded as the work proceeds.

5. Whilst at Dawson Island Captain Roberts inspected a lighter which was in course of construction and nearly finished for the Mente Grande Company, which he considers would be perfectly suitable for Stanley. The plan is forwarded herewith from which you will see that the dimensions are as follows:

- Length 71 ft 6 in.
- Breadth 20 ft.
- Depth of hold 7 ft.
- Capacity about 110 tons weight.

Captain Roberts in his report dated the 15th November, stated that the question of building lighters in Stanley deserved consideration, but after having seen the work performed at Dawson Island he doubts very much whether we could construct for towing the chains and taking the type of engine which in
lighters here of such excellent workmanship without experienced shipbuilding carpenters. The lighters over there are constructed of wood which has been particularly seasoned and picked; the knees are picked out and out by the constructors themselves and the vessel is copper sheathed and galvanized fastened. In addition the workmanship is everything that could be desired.

It is most probable that if we imported the raw material from there there would be considerable waste owing to some of the wood proving unsuitable; furthermore, the seasoned noble wood of which the lighters are constructed there costs very much more than the ordinary timber we import.

The lighter constructed by the Grande Compania is quoted at £ 3,000 at Dawson Island. This appears somewhat high, but we have not purchased lighters recently, with the exception of the two steel ones, and are therefore unable to say whether the price is really so high as it appears.

We certainly require a lighter of this type and size. The "lafoeia" is often used for sail cargo as it is, and the "Sasoon" when altered will not hold more than about 50 - 60 tons. Should anything happen to any of our old wooden lighters we should be put to very great inconvenience as there is not a sufficient supply of labour to enable us to discharge the lighters whilst P.S.N.C. vessels are in port and return them to the ship.

An alternative suggestion is that we obtain a second-hand lighter from the P.S.N.C. Punta Arenas who, we understand, have more lighters than they need, and perhaps it would be worth your while asking the Liverpool Office whether they would be willing to sell. If so we should stipulate that the lighter be surveyed before purchase.

6. Captain Roberts is also very much in favour of purchasing two chutes to replace the "Falkland's" raft boats which are getting the worse for wear, and we find that we can purchase these for £ 35 each. We have also received a quotation of about £ 120 for a boat which would be specially constructed for towing the chutes and taking the type of engine which is
No. 618, per "Ortega", 2/1/26, 4.

decided upon. They have offered to build it to our requirements and I cabled you with reference to this on the 1st instant and referred to my Despatch No. 617/9 in which I had already mentioned the subjects.

7. We cabled you on the 12th December asking whether any vessels had sailed for this port as we were expecting advice that the "Ortega" had sailed on the 5th instant and the "Laguna" on the 4th, and did not receive your reply concerning these sailings until the 21st December. It is probable that messages sent both ways have been held up at Cerrito and during the next few months we are led to expect delays and attentations owing to atmospheric.

8. I advised you in 618/15 that we anticipated importing alfalfa from the Coast, but so far we have been unable to obtain it. We have ordered it both from Gibbs & Co., Valparaiso and from Maclean & Stapleton, Montevideo. The former cabled us that they were not able to ship owing to their not being able to give the necessary guarantees as regards sanitary conditions required by the Government, and the latter have also informed us that they cannot ship by the "Ortega" arriving here in a few days' time.

9. The "Falkland" left on her second trip to Punta Arenas on the 7th December, arrived at Hill Cove on the 8th, was beached at Saunders Island the same morning and refloated the morning of the 9th. Captain Roberts found that she was in very foul condition, being festooned with mussels and other marine growths. With the exception of about six bow plates on each side her hull, as far as could be sighted, appears to be in a satisfactory condition. The bow plates referred to are considerably worn at the edges and laps owing to the continual rubbing of the anchor chains, but they will last the season without danger. We suggest that when these are renewed rubbing pieces should be fitted on the edges of the raised strakes. The actual bottom was, of course, not sighted.

Although refloated on the morning of the 9th the vessel
was not able to leave Saunders until the evening owing to a very heavy south-westerly gale. The weather experienced going across was strong winds and heavy head seas with the result that she was only able to make an average of 5 knots all the way across and therefore did not arrive at Punta Arenas until the evening of the 13th. The 13th was spent in coaling and she arrived at Dawson Island on the 14th, took 4 days leading the wood, returned to Punta Arenas on the 18th, leaving there for Stanley on the 20th where she arrived on the 23rd.

She brought over an absolutely full load, with about 1000 Cypress posts on deck. This worked out, with 200 bags of oats and a few sundries, at 400 tons measurement.

The time occupied, including loading and discharging, on the FIRST trip to the Coast was 21 days, and on the SECOND 21 days, less one day for clearing at Saunders Island.

Working on the basis of last year's General Maintenance charges we estimate the cost of the first trip at £ 900; we received back in outward freight and passages £ 419, which represents her earnings before she actually left the Islands. Taking the freight on the 332 sheep at £ 2, and 3 bulks at £ 3 each, she would receive £ 1070 — which gives the vessel for 21 days running a profit of £ 490 (no allowance made for depreciation).

The second trip, which was in the nature of an experiment, shows that we cannot compete with the P.S.N.C. as regards freight from Punta Arenas unless we obtain a cargo both ways. The only possible benefit we can derive from sending the "Falkland" to Dawson for wood is that we are not called upon to pay the various charges for handling, lighterage, etc. This voyage cost us £ 730, and the total earnings at the P.S.N.C. rate of 40/- per ton, plus £ 50 for passages amounts to £ 850; — a profit of £ 60. This is, of course, not a business proposition considered from a shipping point of view alone, but we obtain a large amount of wood of excellent quality with a minimum of handling. It will not, however, bear a higher rate of freight
than 40/- with any advantage to the Store. We learned from Mesers Samsing, the owners of the motor-schooner "Ortega", that they cannot compete with the P.S.N.C. unless they obtain freight both ways, and our own experience proves this. The freight of 40/- per ton pays the P.S.N.C. because they have to call here in any case to lift produce, and any freight which they obtain on route for this port is all profit, less the small deduction for handling and the short delay. I enclose statement showing how the cost of the two trips is arrived at.

10. The "Falkland" has already brought 84 bales to Stanley and we hope to obtain 1800 for the "Ballena" expected at the end of January. She sailed yesterday for Darwin and Walker Creek, and after that trip will go to Teal Inlet, Douglas, San Caroloso, finishing at North Arm to relieve the congestion there.

11. I have recently been corresponding with the Government concerning wool of the 1922/1923 clip, which will not be exported until this year, and which will, therefore, according to law, be liable to taxation. Copies of correspondence are enclosed from which you will observe that they are very loth to forego the duty, which can only be considered as an imposition. The matter was not, of course, discussed in Legislative Council. As far as I am aware there are 26 bales remaining at Mill Cove mark, 14 at Pebble Island, and some at Carcass. It is obviously quite inequitable that this wool should be taxed seeing that the Government have received the full Land Tax for 1923 and the ingenious arguments they bring forward are typical. You will see from their last letter that they have somewhat weakened, and I hope to obtain a decision in favour of the clients mentioned when Governor Middleton returns.

12. Mr Slaughter reports that some persons unknown have visited Great Island recently, broken into the house and taken away practically everything of any value. We strongly suspect Jack Davis who has recently purchased a cutter and was seen at anchor there. The matter has been placed in the hands of the Police but it is very doubtful whether any of the missing goods
No. 618, per "Ortega", 2/1/24.

will be traced as it appears that the culprit has done it for spite and the property has most probably been destroyed. It will be remembered that we had Davis put in gaol for theft some years ago.

18. I regret that a copy of Mr. H.J. Dettloff's letter, with reference to his application for leave, was inadvertently not enclosed in our Despatch. It is enclosed herewith. Kindly cable me the Board's decision.

14. The "Ortega" has been advised as due here tomorrow. No produce will be shipped by her.

I am,

Sir,

Your obedient servant,

Manager.
ENCLOSURES.

DUPLICATES. (Originals per “Falkland” 6th December, 1923).
Despatch No. 617.
Journal - October.
Statement on Accounts.
Remarks on Accounts.
“Kelp” boiler report.

ORIGINALS.
1. Despatch No. 618.
2. Cash Book, November.
5. Remarks on Accounts.
6. Store Indent No. 596.
7. Remarks on Stores.
15. Admiralty a/c - £38. 10. 1.
16. “Falkland” - Coal reports, L 1, 2 and 3.
17. “Falkland” - Engineer’s Abstract, L 1, 2 and 3.
18. “Falkland” - Chief Officer’s Log - L 1, 2 and 3.
19. “Gwendolin” photographs.
22. Copy of Mr R.J.Dettleff’s letter re leave.

Correspondence:- With Col Secretary re theft at Great Island.

" " " Export Tax.
" " " Captain Hockly’s services.
"Ballena"

619.

30th January, 24.

Sir,

I confirm my Despatch No. 618 mailed by the "Ortega" which arrived and sailed on the 4th instant, and beg to acknowledge the receipt of your No. 1243 which arrived by that vessel.

2. 1243 – 2. The Company's Articles of Association, a list of Directors have been duly registered with the Colonial Government.

3. 1243 – 3. Messrs. Waldron & Wood write under date 25th November that they might be able to dispose of the tinplate and solder at Montevideo. When there is a chance of shipping it there I will send you a telegram. Once it is there we shall have to accept what they offer for it, but on the other hand we cannot expect them to make a firm offer without inspection. The material is, however, deteriorating all the time; and the Board may decide that it should be shipped to Montevideo and accept what is offered.

4. 1243 – 10. Sidey & Poole cabled that there were too few sheep offering to warrant the undertaking the business of shipping sheep from the Islands this year. Now Llanse offers 5/6 for ewes and 7/6 for wethers to be shipped in March and April, and although West farmers have all along been disinclined to deal with him I have cabled on their behalf that they will have 5,000 good sheep for him. I have not yet received the East numbers from Mr. George Bonar who has been in communication with Llanse. I do not think that any business will be done this year.

The Managing Director,

LONDON.
5. 1243 - 14. I trust that the part of the loop rope of the "Gwendolin's" foresail arrived, as it was certainly sent. It will be interesting to have the suppliers' remarks, as all here consider it extremely inferior material.

6. 1243 - 15. The bunkering contracts for the whalers came safely to hand, but we have had to cable you as we shall not have the full 1,800 tons for them at the end of March, after allowing for the "Falkland's" supplies. The "Kenute" is advised as calling here at the end of February and it is possible that you may be able to arrange for her to deliver 350 tons from bunkers. I cabled that we had been asked to supply a further 400 tons to companies not contracted for, but have had to postpone answering until I hear what you can arrange. The strike at home is most unfortunate.

As regards coal baskets what we really require is baskets that will average 3.3 to the ton. This is the usual size used by the Pacific Company. The 4 cwt baskets are only useful for coaling the "Falkland" as the derrick does not plumb the hatch and the baskets have therefore to be swung. Those holding only 2½ cwt are useful only for coaling the "Kelp", "Penguin" and "Afterglow" where hand winches have to be used.

With reference to the ½ ton iron tip buckets we would point out that although all lifting gear should be supplied by the P.S.N.C. vessels, in the event of their not having these it would take us a considerable time longer to discharge them with the 6 cwt baskets. The difficulty is, as in the case of the "Laguna", that the coal is so stowed that we can only take delivery into the "ady Elizabeth" at one hatch at a time, and, that by means of the larger tubs a double gang can be worked into the one hatch.

There is a further delay caused by using baskets as they have to be lowered on to the deck, unhooked and rehooked to the bottom of the basket to empty. It is quite certain that a considerable amount of time is saved by the tubs which
set practically automatically as they only have to be tilled, hoisted over the hatch and the catch released.

7. 1243 - 17. A few of the cypress posts which were sent to the farm were rather small, that is to say they tapered a good deal at one end, but they were quite strong and sound. I do not consider that there are any grounds for complaining to Mr Hocking, but I shall point out to him that we shall in future expect to receive posts similar to those brought over by the "Falkland" which are excellent.

8. 1243 - 18. The Board's decision as regards Mr H.C. Harding's leave has been communicated to him and he will return by the "Oriana", proceeding direct home at the end of March.

9. 1243 - 24. Kindly advise me when the negotiations with the Admiralty for the sale of Fairy Cove land has been completed. The Government here, on the Conveyance being exhibited to them, will prepare various documents in connection with the exchanges of the various plots of land which have already been agreed to by the "Boad", viz.: suburban allotments and the portion of land ceded to us by the Government now enclosed by the new Fairj Cove fence.

10. 1243 - 25. I have written to Mr Neave asking him to give us an opportunity of tendering for any of the plant at the Naval Camber which the Admiralty may decide to dispose of, including the whole or part of the Naval Shed.

On going further into the question of the erection of a warehouse in front of the Office building, an alternative to my original suggestion has occurred to us, and I now enclose plans and photographs prepared by Mr Peters which show very clearly the two separate schemes. The first idea was to erect part of the Naval shed - one way measuring 120 ft by 40 ft - alongside the East Jetty on reclaimed land, but although this would undoubtedly be the most convenient it will be seen from the plan that a considerable amount of stone and cement foundation is required, and also ten 20 ft x 12 in x 6 in iron girders. The cost we estimate at about £750.
exclusive of the price to be paid for the shed itself. The advantages of this site are that it is adjacent to the jetty along its whole length, and the smaller iron lighter could be loaded direct from the outer end of the shed.

The alternative idea is to erect the shed (same size) running East and West in front of the Office building with the West end coming on to the jetty, which has the advantage that the major portion of the shed would rest on a solid ground (enclosed by our fence) and it would be only necessary to build one wall above high water mark with the following saving of material: 130 tons of stone as against 300 tons, and the relative quantities of cement, sand and girders. The floor would be cemented and rails run down the centre with a turntable when we already possess at Goose Green, on the jetty. The disadvantages of this situation compared with the former suggestion is that goods and materials would have to wheeled further and that we are using land instead of making it, but as the proposed site is only suitable for storing wood, spars etc. this is not really so important as it would appear. The cost of making the bare foundations without cement floor we estimate at about £450.

I previously pointed out that the whole shed as it stands has only four sides as the five bays of which it consists are not divided by partitions, and it would therefore probably be necessary to purchase iron for one side unless it was decided to build it of wood.

The carrying out of either scheme cheaply is contingent upon our being able to obtain the shed from the Admiralty at a moderate figure, but undoubtedly something of this kind is necessary to obviate so much handling and rehandling of our own and clients' cargo with the extra expense entailed.

No. 1843 - 27. J. McNicol wishes me to convey the Directors his appreciation of their allowing him the two extra second class passages to England for his children.
12. I assume that you will make arrangements for the Survey on the "Falkland" and will advise me the approximate date on which she will be required to leave the Islands, as soon as known. I enclose some remarks by Captain Roberts on the various rats referred to in the specimen survey report you enclosed, from which the Board will observe that there should be no necessity for any very extensive repairs.

13. I am sending by this mail, under separate covers, a supply of "Certificate of Landing" forms, which after being completed and signed by the Senior Customs Officer at the Port of discharge, should be returned to this Office for transmission to the Collector here. They should commence with the "Ballena" shipment, and kindly note that a separate certificate is required for each individual mark.

14. We note from your cable of the 14th instant that the Board disapproves of the importation of alfalfa from ports north of Port Madryn, and on hearing further from you we will take the matter up with the Government as they and others have already obtained consignments from Montevideo for feeding horses and cows in Stanley. We had received 10 tons previous to the receipt of your cable, which we received too late to cancel shipment.

Your cable deferring cutting the War Bonus until further notice was conveyed to Mr. Slaughter.

15. I am extremely glad that the Board have sanctioned the purchase of the two chasas and boat from Hobbs. In reply to yours I cabled asking you to send a 9 P. Thompson boat engine as this can easily be installed here, the builders having agreed to build the boat to our specification. A bed plan of the engine has been forwarded to them.

16. The safe arrival of the 30 merino rams from Australia was included in my cable of the 8th instant and my subsequent message to the effect that nine had died after dipping at the Quarantine Station must have come as a shock to you.
The rams, which were apparently in excellent condition, were dipped unshorn in Carbolic Dip on an extremely fine morning, the weather being warm throughout the day, and the animals were housed before sundown. Three days after they showed signs of coughing and difficulty in breathing and the nine died within about 48 hours. After this the Acting Governor called in the services of the Colonial Surgeon who dosed them with salts and other medicines which I feel sure resulted in saving three more which appeared to be in a very bad condition.

Seeing that there was no apparent reason for such a high mortality I have requested Mr Slaughter to write to the Government enquiring for full particulars as to dipping etc., and their reply will be forwarded to you when received, together with their certificate of death and a claim against insurance.

Enc. I forward herewith copy of letter from the Government enclosing a cable received from Governor Middleton relative to an offer made by the Howett Research Institute of Aberdeen who are anxious to investigate the cause of bad lambing in the Colony. The institute requests a samples of Coast and Island grass may be collected from various stations and sent home for analysis. This is being done, and samples of the Company's grasses are being forwarded from North Arm, Darwin, Fitzroy and Port Louis South.

18. The "Laguna" arrived on the 19th instant and left on the 27th having discharged nearly 2000 tons of cargo in 3 days which is extremely satisfactory, as we learnt from the Captain that he expected to be about twice as long in port here. The "Ballena" arrived on the 26th homeward bound and we expect to ship 2000 bales, 116 casks tallow and 354 hides. She brought over 55 horses for ourselves and others, the majority of which have been driven out to Darwin where they will be inspected by Mr Slaughter. I hear from farmers in Stanley that they consider them to be quite a good shipment.
No. 619, per "Ballena." 30th January, 1924.

19. As the "Falkland" was making a quick trip round the West last week I took the opportunity of going in her and visited all the main ports with the exception of Roy Cove, and was able to talk over matters with the various Managers. We were exactly a week away from Stanley and brought in 683 bales of wool and skins.

I am, Sir,
Your obedient servant,

Manager.
Sir,

I have received from Mr Neave, as the mail is sailing, his plan and report on the proposed bridge at Dodie Creek and I am sure the board will agree that he has gone into the question in the most thorough manner and that his advice and plan will be of inestimable value to the constructional engineers at home.

Although, owing to the short time elapsing before the sailing of the mail, I have not had time to discuss and thoroughly go into the two separate schemes with him (he completed his report after 12 o'clock last night) I know that he is in favour of the 400 ft span suspension bridge and I agree. He has written fully about the use of the "Garland" as an alternative idea, but it will be necessary to employ the "Falkland" to tow her, a considerable quantity of rock and the labour involved in obtaining and shipping this. There is also no doubt that the "Garland" will at some time collapse unless additional work is put in on her at some future date.

If the 400 span is decided upon Mr Neave thinks that the services of an erecting foreman might be necessary, but that if full particulars and the method of erection to be adopted are sent out Mr Peters should be able to cope with it. Too much attention cannot be paid to the fact that plenty of latitude must be allowed for in the material sent in order to allow of slight alteration: this the constructional engineers would doubtless see to.

The Managing Director.

London,
Mr. Neave suggests that his plan be sent at once to Messrs. W. S. Stanley and Company, Limited of 236 High Holborn and that they be asked to supply 3 "True to Scale" photographic prints, black line on white ground, which they will prepare in a few hours. These he says will cost about 3/6 for the first print and about 1/6 for each extra one, whereas the Consulting Engineers will probably charge us a guinea a piece and there will be delay. I shall be obliged if you would send these out at the first opportunity.

4. Kindly also send a cable stating which scheme is approved so as to enable Mr. Slaughter to get on with the work of preparing the track and the erection of a shanty on the site.

5. Kindly send returns, Pitcary.

6. West Store Boat: I am, Sir, your obedient servant.


9. Plan and Estimate, Manager.

10. Letter to Managing Director re 6th fittings.

11. Managing Director re Galvanised Iron sheets.

12. Copy oftelegram not received at Stanley.

13. Freight per "Falkland" - route areas to Stanley.


15. Admimlty Accounts, 5, 16, 5, 5/-, 15, 12, 2.


17. F.I. Magazine, February.

18. F.I. Gazette, January 1st.


20. Colonial Secretary re Hewett Institute.


22. Educational passages per "Falkland".

23. Blasting rock.

24. Delivery of mails.

With Mrs. A. Hardy re Mortgage.
No. 618, per "Bollena", 50th January, 1934.

ENCLOSURES

DUPLICATES (Originals per "Orogo", 4/1/34)

- Despatch No. 618
- Journal, November, 1933.
- Statement on Accounts, Hides.
- Remarks on Accounts.
- Store Indent No. 586.
- "Falkland" and "Gwendolin" store freights.
- "Falkland" - statement of two trips to Coast.

ORIGINALS

1. Despatch No. 619.
2. Statement on Accounts.
3. Remarks on Accounts.
4. Store Indent No. 587.
5. Remarks on Stores.
7. Lamb Marking returns, Fitzroy.
8. West Store Cash voucher, December, 1933.
13. Plan and Estimate of proposed shed.
15. Letter to Managing Director re Galvanized iron sheets.
16. Copy of telegram not received at Stanley.
17. Freights per "Falkland" - Punta Arenas to Stanley.
18. P.S.N.C. Account, 31st December.
22. F.I.Gazette, January 1st.

Correspondence. Circular re cheques.
- Colonial Secretary re Hewett Institute.
  - Articles of Association.
  - Educational passages per "Falkland".
  - Blasting rock.
  - Delivery of mail.
- With Mrs A. Hardy re Mortgage.
Specifications.

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I confirm my statement Nos 419 and 420 which were mailed by the 30th December 1934, prospecting direct from the 28th January.

Mark, 1932.

Heart

F B 2. 43 regret that there seems to be some confusion about our supplies. 3

H 53 our 42 January 12 said that our full storage capacity was 3,200 tons and that we could deliver 1,600 tons if we had the full 133.4 tons in September and that allowance would be made for the "Kalkland". 36

J H D advised, in answer to your enquiry, that we had capacity for 1,600 tons -2- and that that amount would come out by the "Legion" but we only received 1,500 tons which resulted in our being about 200 tons short of the amount required.

J H D -K- to your cable requesting I was in communication with Santa Anna requesting them to declare arrangements for the delivery from the "Kalkland" barque of 330 tons, but

H & B 150 in our being about 200 tons short of the amount required.

H & B 2

J L W 33 12

Mc G 3 3

J L W 277 11

S W 1

J L W I have since heard from Valparaiso that they are unable to arrange this owing to a strike at Cerental only having just terminated - they offer us 250 tons of Olinian coal to be brought by the "Lobos", but this I have not accepted as the price quoted is & a per ton. The "Lobos" is a motor vessel and we should therefore be liable for freight as well.

I have now arranged with Mr. Beave to have about 100 tons from his stores and with this, and cutting we shall be able to get an order ready in time.

The Managing Director,

LONDON.
Dear Sir,

I confirm my despatches Nos. 519 and 520 which were mailed by the s.s. "Ballena" proceeding direct home on the 31st January.

Enclosed is correspondence with the Government as to the delivery of mails on F.S.N.C. vessels. The question originally arose through the "Oropesa" not having the mails ready for us for delivery to the Post Office. A copy of our letter to them was enclosed in an official letter of the 13th, and I am informed that we, as agents, should deliver the mail we receive from the government, &c., to the Post Office for delivery to them.

I regret that there seems to be some confusion about coal supplies.

In my No. 513 I said that our full storage capacity was 2,800 tons, and that we could deliver 1,800 tons if we had the full amount in September and that allowance would be made for the "Falkland". By my cable of the 12th November I advised, in answer to your enquiry, that we had capacity for 1,800 tons and assumed that that amount would come out by the "Laguna", but we only received 1,500 tons which resulted in our being about 300 tons short of the amount required.

