No. 758 per "Lafonia" via Montevideo, 25th May 1934.

P R E C I S

1. Acknowledges receipt of your Nos. 1371 & 1372 and Air mail letter dated 13th March and confirms Despatch No. 757.

2. Cabling of store indents - larger margin of time will be allowed.

3. Annual accounts 1933 - advises 'Lafonia' breakdown did not cause late mailing of.

4. "Nimrod" repairs - reports these almost completed. Prppose to limit working of cargo in Port William in future.

5. Draws your attention to Stock Inspector's report of 1st May, 1934.

6. Encloses further letter to Royal re Fire insurance competition.

7. Oil Fuel Depot - notes all you write re charges.

8. Finance - notes reduction in rate of interest allowed to Mr Hamilton. Advises cabled advise will be sent you re payment of his balance to Crown Agents. Do not anticipate remittance will be required end June.

9. Wages - Comparative Statement for 1st quarter, 1934 enclosed.

10. Encloses copies of Agreements - B.Elliott & T.Gilruth.

11. Encloses copies of correspondence with Government re South Georgia voyages.

12. Advises quotation made to Mr Barton for docking "Gentoo".

13. Understand Mr. J.M.Ellis has been offered and will accept transfer to Grenada, Windward Islands.

14. Reports H.P.piston of Fitzroy wool press being sent you this mail - requests new one to be sent out.

15. Slaughter House - reports fire on 26th ulto. believed to have been caused deliberately. No clue found of perpetrator. Advises attitude of Reform League to employers of labour.

16. Advises "Britain" boiler and winch have been removed to "Fennia".

17. Reports installation of boiler ex Camber on "Egeria" jetty.

18. Stock Inspector - no appointment yet made.

19. Confirms cable dated 26th ulto. re successor for Mr H.Owen, Chief Engineer of "Lafonia".

20. Paints - expresses dissatisfaction with 'Bitumastic'. Requests you to ship out small quantity of 'Antidote' and 'Nerolac' paints.

21. Shows final position of finances of Colony for year 1933.

22. Legislative Council - understand Mr W.H.Luxton will probably be invited to fill vacancy left by Mr G.J.Felton.

23. Steamer movements.

24. Homeward passengers this "Lafonia".

25. Notes decline in prices of April wool sales.

26. Tallow - major portion of this season's boiling down being shipped this time.

27. Mutton Hams - advises 14 casks made, of which 10 coming to Stanley.

28. Advises ~~[illegible]~~ preliminary work on construction of Fitzroy River Bridge progressing satisfactorily.
If "Falkland" unavailable, propose to take "Gwendolin" and a coast lighter to site.

29. Reports arrival per "Lafonia" of Mr G.S.Yonge (of Bluff Cove).

30. Fitzroy North - advises position re purchase.

31. Reports on voyage C.12 "Lafonia" to Magallanes.

32. Importation of sheep from the Exploitadora Co. - encloses copy of letter to Mr G.Bonner re proposal.

33. "Lafonia" - Grounding, February - replies to your Air mail letter.
Encloses claim for temporary repairs at Stanley and repairs at Montevideo.
Bunkers in fire - encloses claim.
Propeller damage - encloses claim.

34. Understand Mr J.Hamilton proposes to give £1,500 to Government for provision of a light on Cape Meredith.

35. Advises abolition of Uruguayan passport visa for transit passengers.

36. Reports sales of S.P. timber ex Voy. C 12 approximate £800.

37. Storekeeper's tour - sales in neighbourhood of £1,000. Details follow.

38. Stanley workmen - representations made regarding discontinuance of 40-hour week, extra pay for working coal and ~~[illegible]~~ increased overtime rates of pay. Matter detailed in full.

39. Advises nothing special to report re Farm matters.

40. Understand Mr. Young's term on Legislative Council (which expires this year) is to be extended.

41. Confirms cabled ~~[illegible]~~ advice from you re sailing of new Chief Engineer for "Lafonia".

42. "Lafonia" - raises question re passenger certificates. Matter discussed with Government. Requests you to approach Board of Trade in matter.
Echo sounding device - further consideration of.
Notes bronze propeller cannot be shipped before 7th prox.

43. "Falkland" - confirms cable regarding disposal of vessel.