Previous to your cable arriving I was in communication with Punta Arenas requesting them to arrange for the delivery from the "Kemata"'s bunkers of 350 tons, but I have since heard from Valparaíso that they are unable to arrange this owing to a strike at Coronel only having just terminated — they offer us 350 tons of Chilian coal to be brought by the "Lobos", but this I have not accepted as the price quoted is £4 per ton. The "Lobos" is a motor vessel and we should therefore be liable for freight as well.

I have now arranged with Mr. Neave to let me have about 100 tons from his stores and with this, and cutting 100 tons from his stores and with this, and cutting

The Managing Director,

LONDON. I have at last received the Deeds of Conveyances in respect of suburban lands to be sold to or exchanged with the
No. 621, per "Oropesa" 8th February, 1884.

...down all supplies to outsiders I think we shall be able to get through; if not I shall arrange with Valparaiso to send our barest requirements by the vessel following the "Lobos". It is not certain that all the whalers will require the full amount contracted for, and if not this will also assist us.

3. Enclosed is correspondence with the Government as to the delivery of mails on P.S.N.C. vessels. The question originally arose through the "Oropesa" not having the mails ready for us for delivery to the Post Office. (A copy of our letter to them was enclosed in our 612). The views of the Government and the P.S.N.C. are at variance, for while the former contend that we, as agents, should deliver the mail as ashore, the latter hold that it should be received on board by a Post Office representative and conveyed ashore by the Postal authorities as in other parts of the world. We have not yet received an answer to our last letter, but it is quite obvious that we cannot send the "Kelp" out to Port William for the express purpose of bringing mails ashore without delay to the mail boats. I may add that we do not receive a penny from the Government in connection with the delivery and collection of mails, which in addition to the services of the "Kelp" and crew also means a certain amount of carting. Unfortunately the arrangement has been in force for about 25 years.

4. I enclose copy of Monthly Circular issued by Messrs. Gohson Bros. of Buenos Aires, which amongst other matters deals with the question of freights from Buenos Aires to the United Kingdom. It may be of assistance in any further discussions with the P.S.N.C.

5. The P.S.N.C. Valparaiso have asked us whether we are agreeable to the substitution of the "Lobos" in the second week of March instead of the "Konuta" at the end of February. This delay of a fortnight will make no difference to us and we shall be able to get an extra 500 or 600 bales away by the "Lobos".

6. I have at last received the Deeds of Conveyances in respect of Suburban lands to be sold to or exchanged with the
Government. The negotiations were conducted by Mr. W.A. Harding to whom it will be remembered the Board gave a free hand in dealing with the question. Summed up, the results are that we have sold two plots of land which are useless to us and have exchanged two other plots, also useless, for 18 acres of land taken in by the new fence at Fairy Cove.

The following Conveyances are therefore enclosed for execution and return:

(a) Two 10-acre Lots Nos. 4 and 5 situated in the Western suburb. (Pensioners special allotments).

(b) One 10-acre Lot No. 7 situated in the Western suburb.

(c) One 10-acre Lot No. 6 situated in the Eastern suburb, near Colonial Wireless station.

The exact situations can be traced on your plan when compared with the sketch on the back of the respective deeds. Lots Nos. 4 and 5, Pensioners special allotments, comprising 10 acres each are being sold to the Government at £2 per acre, and Lots 6 and 7, also of 10 acres each, are being exchanged for the 18 acres of Crown Land taken in by the new fence at Fairy Cove.

There still remains to be prepared the Deed in respect of the 18 acres of Crown Land above referred to, and you will observe from the copy of the Colonial Secretary's letter enclosed that this has been delayed pending the completion of your negotiations with the Admiralty for the re-purchase of Fairy Cove Land, Sections 37 and 39.

Also enclosed are the Conveyances duly executed, of the following:

(1) Part of Sullivan House property (including house).

(2) Part of Dairy Paddock, the position being shown on plan attached to the Deeds.
Mr. Slaughter, who is now in Stanley, wishes me to add the following before the mail closes.

He proposes about the end of March or middle of April, when the 500 rams from the Coast will have to be moved from Great Island to Egg Harbour, to make other movements of sheep, as follows:

(a) 1000 ewes from Egg Harbour to Speedwell Island.
(b) 1000 sheep from Speedwell to Egg Harbour.
(c) 2000 - 3000 from Egg Harbour to Swan Island.

which is to be carried out with a view to commence stocking the Islands and taking suitable ewes to Speedwell for the remaining 21 merino rams, which we shall be landing there in about a week's time.

This work can only be done this year by the "Falkland" and I shall be glad to learn whether the Board consider that she should be used for this purpose, which I estimate would in all occupy about 12 to 14 days, thus causing a delay in the collection of wool. Kindly send me a cable giving the Board's decision so that I may make the necessary arrangements as to the vessel's movements.

The alternative is to wait until next year and effect the various transfers by means of the new Speedwell motor boat which will be rather a lengthy business.

Knowing that the Board are anxious to see the Islands stocked as soon as possible they may decide that it must be done this year by the "Falkland".

I am, Sir,

Your obedient servant,

Manager.
ENCLOSURES

DUPLICATES (Originals per "Ballena" 31st January).
Despatch No. 619 & 620.
Statement on Accounts.
Remarks on Accounts.
Store Indent No. 597.
Remarks on Stores.
Estimate proposed shed.
Shipment per "Ballena".

ORIGINALS.

1. Despatch No. 621.
2. Statement on Accounts.
3. Remarks on Accounts.
4. Store Indent No. 598.
5. Remarks on Stores.
    Dairy Paddock.
    Lots 4 and 5, & 6 and 7.
12. Claims - £ 8, 12, 7, and £ 7, 4, 9.

Correspondence: - With Colonial Secretary re conveyances.
   "    "    " re mails.
   "    "    " re Great Island Burglary.

Specification: -
   J B. 100 bales wool.
<table>
<thead>
<tr>
<th>ACCOUNTS, 1923.</th>
<th>COMPARATIVE STATEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>RECEIPTS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1923.</td>
</tr>
<tr>
<td>Rent</td>
<td>316.</td>
</tr>
<tr>
<td>Interest &amp; Commission</td>
<td>198.</td>
</tr>
<tr>
<td>Insurance</td>
<td>365.</td>
</tr>
<tr>
<td>Store</td>
<td>7342.</td>
</tr>
<tr>
<td>Farm</td>
<td>46179.</td>
</tr>
<tr>
<td>Speedwell Island</td>
<td>1454.</td>
</tr>
<tr>
<td>Mail Agency</td>
<td>1209.</td>
</tr>
<tr>
<td>Lighterage</td>
<td>205.</td>
</tr>
<tr>
<td>Bad Debt recovered</td>
<td>496.</td>
</tr>
<tr>
<td></td>
<td>58248.</td>
</tr>
<tr>
<td>EXPENSES</td>
<td></td>
</tr>
<tr>
<td>General Charges</td>
<td>325.</td>
</tr>
<tr>
<td>Buildings</td>
<td>1776.</td>
</tr>
<tr>
<td>Lighterage</td>
<td>819.</td>
</tr>
<tr>
<td>Fencing</td>
<td>7.</td>
</tr>
<tr>
<td>Furniture</td>
<td>756.</td>
</tr>
<tr>
<td>Sundry Debtors</td>
<td>55.</td>
</tr>
<tr>
<td>&quot;Bertha&quot; Wreck</td>
<td>3060.</td>
</tr>
</tbody>
</table>

INCREASE OF PROFIT: £ 30173. 18. 1.
ACCOUNTS

Sir,

I have pleasure in enclosing accounts for the year 1928 which, owing to the increased value of Paris produce, show a substantial increase in profit over the previous year.

Net Profit, £ 55,187. 4. 3. — an increase of £ 30,172.18. 1.

This property was taken over at the beginning of the season with blocks in our hands of the new season's production on hand. The reduction in materials required amounts to £ 500, but it will be supplied during the winter not being replaced until the spring.

Items on the Credit side:

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
</table>

The improvement in prices for produce is entirely responsible for the largely increased profit. Salaries and wages which now include the cost of repairs to fences remain at about the same figure as do the materials involved out.

Travelling expenses, which include passages of Miss N.M. Dean, Dr and Mrs Marklote, Dr and Mrs Moir, and the Nicholls and Peters family (part) are heavy at £ 1000, and will be greatly reduced this current year. Other expenses are on a par with last year with the exceptions of £ 4400 expended on livestock as against £ 3800, and the sum of £ 1620, which includes £ 200 off the new Babcock boiler, written off the damping materials on hand.

On the other side, the sale of surplus sheep to Messrs Sidey & Poole realized £ 2700, and there was also a small credit for pasturage of clients' sheep at Great and Blugie's Islands.

The Mangering Director,

LONDON.
The enhanced value of the produce is, in this account also, responsible for the large increase. At the same time there has been a reduction in running expenses and materials supplied amounting to over £1,000. A saving of £600 was affected in Camp Wages owing to several hands who left at the beginning of the winter not being replaced until the spring. The reduction in materials supplied amounts to £500, but it will be remembered that deliveries in 1922 were exceptionally heavy owing to a considerable amount of installations the cost of which was born by this section.

SPRINTHALL ISLAND £1,454. 2. 6.

This property was taken over at the beginning of the year, the account showing a debit balance in our books at the 1st January of £553. 9. 7., credit for which was passed out to us by the Head Office. Details of expenses and receipts are given in the accompanying statement.

STOCK £734. 5. 3. Decrease £442. 15. 6.

I think that this profit, although slightly less than last year, can be looked upon as satisfactory and that the new system of keeping the account, started in 1921, shows that in normal years the Company can count upon from £2000 to £5000 per annum from this source.

The stock on hand at the 31st December — £3,022. 12. 3. remains about the same as last year owing entirely to the three shipments in transit by the "Pamela", "Laguna" and "Falkland". These shipments, half of which was coal for the whalers and wood from Dawson Island, totalled the very large sum of £1255. From the Summary of the Stock at the East and West Stores it will be seen that excluding this amount our stock of stores on hand and materials of nearly all kinds have been greatly reduced — in all by £5000. The value of the Drapery goods on hand is about the same as last year.

MILLANDY STORE.

The profit from this department is included under Store, and although running expenses have to be more or
No. 621 (Account) for Whale Catcher via H/Video, 5/8/34. 3.

I have estimated, we consider that £1428 is about the correct figure for the year as shown on the enclosed statement. This is £200 more than the average for the last 3 years, details of which were forwarded earlier in the year.

Particulars of Store sales and deliveries during the past four years are as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Sales</th>
<th>Deliveries</th>
<th>Total</th>
<th>Stock of Stores</th>
</tr>
</thead>
<tbody>
<tr>
<td>1920</td>
<td>155,986</td>
<td>25,345</td>
<td>181,331</td>
<td>35,096</td>
</tr>
<tr>
<td>1921</td>
<td>59,183</td>
<td>34,172</td>
<td>93,355</td>
<td>74,065</td>
</tr>
<tr>
<td>1922</td>
<td>43,085</td>
<td>27,365</td>
<td>70,450</td>
<td>57,150</td>
</tr>
<tr>
<td>1923</td>
<td>51,336</td>
<td>36,383</td>
<td>87,719</td>
<td>55,022</td>
</tr>
</tbody>
</table>

The stock has been written down again this year fairly heavily to meet falling prices and to provide a reserve for next year, which I hope meets with the Board's approval.


This year I am enclosing a detailed statement of this account showing the reasons for the fall in profit, which are as follows: We have received £668 less this year for commission on outward cargo from London and commission on freight and passages obtained in Stanley. It will be seen that although we have paid £350 more this year in wages for discharging cargo on F.S.N.C. vessels it has been returned in the receipts for Landing Charges which have increased by £513.

It was pointed out last year that the two accounts, V.I. Agency and Lighterage, hullage etc., are really interdependent and require to be taken together, and it occurs to me that it would simplify accounts if the two were merged. There appears to be no objection to this if a full abstract is furnished every year showing the amount spent on conditioning lighters and hulls (as heretofore), wages for loading and discharging (which are now in separate accounts), hull hire, and commission on freights and passages.

The two accounts deal with cargo and shipping only, and an abstract of the combined accounts would show the position each year more clearly.
No. 529 (Account) per Whale Catcher via M/video. 6/3/30. 4.

INTEREST AND COMMISSION @ 18%. 3. 4. Decrease @ 10%. 1. 5.

The decrease in profit for this account is accounted for by our only receiving the small sum of £ 431. this year for interest on Clients' overdrawn accounts, as against £ 147. in 1929.

STANLEY BUTCHER.

The profit resulting from the Butchery business in included in Para, which account bears all expenses and receives credit for the mutton and skins sold.

The profit for this year of £ 2445. 3. 7. is a good deal in excess of our former estimate based on the three previous years. Assuming that we paid 7/6 per head for the sheep the nett profit per sheep is 9/9. 5026 sheep were killed realizing £2768. 5. 11. for mutton and 127 bales of skins fetched £3034. 11. 10. This number of bales is above the average of about 80 for the last few years, but this occasional overlapping is unavoidable. This business is certainly a paying one, especially when sheepskins are fetching good prices.

On the debit side:

COTTON, WOOL and etc. Loss @ 81%. 10. 6. Increase @ 10%. 9. 11.

I have this year furnished a statement of this account from which it will be seen that the loss is due to larger deliveries of materials for keeping lighters in condition; labour and materials in connection with the re roofing of the "Egeria"; and per salary and passages of the Company's Engineer and family.

We have as yet not received credit for commission on shipments per "Ivaco", "Oriam" and "Oropose", and there are also claims to be put forward to Underwriters for repairs to three lighters which received damage in Port William whilst discharging cargo in heavy weather from the "Oropose" in July last.

As mentioned in last year's accounts Despatch, this account bears all the expense of the "Egeria". A portion of this should undoubtedly be allocated to Mail Agency, but as it is only a transfer from one account to another it appears that her running expenses
should, for preference, be contained in the one account.

**GENERAL CHARGES** £ 325. 8. 9. Increase £ 134. 5. 1.

This is accounted for largely by the increased number of telegrams sent.

**BUILDING** £ 1776.14.11. Increase £ 739.19.11.

A good deal of work in connection with repairs to buildings and fences in Stanley has been done this year, although not as such as I would wish. The main work this year has been the complete renewal of the fences (vegetable garden) behind the Manager's House which were in a very bad state; repairs to Millinery Store dwelling house necessitated by fire; the re-erection of the Sullivan House skin shed at our Slaughter house; and repairs to the Cooper's and Carter's houses which were very badly needed.

Last year was one of the worst known for external painting, and I must prepare the Board for heavier expenditure under this heading. I employed four extra hands for this purpose, but so far there have really been only three fine weeks, and during the whole of that time all hands had to be employed in dealing with the "creeps", "leakage" and "falling down" repairs.

**STANLEY OFFICE** £ 2335.9.11, compared with £ 2005. 4. 6.

which has been apportioned to various accounts in the same manner as last year.

**STANLEY WAGES** £ 3346. 7. 7, compared with £ 3079. 8. 6.

The increase is due to Mr. Peter's salary which since his return has been chargeable to Stanley; the extra £ 100 per annum granted to Captain Roberts; and extra hands being required for a considerable period for scraping and painting the "Lady Elizabeth", and for dealing with large outward shipments of cargo at odd times.

As pointed out in connection with the Mail agency Account, a considerable amount of wages paid comes back to that account, and this also applies to the Store, as any work done for outsiders is charged out at a profit which goes to the credit of Store direct, and does not appear as a contra in the wages account.

**"FALALAND"**

This account has again been closed at 31st October and a credit balance of £ 107. 19. 8. at that date transferred to Head
No. 634 (Accounts) per Whale Catcher via M/Video 6/3/24.

Office. Since that date we have received further credits for freight on produce and local earnings amounting to £ 5513.18.– which, less expenses for the months November and December, will be carried forward to next year.

Sgt. "WINDOLIN".

The debit balance of £ 453. 2.10. at 31st October has also been transferred to London. No credits have yet been received for produce brought to Stanley.

STORE AND BUTCHER DEPT.

I am glad to be able to report that owing to the attention given to the Store books by the Office during the last three years a great reduction in the debts outstanding has been effected, as is shown by the following figures:

1920, £ 4,105. 8. 10.
1921, £ 4,566. 15.
1922, £ 2,755. 10.
1923, £ 2,755. 10. 6.
1924, £ 2,755. 10. 6.

The sum of £ 76 has been written off as bad debts, £ 67 of which was a long outstanding account of the Company's late butcher who died leaving no assets whatever; we take over the business from the same family, which date you will no doubt communicate to Sir. A. known.

Your obedient servant,

Manager.
5th March, 1924.

The Managing Director,
London,

Dear Sir,

I beg to acknowledge the receipt of your Despatch No. 1244 per "Oropesa", which I will reply to by the "Loboe" calling in a few days time.

I have gone into the matter of the importation of alfalfa and fodder with the Acting Governor and I understand that he is making enquiries of various British Consuls on the Coast as to sanitary conditions in various districts.

With reference to the employment of a man to look after the oil tank installation, I have had a talk with Mr. Neave and he is still of opinion that Stacey is the best man we could employ as general handy man and caretaker at the Camber. Stacey informs me that he is anxious to obtain the job and I have given him to understand that we will employ him from the date on which we take over the business from the Admiralty, which date you will no doubt communicate to me when known.

Yours faithfully,
Manager.
Despatch No. 128 via Montevideo per Whale Catcher, 6th March 1934.

35. (1923 accounts) (Auditors' copy).

36. Inventory of Stores at Fitzroy & Port Louis.

ENGLOSURES.

1. Balance Sheet: Building

2. Profit & Loss Account. Fencing


4. Details of Deliveries to Fitzroy Stores.


8. Interest Deposit a/c of Stores on hand.


10. Statement of additions to furnished on Stanley buildings.


15. List of Butchery debtors.


19. Adjustment of Head Office Account.


22. Abstract of Farm Account.

NOTES.

We have not yet received statements of Planters Island material on hand, but Dr Slaughter informs us that practically none of the material on hand has been used.

23. Details of deliveries to Pen.

24. Inventory of Stores at Darwin Harbour.

25. Inventory of Stores at North Arm.

26. List of Farm consumption stores on hand.

27. Building material

28. Fencing material

29. Canning material

30. Balances due to and from Pen on the Farm.

31. Statement of expenditure on Farm Buildings.
34. Inventory of Stores at Fitzroy & Port Louis.
35. List of Fitzroy & Port Louis Consumption materials.
36. " " " " Building
37. " " " " Fencing
38. Fitzroy & Port Louis, balances due to men.
39. Details of Deliveries to Fitzroy Estate.
40. Abstract of Speedwell Island Account.
41. Speedwell Island – balances due to men.
42. " Stock of Stores on hand.
43. Details of deliveries to Speedwell Island.
44. Details of labour & materials used on Stanley buildings.
45. " on hulks & lighters.
47. Butchery Trading account.
48. Farm Produce unsold – estimated value.
49. Fitzroy " " "
50. Speedwell Island produce unsold – estimated value.
52. "Gwendolin" a/o Jan to 31st Oct, 1893 with reconciliation.
53. Auditor’s certificate.
54. Letter for Mr Goddard.

NOTE. We have not yet received statement of Speedwell Island material on hand, but Mr Slaughter informs us that practically none of the material invoiced out this year has been used.

4. 1914 - 10. I note that the importation of alfalfa and other fodder from Uruguay and places north of Madryn is considered dangerous. Seeing that others are importing all in time and making a good profit out of the business, I thought it best for the Acting Governor to be acquainted with Board’s views, as all importations should be stopped for the Peninsula continued. The fact of our ceasing to

The Managing Director,

BIDON.
Lobo's, 17th March, 24.

No. 633, per "Lobo's", 17/2/24.

1. Import does not safeguard us in any way when others are doing so, and I therefore wrote to him privately, recommending that he should communicate with British Consuls on the Coast in order to ascertain the sanitary conditions of the various districts. It is important that no import of alfalfa as it is considerably cheaper than hay or Falkland grown hay, which causes in selling prices as follows:

Sir,

I confirm my No. 621 which was mailed by the "Oropesa" on the 8th February, and the "Accounts Dispatch" - No. 622, which was sent by Whale Catcher to Montevideo on the 7th instant, and I now have to acknowledge the receipt of your No. 1244, which arrived by the "Oropesa".

2. 1244 - 5. Crawford is still fully employed by Mr. Slaughter in the Camp, effecting repairs to chimneys and dealing with the question of wells for the more sanitary conservation of the water supplies. When this work has been carried out I shall require his services in Stanley as there are several matters which need his attention. I note that the Board approves my arrangements living on the premises and chimney

3. 1244 - 8. The question of the raft boat for the "Falkland" was referred to in my 617/9 and 618/15 neither of which you had received on receipt of my cable.

In accordance with your telegram of the 27th February I asked Mr. E. W. Hobbs for the lowest quotation for the lighter as specified by him, and telegraphed his reply, viz; £ 2100, at Stanley, on the 10th instant.

4. 1244 - 10. I note that the importation of alfalfa and other fodder from Uruguay and places north of Madryn is considered dangerous. Seeing that others are importing all the time and making a good profit out of the business, I thought it best for the Acting Governor to be acquainted with the Board's views, as all importations should be stopped.

The Managing Director,

INDON.
import does not safeguard us in any way when others are
doing so, and I therefore wrote to him privately, recomman-
ding that he should communicate with British Consuls on the
Coast in order to ascertain the sanitary conditions of the
various districts. It is important that we should import
alfalfa as it is considerably cheaper than home or Falkland
grown hay, which compare in selling price as follows:

- U.K. hay, 25/-; Falkland hay 15/-; alfalfa 12/-, about per
  cent bale.

It will be seen from a copy of Consular Certificate
which I enclose that Uruguay was declared free from all
epizootic diseases on the 30th January last.

5. 1844 - 15. I have interviewed Mr Neave as regards
Stacey, and he is still of the opinion that he is the most
suitable man we could obtain for looking after the Admiralty
Oil Tank installation. Stacey is anxious to obtain the job,
and I have given him to understand that we will employ him
from the date on which we take over from Mr Neave. This date
you will no doubt communicate to me later. There is no doubt
that we must have a man living on the premises and Stacey
will have a very comfortable house to live in, which is at
present occupied by Mr Neave's Foreman of Works.

6. 1844 - 15 a. I note that the Admiralty have accepted
our tender of £ 550 for laying the moorings of their oil barge
and that the necessary gear is being shipped. Directly this
arrives the work will be put in hand as we have not much time
to effect all the necessary alterations to the "Flootwing"
before we may expect the first shipment of oil, which I under-
stand may arrive in June.

7. 1844-16. I am sure that the Clients much appreciate
the cabling out of the prices realized for wool sold at auction.
On the receipt of your telegram we radio the prices to the
West, and inform farmers on the East in writing or by telephone.

With reference to the Board's sanction, contained
d
In London Despatch No. 1293, I now beg to advise that Thomas Dottieff, one of the Company's carpenters, has entered into an agreement to purchase about an acre of Town Land, the property of the Company, on the West side of Haba Street, for the sole purpose of erecting a dwelling house. The conditions under which the Company part with this land for the sum of £ 75 are contained in the agreement, as per copy enclosed.

I have been approached by persons outside the Company's employ who wish to purchase land in the same plot, but have refused to sell as I understood that the Board only approve of disposal to our own employees. I am entirely in agreement with this, and if it is decided to sell to outsiders a considerably higher price should be asked.

Whilst discussing the question of property I would refer to the Sullivan House jetty and hulk "Jaelus" which are quite useless to us in situ. The hulk is, of course, aground and cannot be moved, but the material comprising the jetty, which was very well constructed in the first instance, could be used for repairs to our own West and East jetties which are now (I refer to the sleepers) showing signs of wear. I have asked the Government whether they are interested in the purchase of the hulk and jetty, but it is probable that they will reply that the property is of no value to them, and I shall therefore be glad to receive the Board's sanction for the removal of all serviceable material, and the sale of the remainder for breaking up.

The question of the possibility of a shortage in the amount of coal contracted for with the whalers has caused us much anxiety, and in order that there should be no question of our not being in a position to carry out the contracts, 150 tons English coal has been ordered from Punta Arenas by the "Lobos", which will work out at about £ 4. 15. 6. per ton landed at Stanley. It is unfortunate that we have had to make this purchase as it will detract slightly from our profit derived from sales to the whalers, but we cannot run the risk of a...
shortage as far as the "Falkland" is concerned, which in April will just be practically finished as regards the collection of produce. I hear from Mr J.H. Hamilton, the whaling officer, that terrible weather has been experienced at the South Shetlands, and that the floating factories will stay down there as long as possible. If they are able to remain there until about the 20th April there should be no question of our not being able to supply all the coal required as the "Huancavaco" with further supplies should reach us soon after that date.

Enc. Enclosed is a copy of Mr H.A. Baker's report on his geological investigations in the Colony which, as was expected from previous surveys, has resulted in a failure to find mineral deposits of any commercial value. His investigations, carried out over a period of 16 months, are therefore only of scientific interest, the cost of which to the taxpayer must amount to a considerable sum. There are, in Dr Baker's introduction, certain inaccuracies and exaggerations as regards means of travel by the "Falkland", to which I considered it advisable to draw the attention of the Government. A copy of my letter is enclosed.

Enc. Work on the "Goolagolin" in connection with the installation of the engine has been proceeding all the time. Since my 618/4 of the 2nd January the vessel has been beached and the boring of the steam tube and the fitting of the bracket and propeller completed. It should be understood that all external work in this connection could only be got on with at low water, owing to the vessel's depth of draft, which has resulted in the work being protracted. I enclose Mr Peters's report and the photographs, from the former of which it will be seen that the engine bed and supports are now being fitted (these are nearly completed) and the iron bulkhead and the saloon fittings are being replaced in position. Once the engine bed has been completed more rapid progress should be made, although we still have to ship a new mainmast.

Enc. The Camp Manager, at my suggestion, wrote to the
Government requesting them to give some explanation of the cause of death of our 9 marines killed at Sydney, and I desire their reply. The conclusion they arrive at is that they died of congestive apoplexy, due possibly to the change of climate. This explanation appears to me to be feasible in the extreme, and I have suggested to Mr. Slaughter that if he intends to continue the correspondence he might enquire whether congestive apoplexy is only a secondary cause following an interval in too strong a dip. In the opinion of farmers I have spoken to there is no doubt that somebody has blundered, either through using too strong a mixture or allowing the animals to feed on grass on which they had drained. Such a heavy loss will, I believe, act adversely on livestock insurance rates to the Colony.

13. With my 618 I enclosed copies of correspondence with the Government with regard to the alleged delay in the delivery of mails by the P.S.N.C. vessels in which we were implicated as Agents. The Government adopted a quite untenable position as regards our duties in this connection, and have, as the result of representations from this end and from the Liverpool Office of the P.S.N.C., concurred with our view that no alteration is required in dealing with the incoming mail - wide letter enclosed.

14. I was unable to consult the Marine Superintendent as regards external painting of whalers until over a week after the receipt of your telegram, as he was away on the "Falkland". On his return he agreed with the message which I had already sent, namely that I saw no difficulty in the work being performed here. It is probable that some kind of suitable shelter will have to be erected for the men whilst at work if we are to deal with any number of vessels quickly, but this would not be a big matter.

15. In accordance with your cable of the 1st March I informed Mr. R.J. Dettloff that the Board had granted him full pay whilst on leave, which I fixed at six months, and he
requests me to thank the Directors for this concession.

16. George Bowles, Camp Hand, proceeds home by the "Oriana" and will be calling to see you with reference to his pension; particulars of his service were enclosed with Mr Slaughter's Report of the 2nd February.

17. Mr Langdon has asked me to request the Board to furnish him with the usual form of Agreement.

18. As far as I am able to foresee at present there will only be four more trips of the 'Falkland' after the present one, on which she will bring in a full load and passengers for the "Oriana" which is due to arrive here on the 31st March.

The following produce has been brought to Stanley to date:

4004 bales of wool
334 " skins
5 casks of tallow
463 hides,

and if the vessel does not have to be employed in shifting sheep, as indicated in my Despatch by the "Ballena", all produce with the exception of that from Lively, Bleaker and George and Barren Islands, should be in Stanley by the third week in May, which will be more than a month earlier even than last year.

This has only been accomplished by grouping ports at which produce could be collected expeditiously, in fact by subordinating practically everything to rapid collection. Nearly 400 tons more outward cargo has been carried this year than last, over the same period, showing that the quicker collection is not due to less outward cargo.

There may be one or two clients who consider that a call should have been made at their port when this was, from our point of view, quite impracticable. There is another point, namely, that we promise to supply the P.S.N.C. cargo vessels with a certain tonnage on specified dates, and as this is their last port of call it would not be creditable to us if we failed to fill the space allotted to us. We have
always managed to do this but it would be extremely difficult if we have to alter the vessel's itinerary whenever anybody wishes us to do so. Naturally, some latitude is allowed, as in cases when stations run short of provisions, as long as it does not mean too great a deviation or delay. In order to make the "Falkland" pay we have to collect produce and distribute stores in the shortest space of time which does not allow of calls to ports because the vessel happens to be "passing the door".

19. We learn that Governor Middleton will be returning in the "Dorset" on the 7th May. He will be joined at Montevideo by Mr Munro, connected with the New Zealand Agricultural Department, who will spend eight months in the Colony and advise on farming matters. A Chief Inspector of Stock, also from New Zealand, has been appointed for a term of five years, and will arrive by the same vessel.

20. Your cable asking for particulars of the site for the proposed slipway was received on the 15th March, and we hope to get these away by the "Oriana". We felt that it would be unwise to send you any data hurriedly acquired by the "Lobos", and as a matter of fact we could not have sent you full particulars as the weather has been far too boisterous from the North.

21. The following are passengers travelling to the United Kingdom by the "Oriana", leaving on the 31st March:- Mr and Mrs J. Robertson, Mrs George Greenshields and Mrs Jane Benney, Mr, Mrs and Miss Miller, Mr and Miss Laxton, Messrs J.W. Dean, H.C. Harding, J.D. Creamer and T. Goodwin (late Camp Schoolmaster). By this opportunity (the "Lobos") Captain and Lady Cameron and Mr Norman Cameron are leaving for England.

22. The "Lobos" which was scheduled to arrive here on the 15th March, came in at midday on the 16th, after experiencing very heavy weather the night before her arrival. Owing to her having horses on deck she had to heave to for several hours with the result that they all arrived safely. The general opinion in Stanley is that they are a very good looking lot.
Although we cannot tell yet how many bales she will lift it is certain that a considerable amount of our space has been filled at previous ports. It will be remembered that in order to oblige the P.S.N.C. we agreed to the substitution of the "Lobos" for the "Konuta", and it is therefore particularly annoying that they have failed us. On the 15th February I cabled Valparaiso as follows:—

"Lobos, will have following, 2300 bales 1800 tons

Measurement 300 salted hides, no tallow."

to which they replied on the 16th February,

"Space reserved as requested."

We have in Stanley ready for shipment 2430 bales of wool and skins and 451 hides, and the former, according to our usual computation, measure 1627 tons. At the time of writing it appears most probable that at least 300 bales will be shut out, although we are not shipping any hides at all. We will advise you how many have been shut out when despatching the ship, and a cabled protest will be made to Valparaiso when advising them of the produce which we shall have ready for the "Magellan", which is expected here early in May.

Although the P.S.N.C. are carrying out their agreement to send three cargo vessels here early in the year, unless the "Magellan" ships everything away we ought, seeing that they have failed us as regards the amount of space in the "Lobos", to ask them to send us yet another vessel or else absolutely guarantee that the "Magellan" will lift everything.

We received a cable from the Liverpool Office on the 15th instant reading as follows:—

"Consignment anxious include Lobos wool in May sales

"condition being that vessel reports visually off English Coast before 4 p.m. April 31st and proceeds direct to London. If practicable desire to oblige

"then, notify Captain."

From this it would appear that good prices are expected to be obtained at the May sales, and if this is so, and the vessel can reach home in time it is still more unfortunate that our
It appears to be the settled policy of the Valparaiso Office, in spite of the Pacific Company's reiterated statement that they are anxious to retain the Island trade in their hands, to let us down when they cannot provide sufficient space at South American ports. The only other reason can be that they do not know the carrying capacity of their own vessels, which is suggested by the present instance and by that of the "Losada" in May, 1892, which shut out 600 bales, or over a quarter of the space allotted to us. In the case of the last named vessel Valparaiso pointed out that their failure to lift the full quantity was due to broken stowage, which is ridiculous as when allotting space to us they should take into consideration the average amount of broken stowage when the vessel is full, this being the last port of call.

I shall be writing to Valparaiso via Montevideo by the "Oriana", and a copy will be forwarded to you by that opportunity, when you will doubtless take the matter up with the Liverpool Office.

I am,

Sir,

Your obedient servant,

Manager.

P.S. This despatch was commenced a few days before we originally expected the "Lobos", and dated the 17th. We do not expect the vessel to sail before Friday evening, the 21st March, as her draft was too deep for her to go alongside the "Great Britain" and we have to lighter all the wool etc out to her at her anchorage just inside the Narrows.
No. 623, per "Leda", 22nd March, 1924.

Correspondence.

ENCLOSED


Duplicate.

re seal per "Leda".

Accounts Despatch No. 623, substituted for "Kenia".

Remarks on Accounts.

re marine crew dead.

Statement on Accounts.

Letter to Managing Director re foiler.

ORIGINS

1. Despatch No. 623.
5. Remarks on Accounts.
7. Remarks on Stores.
9. Landmarking return.
10. Shearing Returns.
12. West Store Cash Vouchers, January & February.
14. "Falkland" manifest, 7/10 L.
18. Copy of agreement with R. Biddle.
20. F.I. Shipping report.
23. Note for Managing Director re shortlanded cargo.
24. " " " re sundries.
25. F.I. Gazette March 1st.
27. Claim, Anson & Lorton, £ 3. 3.
2.
Correspondence:

With P.S.N.C. re passengers on "Oriana".

With wool on "Lobos".

With "Lobos" substituted for "Kemutal".

With Camp Manager re marine dogs dead.

With Col. Secretary re mails.

re Sullivan House petty & hulk.

29. Copy of certificate re alfalfa.

SPECIFICATIONS.


F & S | 42 | 42 | 42 | 42 | 42
N & E | 188 | 188 | 188 | 188 | 188
W & C | 140 | 140 | 140 | 140 | 140
S & I | 277 | 277 | 277 | 277 | 277
D & H | 280 | 280 | 280 | 280 | 280
W & D | 44 | 44 | 44 | 44 | 44
C & W | 13 | 13 | 13 | 13 | 13
W & C | 53 | 53 | 53 | 53 | 53
S & H | 93 | 93 | 93 | 93 | 93
D & S | 250 | 250 | 250 | 250 | 250
F & B | 47 | 47 | 47 | 47 | 47
J & B | 224 | 224 | 224 | 224 | 224
W & C | 159 | 159 | 159 | 159 | 159
J & L | 44 | 44 | 44 | 44 | 44
J & B | 60 | 60 | 60 | 60 | 60

The above tables were prepared, instead of 2300, making a shortage of 1000 bales, setting that one-sixth of our allotment had been taken over by the "Lobos" which sailed the same day as we anticipated at first. In a letter of wool and hides were shipped, instead of 2290, making a shortage of 1000 bales, setting that one-sixth of our allotment had been taken over by the "Lobos" which sailed the same day as we anticipated at first. In a letter of wool and hides were shipped, instead of 2290, making a shortage of 1000 bales, setting that one-sixth of our allotment had been taken over by the "Lobos" which sailed the same day as we anticipated at first. In a letter of wool and hides were shipped, instead of 2290, making a shortage of 1000 bales, setting that one-sixth of our allotment had been taken over by the "Lobos" which sailed the same day as we anticipated at first.
I received your cable approving Mr Slaughter's instructions as regards the movement of sheep as outlined in my Despatch 287/2, and the "Falkland" will commence this week after she has made trips to near ports and Salvador.

TRT "Oriana" 31st March, 1924.

Sir,

As indicated in the last paragraph thereof, it appeared to us likely that our allotment per "Lobos" had been encroached upon and that there would not be room for the 2300 bales, space for which had been allotted to us by the Valparaiso Office. This turned out to be correct although not to quite such an extent as we anticipated at first. 1350 bales of wool and skins were shipped, instead of 2300, making a shortage of 450 bales, showing that one-sixth of our allotment had been filled on route, or proper allowance had not been made for broken stowage up to the time the vessel reached this port.

I have cabled to the Valparaiso Office asking if we can ship wool by the "Oriana", but it is unlikely that we shall be able to do this. Copies of my letters to Valparaiso and Liverpool are enclosed.

2. The "Lobos" brought over from Punta arenas 150 tons of coal, less some washed overboard, claim for which has been sent to Mr Hobbs, and we should now be absolutely on the safe side as regards coaling the whalers. In 288/8 I reported that the landed cost would be about £4, 12. 6. per ton, but this will be reduced by 10/- per ton as the F.S.N.G. have charged £1. freight instead of 30/.

J.B. Cunard are proceeding

The Managing Director,

LONDON.

I am, Sir,

Your obedient servant,

Manager.
3. I received your cable approving Mr Slaughter's suggestions as regards the movements of sheep as outlined in my Despatch 121/7, and the "Falkland" will commence this work after she has made trips to near ports and Salvador Waters.

4. I reported in 31/3 that two forgeries of Para Orders had come to light and that Mr Moir was making enquiries in the Camp. As these enquiries did not result in our obtaining any information I placed the matter in the hands of the Police with the result that the Chief Constable visited Walker Creek and then Darwin where the whole matter was gone into by Mr Slaughter in his capacity of Justice of the Peace. Many witnesses were called but no information was obtained and it is therefore nearly certain that the charges in question, after passing through several hands, were altered in Stanley. Mr Slaughter tells me that the Chief Constable's visiting the Camp will have a salutary effect out there, but it is most unfortunate that we have not been able to get at the perpetrators.

5. A new factor has arisen in connection with local freights on produce. J. Davis has recently brought to Stanley a cutter capable of carrying about 60 bales of ordinary size, freight on which he quotes at £ 3 per ton weight. This rate being £ 2 cheaper than per "Falkland" or "Gwendolin" it is probable that unless it is found possible to reduce freights we shall encounter competition when dealing with small near ports and Islands.

6. I am glad to report that the "Gwendolin's" engine has been installed and after the "Oriana" has sailed the new machine will be put in and a trial trip made as soon as possible. Photographs of the engine bed are enclosed.

7. Mr H.C. Harding and Mr J.D. Creaner are proceeding home by this opportunity.

I am, Sir, Your obedient servant,

Manager.
No. 684, per "Oriana", 31st March 1924.

ENCLOSURES.

DUPLICATES.
1. Statement on Accounts.
Despatch No. 23

2. Memorandum re slipway site:
Journal, January & February.

Statement on Accounts.

4. Naval Depot Account, £32.5.6.
Remarks on Accounts.

5. Falkland Islands Shipping Report.
Store Indent 599.

6. Envelope addressed to Mr. Bedford.
Remarks on Stores.

Camp Manager's Report 15-3-24.

Memo. to Managing Director re short landed cargo.
"Gwendolin" report.
Post Office Notice re radiotelegraphic service.
Claim Anson & Luxton £32.6.8

Shipments per "Lobos".

ORIGINALS.
1. Despatch No. 684
2. Statement on Accounts
3. Remarks on Accounts
5. F.S.N.C. Account £32.5.6 (due to us).
6. Photos, "Gwendolin".
7. F.I. Magazine, April.

Correspondence.

With F.S.N.C. Valparaiso, re "Lobos".
"Liverpool"
Camp Manager 2 forgery.

SPECIFICATIONS.

<table>
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<th>Mark</th>
<th>Wool</th>
<th>Skins</th>
<th>Hides</th>
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<tr>
<td>J.H. WEDDELL</td>
<td>54</td>
<td>1</td>
<td>8</td>
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<td>Dars</td>
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<td>H&amp;B</td>
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<td>J.L.W.</td>
<td>3</td>
<td></td>
<td></td>
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</tbody>
</table>
ENCLOSURES - supplementary.

1. Statement on Accounts.
2. Memorandum re slipway site:
5. Falkland Islands Shipping Report.
6. Envelope addressed to Mr. Goddard.

Per Ais Vela via Montevideo.

Dear Mr. Goddard,

The above vessel has come in at a day’s notice to drop the two Stock pinnas from New Zealand, instead of taking them to Montevideo and thereafter to sail for the “Dropman” notice here about the 9th day next. The Governor fixed it up with the secret by cable and I understand that they are off line in for the sale of £50 which will mean urgent saving to the Colony.

I have already spoken to Master about the mistake described and although he had meant nothing amiss, he has agreed to put Bannatyne to give us all the information which may be necessary and this will be sent next mail.

I have no time to answer the Report. The Special engine is fitted in and the men being built, raced it.

The old mast was taken out yesterday and the dwarf’s old one will be stepped in five days time. I am hoping to get her underwrite in about three weeks time and will send you a cable on asking for the in the Report.

I enclose some remarks on stores and Indent No. 800.

Yours sincerely,

The Managing Director.

Londo.
Southern Islands via Montevido. 14th April, 1854.

To Mr. Goddard,

The above vessel has come in at a day's notice to drop the two Stock men from New Zealand, instead of taking them to Montevedio and there having to wait for the "Orpesa" setting her about the 7th day next. The Governor fixed it up with the owners by cable, and I understand that they are calling in for the sum of $30, which will mean a great saving to the Colony.

I have already spoken to Mayor about the memorial and although he had heard nothing about it, he agreed to get Hasley to give us all the information which may be necessary, and this will be sent next mail.

I have no time to answer the Dispatch. The Chandelio engine is fitted in and the room being built around it. The old mast was taken out yesterday and the Malvina's old one will be stepped in a few days' time. I am hoping to get her under weigh in about three weeks' time and will send you a cable as asked for in the Dispatch.

I enclose some remarks on stores and Indent No. 021.

Yours sincerely,

[Signature]
Sir,

I confirm my last despatch which was mailed by the "Orion" on the 1st instant, and now beg to acknowledge the receipt of your No. 1245, which arrived by that vessel opportunity of dis-2. 1245. 2.

Enclosed will be found a statement showing our exact position as regards coal. It will be seen that the possibility of our being short was due to deliveries to the Naval Depot and the Colonial Government, when we had persuaded to purchase through us instead of getting their own stocks out as heretofore. These deliveries alone amount to over 500 tons which yield us, on an average, a profit of about 12½ per ton. We think that with the 150 tons obtained from Punta arenas we shall be able to meet all commitments to whalers which now amount to 1,700 tons. The "Falkland" will rendezvous with 30 tons at San Carlos on the long trip for saving sheep which she is now engaged on, and, if it is found that in spite of this working are short, owing to our not having made sufficient allowance it for losses or short deliveries, I have arranged with Mr. Neave to let me have 50-70 tons from the Naval Depot, lighters can statement showing coal on hand will be forwarded each mail, as instructed.

3. 1245. 5.

I have had pleasure in conveying to Capt. Roberts the Board's appreciation of the manner in which he ran the "Falkland" during last season and he wishes me to communicate his thanks to the Directors for the special gratuity granted him.

Due note is taken that, in future, the "Gwendolin"...

3. 1945. 14. I regards the not bulk and ignition tube

accounts should be closed at the 31st October each year and

forwarded to you as soon as possible, as is done in the case

of the "Falkland". You will have observed from the yearly

accounts that we have rendered statements for the two periods.

4. 1945. 5. William Watson. This man, who is now

doing carting in Stanley, considers that the pension granted

to him of £18 per annum is inadequate and has declined to

accept it. I regret that time has been wasted in considering a

his case at all.

5. 1945. 7. You will have had an opportunity of dis-

cussing the matter of the reduction of the War Bonus with

Oxmore and Managers who returned to England by the "Oriana".

I have talked to Mr. Evans and one or two of the smaller for-

ners here and gather that we shall not obtain any support

from them at the present time.

6. 1945. 10. Referring to Captain Roberts's report of

the 15th November we have now decided that the hulk "Trescois"

must be scrapped as she is quite unsafe for the storage of

coal or being used as a lighter and is quite beyond repair.

We have had to pay her practically every other day for the

last two months which is an expense and we fear that in a case

she might open out sink and thus become a danger to shipping.

The "J.P. Smith" should also not be used longer if it can

be avoided; but by scrapping both these hulls we lose

storage capacity for about 500 tons. No other lighters can

be spared for this purpose — in any case they would only hold

a very small quantity. Without these two we consider that

our storage capacity is as follows:—

"Lady Elizabeth" 1,300 tons.

"Plentiful" 300

"Capricorn" 350 Total 1,950 tons.

You will have observed from my 6/3/5 that Captain

Roberts has reconsidered his idea of lighters being construct-

ed in Stanley and that he now thinks that it would not be a

profitable proposition.
here in the 'Kornia' after that the whole trip around
the East and South Shores will then have been collected by this
vessel with the exception of Port Stanley and Volunteer Creek.
This I think the vessel will accomplish in another 5 or 6 weeks
by which time the 'Kornia' will have arrived.

The Pacific Company have allotted me 2 huts for temporary
occupancy which I will arrange for after a few
weeks when the vessel will be leaving. One of these will be
used for the arrangement of the works and the other for
private accommodation.

As regards the Hot bulb and Ignition tube
for the motor winches Mr Peters informs me that when he visited
Clark, Chapman & Co's Works at Gateshead the winches were
under construction and were not completed until after he had
left for the Falklands and says that you will remember his
mentioning this on his last visit to the London Office. The
Hot lamp bracket is attached to the engine and it therefore appeared
strange to us that the hot bulb was not attached and
no Blow lamp was sent. Mr Peters is quite sure that these
should have been supplied; they are an essential part of the
‘Magellan’ engines and are all due to arrive here on the 15th Provost.

The ‘Magellan’ now has two new rivets in the
specification of Peter’s “V Type” Oil Engine which I have
forwarded to you. If everything is found satisfactory I shall then
send her to Stanley and Volunteer Creek for the remainder of the
provision and then to our own stations with additional stores for
the winter.

18. The ‘Northern Isles’ has just been fitted for the
purpose of the ’Kornia’ cradle, which has been made in the West yard —
this should be completed before the winter frosts come on.

9. 1245. 2.2. Particulars of the loss of the 8 Mer-
rine ships in quarantine were given in my 623/12. The Government
are entirely responsible for the welfare and the dipping of
stock from the time of their arrival at the quarantine station
until the date of their release.

10. The ‘Falkland’ started on a very extended trip
on the 10th instant for the purpose of shifting sheep to and
from Speedwell, Great and Swan Islands, as instructed in your
cable of the 18th March.