44. Fitzroy North - acknowledges your cable of 23rd inst. and confirms cable of 24th idem re purchase terms.

45. Tin plates - advises enquiry received from Montevideo.

... ...

THE MANAGING DIRECTOR,

LONDON.

24th MAY, 34.

"LAFONIA" via Montevideo.

758.

Sir,

I have to acknowledge receipt of your Despatches Nos. 1371 and 1372 dated 16th & 29th March last respectively, also of your Air mail letter dated 13th idem re s.s."Lafonia" grounding, and to confirm my Despatch No. 757 dated 12th ulto.

2. CABLING OF STORE ORDERS. With reference to your 1372. 12. cable orders will be despatched so as to give a larger margin of time before steamer's sailing date from U.K.

3. ANNUAL ACCOUNTS 1933 - YOUR 1372. 13. The late despatch was not consequent on "Lafonia's" breakdown but due to there being no mail to U.K. between 26th February and 13th April last.

4. "NIMROD" REPAIRS - your 1372. 15. - are almost complete. About 100 bags flour were damaged and had to be disposed of at a cut rate. I propose to limit our importations by "Reina del Pacifico" next year as working in Port William always gives us cause for anxiety.

5. BIP - 1372. 17. I would draw your attention to the Stock Inspector's Report for 1933/4 published in the F.I.Gazette for 1st May, 1934, page 49. - copy enclosed.

Enc.

The Station quarantined for lice is Teal Inlet.

6. FIRE INSURANCE COMPETITION. I enclose copy of a further letter addressed to the Royal Insurance Co.Ltd.

Enc.

7. OIL FUEL DEPOT. I note all you write (1372. 22) re charges for Superintendent Engineer and Navvy Foreman.

8. FINANCE. With reference to your Remarks on Accounts dated 16th March last advising that interest on Mr John Hamilton's

THE MANAGING DIRECTOR,

LONDON.

deposit was to be reduced from 3½% to ½% - Mr Hamilton has instructed us to pay the amount into the Government Savings Bank and I am cabling you shortly re paying it to the Crown Agents. It is made up as follows :-

Balance at 1st January, 1934.	£ 4,551. 16. 1.
Interest at 3½% to May 31st.	65. 18. 1.
	£ 4,617. 14. 2.

Apart from this I anticipate that I shall not require a remittance before the end of June when a heavy payment on account of wool tax will be due.

Enc. 9. WAGES - COMPARATIVE STATEMENT. I enclose statement covering the first quarter 1934 which shows -

Stanley - reduction of	£ 620. 18. 8.
"Lafonia" - increase	10. -. 1.
Farm - reduction	163. -. 4.
TOTAL reduction	773. 18. 11.

as compared with the same period last year. The heavy reduction in Stanley is largely due to the leave pay for Messrs. Vincent and Richardson being paid in this quarter last year on their leaving our service.

Enc. 10. Mr. B.ELLIOTT. AGREEMENTS - copies enclosed.
Mr. T.GILRUTH.

Enc. 11. SOUTH GEORGIA. I enclose copies of correspondence exchanged with Government from which you will note that I have provisionally agreed to make two voyages to South Georgia during the first half of 1935 on present terms and conditions. The matter of a contract will be raised when a new Governor arrives in the Colony.

12. FLOATING DOCK. Mr A.G.Barton recently asked for quotations for docking "Gentoo" and I have quoted -

£30 docking and undocking

£10 per 24 hours or part thereof.

I have also advised him that whilst the crew could paint or do any minor repairs themselves, the work of extensive repairs was a matter for special consideration.

13. I understand that Mr. J.M.Ellis has been offered and will

accept a transfer to Grenada, Windward Islands as Colonial Secretary and will leave here about September next.

14. FITZROY WOL PRESS. The H.P.Piston of the hydraulic press pump is showing signs of wear and it would appear that the original forging was of poor quality. It is being sent you by this mail as a pattern. Please have a new one made and sent out as early as possible.

15. SLAUGHTER HOUSE. A fire broke out at the skin shed attached to the Slaughter house about 7 p.m. on 26th April last. It was noticed and put out before any extensive damage was done. Claim for repairs to the building is enclosed.

Enc.

I am inclined to think that the building had been set on fire deliberately but the police have not been able to find any clue to the perpetrator.