She will not return to Stanley after finishing this
work but will anchor at San Carlos North and then go right around
the West collecting a full load of Produce. It is hoped
that she will be back in Stanley by the 30th instant and then
go to Salvador Waters for another full load and arrive in
Stanley in time to discharge direct into the “Magellan”, due
here on the 7th May. After that there will be one more trip round the West and all produce will then have been collected by this vessel with the exception of that from Lively and Mullet Creek. This, I think, the Board will consider as satisfactory as the vessel will be losing two weeks in shifting our sheep.

The Pacific Company have allotted us 2,300 tons measurement on the "Magellan" which if they allow properly for broken stowage should enable us to get all wool in Stanley away by her. At about this time our resources will be taxed to the limit as the "Opaline" and the "Huanchaco" outward and the "Magellan" homeward are all due to arrive here on the 7th prox.

11. The "Salvina's" mast has now been fixed in the "Gwendolin" and a trial trip of the engine will be made in a few days time. If everything is found satisfactory I shall then send her to Lively and Mullet Creek for the remainder of the produce and then to our own Stations with Farm requirements for the winter.

12. The "Southern Isles", transport for the Southern Whaling and Sealing Company is arriving from the South Shetlands the mail closing this afternoon.

I am,

Sir,

Your obedient servant,

Manager.
No. 625 per "Southern Isles" via MonteVIDEO, 14/4/24.

ENCLOSURES.

DUPLICATE. (Originals per "Oriana" 31/3/24.)

Despatch No.624.
Statement on accounts.
Memo on accounts.
Store Invoice No.580.
Memo. on Shipment to.
Specification shipment per "Oriana",

specification. Z.109 Wool and 5 sheepkins.

ORIGINS.

The Shipping Director.
1. Despatch No.625
2. Statement on accounts
3. Cash Book, March
4. Cash Voucher, March 30th, March to act keep a despatch
5. Return of Establishment, Stanley, 31st March 1923 as
6. "Falkland" - Manifest to No.580 to report with the exception
7. of the note. Store Prefight with the sending of the
8. statement of coal order.
9. Memo for Managing Director re Battle Memorial
11. Falkland Island - report for 1923 by this or we will
12. Falkland Island - gazette April 5.

EXPLANATIONS.

Mark our stocks factories ship's Hide.
3 & Sth "Dumel" 1915 they not require but coal for we should
TE not have been 186 to deliver to four people at once.
I have therefore asked that the company will take one of
the 300 ton contracted for at 7½ - we want have a profit of
air per ton or less on this transaction alone, and calling
that the coal costs 2½/ in our books we shall now sell
at 3½ £. 6d. the quantity to the Government and other
merchants by the suggestion of saving the

improvement of the world.

Yours faithfully,

27th April, 1924.

The Managing Director.

London.

Dear Sir,

I regret that I am unable to get away a despatch by the last of the whalers but it is quite impossible — as a matter of fact there is little to report with the exception of the work done in connection with the coasting of the whalers. This whole question will be dealt with fully by the first available opportunity. We have not delivered the whole quantity of coal contracted for and this will be explained; we shall not lose any money by this as we shall show. We have been complimented on the way in which we have delivered the coal and we are sure that they are satisfied.

Four of the factories arrived on the same day and the “Donald” luckily did not require her coal for we should not have been able to deliver to four vessels at once. I have therefore agreed that the company will take over the 300 tons contracted for at 7/- — we thus have a profit of 3/- per ton or 900 on this transaction alone, and assuming that the coal costs £8/8 in our vessels we shall now sell it at £9 2s. 6d. on the wholesale to the Government and other consumers.

Yours faithfully,

[Signature]

Managing Director.
Dear Sir,

I beg to advise you that we only heard last night that the "Magellan" proceeding direct home and scheduled to arrive here yesterday will not be despatched from Punta Arenas until the 15th instant or thereabout. We are by this opportunity (the Oropesa) therefore only sending the duplicate of advices and the whaler drafts as we do not wish to trust the latter over the Andes. It is difficult to say at present which mail will arrive home first but we do not think that there should be much in it.

Had we received advice that the "Magellan" was so very much delayed I would have forwarded an account of the coaling of the whaler but on mail day we have no time to type a despatch being short handed with Greamer away.

The Model of the Battle memorial is safely to hand and I am taking the first opportunity of seeing the Governor as regards the site and will then send you the particulars of the contour of the ground.

Yours faithfully,

The Managing Director.

London.
I beg to confirm my despatch No. 325 of the 16th April sent via Montevideo, and my two letters dated 27th April and 8th May. Your 1245 which arrived by the "Girona" is now under acknowledgment.

2. 1246. 6. The question of fodder for the Colony is likely to become serious if we are unable to obtain supplies from home, as the local Government have, owing to the prevalence of contagious cattle and sheep diseases, prohibited the importation of fodder from Argentina, Chili and Uruguay; no permission to import will be given until further notice. We have a fair amount of alfalfa and hay in stock, but if outside can sh out we shall probably have to cable you to try and effect a shipment from somewhere.

3. 1246. 9. Nothing has been discovered by the Police as regards the descent of thieves on Great Island and the chances of any arrests being made are small. The Board will see on my return to England, that all possible has been done to stir up the authorities as regards Police supervision and investigation is regards this occurrence both Mr. Slaughter and myself, as Justices of the Peace, have informed the Governor that we do not consider that Davis should be allowed to do coasting work. I am sorry to say, that if anything, hegalism is on the increase in Stanley and whether discussing the matter with the Governor will do any good remains to be seen.

4. 1246. 11. I am glad to have the Board's permission to ship the tinplate etc to Wadron and Wood, Montevideo; the only difficulty is how to get it there. The cargo boats proceeding to
home. Transatlantically next year will in all probability not
be calling there, and it is also doubtful whether the material
could be shipped by whalers owing to their having to pay ton-
nage dues. The only thing is to have it in Stanley ready for
shipment should opportunity occur. Note has been taken to re-
tain the solder.

5. 1348. 16. Unfortunately, the scheme for utilizing the
Naval Camel Shed has fallen through. Somewhat to Mr. Neave's
surprise, I think, the admiralty have advised him that it has
to be repaired and retained. Perhaps in the future you might
be able to obtain something of the kind, as it would certainly
be a great advantage to us.

I may say here that the motor which has
been installed on the hulk "Esperia" is a complete success -
we have had one or two trials and the Foreman informs me that
the cargo is delivered from the lighter onto the hulk at least
three times as quickly as before. In fact, the tally men ex-
perience difficulty in keeping up with the rate of discharge.
I am inclined to think that owing to a new system of dis-
charging outside consignees' cargo at our own jetties, which I
have persuaded the Government to allow us to adopt, the time
occupied in landing outward cargo will be reduced even more.

6. 1348. 17. I note that the question of the slipping of the
"Falkland" has been left to my discretion after obtaining the
necessary information from Waldron and Wood and times in Pen-
ta Arenas. Once the matter has been decided upon I will cable
you, and it will then depend upon Captain Roberts to do the
best he can towards keeping down expenses - this is no easy
matter on the Coast, but I feel sure that we shall not be called
upon to meet the preposterous charges we experienced before.

I have already cabled Waldron and Wood and Capt. Hobbs
to let me have what information they can as soon as possible.
At the present time we are in favour of Buenos Aires unless
we can get good guarantees that the vessel will not be held up
by tides at Punta Arenas. There is certainly the question of
of twice as such steaming, but there are proper Lloyd's Surveyors at the former whereas at Punta Arenas the Surveyor appointed by Lloyd's agent might be hand in hand with the repairing firm, and this is what we are doing our best to guard against.

7. 1246 18. I enclose correspondence with the Government in connection with Wool Landing Certificates and will enable them to raise or any points that may arise.

8. 1246 23. The three photographic prints of Mr Neave's plans of Bodie Creek Bridge are to hand. Mr Neave, to whom I have conveyed the Board's appreciation, hopes that the material will be sent out soon so that he could again visit Darwin, before he goes home in about 6 to 8 months time. He would only be too glad to give any advice to Mr Slaughter or Peters as to the erection or any points that may arise.

9. 1246 24. The question of the delivery of mails to the Postal Authorities is governed in the Colony by Ordinance No. 10 of 1858, Part 6, in which it is laid down that "every Master who shall refuse or neglect to deliver without delay at the port or destination to the Postmaster or other addressee every mail or postal package which he has brought shall be liable to a penalty not exceeding One hundred pounds".

It is quite obvious that the Pacific Company can only do this through their agents and during the last six or seven years we have seen that we are recompensed for this service, not from the Colonial Government, but from the Pacific Company. In our account with the P.S.N.C. we always charge them for Launch hire, according to the length of the stay of the vessel in the port, and so far they have not quitted this. This covers the delivery of the mail to and from the ship, and, in addition, we charge 2/- per passenger visiting the ship in harbour and 3/- when the vessel is anchored in Fort William. This pays us and the handling of the lighters is in no way interfered with.

As regards the point which you raise as to the liability of outside consignees to pay lighterage, this has always
Per "Magellan" 21/3/24.

three times a day and there could be no communication with the
173

been quite clear and for years past all consignees have paid
landing charges which are credited to Mail Agency account. The
rate charged varies from 8/4 per ton or 40 cwt. to 10/- per
ton according to the amount of cargo landed, and, for landing
and storing clients' cargo for re-shipment per loading space
12/3 per ton. This last charge was increased during the War from
13/4 and I do consider that it should be increased as various
clients already consider that it is rather high.

10. 1848. 26. The various Conveyances of Suburban land have
been sent to the Government for registration and will be return-
ed to you when received.

11. 1846. 26. I have to thank you for explaining the present
position as regards the erection of the slipway, which informa-
tion will be useful to me when the question is raised by the Governor.
I note that the matter is at present in abeyance.

12. 1846. 27. I certainly think that the objections to the
position of our Slaughter House are somewhat exaggerated. I
understand the Governor's wish to have it removed to the other
side of the Harbour. Before however we go to expense in doing
this it would be better if the Government would put their own
house in order and provide some suitable substitute for the
"right sanitary spot", which is frequently encountered by the
inhabitants after dark on their way to and from entertainments.
The Slaughter House can only on very rare occasions be termed
obnoxious and the men who would be employed on the erection of
the slipway would probably consist of a large number of men who
have at various times been engaged in killing operations at
Goose Green. There is certainly something in what you point out
about the driving but then if the Slaughter House is on the other
side our Dairy Paddock and Sullivan paddocks would be practically
useless to us as regards sheep pasturing.

The chief thing against the idea is that there would have
to be a tremendous amount of boating very often at times when
the motor boat could not be spared for such work. There would
be the boating of the men and carcasses across at least two or
three times a day and there would be no communication with the butcher except by water. We have to deliver sheep to the Whalers very often at short notice and this would be most awkward if we had to send a boat across every time with a message. As regards expense, the removal to the other side of the two buildings, one of which (the skin shed) has only just been put up with concrete floor, would entail an outlay of at least £1,000, and the Slaughter House being old it would probably be found that it is not in good enough condition to be re-erected. I am certainly not in favour of this scheme which has been mooted before, but note that it may be desirable to fall in with the wishes of the Governor.

13. 1245. 99. Arrangements will be made for letters to instruct J. Clark in the running of the "Speckwell's" motor and note has been taken that one of the 12 cat anchors is for sale by the Star.

14. 1246. 31. Your investigations into the reasons as to why the returns for hides have been so poor have been read with interest and as you point out some alteration is necessary. Our clients have, on your instructions, been more than once advised that greater care was necessary in curing the hides. The majority of those from whom I have received answers blame the salt or the long detention on the "Britain". Our position is that in many cases we do not get proper specifications, the hides are not properly salted and what is worse the P.S.N.C. vessels avoid shipping them if they possibly can. This means that as a rule we only get them away by the last boat and then the care of re-salting and booking up about 1,000 hides is no small matter when it has to be done on the "Britain" by our own men who have their ordinary routine work to perform. There would also be a certain amount of confusion as it is not at all an easy matter to differentiate between an ox and a bell hide, especially if we have only imperfect specifications. I see from the Memorandum on the subject that when hides are received in Stanley they should be salted and laid flat in the hold of the "Britain", they will, of course, have to be booked up again as the vessels will not take them loose. The
The new system cannot be applied to this year's parcels, unless the "Magellan" refuses to take them. A memorandum will be sent to all clients embodying all your observations and instructions and copies of their replies forwarded to you. The accountancy part of the scheme will not present any difficulty.

15. 1245. 32. With reference to the installation of Australian water supply tanks for the various stations will it be necessary to order one for Darwin if the proposed concentration at those ports is likely to be effected in the next two or three years.

16. 1245. 34. I have discussed the matter of the skin-drying shed with Mr. Peters and he is now at Darwin where he will give the matter his attention. There are still from 400 to 500 trays to make and about 40 tray carriers to assemble. Peters considers that the fan can be driven with the pulley of the Ford tractor and steam supplied for the pipes from the small boiler in the timber harvery. If the whole process is found to be successful it would be much better to install a small steam or petrol driven engine for the fan. Only from 1 to 2 H.P. is required for this and it would not be economical to use the 20 H.P. tractor even if it would run for 10 hours without stopping.

17. 1246. 35. The "Rondeau Maudsley" was the first of the whalers to arrive from the South and did not require coal. I wrote a letter to the Master informing him that we could probably be in a position to supply him in future years and advised him to get into communication with you.

18. 1246. 41. We are quite unable to understand why the bales of mack pieces from the Stanley Butchery can in any way have become sea-damaged. The bales in question were taken straight from our Slaughter House, down the Sanitary Jetty, put aboard one of the iron lighters and hoisted aboard the "Oropesa". It is quite inconceivable that this bale could have become sea-damaged even if exposed on the deck of the lighter, which it was not, during the short passage from the shore to the ship. Mr. Slaughter tells me that one or two of his bales are reported as being tallow stained, this also cannot be correct as they have not been near tallow
625 per 'Magellan' 21/5/24.

Neither on the coasting boat or on the I.S.N.C. is follow over stored with wool or skins and the works which are noticed by the brokers must be the grease from the wool in the bales themselves.

The 'Taluland' started on her sheep shifting voyage on the 10th April and returned to Stanley on the 2nd May. The time actually occupied in the various movements of sheep was 12 days for which we have charged Pers. 2000 or £50 per day. Pers. were fitted by the crew and a couple of hardy men at Great Island in two days, after which the following shipments were made:-

(1) 450. Coast wool from Great to Rio Harbour.
(2) 500. Sheep from Rio to Stanley.
(3) 1025. Mixed from Stanley to Great Harbour.
(4) 403. " from Great to Stanley.
(5) 1025. " from ".
(6) 30 horses from Rio to Stanley.
30 Rams and 1 bull Great Island to Cape Esperance. (Mrs).

The vessel then proceeded round the west end to Bleaker Island bringing in practically a full load of grease. One of the two bulls for Fort Stephens, which was the strongest animal of the two, died a few minutes after being hoisted on board. Captain Roberts reports that he certainly did not receive injury whilst being taken on board but appeared to be very hot and bloated.

In the days when we were carrying the 'Washington' only used to carry 700 to 800 sheep per trip from Port Howard to Rio Harbour but Roberts found that it was possible to increase this number to 1,100 below decks - if proper pens were fitted in the hold there is no reason why 1,500 should not be carried below deck and another 200 on deck. The present system of fitting pens would have to be abolished but the timber will be found useful for odd work if it is found necessary to fit new ones.

20. The Whaling Factories started arriving from the South Shetlands on the 19th April and had all left again by the 23rd. They have had a bad season and have only obtained about half the full load of oil, which, I understand, was mainly due to the fact that the whales were scarce near the Islands and the
and the catchers had to proceed as much as 80 to 100 miles out to see before finding whales which necessitates very long tonnes of the carcasses back to the harbours.

Now that we have had experience of bunkering the whalers we are in a better position to see how this must be done in future years. First of all the coal must be in lighters as well as in the 'Lady Elizabeth' and it is doubtful whether we should go to the expense of heavy hoistings for this hull. Captain Jamieson of the 'Swendfoyn', who took quite an interest in the matter, said that the factories would not go alongside the 'Elizabeth' unless she was moored fore and aft as if there is any wind she sheeted about too much, and, although these whaling captains are adept at handing their vessels, I certainly consider that there is danger in going alongside so small a vessel in any wind. The main consideration is however, that we must have our coal distributed and capable of being taken to the vessels if necessary. This year, and it is quite likely that it may happen again, four factories, the 'Orn', 'Swendfoyn', 'Falki' and 'Ronald' all arrived within 24 hours (the first three altogether), which strained our resources both in lighters and casual labour to the utmost. Had all the coal been in the 'Elizabeth' only one vessel could have coalled at a time, which would have meant serious delay to them. If we contract to coal them we must be able to do so at once and not keep them waiting two or three days. As regards the time occupied in putting coal on board, it may be taken that we can discharge 300 in 24 hours if the work is done right through, having their coals on board the factory, which saves considerable time. This was actually done in the case of the 'Swendfoyn' which was loaded from the 'Elizabeth'. Four of the Captains expressed great satisfaction of the manner in which the work was done and a considerable amount of the credit for which is due to Walsh, the navvy foreman, as Captain Roberts was away from Stanley during the whole time the whalers were in port.

The Board may be disappointed that we have not delivered the full quantity of coal contracted for (1,300 tons); but I considered it inadvisable to insist upon the full quantities being
taken as three of the Captains were most anxious to get away at once. In the case of the Hector Company, Captain Care was particularly anxious to arrive at Montevideo as soon as possible as an enquiry had to be held there into the loss of one of his catchers, before proceeding to Norway. So he did not take any of his 300 tons. I agreed that if he paid us £20 £6 12/- per ton, we would retain the coal for our own account. We shall be able to sell this coal at over 30/- per ton instead of 25/- so I trust that this arrangement will be approved.

In this connection I consider that in future years an arrangement should be covenanted by the various companies could be enabled to cancel their contracts, either in part or whole, either at a fixed sum per ton or on a sliding scale according to the amount of the contract cancelled. I am sure that they would be glad to pay well for this in order to avoid delay in Stanley, when they did not require supplies from Stanley. I am not, with our small storage capacity, in favour of storing coal for their account. I see that the Contract Force made out by Messrs. Leech and Brothers state that the entire quantity should be taken but I think the above suggestion is a more equitable arrangement, especially as it were than three shakers arrive at the same time as we should not be able to perform our part of the contract without delays. As usual labour here is limited and the men cannot carry on after about 34 consecutive hours. The actual position is that we have to move a large part of our stores to the border country. The crew have lost a statement showing that the profit derived from this year's deliveries to shakers is about £340 0 0, from which will have to be deducted, that is considered a fair amount for bought by capital. It should also be added that on the 652 tons not delivered to whalers we shall derive more profit than if it had been delivered to them as it will be averaged up to our advantage with the "Lozenge" payment just arrived.

Our complete dealings with the whalers this year have produced a profit of approximately £1,383 0 0, made up as follows:
which is totally required by clients on the West. She will bring in about 200 barrels which is the remainder of the coal on the West and will clear at Port Louis South and Harare. Beyond the
31. On opening the case containing the motor winch for the "Gwandalin" we found that the tank base of the engine was badly fractured, which in Mr. Peters's opinion could only have been done when the engine was fitted to the winch. The case shows no sign of rough usage and a new one should be supplied by the makers with the improvements suggested in the Engineer's report.

The Board will have been glad to receive by cable of the 3rd instant stating that the trials of the "Gwandalin" were very satisfactory. The weather was calm with only a slight breeze blowing and the speed over the measured mile averaged a little over 5½ knots. Soon after the trial began one cylinder ceased firing and Mr. Peters considers that we can rely upon a speed of 6 knots in calm weather. In Lieut. Newman's letter to you of the 1st January last he estimated that the loss of cargo space would be 160 cu. ft or the equivalent of 6 bales, but, as has been pointed out this was obviously an incorrect estimate. The actual space taken up by the engine, tanks and engine room is 860 cu. ft with part of which would be broken storage in any case. Our estimate of the effective space lost is 500 to 700 cu. ft, or the equivalent of 20 to 25 bales.

32. It was my original intention not to commence running the "Gwandalin" until the "Falkland" was laid up, but, owing to the "Huanchaco" being so delayed by strikes in the Argentine I am sending her to Darwin and Lively Island before the "Falkland" makes her last trip. It is absolutely necessary to await the arrival of the "Huanchaco" as she is bringing a fair amount of cargo which is badly required by clients on the West. She will bring in about 300 bales which is the remainder of the wool on the West and will clear out Port Louis South and Horseshoe Bay on the
return journey. She should be back from this last trip about the middle of June.

There will then remain to be collected by the 'Samadolin' 70 bales from Speedwell, George and Barron Islands and about 100 barrels of Tallow from Goose Green.

23. I beg to convey to the Directors the appreciation of all participants in the Hopes of 10% advised in your cable of the 3rd instanct.

24. Although I have nothing official to go on I think it is quite probable that the importation of Livestock from the coast will be prohibited. In conversation with the Governor recently he told me that it is quite possible, if the farmers will combine, that we might be able to obtain a ship from New Zealand, Lord Pirie, who travelled on the Oropesa with the Governor from Montevideo, and, who has of course, numerous interests in shipping circles, might I think be asked to use his influence in getting a New Zealand vessel to call in here if it was desired.

The two Stock men have already seen a good many of the Campe, on both the East and West Falkland, and will shortly be visiting Lafayette again. Mr. Munro, who the Governor informs me, is the expert on breeding in New Zealand, is thought highly of by the few farmers I have met, and it is to be hoped that the Colony will derive benefit from his visit.

25. I enclose Dr. Moir's Report for the period 1st Nov, 1933, to 30th April, 1934, and would draw your attention to his remarks in connection with the erection of a small laboratory; a copy of a letter from him is enclosed giving his views as regards this and it only occurs to me to ask whether the Company's Medical Officer will continue to reside at Darwin or go to Goose Green in a few years time. If in future he will live at Goose Green it would probably be preferable, from the point of view of expense, to postpone anything of the kind until he moved. His present house is of course very old and leaky and will probably not last many more years without very extensive repairs. I should be glad to know whether any details have been decided upon as to the concentration at Goose Green in order that no unnecessary work may be undertaken at Darwin.
26. The "Huachaco" arrived from Bahia Blanca, where she had been held up for 8 days by strikes, on the 15th instant and we hope to get her away on the 25th. The "Speedwell" arrived safely.

27. The "Magellan" arrived from Punta Arenas on the 21st instant and should leave on the 24th with all produce we have in Stanley, viz:—

- 3896 bales Wool.
- 137 " Skins.
- 722 Hides.
- 11 Casks Tallow.

This vessel brought from Punta Arenas the new lighter, motor boat for the "Falkland" and one chata all of which arrived safely and in good condition. The other chata which has been ordered will be sent over by Mr. Hobbs first chance.

Two vessels being in at the same time like this taxes our resources in labour to the utmost.

I am,

Sir,

Your obedient servant.

Manager.
ENCLOSURES.

For "Magellan" 21st May 1924

Importation of Sheep

Despatch No. 625
Stated on accounts

Statement of Coal on hand
Memo for Managing Director re Battle Aosmatel

No. Slipway

Store Indent No. 601
Remarks on Stores dated 5.4.24

Despatch (Originals per "Bonald" via Montevideo)

Statement on accounts

Originals:
1. Despatch No. 625
2. Cash Book April
3. Journal, March & April
4. Stanley Ledger Balances 31st March 1924
5. Statement on A/c, 5th May & 23rd May
6. Remarks on A/c 23rd, April & 23rd May
7. Store Indents Nos. 602 & 603
8. Remarks on Stores
9. Camp Manager's Reports May 6th, 17th & 21st
10. Shipping Returns Fitzroy April
11. Return of Establishment Speedwell Island March 24
12. do Fitzroy do
13. do Darwin do
14. Camp Doctor's Report to 30th April
15. West Store Voucher April
16. Coasting Insurance April
17. "Falkland" Manifests 12, 13 & 14 L
18. Admiralty A/c £715.1
19. Mr. Peters' Report on broken motor winch
20. "Gwendolin" Photos & Report
21. Statement of Coal for Whalers
22. F.I. Shipping Reports April 14 & 30th
23. F.S.N.C A/c April 16th
24. F.I. Gazettes April 25th, May 1st & May 5th
25. F.I. Magazine May 183
26. Memo for Managing Director re Bathroom Manager's House
27. Importation of Sheep


Correspondence: -

With P.S.N.C. re passengers "Orleans"

Sir,

Capt. Anderson ("Roald Amundsen") re coal
Dr. J. I. Moir re Medical Report
E. W. Hobbs re "Falkland" survey
Colonial Treasurer re landing certificates

We are glad to be able to report that the "Falkland" engine was in perfect order when the vessel arrived and was taken over, and that the 200 gallons per hour, is rather high, but indeed, that this

SPECIFICATIONS.

Mark Wool Skins Tallow Hides
S 310 18 39

AFC 48

J. I. W. 12 4 33

BEM 4

JHD 151

Fogain recorded on this trip, as the "Falkland" ran on to a

42

WKC 10

P H 75 1 4

P B 1 4

D H 4 21

S B only safe for one hour in fair weather. Since Mr. Petrie's report

McGee's note: Mr. Slaughter informs me that he had had difficulty in

A putting small matches on holes as the act of screwing a latch

on causes other holes to appear.

The only thing to do is to bring her in on the "Falkland"
and put in new plates and order a new shaft and outer bearing of
steam tube, which are badly worn. The engine has been well looked
after and is in good condition.

4. The "Falkland" started on her last voyage of the season
on the 8th ultimo after being detained nearly a month in Steamer
Manager's Director.

London.
Sir,

I confine my Despatch No. 625, dated the 1st May, with the observation that I have received nothing to acknowledge.

2. In continuation of paragraph 21 of my last Despatch, I am glad to be able to report that the "Gwendolin" engine performed well during her maiden voyage to Darwin and Lively Island. The longest continuous run was ten hours after which the engine, bearings and steam gland were examined and showed no signs of over-heating. Mr. Peters considers that the consumption, at five gallons per hour, is rather high, but thinks that this may be reduced when the engine is run in more.

The danger of getting in and out of Lively Harbour was again emphasized on this trip, as the "Gwendolin" ran on to a sand bank where she remained several hours until the tide rose. The weather was quite calm and the vessel received no damage.

3. Mr. Peters' report on the condition of the hull of the Darwin motor boat is enclosed, from which it will be seen that the whole of the bottom is so badly corroded and wrenched that it is only safe to use her in fair weather. Since Mr. Peters' report was made Mr. Slaughter informs me that he has had difficulty in putting small patches on holes as the act of screwing a patch on causes other holes to appear.

The only thing to do is to bring her in on the "Falkland" and put in new plates and order a new main and outer bearing of steam tube, which are badly worn. The engine has been well looked after and is in good condition.

4. The "Falkland" started on her last voyage of the season on the 8th ultimo after being detained nearly a month in Stanley.

The Managing Director.

London.
to owing to the late arrival of the "Hunanaco". As already reported, we had to await this vessel's arrival as there was an urgent quantity of cargo required by clients before next season.

She returned on the 28th ultime with a full load of produce and is now lying up until she goes to the coast for survey.

1. The "Gwendolin" will make several trips to our own station and a voyage or two to the coast before the "Parkland" commences to run again.

5. As advised in my 635, the coal bulk "Prosper" has been definitely damaged and there is no doubt that we cannot any longer rely upon the "Ross Baker", which cannot be repaired any further, owing to her timbers being too far gone to stand the fastenings of any new planking. After loading her with cargo Ex. "Hunanaco" and being put at dry she was found next morning with 2 feet 6 inches of water in the hold. Fortunately we had been able to take the precaution of putting rough cargo in her, such as timber, and no damaged occurred but it will be understood that with unreliable lighters we might incur damage running into £1,000 or more, if the lighter was armed with millinery or other expensive goods. This, in the majority of cases, cannot be avoided as we have to receive the cargo as it is delivered from the ship and on this occasion we had seven lighters all full of cargo at the same time. We certainly need another lighter similar to that just purchased from the Coast on which we have named the "Dawson", after the place where she was built in going. "Nesilbo" cannot really rely upon the "Minrod". Although she is not in quite such a bad condition as the "Ross Baker" she looks fitfully, depending somewhat on the nature of the cargo which she is loaded - she has recently had rather extensive repairs to her decks and tank boxes, several of which had broken, and we certainly cannot recommend that any more money should be spent on her.

We feel that we should have, if at all possible, another new lighter similar to the "Dawson", for delivery in the new year, as if anything should happen to the "Minrod", the "Ross Baker" being quite unreliable, we should be in a rather awkward position owing...
to lack of lighters. We would also, looking ahead, recommend that
a certain sum should be set aside for yet another early in 1926,
which would be to carry on for a good number of years. Kindly
able me if the Board decide to purchase another at once in order
that I may place the order with the Gente Grande Company.

6. I enclose copy of letter addressed to the Pacific Steam
Navigation Company, Valparaiso, informing them that we will not
in future take out our lighters into Port Williams for the discharge
or loading of cargo boats. The Captain of the "Huanchaco", who had
been held up in Chile Blanca for eight days by strikes, insisted
upon going into Port Williams on the last day of his stay in the
Port in order to save time. A thick fog descended soon after he
went through the Narrows and it was with the utmost difficulty that
we could get our lighter to lie in Port Williams, and two lighters
lighters back to Stanley after the work was finished. Luckily
Captain Roberts was able to take a bearing whilst on the
"Huanchaco" and a course was set for the Narrows by wireless. We
consider that the risk, especially to old lighters is far too
great, and in future, the question of taking lighters outside
must be left entirely to our discretion and not to the lighters of
the Pacific Steam Navigation Company's boats.

7. With the large consignments of coal that are now shipped
out, we may find it more economical for the Pacific Steam
Navigation Company to discharge their vessels by contract labour.
In going into the question we arrive at the following figures
for the last four large shipments:

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<tr>
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<th>Amount of</th>
<th>Charged to</th>
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<tr>
<td></td>
<td>coal</td>
<td>P.S.N.C. per ton</td>
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<tr>
<td>&quot;Elba Park&quot;</td>
<td>705 tons</td>
<td>2/5-9</td>
</tr>
<tr>
<td>&quot;Logano&quot;</td>
<td>1,000</td>
<td>2/4-6</td>
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<tr>
<td>&quot;Lagarto&quot;</td>
<td>1,000</td>
<td>3/11-4</td>
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<tr>
<td>&quot;Huanchaco&quot;</td>
<td>1,200</td>
<td>4/3-8.5</td>
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The work of discharge is carried out by casual labourers
and for the next consignment it is hoped to come to some arrangement
so that no more than 2/95 per ton contract rate. At the present time
the casual labourer working on coal receives from the Pacific
possible, using no assurance of time allowed, suitable and

...
Steam Navigation Company 2/- per hour ordinary time; 3/- overtime; and 4/- double time which is rather heavy and is about twice as much as our own men are receiving in our lighters.

The cost of receiving coal for us is small as our men only tip (no trimming) and works out at about 5/- per ton.

We have also gone into the question of shipping wool and find that if the measurement of a bale is taken as thirty cwt. (i.e. 3 ton), that the Company pay 6/6 per ton measurement or 6/- per bale and the Pacific Steam Navigation Company 1/8d. per ton measurement or 1/3d. per bale. It may also be found that this work can be done more economically by contract and as there is no doubt that it would expedite the despatch of the Pacific Steam Navigation Company's vessels we shall adopt this, if possible, next year.

8. Although the thieves who broke into the lighter "Athenia" have not been brought to book, one J. Peck, has been sentenced to a fine of £5 or one month's imprisonment with hard labour for being in unlawful possession of goods. I enclose a Memorandum explaining the difficulty the Police are experiencing in arresting the suspected persons.

9. Mr. Peters has thoroughly overhauled the "Hope" and his report is enclosed. The engine is in good order, but the same cannot be said of the boiler although the defect in the boiler front, which she came out with is no worse; it was found on taking out one of the rivets in the furnace plate that the plate, which was originally 3/8 thick is now reduced to 1/16. The pressure has therefore been reduced from 150 lbs to 110 lbs per square inch. In the opinion of Peters three years is the longest the boiler will be safe to be in use.

10. We have been getting on with the conversion of the "Flying Cloud" as quickly as possible and hope to have the workings in place for the arrival of the oil barge. If this is not found possible, owing to shortness of time allowed, suitable and accurate. For instance Speedwell Island will soon have no
11. The ketch "Speedwell" has been put on the basin and thoroughly overhauled. It was found that the walking of the stem was very loose and that the copper sheathing had been torn off in several places and by affecting a splice we hoped to stop her leaking which was at the rate of 3 ins. per week. It would have been better if the iron shoe piece and the stem band for carrying the iron had been made of metal as in these waters the galvanic action is very strong. A Nicoll will make a metal shoe piece and by fitting the iron miter with a zinc plate which can be washed from time to time, the galvanic action between the copper sheathing, propeller and iron miter post, will be greatly reduced.

J. Clark, who was in Stanley, received instructions last from Peters as to the running of the engine and she has arrived safely at Darwin on her way to Speedwell Island.

Mr. Slaughter reports that she is again looking rather well seriously since she arrived. The engine worked satisfactorily at first but the sails are practically useless except for sail after running before the wind and she will not "hove" in the shortest possible time.

12. Can you inform me when it will be possible to amalgamate our accounts - Fitzroy Estate and Speedwell Islands on with the Farm Account. So far they have been kept separate and have shown practically the true financial position of these the Island Stations, but this cannot now be considered as true as they are now not run as separate farms. The large movements of sheep from one farm to another which have taken place and which will continue whether not make it impossible to show the profit derived from each one in Roberts separately. For instance Speedwell Island will soon have no
wethers for killing and lambs born there will be shipped to the Farm. Again, lambs have been taken from Pitman Estate and sent to Laconia, and wethers from the Farm sent to Sparrow Cove. We could, of course, estimate the value of the different classes of sheep, but the three stations are practically one from the financial point of view and it would appear better to run the accounts accordingly, if this is now possible.

13. We learned from the Pacific Steam Navigation Company’s circulars that the “Loxia” had been substituted for the “Oregua”, due to arrive here on the 6th of August but would not be calling here. This leaves us three months without a mail and after discussing the matter with the Governor I asked you to cable whether the amount of cargo ordering was not sufficient to induce her to call in and was disappointed by your reply that she would not call. We have since heard from Valparaiso that she will be calling in for the remainder of the wool, and the “Oregua”, on which I had obtained a small space allotment, will not take any producible “Falkland” as a limiter and it is most fortunate that "Falkland" were received from Messrs. Waldron & Wood by the last mail, which was most unfortunate, but I have since obtained information by cable. However, your cable, stating that you are ordering 10,000 sq. ft. of wool from Punta Arenas for the new wool shed has decided us to send the vessel there. We shall be writing by this mail to Mr. Roberts asking him on what date the vessel should arrive there for slipping and receive the wool in the shortest possible time.

Captain Hookly, whose services we have received on previous trips to the Coast, is going home by this mail, and means that Captain Roberts is the only certified man in the Island. The Government have agreed to J. Walsh being informally examined by Captains Roberts and Hookly for a provisional certificate for the voyage and I shall, if he passes, ask you by cable whether not having a properly certified man in addition to Captain Roberts
will affect the insurance of the vessel in any way.

15. I regret to have to report that the "Falkland" on her last voyage whilst passing the Eastern Entrance to Beagle Channel, bumped rather heavily three or four times on apparently hard rocky ground. A certified copy of an Extract from the Log is enclosed, together with the Note of Protest, which latter will be extended when Captain Roberts arrives at Punta Arenas for the vessel's Survey.

Captain Roberts states that taking into account the state and time of the tide and the age of the moon there can be no more than approximately twelve feet at Low Water Spring Tides instead of eighteen feet as charted and quoted in Sailing Directions South American Pilot. We are communicating with the "Colonial Government in order that they may bring the matter to the notice of the Admiralty.

16. The "Ortegu" is due to arrive tomorrow morning with 716 tons of cargo. This large amount will necessitate our using the "Falkland" as a lighter and it is more fortunate that she is in Stanley.

I am, Sir,

Your obedient servant.

[Signature]

6 Records on Stores
7 Records on Stores
8 Navigating Copy Pings A/c
9 Coating Insurance April, May, June
10 Boat Store Cash Voucher, May
11 Stanley Horse List 1923
12 Fare Horse List 1933
13 Faubus S.N. Co. a/c to 25th June
15 Darwin Horse Barge - Report on
15 Engine "Gwendolin" Maiden voyage - Report on
16 "Gwendolin" Engines & boiler - Report on
17 P.E.Shipping Report
18 "Gwendolin" Manifest 0.1
19 Camp Manager's Report May 30th June 28th
No. 637 per "Ortiga," 2nd July 1924.

ENCLOSURES.

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Memo for M.

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Journal May of Shipping re temporary certificates for May

3 Cash Book May

Statement on A/c U.S.A.T.U.S.

5 Remarks on A/c Fock

6 Store Indent No. 505

7 Remarks on Stores

Whaling Coys' Dini Al/o

8 Coasting Insurances April, May & June

9 West Store Cash Voucher, May

10 Stanley Bonus List 1923

11 Farm Bonus List 1923

12 Pacific S.N.C. A/c to 26th June

13 Darwin Motor Barge - Report on

14 Engine "Gwendolin" Maiden voyage - Report on

15 *Kelp" Engine & Boiler - Report on

16 F.R.Shipping Report

17 "Gwendolin" Manifest G.1

18 Camp Manager's Report, May 30th June 28th
20 Camp Stock Returns
21 "Falkland" - Extract from Log & Note of Protest
22 Admiralty A/C £239.7.9
23 Plan of Millinery Store Building
24 Claim 2 bags Sugar £1.19.2
25 Copy of Mem to Clients re Hides
26 Governor's Memo on Sheepfarming Industry
27 F.I. Gazette June
28 F.I. Magazine
29 Memo for Managing Director re Discrepancies 1923 produce
30 do London do J. Smith, Great Island
31 do London do "Ionia" Robbery

CORRESPONDENCE

With P.S.N.C. Liverpool re Claims

" do Valparaiso re Discharging "Kuanghao" next year.
" do the loading of flour ex "Ellems".
" Gibbs & Co. do circumstances are due at his wife and two
" Registrar of Shipping re temporary certificate for Mapa
" Colonial Secretary re with the death of his father and

SPECIFICATIONS

Mark
 Wool  Skins  Tallow  Hides.

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I shall be obliged if you would let me know

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K      3
D & S  8

5
Sir,

3rd July, 1926.

I beg to acknowledge the receipt of your numbers 1917 and

1948, addressed "Petroleum, 12th July,

1951.

The 500 ton oil barge, is too of M.P.

"Petroleum", berthed on the 13th instant. The actual

mooring gear on

the

berth has not been

yet replaced.

Dear Sir,

Captain Roberts has asked me to request the

Board to grant him leave as early as possible next year,

after the last trip of the "Falkland".

The circumstances are that his wife and two

children are at home; he wishes to settle up financial

affairs in connection with the death of her father and

also make arrangements for their return with him to

the Colony.

I recommend, taking all the circumstances into

consideration, that it will be an advantage for him to

be in England at about the same time as Mr Slaughter

and myself.

I shall be obliged if you would let me know

exactly the Board's decision.

Yours faithfully,

Manager.
The Bollinder engine on board, for working the pump, due to the air reservoirs which provide the initial compression, being leaking, but this has now been rectified.

'Ve find that we can handle one load (500 tons) per day weather permitting, and have at this date discharged approximately 2,000 tons since the 21st inst. We regret to report that the "Help" is really rather under-powered for the job and would benefit from a more powerful engine. I am, of course, quite satisfied with the results so far, and have no fear of the "Help" proving unsatisfactory in any way.'
that whilst she is able to tow the barge in most weather, she is too light and too power to keep her properly under control.

The Admiralty should be certainly informed of this as while we can guarantee to receive the oil, perhaps with a little delay, we might not be able to issue it expeditiously to a warship in case of emergency. In view of this, they may decide to send out one of their own tugs or a self-propelled barge such as we understand is used in other places.

As regards Stacey, I have agreed to pay him £100 per month and an allowance of 8 tons of coal per annum, as it is not possible for him to obtain peat on the other side of the harbour. There is a certain amount of peat near his dwelling house at present which was conveyed there by locomotives and this should last him one or two years.

Norfolk, nor anyone else in the Islands, has any knowledge of diving and the moorings, if not examined by H.M. Ships will have to be lifted for examination as often as the Admiralty require, but we suggest, with our experience of the "Great Britain's" moorings before us, that once every two years should be ample.

I have discussed the question of taking over the installation with Mr. Snow and it has been decided to do so sometime before he leaves in October. As at present he still has a considerable amount of "clearing up" and minor works to do on the property.

3. 1347.10. It is noted that George Bowie, who is now in the United Kingdom, has been granted a pension of £37 per annum.

4. 1347.21. I was interested to receive the copies of correspondence with the Colonial Office with regard to the establishment of regular steamship service between the Colony and the Dependencies.

As far as we are concerned the idea is, of course, quite impracticable for as you point out, the "Falkland" is fully engaged in wool collection at the time when she would be required to go away. The Governor, in his speech to the Legislative Council, stated that he was going to ask the members to vote him a certain amount to be paid to the Torsberg Whaling Company for the services of a whale catcher for this service; the cost for the present anyway, coming out of the Dependencies Funds.
5. It is noted that an order for the Bodie Creek Bridge has been placed and that we may expect delivery in about four months. I have had several talks with Mr. Neave, who at first thought it might be advisable to ask for an erector to be sent out, but on learning that Peters has had two years experience of iron erection he now considers that this is not necessary. Peters is quite confident that he can carry through the job and this will mean a great saving in the wages of an erector, which would be high, and expensive.

On the 14th ulto. I wired that Mr. Neave strongly recommended that pitch pine decking should be shipped out, as Sandy Point wood is far more liable to twisting and expansion. I assume that, if it is decided to do this, the decking will be cut to lengths ready for putting down. Your engineer will also be able to say how much Portland cement for the foundations and paint for the bridge should be sent at the same time. In addition we should have sent out sufficient tar for treating the decking before it is put down.

One point Mr. Neave was insistent upon, and that was, that all components should be clearly lettered in accordance with the key drawing. This is the usual practice, but, if not done would involve a lot of unnecessary labour and waste of time.

6. 1247. 23. As instructed, I have advised Mr. Slaughter that an agreement has been come to with Mr. James Smith and that he has accepted £500 for all property and materials left by him on Great and other Islands.

7. 1247. 34. I note that it has been decided that, in future, all cargo has to be tallied Ex.P.S.N.G. vessels and this will be commenced with the next vessel calling. The position, as stated by you, is correct, namely, that in the past, everything has been subordinated to giving quick despatch to their vessels. We have not tallied in order to effect this, and, as a result, have suffered secondary loss when it came to the question of claims. I cannot help saying, however, that unless your instructions were
that part of the loss so suffered has been due to the very negligent way in which the Liverpool Office have dealt with our just claims and those of other consignees. As a result of this we have eventually had to accept a compromise when the full amount should have been paid.

Now that a definite course of action has been decided upon as to the future, a criticism of the Pacific Company's letter to you of the 11th April, serves little purpose and little need be said beyond pointing out that Mr Whiteside arrived with a definite policy which he wished carried out, and that no amount of argument would have convinced him that possibly what may be described as "a little give and take" has worked in the past to their advantage. The Pacific Company are of course, quite incorrect in stating that cases of pilferage in our lighters have come to light and no cases of cargo such as oil, wood, etc. being taken from the decks of lighters has been brought to our notice.

There is no doubt that the correct solution of the problem is to deal with cargo as in other ports and not, as you say, sacrifice our own interests in favour of the Pacific Company. It now only remains for us to provide the best tallymen we can, but it should be realized by the Board that they can only be obtained from among our more or less ignorant labourers.

It is quite possible that captures may be omitted owing to delays being caused by tallies having to be agreed. This however will be ignored and as I advised you in my 627/0 we shall not, in future, enslave our craft by taking them to Port William unless the weather is extremely favourable.

We are short of lighters as it is and I take it that the Board will support us in this seeing that we should obtain no satisfaction from the P.S.N.C. in case of any loss.

8. 1248 ACCOUNTS. I am glad to learn that the accounts were found to be in order and the recommendations made by the auditors have our attention, also your instructions under
...publication of the Board's views are fully realized. We are, however, practically... and it will be seen that there is an increase of £119 on the... We have been informed by the Colonial Government owing us £428 at the 30th June whereas on...
- practically the whole of the remainder are persons who pay their June account during the following month.

The two cases to which attention is drawn, those of Captain Hockley and Mr. Hall, the Colonial Dental, are of course ridiculous. I am glad to say however, that Captain Hockley settled all of his accounts with us before leaving the Colony. As regards Mr. Hall, his credit has been stopped for a considerable time and he is now making payments of £10 in reduction of what he still owes.

LONDON OFFICE CASH A/c. has been renamed London Suspense Account as instructed.

9. As reported in a letter to the Honorary Secretary of the Falkland Islands Battle Memorial Fund, permission has been given by the Governor for the erection of the Memorial on Victory Green.

10. I have to thank the Board on behalf of all the Company's officials concerned for the adjustments in the matter of salaries, with which all are completely satisfied.

11. In continuation of 327/12, I am glad to say that J. Walsh passed the examination for temporary mate of the "Falkland" for her voyage to Punta Arenas and I cabled on the 11th instant, asking whether the fact that being only a provisional ticket, the insurance of the vessel was affected, and if the wood required for the new wool shed had been ordered from Hobbs.

The question of whether we should not have a man with a Home Trade Certificate for mate of the "Falkland" needs consideration. Captain Roberts is now the only certificate man in the Islands and should he at any time during the wool lifting season be ill, we should be in difficulties. We have come to the conclusion that we shall risk this next season, as if the Board grant Roberts leave next year, he would prefer to obtain a man himself.

12. We never received a contradiction of your cable of the 11th June stating that the "Lorida" would not call and trust that the Liverpool Office advised you in time to get a mail away.
I had already asked Valparaiso if she was calling
and they advised that she would and that she had already left
Swansea - on the 25th June. She is due in to-day and will
take the remainder of last season's produce - about 752 bags.

13. I have seen the Governor several times about the
message sent to him from the farmers as the result of their
meeting and transmitted his reply on the 24th inst., from
which you will see that he is very disappointed that
Mr Munro's views were not sought before further inquiries
from the Coast were made. He explained to me that he could not
ask the New Zealand Government to allow Mr Munro to visit
Patagonia but hoped that it would be possible to arrange for
farmers to meet him in England. The date of his departure from
our territory cannot as yet be determined.

14. I enclose a copy of the Governor's speech to the
Legislative Council - the copy, which is rather soiled, is
the only one obtainable; others will be forwarded as soon
as possible. You will find a statement showing that the machinery, etc., is
as printed.

Your obedient servant,

The Managing Director.
No.638 per H.M. "Petroleum" (via Mente) (see)

ENDS

R.M. "PETROLEUM"

Date: 6th August, 1924

Journal No. 639.

Sir, and on A/cr. 1st 4th July.