In view of the unsettled conditions prevailing (Government are now providing work for about 150 men) Farmers and other employers are being freely criticised, and we having put off a number of men in Stanley during the past two years, come in for more than our share. Such criticism is bound to react particularly on the less intelligent of the men.

I understand that the Reform League has bid for support from Farmers in respect of the Colony shipping. I have not yet seen the circular they have sent to Farmers but understand they claim transhipment at Montevideo is detrimental to the working man's interests as less work is available in Stanley on P.S.N. ships. Mr R.C.Pole Evans is said to support them. The answer to this is that a full year's work is being provided for "Lafonia's" crew and a larger Navvy gang is maintained by us throughout the year than would otherwise be necessary.

16. BOILER & WINCH EX "GREAT BRITAIN", have been removed to "Fennia" and are being installed there. You will recollect that "Fennia" boiler was in poor condition when she arrived here and has been worked at a reduced pressure.

"Great Britain" boiler is in good condition and will

improve working in and out of "Fennia".

17. BOILER EX CAMBER and steam winch have now been installed at the Egeria Jetty and I expect to use them for discharging "Lautaro" cargo.

18. STOCK INSPECTOR. No appointment has yet been made - amongst the applicants are Mr. C.Andreasen & Mr S.Pitaluga. The former is considered to be the more suitable.

19. ENGINEER FOR "LAFONIA". Mr. H.Owen, having decided to resign, I cabled you on 26th ulto. requesting you to engage and send out a Chief Engineer to join the vessel at Montevideo about June next.

20. PAINTS. I am not at all satisfied with 'Bitumastic' which has been used extensively on lighters and other exposed places. "O.C. 82" which had three coats bitumastic applied on topsides after chipping about a year ago, now looks as if she had not been painted for years. It is an expensive paint and I am inclined to discontinue its use. "Nust" has not come up to expectations. You recently sent out particulars of Goodlass Wall & Co's. Anodite anti rust paint and Nerolac anti sea water enamel. If you think it worth giving this a trial perhaps you will order and ship out a small quantity - both these paints are very expensive. I am raising this matter in the Despatch as we have made trials of several brands during the past few years, all appear to be equally unsatisfactory and it is a question as to whether it is worth while continuing to use these expensive paints for exposed work.

I have recently used - Coal tar 8 parts
Portland cement 1 part
Kerosene 1 part

on the boiler house Egeria Jetty and propose to try it when next painting topsides of "Kelp" and the steel lighters.

I shall appreciate your views on this subject.

21. FINANCES OF THE COLONY. 1933 closed with Revenue £3,908 more than and Expenditure £3,026 less than, the amounts estimated under these heads.

22. LEGISLATIVE COUNCIL. I understand that Mr. W.H.Luxton will probably be invited to fill the vacancy caused by Mr.G.J. Felton having been put on the Executive Council.

23. STEAMER MOVEMENTS. Since last writing "Lafonia" has made the following voyages -

C.12. North Arm, Speedwell Island, Foxbay, Port San Carlos, San Carlos S., Magallanes, Hill Cove, Pebble Island, San Carlos South & Salvador Waters.

C 13. Saunders Island, Hill Cove, Carcass Island, West Point Island, Roy Cove, Chartres, Dunnose Head, Spring Point, New Island, Port Stephens, Foxbay, Port San Carlos, San Carlos S., Stanley, Berkeley Sound, Darwin.

and sails 25/26th instant (C 14) for Montevideo, Rio Grande do
Enc. Sul and Porto Alegre. Timetable enclosed.

m.v."Lautaro" is due here about 31st instant.

It is possible that Messrs. Hamilton & Miller will charter a small vessel at Magallanes for a voyage to the Islands during the Winter.

24. HOMEWARD PASSENGERS. Amongst those travelling to Montevideo this voyage are Mr. & Mrs. H.V.Cobb & family, Mrs. Foggo & child and 3 members of the Bisley team. Total bookings are 22 persons.

25. WOOL SALES - APRIL 1934. I note the decline in prices consequent on the absence of German Buyers from the Sale and trust that the Market will have regained its strength by July.

Why is it that Sales are always not arranged for alternate months - a sale in March and another in April must surely be against sellers interests ?

26. TALLOW. A good proportion, if not all of this season's boiling down, goes forward by this opportunity. I am retaining about 2 tons here as it is possible that a small quantity can be sold at South Georgia. Two barrels of the best tallow have been taken over by Stanley Stores and is retailed at 3½d per lb.