My previous Despatch was written to be mailed by the "Leriga"
via Valparaiso, but owing to the sailing date of the "Petroleum"
being advanced it has been kept back to send by this opportunity,
which will reach host quicker.

I have to confirm my cable of the 2nd instant, stating
that I required the Board's sanction to the expenditure of about
£800 on machinery, materials, and timber to be purchased from the
Naval Depot. It was fortunate that I was not able to give you
some idea of what we should require before, but it has only just
been made known that has been reserved for the Colonial Govern-
ment. I enclose a statement showing what the machinery, etc. is
required for primarily and also, to what ultimate use it will be
put. We have restricted ourselves entirely to items which are
of use to us, either as plant or for resale, and have not tendered
for anything simply because we could obtain it cheaply. All the
items making up the £800 (since reduced to £700) are absolutely
required by us, mainly for Bodie Bridge and extension to the Goose
Green jetty. Several of the larger items, such as timber, tramrails,
stone crushing machines, etc., are absolutely necessary for the ex-
ression of the bridge and can be utilized for other works after
this has been completed.

"The Petroleum" will leave to-morrow morning having
discharged her cargo of oil. Full particulars of the discharge,
including cost of labour entailed will be forwarded by the first
opportunity.

I am, Sir,

Your obedient servant,

P.I. Shipping Agent.

The Manager, Galley 1927.

Manager.

Chief Secretary "Laguna" No. 146, Portobello.
ENCLOSES.

21. Dispatch No. 628 Per R.N.A. "Petroleum" (via Montevideo)

Originals (Originals per "Ortegra" 3.7.24.)

1. Dispatch No. 628
2. Journal June
3. Cash Book June
4. Statement on A/c's
5. Remarks on A/c's
6. Store Indent No. 605
7. Remarks on Stores
8. Store Ledger Balances & Remarks on debtors
9. Butchery Ledger Balances
10. Stanley Ledger Balances
11. Test Store Cash Voucher June
12. Falkland Manifest Lt5.
13. Store freights "Falkland" June Qu.
14. do "Gwendolin" do
15. Fitzroy Bonus List 1923
16. F.I. Shipping Report
17. Abstract Colonial Managers Salary 1923
19. Claim Paraffin "Loguna" £25.1.6 - Protest attached.
20. U.S.N.C.I., 20th June, 1934


23. Ordinance to the Governor for the alteration of the House of Commons, 25th July, 1934.


25. Memo. of the Governor to the Secretary of State, 21st July, 1934.


27. Memo. of the Governor to the Secretary of State, 21st July, 1934.


29. Memo. of the Governor to the Secretary of State, 21st July, 1934.

30. Memo. of the Governor to the Secretary of State, 21st July, 1934.

31. Memo. of the Governor to the Secretary of State, 21st July, 1934.
ENCLOSURES.


Specify per "Lorica".

1. Despatch No. 629.
2. Statement on Accounts.
3. Remarks on Stores.
4. Store Indent No. 606 (Supplementary).
5. Remarks on Stores.
7. West Store Cash Voucher, July.
9. List of Horns, "Kalkland" and "Gaenodolin".
10. Statement re Tender for Machinery etc. ex Naval Depot.

Correspondence.

With Colonial Secretary re Light on William Point.

SPECIALTIES.

MARK. WOOL. SKINS. TALLOW. HIDES.

N.A. 24 - - 2
A.P. 5 - - 2

The statement states that the amount of oil received, on which the Admiralty should pay £250. - 2. is enclosed, together with the return of Receipts & Issues which they require in duplicate.

We have received instructions in connection with the handling of the oil, a Log Book, forms meeting Return of Receipts & Issues of oil, and forms for delivery to vendors.

Mr. Novey informs me that he has addressed to the Admiralty that they should inform us that they require as regards the administration of the plant, such as periodic reports,

The Managing Director.

London.
June 20th, 24.

Sir,

It is very important that we should know exactly what is required, or otherwise trouble is likely to arise with respect to his Majesty's ships visiting the port, we will therefore have to consider the Despatches Nos. 629/9 which were mailed by the R.F.A. "Petroleum", via Montevideo, on the 7th instant. Mr. Neeve has decided to mail over the report as soon as he is able to get one. I am glad to be able to report that our original estimate of the cost of receiving oil turned out to be very accurate. The particulars regarding the 5880 tons received from the R.F.A. "Petroleum" are as follows:

* Due from Admiralty: 1/- per ton.*

The convoy has received 5880.2. tons received on the 9th June 2.

The statement showing the amount of oil received, on which the Admiralty should pay the £269. 2. is enclosed, together with the Return of Receipts & Issues which they require in duplicate.

Mr. Neeve informs me that he has suggested to the Admiralty that they should inform us what they require as regards the administration of the plant, such as periodical reports.

The Managing Director.

London.
boiler tests, inspections of machinery, etc., but no far
thing has reached us. They should be asked for a sample
of official forms and stationery in order that we may
furnish the required information in the manner they require.
It is very important that we should know exactly what is
required of us otherwise trouble is likely to arise with
Captains of His Majesty's ships visiting the port, who will
doubtless be requested to report on our administration of
the oil depot.

Mr Neave has decided to hand over the depot north
the 1st of September and our remuneration should commence
from that date.

The laying down of the moorings for the oil barge,
which has been unavoidably delayed, has now been
completed. The £500, which the Admiralty agreed to pay for
the conversion of the "floating" and the putting down of
the moorings should well cover our expense in this matter
and leave something in hand; we have not yet received
credit for this amount.

If you are writing to the Admiralty I should be
obliged if you will convey to them our very great
appreciation of the valuable information and assistance
given us by the Chief Engineer of the "Petroleum", in
connection with the working of the oil barge.

You will observe from correspondence enclosed
that we were not at all satisfied with the hand pump for
the compressed air starter on board the oil barge and that
Mr Neave is referring the matter to the Admiralty with a
view to them supplying a more powerful form of pump. The
two cylinder ballinder Engine starts by air compression
furnished by air containers and unless we have really
reliable pumps to obtain the necessary compression we are
unable to start the engine at all.
3. In continuation of 299/2, I have to advise that we were only successful to the extent of £34S. when tendering for Admiralty machinery and materials. Unfortunately we were outbidden for two stone-crushing machines which we needed for Botie Bridge, and a concrete mixer, which we shall also require, was taken over by the Colonial Government. We have, however, obtained a great quantity of very useful material at a low price.

4. At a recent meeting held in the Town Hall, the Governor explained that he is going to ask the Council to vote £20,000 for improvements in Stanley, consisting of a water supply, drainage system, and road improvements. The expenditure on the original scheme, as drawn up by Mr Neave amounted to £280,000, but such sum is considered out of the question.

A proper water supply is the first consideration, and it is proposed to run a pipe line from a "stone run" containing a spring, above Bender's Farm, in Moody Valley, to a reservoir containing 350,000 gallons, which will be excavated in the Company's Dairy Paddock, in proximity to the Magazine. The necessary piece of land will not be of any extent, and which is to be used as read, furnishes the required height for the reservoir, into which the water will run by gravity, and in the only site where there is a sufficient quantity of building clay. The water will be filtered by a sand filtering filter before entering the reservoir, receiving additions of lime and alumina if found necessary. The water in the reservoir will then gravitate to reservoirs in John Street, and, about 28 fire hydrants in various parts of the Town. The maximum supply is expected to be 7 gallons per head per day rising to about 30 gallons in times of plentiful rainfall. Householders who wish water laid on to their houses may connect with the mains at their own expense paying a small annual water rate.

The second consideration is the drainage system, and the following is proposed. The catchment area will be cut above Stanley, which by carrying off the surface water coming down the hills, will improve the condition of the back variety.
and gardens which are seas or mud after heavy rain or snow.
Subterranean drains will be put down for the carriage of
surface and slow water which will be conveyed below low water
mark by means of pipes. This system is possible of conversa-
tion into a water borne sewage system and it is hoped that this may
be effected in the future, meanwhile an incinerator is to be
purchased and better methods of scavanging adopted. The
improvement of the roads will then be taken into hand.

Statement on Accounts
Store Invent No. 660%.(suppressed)

The whole question has been very carefully considered
for two years and several schemes suggested by Mr. Neave, it
has been decided that the above, of which only an outline has
been given, is the only one which can be carried out with the
funds at the disposal of Government.

1. Despatch No. 650.
2. Cananka (Pital) is absolutely essential that we should be supplied
with a concrete mixer of one quarter yard capacity and a
Crusher to suit the Mixer with a power unit to drive the two
machines. Mr. Neave, however, deems that these should be obtained from
Messrs. The Thames Machinery Company of 1113 Glossop Gardens,
S.W. and sent out by the first possible opportunity. There is a
considerable amount of concrete mixing and it is one thing to be
able to make a product which must be done by machinery. This
machine, in our case, would be in useful years all kinds of work
in Stanley or on the bridge. There has been considerable friction amongst
leasing boards and trusts and amongst council
with fixing works and pumps.

In Jan. 1848, I reported that I had applied to the
Government for a regrading of Koscar bury on 12th of the 19th/13
1848, which was not received till this year and it was hoped
that the Government would take an equitable view of this matter
that they have replied, however, after full consideration they have
signed that regrading will be carried out the request of our
clients. I am going to take one further appeal, but it is very
doubtful if anything will be gained by doing so on all-hands.

Colossal severe. I am, Sir, thank of letter, Brown & Co.
Your obedient servant,

[Signature]

Norton.
Despatch No. 620 per H.M.S. "Dauntless".

ENCLOSURES.

Duplicates. (Originals per R.F.A. "Petroleum")
Despatch No. 629
Statement on Accounts
Remarks on Accounts
Store Indent No. 606 (supplementary)
Remarks on Stores
List of Bonus "Falkland" & "Gwendolin"
Statement re tender for Machinery & ex Naval Depot.

Originals.
1. Despatch No. 620
2. Cash Book, July
3. Statement on A/c's
4. Remarks on A/c's
5. Store Indent No. 607
6. Remarks on Stores
7. Coasting Insurances, July
8. List of Tenders accepted by Admiralty Depot
10. Data of Oil Fuel discharged from R.F.A. "Petroleum"
13. Admiralty A/c's 911.16.10
14. Coal A/c to 18.8.24
16. Copies of Governor's speech 23.7.24 (two)
17. F.I. Magazine, August
18. F.I. Gazette, August 1st
19. Memo for Managing Director re adjustment of salaries.

CORRESPONDENCE

with Officer i/c Naval Works re compression pumps on oil-barge
" Colonial Secretary re renewal of lease, Dean & Co.
" do refund Export Duty
" do reduction in fares of Camp children per "Falkland"
Sir,

I beg to confirm my Despatch No 830 which was mailed by H.M.S. "Dauntless" on the 20th ulto... I have nothing to acknowledge.

2. The "Valkiani" sailed for Punta Arenas on the 20th August for her periodical survey and as I have heard nothing from Captain Roberts to the contrary I assume that everything is proceeding satisfactorily. I instructed Captain Roberts before his departure, that should the estimates for the work to be done appear to exorbitant, or, any major points arise, he should communicate direct with you, in order to save time and unnecessary delays.

I passed on to you, in my cable of the 12th inst., Roberts's message stating that the vessel was expected to reflect on the 16th inst. and that the total cost of docking, painting and repairing would be slightly under £2000-. This amount appeared so extremely reasonable that there can have been very little work necessary. His letter message to the effect that she would not reflect until the end of this month, owing to a new steam turbe having to be made, came as a disappointment.

In reply to your cable of the 19th ulto, enquiring whether we could bring over wood for chiles, I replied that all space was already booked. I had already ordered a large amount of wood which is badly required and there was in addition a fair amount in Punta Arenas for the Colonial Government which I had agreed to bring over. In addition to the timber there will be several animals and also a dock load of petrol, for which I had shipped over steel drums, purchased from the Naval

Messing Director.

London.
Chamber, as I do not like running the risk of carrying cased
patrol.

The Government would not allow the importation of
Mr. Laxton's horse as the Livestock Regulations have not been
complied with. A copy of these have been sent you, from
which you will observe that two months notice and various
particulars must be given before applications to import will
be considered.

3. Although nothing yet has been definitely decided
upon, it is practically certain that the Government, acting
upon Mr Munro's advice, will expend a fairly large sum on
experimental farming. Without anticipating Mr Munro's report,
which will deal with both questions of Livestock and
Agriculture, I am permitted to say that he considers that a
great deal of improvement can be effected in both directions,
but that experiments should be made on sound lines. With this
in view it is proposed that the Government acquire a block
of land which shall contain, as nearly as possible, fair
samples of the various types of ground the farmers have to
contend with,—dry, marshy, middle-soe, farms and even out
camps of our own costs. All such experiments can be admirably
followed.

When the Governor first asked me to see him on
the subject the idea was to acquire either from ourselves
or Mrs T. Robson, about 1,500 acres, but, it has been found
that the various types of crops required are not contained
in such a small area. It is proposed to do quite a good deal
in the way of agriculture, such as the growing grasses, oats
and turnips (for winter feed) and, in fact, try to ascertain
what can and what cannot be done with different kinds of
ground. It is anticipated that such an experimental farm will
be self-supporting after three years.

Now that various localities have been inspected
it is practically certain that the Government will ask the
Company to exchange Block 5, consisting of six thousand acres,
situated at the extreme North of our Port Louis Section for
Barrie Harbour and Port Sussex Government Reserves. The Governor explained to me that he does not wish to purchase the land as the purchase money could be better spent on the experimental farm, and, suggests that the Board will be agreeable to the exchange which works out as follows:

Government acquires Block 5. 9,000 acres. Loss sold by Vera Ponds to Mrs. Thompson. 180 acres 5,800 a.

Company acquires:

Darwin Reserve. 3,000 acres -
Port Sussex Reserve. 2,321 acres -

Loss to Company by Exchange - 516 acres.

The Governor has pointed out that the Block 5 has been chosen only because it contains the different types of camp required. The "prospects" case I think he stated as follows: Two Government Reserves in the heart of our country, which have been the subject of controversy in the past, will be abolished, together with the small annual rentals; the experiments will be carried on on ground similar to a great deal of our own camp and all such experiments can be closely followed owing to the experimental farm being on our borders. We also give an earnest of the Company's desire to assist the Government in effecting improvements as regards the staple industry. Against the exchange, we have the question of losing pasturage for about 1,100 sheep and a loss on the exchange of six hundred and sixteen acres of land. As regards the loss of pasturage the Government point out that if they are able to obtain favourable results from the experiments, especially in connection with the re-grassing of hard camp areas from which nutrient grasses have been taken out, the loss of Block 5 would become after a few years practically negligible.

It is intended that all experiments will be carried out under the supervision of a man from New Zealand with perhaps an extra hand. I have not attempted to outline what
form the experiments will take as Mr. Munro’s report and suggestions will be published as soon as possible but I would be glad to receive the views of the Board, which will assist me in future discussions with the Governor.

1. I called you on the 21st ult. that the Rock Hand Drill for work at Hodie Bridge could be obtained from Messrs. Jones, Barton & Company, of Liverpool—this is considered suitable by Mr. Neave and Mr. Peters. The latter had recently been out to the site and, since his return, has erected a large iron caisson which will be necessary for the foundations on one side of the Creek. This, which was made of steel plates, purchased from Mr. Neave at an absurdly low figure, has now been taken adrift and will be shipped out next month with an iron shed also purchased from Mr. Neave. I have already shipped out a large derrick to the site which will be erected as soon as the temporary dockhouse is finished, which will be in a few days’ time. Once the derrick is in place we can land all material actually on the site, thus obviating barge everything from Goose Green.

As present I see why a start on foundations and the causeway should not be made until the middle of October but we may be faced with a shortage of labour, as unfortunately the Government have already engaged suitable men for their improvement schemes.

5. I am enclosing by this opportunity Deeds of Conveyance in respect of the exchange of land on the North side of Stanley Harbour, referred to in Mr. W. Harding’s letter of the 22nd of March 1923. Kindly return a copy of each after the Company’s seal has been affixed.

6. In continuation of my 628... I have to advise that the Government have entered into a contract with the Tonsberg Whaling Company to subsidise a vessel of 116 nett tonnage for communication between the Colony and the Dependencies, for a period of two years at the end of which...
The question of renewal will be considered. I think it extremely doubtful whether it will be a paying proposition but will doubtless be of considerable value to the Colonial Government in the matter of communications. The Governor, in his speech to the Legislative Council, stated "that the renewal will depend to some extent on whether the people of the Colony are prepared to take full advantage of the opportunity of extending their trade by selling meat and vegetables at reasonable rates". As far as we are concerned we already have Stanley as a market for our meat, sheep and vegetables and it could not pay us to put more ground in Stanley under cultivation. A copy of the Governor's notice giving all particulars is enclosed.

You will have learned from my cable of the last inst. that the Shaw, Saville and Union Company have agreed to provide shipping facilities from New Zealand to the Colony for the transport of stock and merchandise if reasonable inducement is offered. The freight payable on less than three hundred live sheep would be 25 per head, the shippers to provide linnings and fodder. As it may be decided to get sheep from New Zealand of obtaining supplies from there, I have gone fully into the question with Mr Munro, but judging from the price lists which I have seen everything is rather dear. Mr Munro informs me that although there are several reputable firms we could rely on we cannot do better than to business with Bullock & Company who have Offices in Wellington, Christchurch, Auckland and Dunedin. I enclose a list of various products with the names of suppliers, suggested by Mr Munro and if sheep are brought over we might ask for a trial shipment of some of the items given, especially hay, alfalfa, potatoes and onions; it all depends on the prices however, and we are not able to get any reliable information as to these.

As I anticipated the Government will not reconsider the question of allowing a refund of Export Tax
on the wool awaiting shipment prior to the 1923/4 shearing.

9. It is regretted that the word "HOPE" contained in your message of the 16th of July was deplored as "shipment per steamer during December/January" and on receipt of your cable pointing this out I saw the Governor and explained the mistake. It is curious, but I think that this error in decoding may have been for the best as may have influenced the Governor in obtaining permission for Munro to visit the Coast farms, which it is now possible he may do, on his way to England.

10. I have to report that in accordance with the Board's sanction already granted, I have given permission to J. Walsh, Senr. the Company's Navy Foreman, to erect a house on a half-acre plot next to that already sold to T. Bellamy. P. McPherson, Company's Pensioner, who has two sons in our employ has applied for another plot, but I have not given him a definite reply, and await the Board's decision. I see no objection to his having a plot however, as there are no means of forcing the owners of the houses to always retain them for their own use or for Company's Employees, and, we are certainly relieving the housing question which is still serious.

11. The "Gwendolin" has been running the whole time since the "Falkland" has been away, but I am not as far forward with clearing Stanley of cargo as I would wish. Harwin and Walker Creek are well supplied and the next trip will be to North Arm with the majority of store materials, stores and some of the furniture for the assistant Camp Manager. The new house for there has not yet been sent out but will go out directly the foundations are prepared. I hope to get the West farmers away by this vessel a week after the arrival of the "Ortega" due in tomorrow.

12. The absence of the "Falkland" has enabled us to get on with a great deal of necessary work on moorings and lighters and a long spell of dry weather has allowed of a start being made on painting ashore which was badly needed.
13. I cabled you on the 5th inst. that the Government would be glad to purchase the Sulivan House jetty and hulk "Chalume" for the sum of two hundred pounds and recommended the Board to accept that figure. It is, as previously pointed out, useless to us where it is but the materials would be useful to us. There would, however, be a great deal of labour involved in taking it to pieces and we should be probably asked to blow up the hulk after as much as possible and then had been removed as it would be a danger to small craft.

I have received your cable of the 26th inst. informing me that the Board have sanctioned the sale of the jetty and, besides for the transfer of the property will be forwarded at a later date.

The message referred to above contained the information that so far only two stations had decided to import mutton from New Zealand viz; Parker Brothers 40 and J.J. Watson's Estate 10. On receipt of this message I had an interview with the Governor and he tells me that he thinks Mr George Bonnor and Mr R. Greenhill is may make up the required numbers of 300 sheep, in which case other farmers here will be able to see the type of animal we are likely to obtain from New Zealand. If, however, it is arranged that a vessel should call I will advise you in case the Board wish to obtain a trial shipment.

Mr George Bonnor has been appointed to the Executive Council your instructions as to awaiting your letter before taking any steps as regards a new lighter are noted.

16. Since I cabled you on the 29th, in reply to your enquiry, to do nothing as regards the Darwin Motor Boat. I have gone thoroughly into the matter with Mr Slaughter, Peters and McNeill and it is evident that we could not thoroughly repair the boat under from £400 to £500, and it is not worth spending this amount on a craft which is unsuitable for the work she is required for; she is useless in moderately rough weather both on account of her build and being under-engined.
The main reason for scrapping her is, however, that by reorganising the whole question of boatage at the Farm stations we can, I am sure, effect a very great economy in what is an expensive item, and I would make the following suggestions.

Firstly, we require a boat about twice as big as the "Speedwell" for the islands in the Sound. Mr. Slaughter tells me that she will only carry about one hundred and fifty sheep which is a very small number—a boat carrying about three hundred will reduce the number of trips considerably. We could get a good seaworthy boat capable of carrying that number, the "Speedwell" could go to Darwin where she would be quite capable of doing all the work there, and the three boats at Darwin at present, the Darwin Motor Boat, "Governor" Motor boat and the cutter "Flora" could be abolished. It is absurd keeping three boats there when one efficient one will do the work.

4th October, I certainly think it essential that we should have a larger vessel for the Sound if the work in connection with the islands is to be done expeditiously.

17. The Governor has appointed me provisionally a Member of the Legislative Council, pending the submission of my appointment for confirmation and His Majesty's approval.

Mr. George Bonner has been appointed to the Executive Council.

18. The Government have agreed to the payment of £20 per annum to the Company as remuneration for our handling of mails ex overseas vessels. This should fully compensate us for the work performed.

19. In answer to your cable of the 1st October concerning coal for whalers, I replied that our utmost capacity at the beginning of December would be for 900 tons Welsh coal and 300 tons House coal and that we should require a further shipment at the end of March owing to the "Falkland's" requirements.
In contracting to supply the whalers with 2,000 tons in April it will be seen that we have insufficient storage capacity unless the 2,300 tons are in Stanley only a short time before the factories arrive from the South.

The following will make this clear:

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coal in Stanley, 30th Sept. 1924.</td>
<td>1,300 tons.</td>
</tr>
<tr>
<td>Arriving early December.</td>
<td>1,300 t.</td>
</tr>
<tr>
<td>Less used in interim.</td>
<td>300 t.</td>
</tr>
<tr>
<td>Storage capacity filled in early December.</td>
<td>2,300 t.</td>
</tr>
</tbody>
</table>

Of this 2,200 tons, 300 is House coal leaving only 1,900 tons for the whalers and none at all for the "Falkland" which vessel will require over 500 tons from December to May or June. At whatever time a shipment arrives here we have only 200 tons to work on for the "Falkland" and as her requirements are about 90 tons per month the hulks must be full shortly before the whalers arrive.

2nd October.

The "Ortega" which was due here on the 1st will arrive tomorrow at daybreak. There will, I think, not be time to answer any mail.

I am,

Sir,

Your obedient servant,

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Manager.
ENCLlSURES.

Despatch No.631 per "Ortega" 30th September 1924.

DESPATCHES. (Originally per H.M.S. "Dreadnought")

Despatch No.630.
Statement on A/c.
Remarks on Store Indent No.607.

Abstract of Steam Plant.

Data of Oil Fuel discharged from H.M.A. "Petroleum".
Coal A/c to 16th August.