27. MUTTON HAMS. 14 casks were made and 10 of this will come in to Stanley for disposal.

28. FITZROY RIVER BRIDGE. Preliminary work is progressing satisfactorily and all the necessary concrete piles should be cast by the end of this week. Should "Falkland" not be available I am considering sending "Gwendolin" there to house the men - please let me know the rate for marine insurance on her for a single voyage there and back and usual port risks whilst at anchor there. Also on a Coast lighter towed by "Lafonia". I may use one of these to carry the concrete piles to the site.

I have just received advice that the Secretary of State has sanctioned a contribution of £800 towards the cost of construction of the Fitzroy Bridge.

29. BLUFF COVE. Mr. G.Yonge came over per "Lafonia" to see this property. Nothing has yet been done re probate.

30. FITZROY NORTH. With further reference to my 757. 25. Mr W.M.Dean authorised me to offer up to £3,500 for this property. On approaching the Robson family I was informed that they had received a better offer and I have done nothing further in the matter. As suggested in my 757. 25. referred to above, it is probable that they hope to interest Mr Yonge and thus obtain a better price but I doubt if he is likely to be interested at anything near our offer when he realises this land is not even under purchase.

31. MAGALLANES VOYAGE C 12. I made the round voyage to Magallanes. A strong S.W. gale was experienced on the outward voyage and a strong N.E. gale on the inward and bad weather there delayed us further.

Mr Dick was away from Magallanes the whole of my stay there (4 days) and I was not able therefore to discuss certain outstanding matters. Our work is certainly not receiving the attention one expects from Messrs, Dick & Bravo - we are very much in their hands under present conditions and I am chary of extending our business there. As an example, orders for 1,850

squared cypress posts have been in their hands since early March.

They shipped 1,238 squared posts 7 ft.
209 " " 8 ft.
[illegible] round posts 7ft. unbarked.

As I had orders for 1,850 adzed posts I had to make up the numbers from Stanley stock and take the unbarked posts into stock. Further, all cut timber had been dumped in a heap on the wharf and had to be sorted before we could commence loading. This lost us more than a day.

The settlement of the rate of exchange at which we pay for our purchases is also somewhat obscure. This has to be done at the official rate which is said to be 49 - whereas the ship's disbursements are paid for at 125 which rate was obtained by our taking over £1 notes, changing them our-selves, and paying the proceeds to Messrs. Dick & Bravo for our credit.

No coal was loaded and the vessel did not proceed beyond Magallanes.

Mr G.Bonner made the round voyage.

In addition to our timber, two horses were shipped for Mr G.J. Felton and a small parcel of cats for Estate Louis Williams. Fairly good sales were made by the ship's shop.

32. IMPORTATION OF RAMS & EWES FROM THE EXPLOTADORA Co.

Mr G.Bonner is interested in this and proposes to import 100 rams and 100 or more ewes in January next if satisfactory arrangements can be made re quarantine. I enclose copy of a letter to him dated 14th inst. in which I detail certain notes I made when I discussed the matter with him. I have of course approached this matter from the shipping aspect and you will doubtless advise me if you are interested in importing this type and age of ram &/or ewe at these prices. Mr. Bonner hopes to interest other Farmers.

Enc.

Is it possible for us to assist as regards the matter of quarantine; stock from the Coast has to be quarantined for 90 days on an Island and it is almost impossible for many

You will note that farmers to arrange this. I have allowed 3/- per head to cover rental and 7/6 to cover removal from quarantine to the mainland. A freight of 20/- to 25/- per head from Magallanes will pay us if sufficient numbers are shipped.

33. s.s."LAFONIA" - Grounding February, 1934.

With reference to your Air mail letter dated 13th March last, my reasons for not cabling you before 21st February last when the grounding had actually occurred on the 10th idem were that I had no definite news of the position until the vessel arrived back at Stanley on 12th. After getting off, Captain Roberts found that he could proceed on his voyage and intended telephoning me from Teal Inlet. The Line was so bad that this was impossible. Vessel arrived late at night 12th - after discussing the matter with Captain Roberts I decided that the vessel could proceed on her voyage to Fitzroy and Darwin and that we would dock her at the weekend (15th & 16th being holidays). After docking, when I know the extent of the damage, had made the necessary temporary repairs and obtained a seaworthy certificate I called you but appreciate that it would have been better if I had done this immediately on her arrival on 12th/13th and again after docking and I trust that the Board and Underwriters will accept my regrets that this course was not adopted.