Memo for Managing Director re adjustment of Salaries.

1. Dispatch No.631.
3. Cash Book, August.
5. Remarks on A/c.
6. Store Indent No.608.
7. Remarks on Stores.
9. Coasting Insurances, August.
15. West Store Cash Voucher, August.
17. Government Notice re s.s. "Pleurus".
19. Mr. Peter's Notes re Darwin Motor Boat.
20. Admiralty A/c. £19.18.-.
22. Falkland Islands Magazine, September & October.
With The Colonial Secretary re Refund of Export Duty on Wool.  
do  
Trade Communication with New Zealand.  
do  
Appointment H.H.R. Gresham  
Legislative Council.  
Mails

The following SPECIFICATIONS.

<table>
<thead>
<tr>
<th>Mark</th>
<th>London</th>
<th>Wool</th>
<th>Skins</th>
</tr>
</thead>
<tbody>
<tr>
<td>H &amp; B</td>
<td></td>
<td>6</td>
<td></td>
</tr>
</tbody>
</table>

I beg to advise you that by the mail just arrived, I have been informed by Mr. J. R. Batesey, and Mr. R. B. Roper, that he does not return to the Colony for some considerable time. It is not possible for us to keep this position open for him any longer. Although he has been in good health, there are considerations which make it preferable that he should not return to his post, the most important being that he and Mr. Greschen have never "hit it off", with the consequent lack of success ranking in the Store business. He is also a native of the place and therefore has not sufficient control of the Store management, who need backing up. Mr. Greece is practically confined to the local store and we must have a man on whom we can depend at the head end. 

We experience great difficulty in obtaining men with even average intelligence for counter men and therefore a Superintendent will have to be procured from home. There is the further point that there is nobody here capable of carrying on the Store and shipping business whilst Mr. Greece is away.
he is due for leave next year, but will not go until the following year.

Sir, we shall therefore be glad if you would write in a man who should have knowledge of Eastern 
trade, and who has had previous experience 
abroad, and who speaks English. 

The Managing Director.

London.

Dear Sir,

I beg to advise you that, by the mail just arrived, I have been informed by Mr. T. J. Dettifh, Assistant Store-keeper, that he does not return to the colony for some considerable time. It is not possible for us to keep his position open for him any longer. Although he has been a good servant to the company there are considerations which make it preferable that he should not return to his post, the most important being that he and Mr. Greece have never "hit it off", with the consequent lack of smooth running in the Store business. He is also a native of the place and therefore has not sufficient control of the Store-cummers, who need bracing up. Mr. Greece is practically confined to the East Store and we must have a man on whom we can depend at the West end.

We experience great difficulty in obtaining men with even average intelligence for countermen and therefore a Superintendent will have to be procured from home. There is the further point that there is nobody here capable of carrying on the Store and shipping business whilst Mr. Greece is away.
he is due for leave next year, but will not go until the
following year.

Sir, We shall therefore be glad if you would obtain a
man who should have a knowledge of general store business
(such as book-keeping), a knowledge of costing and pricing,
fairly accurate figures and able to supervise and control
a small staff. In Mr. Grecco's absence I continue to work most

Details: was in receipt of a salary of £250 per an-
num without house or house allowance, and, there is no house
available for the present time. The man should be young,
preferably about 20 or 25 years of age and must be single.
The hours which he will be required to work are in the
summer from 6 a.m. to 6 p.m. and in the winter from 7 a.m.
to 5.30 p.m. and extra pay for overtime, of which there
would be very little, except when Mr. Grecco is away on leave.

If anyone do want out, as soon as possible, he should
have ample time to gain a good knowledge of the business
under Mr. Grecco's tuition before he goes on leave.

Yours faithfully,

[Signature]

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In 1848 - 1849. The "Germaphile"'s results still continue to
work satisfactorily and has been most useful on various
occasions. I will forward details of all conversation with
the accounts for this season which have been closed at the
end of October.

I enclose the difficulties of the season to
make them for certain theories in the opinion that
The Housing Journal}
Sir,

I beg to confirm my Despatch No 631 which was mailed by the "Ortega" on the 6th ultimo, and have to acknowledge the receipt of your 1249 which arrived by that opportunity.

2. 1249. 2. The motor winch still continues to work most satisfactorily. As regards the patent starting device Mr. Peters says that it is quite effective at the engine starts on the firing of the first cartridge, but it cannot always be depended upon to do this and the combustion of further cartridges blocks up the oil fuel jet. We prefer the use of the blow lamp as being absolutely reliable.

3. 1242 - 5. We have explained to the Colonial Government that on occasions it will not be possible to furnish them with wool landing certificates within the period prescribed.

4. 1249 - 16. Mr. Peters is now at Goose Green and will be able to give his attention to the skin drying plant. The necessary trays are being made and the whole plant will be ready for a trial this coming season.

5. 1249 - 18. The "Gwendolin's" engine still continues to work satisfactorily and has been most useful on various occasions. I will forward details of oil consumption with the accounts for this vessel which have been closed at the end of October.

As regards the difficulties of the approach to 

The Managing Director,

London.
the harbour and the approach need to be thoroughly sound ed, and he will take the first opportunity of doing this. He at present thinks that there is insufficient water amount at especially high tides.

It is really far more important that the Charles River should be improved and Captain Roberts will take soundings on his first visit this coming season.

6. 1249 - 14. It has now been definitely decided that Mr. Munro will visit coast farms on his way to England, and at a recent interview with the Governor I made a point of saying that I trusted that it would be found practicable for him to visit Hobb's farm in Tierra del Fuego. Last year the Colonial Secretary visited the Coast as the guest of Mr. Green, the Manager of the Explotadora Company and, I understand, saw little of stations belonging to other Companies. It is of little value seeing only one firm's stations and I hope that Mr. Munro will be able to have a good tour round.

7. 1249 - 15. I have taken up the question of the more expensive instruments required by Dr. Noor and he informs me that the cost of the microscope and stands appears excessive, and he is indenting from another firm. The other items he considers are quite reasonable.

8. 1249 - 17. Nothing can be more suitable for the trade than the "Hawson". She is especially strong and well built, easy to handle and tow, and carries approximately 105 tons as compared with the iron lighters' capacity of 75 tons more load.

Although it has not been suggested, we are very much against anything in the way of iron vessels, owing to their being in constant need of chipping and painting, and also they will not stand the buffeting which a wooden craft does. These iron lighters are really troublesome to us as it is a risky procedure working them alongside the forward hatchets of steamers—not only do they receive damage, but
the men are unable to stand on the decks in bad weather. For this reason we always endeavour to place them at the after hatches, and this is not always conducive to the quick handling of cargo.

Although the original outlay on new lighters like the "Newton" is heavy, they should require repairs, beyond painting, for many years.

The work of converting the "Samson" into a lighter has been proceeding at odd times during the year, but it is only lately that McKicoll and the engineers have been able to make much headway. She is, of course, extremely strongly built and a great deal of work has had to be done to cutting her deck plates, superstructures, bunkers etc., and cutting out an enormous number of rivets. I was able to get the Captain of the "Southern Queen" to lift her boiler out and this has saved us considerable trouble and expense. We can now proceed with cutting out one or two bulkheads and fixing up the hatchway. We consider she will hold about 130 tons.

The "Lafonia" has been in use as a lighter for over 12 years, and, as she now is, holds about 125 tons. Owing to the composite construction of the vessel and the bad state of her fastenings Captain Roberts is not in favour of weakening the structure by cutting down the bulkheads in order to gain an extra 15 tons space.

Our present lighter capacity for general cargo is as follows:

<table>
<thead>
<tr>
<th>Lighter</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;Lafonia&quot;</td>
<td>135 tons</td>
</tr>
<tr>
<td>&quot;Newton&quot;</td>
<td>105</td>
</tr>
<tr>
<td>&quot;Hercules&quot;</td>
<td>100</td>
</tr>
<tr>
<td>&quot;Fairy&quot;</td>
<td>60</td>
</tr>
<tr>
<td>&quot;Teal&quot;</td>
<td>75</td>
</tr>
<tr>
<td>&quot;Swan&quot;</td>
<td>75</td>
</tr>
<tr>
<td>&quot;Saus&quot;</td>
<td>540</td>
</tr>
<tr>
<td>&quot;Samson&quot; (next year)</td>
<td>150</td>
</tr>
<tr>
<td></td>
<td>670</td>
</tr>
</tbody>
</table>
The "Ortega" on her last voyage discharged here 760 tons and we were only able to cope with this by risking the "Rosa Baker" and placing rough cargo on top of the coal in the coal hulks. We have already mentioned that we have only been able to deal with previous large shipments by using the "Falkland" as a lighter - this is, of course, very rarely possible and, when it is, results in delay in the collection of produce if it occurs during the wool season. The "Gevendon" has also several times been used as a lighter and Captain Roberts is against this as it usually results in damage to her bulwarks and chainplates.

2. 1249 - 15. We, also, have received complaints from the P.S.N.C. as regards the slow working of cargo at this end, and if the local labourers refuse to work their vessels on an equitable contract basis it is difficult to see what can be done. According to Captain Roberts the labour here compares very unfavourably with that at other ports, and the reason is obviously the shortage of men, which cannot be remedied. On the last voyage of the "Ortega" we had to borrow men from the Government, who are under no obligation whatsoever to lend these, and even then we could have done with more.

The "speeding up" of any particular gang on board also presents great difficulties, as if much is said to them they threaten to go ashore and there is nobody to replace them.

We see no objection to the P.S.N.C. using their own men for loading and discharging, but would point out that we do not see how cargo boats arriving with 3000 tons are going to get a quick despatch merely by using their own crews, which can only muster about two gangs. From our own point of view we shall be only too pleased to see them work their own cargo out of their vessels.

I do not think that a contract rate for coal will be arranged under 3/9 per ton, but we shall endeavour to fix it at 3/6. To emphasise the shortage of labour, in spite of
the closing down of all work at the Naval Depot, one only has
to consider our failure to obtain labour for police bridges
after having a notice posted for over a week, with a promise
of £7 per month, of such contract work as possible, and
found in all essentials, we obtained ten men who can only
be looked upon as the "riff-raff" of the islands. Another
notice has been posted for a further ten men and a week, and
so far we have had only one application - for the cook's job
and that from an aged man who is quite unsuitable.

As regards the 4-ton iron tubes, Captain Roberts
informs me that these were intended for in the first instance
to facilitate the scaling of whalers, we have only three of
them - just sufficient for working one gang - whereas, on the
"Hanasco" four gangs were being worked on the coal. Further,
the objection raised by the men was a reasonable one, while
they were working in the square of the hatches. They were used
later and discarded solely because of the delay in timing
them by men untrained in their use.

We would say here that it is not our business to
provide any gear such as tubes, baskets or anything else for
the discharge of any cargo, though as a matter of fact we did
supply a few baskets and shovels to the "Hanasco" of which
they had failed to provide a sufficient supply. The discarding
of the baskets at a very late state of the discharge was
decided upon by the ship, in consultation with Captain Roberts
as it was thought that the work of discharge would be expedited
we could also point out that the handling of coal in canvas
sling is no innovation as the whole of the bunkering business
at Coroico is done by this means. We, ourselves, show no
preference for the slings and it is entirely a matter for the
ship whether they or baskets should be used, or any other
gear they possess. Another point is that we are wearing out
our baskets and tubes in the interests of the P.S.N.C., and
we hope that from the above the Board will realize that we
do what we can for the Pacific Company and that due allowance
No. 432, per "Oropesa" 3rd November, 1928. 6.

must be made for the fact that we have not got proper labour.

When Captain Roberts was on the Coast he ascertained
that the general rate of discharge of coal at Punta Arenas
is up to 250 tons per gang per day, as against our 10 to 20
tons. It is all done by contract and the price, at the
present rate of exchange, works out at about 41p per ton; but
it must be remembered that there is a class of labour there
entirely dependent on work of that nature and at times a
surplus, and scarcely ever a shortage.

I regret that I did not make myself clear as regards
the question of alleged pilferage from our lighters, but, as
I pointed out in my memorandum of the 25th October, 1923, the
"Laforia" case cannot be looked upon as one of pilferage:
this was a deliberate burglary which could only be guarded
against by having a night watchman on every headed lighter
in the harbour.

Nothing is more certain, now that we have had the
first experience of tallying cargo, that this will entail
delay to the ship and the P.S.N.C. will suffer through
sitting, at this port, a ridiculously short-sighted policy. On
the occasion of the "Ortega" last call here we had two store
clamps and the two most reliable navies were put on to tally
with extremely poor results. The work of discharging
760 tons was completed at midnight on the 4th October.
Mr Vincent and myself were occupied in attempting to agree
our tallies with those of the ship from about 11 p.m. until
after 3 a.m. on the following morning. Our own tallies were
strange, as you will observe from the enclosed statement,
and the ship's tally left a great deal to be desired. The
cargo has now been all tallied again by our own men and the
Customs as before. The question which now arises is - are
we or the P.S.N.C. any better off? For instance, we say we
did not tally a certain package into our lighters, and they
say it went out of their vessel. The matter is in dispute
in exactly the same way as when we relied upon our shore
tally, check by the Customs. As long as they say a package was tallied out they will refuse to pay, and we are in a no
ter better position than before. If, in future, they refuse to
pay our claims it will be as well to inform the Liverpool
Office that it will be necessary for them to send a represent-
tive to Stanley once or twice a year to fight such matters
out here in the local Court. Our claims lately have not been
heavy but we never knew when they might fail to deliver a
case of millinery or other valuable cargo which would result
in a loss to us of many hundreds of pounds.

I enclose copy of correspondence with the Liverpool
and Valparaiso Offices with reference to an absurd state-
ment made by Captain Roberts of the "Magellan" to the effect that
we failed to provide all the cargo obtainable for that vessel.
It will be remembered that the "Huanaco", which was in port
at the same time as the "Magellan" arrived here long after
her scheduled date, and the "Falkland" was kept partly loaded
in Stanley for a considerable time in order to take some of
the "Huanaco"s" cargo to the West. The Captain of the
"Magellan" states "there were a further 800 bales ready for
shipment in Berkeley Sound, ready to lift, but you would
"not agree to this or to bring the cargo out to the steamer-
although the necessary craft was available". I have gone to
the trouble to explain to the P.S.N.C. the impossibility of
getting this cargo in, but, if I receive any more similar
complaints based on the absurd statement of the masters of
their vessels I shall feel inclined to ignore them. The cause
of most of the friction between us and the P.S.N.C. at the
present time is the recent setting up of a quasi Board of
Enquiry which is held in Liverpool upon the return of each
vessel. Before this Board the ship's Officers appear to
answer various matters in connection with the voyage, and it
may be quite understood that those officers will tell any
cock and bull story to cover delinquencies or failure to
deliver cargo. The statement of the Captain of the "Magellan"
referred to above, is a fair specimen of the complaints we are likely to receive in the future. It is most unfortunate that we cannot induce another steamship line to call here, as competition is the only thing which will put an end to the arbitrary manner in which the P.S.N.C. adopt in their dealings with us.

10. 1249 - 23. We certainly took too pessimistic a view of the condition of the "Speedwell", which was due to her leaking on the way out to Darwin. This must have been due, as you suggest, to her having been so long on the deck of the "Huanaco", causing her seams to open out. I find now that when her ballast was taken out in Stanley and replaced, instead of it being stowed across the ribs it was placed between them. Naturally this would also tend to open the seams, although they just been caulked. The boat has now been in commission for some time, and with the exception of being too small for the work likely to be required of her, gave every satisfaction. Unfortunately, however, it has just been reported to me that her engine has "seized" badly and she will have to be towed to Goose Green for overhaul by Mr. Peters.

11. 1249 - 28. Two copies of new coloured charts of the Falkland Islands are being sent you, as requested. It would have been better if the Government had sent the proof to us for revision, as you will observe that some of the farms are in the names of previous owners and various boundaries are not shown - namely, between Greensfield and Fel ton's Estate, Felton's and Fort Louis North, and between the latter and suburban land. These farms should certainly have been printed in distinctive colours.

12. 1249 - 30. I regret extremely to learn that the Pacific Company have taken advantage of the clerical error made in this office in connection with the Bills of Lading being made out to Liverpool instead of to London. This is the most discreditable episode of which we have yet had to complain.
No. 632, per "Oropesa", 2nd November, 1924.

I cannot see, in view of what follows, that they can maintain their present attitude. If, however, they still fail to repay the £25 freight from Liverpool to London, kindly inform me, as I will deal with the matter at this end.

I observe from the extract of letter you received from the P.S.N.C. dated 24th July, 1924, that they have decided to charge us the extra freight "in consequence of their Stanley "House shipping cargo by a vessel they were not authorised to do". The facts in connection with this shipment are as follows:

Our cable to Valparaiso, 24th March.

"Lobos left on 22nd March; ship is full, short-shipped 400 bales. We will have 900 for "Oriana", can you allot us "space".

Valparaiso's reply, 27th March.

"Regret "Oriana" cannot take wool as is fully booked."

From Pacific, Punta Arenas, 1st April.

""Oriana" sailed Sunday (details of cargo) has space available for cargo for Liverpool 6,000 cubic feet"

This last telegram from Punta Arenas can only be taken as an invitation to fill up the 6,000 cubic feet, and this we did all possible to accomplish. I had the necessary wool lightered out to Port William, about 200 bales, of which the "Oriana" took only 91, owing to her wishing to be despatched before night. The cost of putting the balance of wool back into the "Great Britain" is borne by us, as we are still further out of pocket.

Reverting now to the P.S.N.C.'s letter to you of 30th July, in which they say "without even referring the matter to our Valparaiso Office, in which case they would have been informed that the cargo was not to be shipped by "that opportunity", how do the Liverpool Office reconcile the following received by us from their Valparaiso Office?:—
No. 532, per "Orpessa", 3rd November, 1924.

When you consulted us regarding the "Oriana" we had to telegraph you that, according to our calculations, the steamer was fully booked. We are pleased that, through good storage of grain cargo shipped, "Oriana" was able to give you this space, providing you an opportunity for getting away part of the wool which had been left behind by the "Lobos".

A great many bevels accompanied by essential details of the shipment and that Liverpool's argument is merely a subterfuge, as they have stated that they have no desire "to take advantage of the Stanley House", we can, I think, now ask them not to do so.

It appears to us that in all dealings with these people they adopt a policy of "hands we win, tails you lose"; they protest (on absurd grounds) that we did not provide all possible cargo for the "Magellan", and when we fail space on the "Oriana" at the request of their own agent at Punta Arenas, we not only get no thanks, but are returned to the extent of $ 35.

13. 1249. 31. I have gone carefully over the contract for the supervision of the Admiralty Oil Fuel Depot, and I see no reason why the Instructions with regard to the manage-

ment of the Installation cannot be complied with. I telegraph-
ed you to this effect on the 18th October.

14. 1249 - 35. We have now instituted a double check on all telegrams received, which should obviate any re-occurrence of such mistakes. Whilst there is no excuse for the blunder perpetrated we would point out that the words in Brently's code are very similar and liable to be missed. The same kind of error has been made at your end, with our cable of the 1st August last, "MIPY" having been decoded as "MPY".

15. 1249. 37. The carpenter and labourers for Darwin and the labourers for Mr George Norman arrived per "Orpessa", and were landed at their respective stations within a week of arrival.
16. 1949-48 The copies of the new Agreements entered into between Mr Harding and Mr Creaser are to hand.

17. I forwarded, with Despatch No. 527, copies of correspondence with the P.S.N.C. and Gibbs & Co at Valparaiso with reference to a damaged consignment of flour which we allege must have become contaminated by creosote, carbolic or some similar substance whilst in transit per "Haites". The whole affair is rather mysterious, but we are absolutely certain that contamination did not take place at this end as the whole consignment of 1000 bags was put into an absolutely clean lighter and run straight into the flour shed. First of all we had a few complaints from Stanley retail purchasers and I requested the Colonial Surgeon to examine the flour with me, which he did without finding any trace of carbolic or any such substance. The local bakers used the flour for some weeks and none have complained. On the other hand, some of the consignments sent to the Camp have been returned, chiefly from the West, amounting in all to about 250 bags some of which is being retailed now without any complaints being received.

I had two samples of undoubtedly damaged flour made up, one of which was sent to Gibbs & Co. for analysis, and the other to be sent to you. This has already been sent to you, but I had intended to keep it back until I received answers to my enquiries. Both the P.S.N.C. and Gibbs & Co. repudiate any idea of their being responsible and I shall be obliged if the sample sent you may be analysed if this can be done without expense. I think a good many of the bags have been returned from the West as the result of a great deal of talking about it on the telephone, but there are undoubtedly some bags contaminated and it is only natural that people would hesitate to try various samples.
18. Enclosed is the first page of the "Motor Boat" giving an account written by Mr. Peters of the installation of the "Grandolin's" engine, with a photo of the vessel on the beach whilst her propeller was being fitted.

19. I have to advise the Board that I have been appointed Consul for Uruguay in the Falkland Islands. This is the first time that this position has been held by the Company's Manager, and was obtained mainly through the recommendations of Mr. H. Stapleton at Montevideo. It is not likely that it will prove any more lucrative to the Company than the other Consular appointments, in fact it will probably prove less so.

20. The sale of Sullivan House Jetty and hulk "Helius" has been completed for the sum of £200. The execution of documents is unnecessary.

31. It will be remembered that the Company advanced Mr. Balfour funds against loan as security in order that he might return to the Islands. He states that he spoke to Mr. Goddard about defraying part of his passage money out, but as it was uncertain at that time whether we had work for him it naturally was not possible for him to accede to his request. Mr. Slaughter has found his employment and I would suggest that if he completes three full years with the Company that he should be helped in the same manner as the six navies lately sent out. Kindly advise me of the Board's decision.

22. The "Falkland" left for Punta Arenas via Fox Bay for her Second Special Survey No. 2, on the 20th August and arrived back in Stanley on the 22nd October. Owing to very bad weather she did not arrive at Fox Bay until the 23rd August, clearing the same evening for Punta Arenas. Very bad weather was experienced on the passage across and the vessel anchored in Punta Arenas at 10.30 a.m. on the 26th. On the 20th all ballast and surplus coals were discharged and the vessel anchored off the end of the slipway awaiting sufficient
On the 2nd September the cradle was placed under the ship and hoisting up was commenced at 1.50 p.m., but she was not finally in position until 5 p.m. the following day, owing to the use of old-fashioned plant and the fact that she is a heavier ship than they are usually called upon to deal with.

Specifications for repairs were made by Lloyd's Surveyor whilst the ship was in process of being hoisted up and tenders for the work to be done asked for to be sent in the same night. The Taller Minerva's tender arrived in the evening but it was thought advisable to allow a little time for other tenders, and Messrs. Wigram & Unfolds was receiv-
ed the following morning. A third firm, Cortes, was asked to tender, but after viewing the work to be done did not send in an estimate. The tenders which are enclosed will show why the Taller Minerva's tender was accepted and it will be seen from the Surveyor's estimate that every effort was made to get the vessel off on the following tide. Work was commenced on the 4th September and great hopes were entertained of getting her off on the following tide, but unfortunately a defective stem inch bush, which could not be discovered until the tail shaft had been drawn, made this impossible, as a new stem bush had to be modelled, moulded and cast. Lloyd's Surveyor strongly condemned the manner in which the stem bush had been dealt with at the last survey - instead of remedying the defect at the time the bush was merely turned round to bring the wear and tear on to another part with the result that on drawing the tail shaft in Punta Aresne it was found to have a full 8/3ths of an inch vertical play. She has now a brass stem bush lined with white metal, instead of a steel one, so that in future any wear and tear can be remedied by the simple process of remallling.