With reference to the matter of calling for estimates at Montevideo - had this been done further delay would have been caused for which I understand Underwriters could be held liable in addition to the expenses of possibly removing the vessel from one drydock to another. The only possible competitor was Messrs. Regusci & Voulminot as I do not consider Messrs. Miller's slipway suitable for "Lafonia". We have no reason to place confidence in Messrs. Regusci & Voulminot in view of our experiences in connection with "Falkland's" survey in 1928 and tailshaft and propeller repairs in 1930 and I trust that you will agree I acted in the best interests of all concerned.

As regards the overtime - we were under agreement to make a voyage to South Georgia end of March and to Montevideo mid April and this was made possible by working overtime. It was certainly expensive but I was of opinion that it was of primary importance to fulfill our engagements if possible. The Surveyor appointed by Lloyds states that he considers the total charge re Damage repairs as amended by the Gas Works Company is reasonable. Personally I consider that he has taken a very conservative view having admitted that we have a claim for time saved on account of Dock hire (12 days) - surely Underwriters should rightly pay a proportion of the overtime expenses over and above this saving, as had no overtime been worked it is reasonable to expect that labour charges would have been more for the several items (Nos. 3 - 25) of the Gas Works Bill. This is of course a matter for discussion with Average Adjusters.

Finally, Underwriters have benefitted in the matter of exchange as Messrs. Maclean & Stapledon have been able to draw on you for these repairs at a very favourable rate of exchange, i.e. $12.25.

Enc. I enclose our claim for temporary repairs effected at Port Stanley and a Memo and vouchers etc. relating to the repairs effected at Montevideo. Mr J.M.Thomson should be able to give any further explanations you may require.

Enc. <u>Bunkers on fire 23/27th March, 1934.</u> I enclose statement of claim in this connection.

It will be noted that protest noted on 21st April at Montevideo also covers damage to propeller and hull on 2nd April. Owing to the vessel's short stay in Port Stanley it was not possible to do this before.

Enc. <u>Damage to propeller & hull, 1st April, 1934.</u> I enclose statement of claim in this connection.

34. I understand that Mr J.Hamilton has informed Government he proposes to donate £1,500 for the provision of a light on Cape Meredith and the matter is now under consideration.

35. URUGUAYAN VISE ON PASSPORTS OF PASSENGERS TO U.K. VIA MONTEVIDEO. Consequent on representations being made to the Uruguayan Government by Messrs. Maclean & Stapledon, on our behalf it is no longer necessary to obtain this vise. I will advise you later if this concession is extended to outward passengers.

36. SALES OF SANDY POINT TIMBER ex voyage C 12 approximate £800. These sales are almost entirely additional to monthly Store sales as timber orders booked for direct delivery from Magallanes are put through "Lafonia's" account and not Stores account, "Lafonia" being debited with first cost, agency and insurance and credited with the sale price.

37. STOREKEEPER'S TOUR OF EAST & WEST FALKLANDS. The first tour this year has just been completed. Sales approximate £1,000 - details of which will be sent you by next mail.

The next tour is scheduled for October/November next.

38. STANLEY WORKMEN. Recently our hourly paid men made representations to me regarding the discontinuance of the 40 hour week and reverting to a 45 hour week. The short week was brought in in February, 1932. They further requested additional payment for bunkering and a higher rate of overtime. The difficulty of maintaining a 40 hour week indefinitely is increased by the fact that Government allow a 45 hour week to all their employees on relief work so that in effect these men are better off than our men who are in legitimate employment - if they leave us they can secure a full week's work from Government without difficulty. The matter of additional payment for coal can also be justified - it was paid up to a few years ago but fell into abeyance for coal - it is still paid when oil fuel is handled for the Admiralty.

"Lafonia" is bunkered more frequently at Stanley now consequent on the additional work done. The men certainly work well and willingly at this - for example 9 men loaded 70 tons from a lighter into "Lafonia" and trimmed it in about 7 hours [redacted] on 22nd inst. The extra payment in this case would amount to £1 only.

On consideration I have conceded these two points but refused their request for increased rates of overtime pay.

The Board may rest assured that I shall continue to keep the need for the strictest economy before me and endeavour to offset these increases by savings in other directions.

39. FARM. I have nothing special to report. I shall endeavour to make the round voyage per "Lafonia" (C.16) when all our stations are to be called at.

40. LEGISLATIVE COUNCIL. I understand that my term of office on the Legislative Council which expires this year is to be extended for a further period.

41. s.s."LAFONIA" - CHIEF ENGINEER. I have to acknowledge receipt of your cable dated instant advising me that you had engaged a Chief Engineer for s.s."Lafonia" who was travelling out per "Almanzora" due Montevideo 8th June. Mr H.Owen leaves Montevideo per "Highland Patriot" on 15th idem. His accounts have been fully settled here.

42. s.s."LAFONIA". The question of this vessel's status has recently been under friendly discussion with Government. I contend that there is no provision laid down for the issue of passenger certificates in this Colony for obvious reasons and "Falkland", "Fleurus" and "Lafonia" have been permitted to ply in the Home Trade limits of the Colony without any restrictions as regards the numbers of passengers carried for many years. The Home Trade limits are - the Dependencies, the Western entrance to the Straits of Magellan and the River Plate, including Montevideo.

The circumstances of our trade are peculiar to this Colony and any restriction must react unfavourably on the residents in the Colony.

The Registrar of Shipping will probably refer this matter to the Marine Department of the Board of Trade for opinion and it would be helpful if you would make it convenient to call on them and discuss the position. The relative Ordinance is No. 9 of 1909 Merchant Shipping (page 430) of the 1915 edition of the Colony

Ordinances). Home Trade limits are defined in Ordinance No. 10 of 1930 (page 161 of F.I.Gazette for 1930).

Have the Board of Trade any authority over a vessel registered in this Colony ? Please send me a copy of the Load Line (Amendment) Rules 1934.

Echo Sounding Device. Captain Roberts would like to give further consideration regarding the fitting of such a device on "Lafonia". The type preferred is that which automatically records depths of water on graph paper - will you examine the various types and let me have your views - also send further copies of descriptive pamphlets.

I note from your cable dated 23rd instant that the bronze propeller could not be shipped out before 7th July. I am very pleased to know you are supplying a bronze propeller.

43. "FALKLAND" - DISPOSAL OF. With reference to my telegram dated 15th instant and yours dated 22nd - I enclose copy of letter dated 5th instant from Mr A.M.Jacobs, a sawmill owner, of Casa Jacobs, Magallanes who is doubtless known to you. Also a copy of my reply dated today. If this business goes through delivery is required in the Spring of the year, i.e. August - October. Arrangements for the vessel's delivery will not be simple but I have in mind putting Mr Adair in command, an engineer from "Lafonia" below - sending "Lafonia" with her so that "Falkland's" crew can be repatriated without delay and "Lafonia" to load a good portion of the timber which is to be supplied in part payment.

44. FITZROY NORTH With further reference to paragraph No. 30 above - I have to acknowledge receipt of your telegram dated 23rd inst. reading "Referring to your 757. para. 25 Board authorised you to offer up to £3,750 lease buildings fences stocks suggest trying 2,000 and giving date for reply....." and my reply dated 24th idem reading "Referring to your telegram of 23rd inst. in accordance with sanction W.M.Dean offered £2,500 owners advise better offer received which very much doubt. G.S. Yonge now in Colony informs me not interested at present owing to

"exaggerated idea of value and difficulty remitting. stop.

"Consider it advisable make no further approach for the moment".

I have seen Mr. Yonge several times who informed me that whilst he would like to acquire Fitzroy North the matter of finance was difficult owing to the restrictions on remittances from Chile and that he hopes Bluff Cove would earn enough to pay for its running but realised that it needed money spent on it. I also gather that Mr Yonge saw Mr J.Robson on his way in from Salvador (where Mr Yonge disembarked) as he expressed the opinion that they were asking a very big price for Fitzroy North.

Mr Yonge went out to Bluff Cove on 21st instant and proposes to return to the Coast per "Lautaro", 1st prox. I am of opinion that it is not advisable to move further in the matter at the moment - the Robsons are unsatisfactory people to do business with and I am certain that any further approach at the moment will be fruitless.

I will keep the matter before me and raise it again at an opportune moment.