The plate work consisted of eight new plates, chafing strips and a shoe on the extreme end of the keel under the forefoot, and was completed by the 16th September, so that if
No. 639, per "Oropesa" 3rd November, 1924.

It had not been for the necessity of renewing the stern bulkhead, the vessel would have been refloated as expected and the remainder of the work finished whilst afloat. The tail shaft was replaced, the propeller put back and the vessel was ready to take the water on the 25th September but, unfortunately, the spring tides did not come up to expectations and it was not until the early morning of the 4th October that she was refloated. Further delay was occasioned from the 4th to the 6th inclusive through exceptionally bad weather. On the 7th to the 9th she was bunkering, taking on ballast and water, and tests were made to machinery and boilers while under steam. At 2 p.m. on the 9th she proceeded to Dawson Island for wood and arrived back in Punta Arenas on the 14th, left there for Stanley after bunkering and leading tests on the 15th and arrived back here at 8 a.m. on the 22nd October.

A special survey was held to ascertain what damage the vessel had suffered in bumping on the uncharted depths in Tamar Fass, and this was found to be slight, as will be seen from the Surveyor's Report. We enclose accounts dealing with this separately and consider that a claim should be made against the Underwriters for the cost of repairs, and half the cost of shifting charges.

Before giving the cost of the Survey and the voyage it is as well to say here that Captain Roberts considers that the work was carried out in an efficient manner and as expeditiously as possible under the circumstances. Also after reviewing some of the work done on another vessel on the same slip by Heward & Hallish he was pleased that they were not doing our work.

I think the Board will be very satisfied with the sum cost of the voyage and repairs compared with previous surveys. The details of the expenditure are as follows:
Vessel away from Stanley from 20th August to 31st October 1924.

- 63 days

Coal, 116 tons. 312. 4
Coaling expenses: 5
Wages, Captain & Crew: 494. 5
Wages, overtime: 16
Victualling: 137
Maintenance during voyage: 4
Survey and repairs only: 1068. 18. 4
1923 Freight and passage: 2745. 13. 6
1884: 3814. 11. 10
1931: 731
Total: £3383. 11. 10.

If you are successful in your claim against the underwriters for damage suffered in Torres Lass there should be a further sum of £200. 10. 11., to be deducted from the above.

Whilst the vessel was on the slip Captain Roberts made a careful examination of the hull and he found severe pitting on a good portion of the bottom, mostly in parts inaccessible except when in dry dock, which is due to insufficient docking for cleaning and painting. He estimates that she will require up to 8 or 10 plates at each side, mostly amidships on the A, B and C strakes, and although the decks were passed this time it is unlikely that they will be at the next survey, which will be much more drastic. The Board should therefore bear in mind that at the Second Special Survey, No. 3, in four years' time, the expenses are certain to be considerably in excess of the present one, and this being so we would suggest that it might be worth while the Board considering the sale of the vessel and building or purchasing another in order that the matter may be discussed when Captain Roberts is at home next year.
I cannot see that we can do without a mason in Stanley. The old arrangement was that the mason should spend part of the year in the Camp and part in Stanley. As we have 80 Camp houses with about 120 chimneys it will be seen that a man can be employed practically on these alone, but now that we have all this masonry work in connection with a Bode Creek Bridge, the new wool shed and the new Manager’s house at North Arm, it is very unlikely that he can be spared from the Camp for three years. Meanwhile, the Stanley property is suffering as I cannot even get a decent handyman to do odd jobs. We can certainly find full employment for a mason in Stanley for three years, and I would suggest if the Board agree to send one out that he should be soundly as regards his knowledge of concrete pile work as I want to get on with the shoring up of the "Kajaran" without delay. There are no signs of her weakening but she now holds a great quantity of cargo and should be strengthened as soon as possible.

Copy of Correspondence:
With Treasurer MacGregory re s.s. "Picensa".
Col. Secretary re "Juniper" arrangement, E1000.
P.S. N.C. Valparaiso re damaged flour.
"Oristan" shipment per "Bagallian".
Liverpool re "Neanchao".
Gibbs & Co. re damaged flour.
Veterinary Inspector re Uruguyan Consulate.

Specifications.

Horse, 63 hides.

AP
ENCLOSURES

1. Despatch No 632.
2. Cash Book - September.
4. Stanley Ledger Balances, 30th September.
5. Statement on Accounts.
6. Remarks on Accounts.
7. Cash Voucher, West Store, September & October.
11. Store Freights, "Gwendolin", September Qr.
12. P.S.N.C. Account, 17th October, 1924.
13. Article on "Gwendolin" from "The Motor Boat".
15. Claim "Falkland" Damaged in Tamar Pass, £ 239. 10. 11.
17. "Falkland" freights, Punta Arenas to Stanley.
18. F.I. Magazine, November.
22. "Falkland's" voyage for survey, with tenders.
23. "Stanley cable incorrectly decoded.
25. "Manager's House Conservatory.
26. Copies of Correspondence:-
   With Tonsberg Haalfangery re s.s. "Fleurus".
   Col. Secretary re "Jhelum".
   remittance, £1000.
   Wool landing certificates.
   P.S.N.C. Valparaiso re damaged flour.
   "Oriana".
   Liverpool shipment per "Magellan".
   Liverpool " Huanchaco".
   Gibbes & Co. re damaged flour.
   Montevideoan Minister re Uruguayan Consulate.

S.I. 1 bale skins Specifications. Heart. 63 hides.
H & B. 14 " AP 14 "
Sir,

I confirm by G33 which was sailed by the "Oropesa" on
the 3rd November, and have to acknowledge your Nos. 1250 and
1251 which arrived by that vessel and the "Ballena" respectively.

2. 1250 - 3. Our resumption for work in connection with
the Admiralty Oil Fuel should commence on the 21st July last.
The lighter O C 52 was loaded on that day, but there was too
much wind to bring her ashore; the following day the engine on
the lighter refused to work owing to loss of air in the com-
pressing bottles and ineffective air pumps, and oil was not
actually pumped into the tanks until the 23rd July.

The compressing foot pump for the oil lunge engine
has arrived, and works satisfactorily.

3. 1250 - 3. The detailed schedule of the materials
purchased at auction were enclosed in our G33 per "Beaufort," and
the concrete mixer did not appear on our list of the 5th
August as it, together with a quantity of other plant, was not
auctioned, but taken over at a valuation by the Colonial
Government. The stone-crushing machines have seen a good deal
of service, so that with all the work in front of us it is
better that we had new and efficient plant.

4. 1250 - 4. The total appropriation for the Stanley
Improvement Works is estimated at $30,000 and is allocated
as follows:

The Managing Director,

LONDON.
No. 638, 12/12/24, for "Gallow" with Petra Aroma, 2.

*water supply, £ 15,000 12/2/24.

Plant 2,500

Provision of
Incinerator. 1,000

Drains & Roads 11,500

Total £ 30,000

all to be met from surplus balances.

It is estimated that £ 15,000 will have been spent on these works by the end of this year, and provision is made for the expenditure of £ 16,000 in 1925. In addition to this last item, there will also be met from surplus balances in 1926:

Improvement of Stanley Cemetery. £ 250 1925.

Dockyard Jetty, alterations & repairs. £ 1,000 1925.

Improvement of wireless station. £ 600 1925.

Drill hall for Volunteers. £ 1,000 1925.

making a total estimated expenditure for next year of £ 30,000.

There is also an estimated £ 250 chargeable to the Land Sales Fund, which includes salary and expenses of the Stock Commissioner and a contribution of £ 200 to the Research Institute for investigations to be carried out in connection with seedlings, sent from here, of grapes, olives, and the boney of sheep.

5. 1250 - 5. A trial was to have been made with the Perkins Tractor for driving the stone-crushing plant, but this has broken down and requires various spare parts. We shall now have to use the engine of the motor salvage crew recently sent out, which, with the reducing pulley you are sending, should develop about 10 h.p., which will be quite sufficient.

I informed you that Mr Peters considers that sending out an operator is quite unnecessary, and I hope that you will be able to cancel any arrangement which you have come to with him.

6. 1260 - 7. I have conveyed to Capt. Roberts the Board's approval of his taking leave next year, and he will proceed home after the "Valiant" has been laid up.
No. 633 per "Ballera" via Punta Arenas, 12/12/24.

We had already come into the question of providing better accommodation for him and his family, and it was first proposed that the roof should be heightened in order to allow of the present rooms (if they can be called rooms), being used. The whole building, however, is very old, extremely damp, and in fact, in such a condition that I do not consider that the expense of making it habitable is justified. The lack of sheds, post shed, chicken houses and various shanties erected by Captain Morse out of old packing cases are all in a tumble-down condition. I think that Mr N.M. Dean will agree that the whole block of land should be cleared of everything and a new house and post shed erected. The Board will realise that this is the only suitable site for the Marine Superintendent's house, as it commands a view of the lighter anchorages.

7. 1853 - 12. You will by now have received my 231/9 explaining the wording of my cable with reference to coal for whalers. We have insufficient storage capacity for 2000 tons for whalers, a sufficient quantity for the "Falkland" and local requirements. We can only hope that this season they will not require their full quantities contracted for this year.

8. 1856 - 13. Mr Murray's Report was finished a few days before the last mail left — only very few typed copies were available, but one was sent to you direct from the Colonial Secretary's Office.

9. 1250 - 10. With reference to the shortage in Stanley of fencing material for the Camp, we would point out that this was due to Mr Slaughter requiring standards and not Cyprus posts of which we have always had a good stock. At one time it was thought that the Cyprus posts were superior and cheaper than standards but Mr Slaughter considers that in certain circumstances the standards have a much longer life, and their present price is 3/11 as against about 3/5 for Cyprus posts.

10. With reference to my 631/9 I note that both the Governor and myself have been working on the assumption that
Block 5, which the Government wish to acquire for experimental farming, is about 3,600 acres. On turning up the deed he found it was 7,600 acres but we should not lose all this acreage as our paddocks at Green Patch will of course not be touched, and there will also be another considerable portion left to us, owing to their having to put a beach fence in a suitable situation. It is therefore not possible to give you at present the actual acreage which they will acquire.

In my cable of the 11th November that Mr Slaughter had had an operation for appendicitis. Luckily, both he and Mr Neir were in Stanley at the time of the attack which was an extremely severe one, and it was considered imperative that he should be operated on before returning to the Coast. Upon operating it was found that they were only just in time and although his condition afterwards caused some anxiety I am glad to be able to report that his condition is satisfactory and that he is now back in Darina. There is no doubt that his constitution has been subjected to a severe strain and Mr Neir says that he will be of no use in the Coast this coming year, and that he should return to England about March. Mindly cable me the Board's sanction at this.

In the same cable I informed you that Mr Cresson must return to England by the November boat. He has been examined by Dr Neir and Dr Halloway, and they are both of opinion that unless he gets away a nervous breakdown is imminent, and that a condition of his abdomen exists which requires immediate more scientific investigation than can be obtained for him in the Islands.

It is hoped that he will soon return, but it will be understood by the Board that we are, now that R.J. Bartlett is about returning, in difficulties as regards the Store business and it is hoped that the new man asked for will prove efficient and be sent out as soon as possible. Mr Cresson is meanwhile

...
No. 533, per "Gallina" via Buenos Aires, 23/12/24. 

18. In your 1949/34 you considered that the Board would realise the importance of having a certified sale for the "Falkland".

Unfortunately the necessity has been very strongly emphasised owing to Captain Roberts suffering from myasthenia and having to go into Hospital. The circumstances are as follows:

The "Falkland", fully loaded with materials and provisions which were badly needed on the West, was ready to sail via Salvador Eters and San Carlos on the 15th November, but Captain Roberts was ordered to bed and could not sail until the 15th; the 15th to the 18th were spent in Salvador Eters discharging at various ports, but on the evening of the 18th we were informed by Mr Hairs, who was on board, that Captain Roberts was seriously ill on board the vessel at Teal Inlet and that he would not be well enough to proceed on the voyage until at least the end of the week. So many of the following morning and said that it was now imperative that Captain Roberts should be brought to Stanley for hospital treatment. I therefore arranged for Salah (acting mate) to bring the vessel back to Stanley, where she arrived at 8 o'clock in the evening of the 18th. Mr Walton kindly invited the first class passengers, including Mr Matthews, Mr George Dean and Mr Griffith, to remain at Teal Inlet until the vessel returned to pick them up.

The question then arose as to what arrangements could be made for proceeding with the "Falkland"s voyage as Captain Roberts might be ill for a long time. After seeing the Governor, who was most helpful, as usual, I decided to recall the "Gwendolin" from North Amb and order G Osborne back to Stanley, who acted as mate of the "Falkland under Salah, who was then in command. H. Dahlendorff, who has had many years of coaling experience, then acted as mate of the "Gwendolin" on her voyage to North Amb and for two further trips.
I cabled you the arrangements which I had made as regards the "Falkland" on the 20th November in order that you might arrange insurance, if necessary. The Board will realize that it was impossible to hold the "Falkland" in Stanley indefinitely, owing to clients wanting their materials and provisions, and I had to have her back in Stanley in time for the arrival of the "Dallena", as we really do not know where we are going to put all the cargo. It is quite probable that we shall have to put some of it into the "Great Britain" which has never been found necessary before.

Captain Roberts has now recovered sufficiently to leave the hospital but it will still be some time before he is really fit again and able to resume command.

It will be noticed from the last three paragraphs that we have not been in luck's way at this end lately.

14. The question of shipping sheep away this coming season has been engaging our attention and we are at the present time in communication with three possible purchasers—Sidney & Poole, Mr. Llanos, and Mr. Valverde Lyons. The last named has sent down a representative, a Mr. Thomas, who has done the round trip on the "Falkland" with a view to seeing the managers and having a look at some of the sheep.

After a meeting I had with some of the farmers I cabled Messrs. Sidney & Poole asking them whether they would call for 25,000 sheep at 9/- for wethers and 8/6 for ewes, and they replied that they would, provided the sheep were good sound ones. This is a better price than we have obtained in late years and it now only remains to be seen who will be able to charter a vessel for the work. Mr. Slaughter estimated that we shall have about 83,000 sheep altogether for disposal, but as far I have not been able to obtain really reliable figures from other farmers.

15. The form of agreement for Mr. Langdon is to hand, but it is observed that no mention is made of providing him with passage. Was it not the Board's intention to provide these, as if he had been engaged at home? His family consists
of himself and his daughter, who keeps house for him.

18. I enclose Dr Noir's Report for the six months lasted from July to October 31st from which it will be seen that he has been very hard worked this winter owing to the phenomenal sickness from colds and whooping cough, the latter affecting adults quite severely. The Doctor has also successfully performed his second major operation under very difficult circumstances and has explained to me that in both cases the patients would certainly have died had he not operated.

Dr Noir is very diffident about putting the Company to expense, but after hearing from him the difficulties under which these immediate operations are performed I told him that I would support to the Board that some sort of operating table and a suitable light might be provided if this can be done with a moderate outlay. It is not his wish to operate in the Camp in cases which can with safety be brought to Stanley where there are all appliances and efficient nursing, but I feel that we are lucky in having an efficient surgeon at Harms and that the Board will be willing to assist him.

17. The Colonial Government have been making enquiries from the British Minister in Montevideo concerning the likelihood of our native men having contracted scarlet fever at the quarantine station there, and, although opinion seems divided it would appear that there is every probability that it is there that infection took place. I enclose, attached to Sir Claude Collett's letter, a memorandum dealing with the question from which it will be seen that scarlet fever is extremely prevalent in Uruguay, and which states that the possibility of the same being infected is not impossible. The report which was in my notes does suggest that scarlet fever is the same which by order to cease and return.

18. The 'Fellows' arrived on Sunday the 7th December bringing your Despatch No. 1261 of the 30th October. At the time of writing (10th December) the Captain reports that the work of discharge is proceeding quite satisfactorily, especially the bulk coal for the discharge of which we have arranged a
No. 693, for "Palma" ex via P/arenas, 15/12/24. 8.
contract rate.

No. 1351 - 5. We note that the Admiralty consider the 
help to be sufficient to meet peace-time requirements. This 
admission will be useful to us in the event of the work of 
discharge being delayed owing to bad weather.

I had hoped that a further tanker would not have 
been sent out for some time in order to obviate Mr Peters 
being taken off the Bodie bridge work. If the British Haven 
brings 9,000 tons, it means that he will have to remain in 
Stanley about a month. Crawford, the reason, however, can be 
trusted to push on with all the ground work.

No. 1351 - 8. With reference to the question of new lighters 
I am glad to receive your letter of the 30th October stating 
that the Board were prepared to sanction the purchase of two 
lighters similar to the "Benmore." I am convinced that they will not 
regret purchasing wooden lighters instead of iron ones. By 
cable of the 8th instant stated that we should be glad if 
you would order two for delivery in Punta Arenas next October 
and that the Falkland would be the other half. Captain 
Roberts considers that this is quite practicable, but the earnings, 
by freight on wood across, will not be so much as $180 as only about 50 tons would be brought across in each lighter 
and 350 in the "Falkland." As long as the "Falkland" is not 
delayed in Punta Arenas waiting for fine weather to get across 
we certainly ought to be able to get these here cheaper than 
the Pacific Company. Their freight of $200 on each lighter 
seems high, but it is really only $8 per ton and there is 
no doubt that trouble in these waters causes great trouble and 
anxiety.

No. 1351 - 9. I have to thank you for your remark dealing 
with the difficulties which may arise in connection with coal 
landing certificates, the main points have been com- 
mented to the Government:

No. 1361 - 9. Coalising Contracts are to hand and it is noted 
from your cable of the 8th instant that the "Necessity" would 
carry with 600 tons in March. Although we shall again be
frigidly, cramp for which we replied agreeing to the arrangement, but stated that not more than 600 tons should be shipped.

32. I cannot speak too highly of the manner in which Mr. Peters has tackled the bridge work, and it is most disappointing that what can only be described as a serious blunder has been made by Mr. Neave in measuring the distance across the Creek. The position of the centre of the towers has now been ascertained accurately by Mr. Peters, and the result is extremely disappointing and will cause Mr. Peters a certain amount of trouble. All the drawings show the Findlay Creek Tower standing 3 feet of water at low spring tides, whilst it is actually 5 feet of water and 10 feet further out in the water than shown on the plans. This necessitates bringing one corner of the anchor block out on to the beach instead of being on the high land further back, and allows of the ingress of water into the excavations at high tide. The greatest difficulty will be the placing of the steel casings and excavating for the base of the pier, the front of which is now in 8 to 10 feet of water. Mr. Peters explains that these difficulties will doubtless be overcome but it would have saved considerable trouble and expense if the initial measurements had been correct and the bridge had been made 20 feet longer. He also explains that now the main ground work has been done the actual erection of the bridge, from the plans, presents no difficulty to him.

Mr. Peters’s Report is enclosed together with three photographs showing:

(1) Excavation on Darwin side.
(2) Site of Darwin side.
(3) Anchor hole, Findlay Creek side, showing ingress of water at high tide.

I enclose accounts for the “Falkland” and “Grandolin” made up to the 31st October, as instructed.

“Falkland” account shows a debit balance of £ 3,671. 12. 6d. but this includes the following debts:-
No. 633, per "Ballena" via Punta Arenas, 13/12/24.

10.

Cost of 2 mates, Stanley, 2 192. 7. 6d.
- Motor boat & Engine, 60s. 3. 11.

Sundry expenses in connection with survey of Bell Sheep trip, 1930.
.Total 2 3330. 3. 8.

Vessels could only keep their books back for repairs. I mentioned that the whole question of surveyed ships is vexatious, and that the failures do not rest on us, and we have not yet received credit for the very large "Magellan" shipment and also the "Aurora" shipment. In spite of the expenses for survey and repairs and capital expenditure (as above) I think the years working can be looked upon as satisfactory.

The position is a ridiculous one. Both "CAUDOLIN" & "R" showing a debit of £ 1896. 18. 6d. due to this vessel being in conclusion in the slack season, leaving Stanley full but returning with small amounts of produce. However, the time has to receive credit for all produce brought in this year and you will observe that labour and materials in connection with the installation of the course (1923) is included in the account.

24. The following cable has been received by the Colonial Government from the Britto Research Institute as the result of the analysis of grasses forwarded to them in May this year:

"Analysis of grasses shows marked deficiency in lime and certain other essential constituents. Believed that the deficiencies cause malnutrition. Tests with sheep being conducted to determine whether deficient substances can be fed direct to sheep. Full report follows by post."

This opinion has, of course, been arrived at independently of Mr. Munro's report. Further specimens of grasses are being sent to the Institute by us and other farmers this coming year, at the end of January, for 1931 sales.

25. I have to report that when the "Aurora" called here on the 5th November, the cargo was tallyed by us, but whilst we were trying to agree a long list of discrepancies with the ship Captain Daniel came into the Purser's Office between 8 and 9.30 p.m. and, learning that it would take us till
No. 633, Per "Ballena" via Punta Arenas, 13/12/34.

About 10 or 10.30 p.m. to get everything square, he refused to wait, and sailed without our being able to give him any receipt for the cargo received. Mr. McGill, who is the P.S.N.C.'s Chief Accountant, and who was on board, in conversation with me stated that it highly improbable that Masters of Mail vessels could keep their boats back for receipts. I explained that the whole question of our tallying had arisen owing to their failure to meet our claims, and he seemed to realize that our claims against each steamer are extremely small, and it would pay them to meet us rather than delay their vessels.

It is the P.S.N.C. who have insisted on cargo being tallied on board and their Commanders refuse to wait until we can give them a receipt. The position is a ridiculous one. Both tallies on board are scandalously done, and are a farce, and it would save time and money to all concerned if we revert to the previous arrangement. I am certain Mr. McGill realized this, and think that if the Pacific Company are approached they will no longer insist on receipts being given; if they still adhere to it they must instruct their Commanders to wait here in port until they get them.

26. The "Ballena" arrived on the 7th instant and the work of discharge was commenced on the 8th, a contract rate of 2/9 per ton being arranged for the discharge of the bulk coal. This has worked very well, and Captain Dough appears very satisfied. 521 tons were delivered by the 11th out of one hold and 434 tons by the 10th out of another. The average rate of discharge per hold per hour was 144 tons as against a little over 5 tons per hour in the case of the last boat, the "Kansas". Altogether she will have discharged about 3400 tons of coal and general cargo between 6 a.m. on the 8th and midnight on the 13th, when she should sail for Punta Arenas.

We have already booked space by this vessel, which is returning here at the end of January, for 1500 miles.

I am, Sir,
your obedient servant,

Manager.
No. 630 for "Galileo" via Porta Arsena, 10th October, 1926.

E. J. L. S. U. E.

1. Original No. 630.
2. Cash Books, October and November.
4. Statement of accounts.
5. Records of stores.
6. Store Indent No. 610.
7. Remarks on stores.
10. Mr. Oates report on Rodile Bridge.
11. Coasting Insurance, December, November.
12. "Falkland" & co, account to 31st October.
15. P. S. E. Co. account, 22nd November, 1926.
16. Claim and Protest - 1 case minerals $1 L. 18. 0.
20. E. D. Greaves. 1st to 31st November and 1st December.
21. Note to General Director re tools for oil fuel installation.

Correspondence:

With Colonial Secretary re payment of staff £100 to C. L.

- - - - Arrangements for "Falkland".
- - - - Outbreak of Scaldad Speedwell Island.

Client's Circular re surplus schooner.

With John Patten's assuming temporary command of "Falkland".

P. S. N. E. Liverpool re "Greaves's" anchorage, November.

Specifications

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Yard, skins, tallow, hides.