45. **TIN PLATES.** I have received an enquiry from Montevideo for the stock of tin plates - Goose Green ex the Canning Works. There are 310 cases heavy plates and 87 cases light plates which appear to be in good condition. A sample is being sent to Montevideo by this "Lafonia" and I am cabling enquiring if you have any objection to their being disposed of, if this is possible.

I am,

Sir,

your obedient servant,

Manager.

No. 758 per "Lafonia" via Montevideo 25th May, 1934.

ENCLOSURES.

1. Despatch No. 758.
2. Statement on Accounts No. 60.
3. Remarks on Accounts No. 60.
4. Remarks on Naval Fuel Depot No. 36.
5. Store Indent No. 725.
6. Remarks on Stores No. 725.
7. "Lafonia" Itinerary to 13th September, 1934.
8. Coal Statement for April.
9. Memorandum & Claim re "Lafonia" grounding William Point 10/2/34.
10. "Lafonia" Claim re fire in bunkers.
11. " " - propeller damage.
12. F.I.Shipping Report.
13. Return of Establishment & Wages - Farm Sections - March Qr.
14. Stanley Ledger Balances at 31st March, 1934.
15. F.I.Gazettes - 1/4/34 & 1/5/34.
16. Statement of Produce shipped during 1933.
17. P.S.N.C. Account (April)
18. Royal Mail Account (April)
19. Copy of T. A. Gilruth's Agreement.
20. " " B. Elliott's Agreement.
21. Coasting Insurance (March & April)
22. Copy of Office Order No. 59.
23. Wages Comparative Statement - 1st qr. 1934.

CORRESPONDENCE.

Copy of letter to and from Colonial Secretary re South Georgia Mails.
" " " from Colonial Secretary re Fitzroy River Bridge.
" " " to G. Bonner Esq. re notes concerning Rams & Ewes from the Coast.
" " " to W. G. Benney Esq. re complaints made by him.
" " " to Royal Insurance Co. re Competition from London Insurance Brokers.
" " " to Mr. H. Owen re accepting resignation.

SPECIFICATIONS.

MARK	WOOL	SKINS	TALLOW	HIDES.
S.I.	84	-	-	-
F s	-	3	-	-
F	-	-	-	27
H & B	39	14	18	-
L	67	3	-	-
J.L.W.	6	14	-	-
E.E.M.	3	-	-	-
D & S	7	14	-	-
J.H.D.Pebble	32	13	-	-
HEART.	5	9	-	24
Z	1	14	-	-
S B	11	6	-	6

MARK	WOOL	SKINS	TALLOW	HIDES.
F	17	2	-	-
J.B.	23	6	-	-
H	22	-	-	-
W.K.C.	19	9	-	-
D.H.	62	4	-	-

Log for the "Lafonia" via Montevideo 4th July 1886

P R E S S

Acknowledges letter dated 4th & 16th June and circulars up to 2nd July

Comments on ignorance of Admiralty regarding local conditions and advises more thorough of meeting "Co.Cable"
Notes that Lloyds will accept instruments in repairs - "Lafonia" can use as stringer cable.
Expresses unfavourable opinion of "Lafonia" tugs propellers for "Goldfinch"
Acknowledges some letters regarding Mary Hill.

Advises personally for a trip.

Quotes authority from your Lordship's letter "on voyage"
Notes Messrs Siemens offer of [illegible]
will probably [illegible]
Thanks for [illegible]
Observes [illegible]
Reports offer of [illegible]
Replies to [illegible] "Lafonia"
that [illegible] will probably be [illegible]
Notes [illegible]

Reports "Lafonia" [illegible]
Chief Engineer [illegible]
with [illegible] to repairs.
Advises [illegible]
"Goldfinch" and "Pelican" [illegible]
Reports [illegible]
and quotes [illegible]
and Library [illegible] to [illegible]
Dick & Brown [illegible] to [illegible]
Lists [illegible] Atlantic cables

Advises [illegible] Chief Engineer concerning
sale of "Lafonia" [illegible] Mr.Jacobs.
Comparative [illegible] will be prepared in review
form in future.
Reports to [illegible] of [illegible]

Mr Elliott suffering from appendicitis - probable operation.

Notes engagement of [illegible] per "Highland Brigade".

Mr.Cameron sold Don Carlos tallow to Mr.Miller and I presumed
Does this affect "Lafonia" agreement regarding resale ?
Hon.G.T.Pelton proceeds to Montevideo and possibly England on
account of eye trouble.
Advises receipt of two pensioners. The widow of R.Aitkin to occupy
the stone house for rental of £ 2 per month.
Encloses copy of letter to P.S.N.C. regarding passenger accommodation
Newcastle.
Encloses letter from the Dean relative to appointment of Darwin
Gloucester.
Encloses copy of Anzac League Circular to Farm Managers.

Circular regarding amendments to Stock Regulations enclosed.
Advises contents from Farm Directors re alterations.
Encloses "Lafonia" Delivery to 22nd October next.

Advises [illegible] appointment of Mr.Hyde Parker [illegible] as Governor
[illegible] dealing with [illegible] to the Colonial Secretary's post.

[illegible] letter from Colonial Secretary confirming Governor's [illegible] rights in Mozambique.

31. Advises involves exchange position in Magallanes and gives figures showing credit balance available for ship's disbursements [illegible] ships.

32. S.S. "Navar" usual charter of Mr. J. Miller returned Colonel [illegible] by June until October 1 return. Miller said to be [illegible] property locally. A further visit projected and effort is [illegible] Mr. Miller is to take over management of Beaver & Wodhull [illegible]. Advises that Spanish repairs was made to Port Howard but [illegible] urgent medical case. It is proposed to charge £50 which [illegible] with similar vessels. Does this deviation affect produce [illegible]. Steps limited Motor plant in operation and a photographic department opened.

33. Implies offered c.i.f. Montevideo for £ 10 case.

34. Advises arrival and departure of "Lautaro"

35. Transmits copy obtained of two Harmont Row Cottages and [illegible] repairs to requested. Proposals to be submitted next mail.

36. Jetty Steam Winch used very satisfactorily for discharging "Lautaro" cargo. Winch also used to draw trucks into the [illegible].

37. Details the sales on last four voyages and gives total value.

38. Reports on visit to Montevideo, Porto Alegre, Pelotas, Rio Grande do Sul and Buenos Aires. Comments on prosperous condition of Porto Alegre, the fertile chacras and possibilities of further business. Remarks on steady purchases - timber prices and qualities compared favourably with Bahia Blanca. Cattle very cheap and excellent quality. Price of bunker coal is not attractive. Possibilities of "Lautaro" loading for B.A. if Nickel accept agency. Visits to H.M.L. Chargé d'Affaires, Valeron & Acha, and the Brazilian Minister in Montevideo. Uruguay Minister of Foreign Affairs [illegible] "Lautaro". Advises market for sale of Rams if considered desirable.

[illegible]

[illegible]

Sir,

I have the honour to inform you that [illegible] and to confirm my telegram [illegible]

2. [illegible] Port Howard

Unfortunately unexpected conditions have [illegible] only have we [illegible] [illegible] time in Port Howard but I understand that the weather [illegible] full report on conditions [illegible] the Higher [illegible]

[illegible] The North West Cove and [illegible] coastline, and related [illegible] accurately known by the [illegible] settled the work will be continued [illegible] one a certain amount of anxiety, but [illegible] encountered when landing stores and [illegible] examining the [illegible] considerably.

[illegible] "Freedung" and she will [illegible] strengthening [illegible] we can undertake [illegible] 1957. A full report will be sent [illegible] as [illegible] been accomplished.

3. [illegible] Falkland Islands of Midwinter.

[illegible] that you have been able to arrange [illegible] will [illegible] Falkland [illegible] on any vessels [illegible] there, repaired or overhauled in Port Stanley. The "Lord [illegible] Shrewsbury" [illegible] her survey here next year; [illegible] not due until September but it will be more convenient [illegible] in July to August.

[illegible]

[illegible]

[illegible] per "[illegible]" July 6th 1934 - 2 -

4. [illegible] - 5 "[illegible]" propeller. I [illegible] pleased indeed that you are sending out a "Meinter" type of propeller. I know this type is very well spoken of and trust it will give the greatest results. If so we should soon pay for the additional cost.

5. [illegible] - 6 [illegible] future. I note all you write and trust that the [illegible] which have just occurred will [illegible] 2 years or longer.

6. [illegible] - 8 [illegible] I [illegible] to cable for £ 1000 owing to the heavy payments to the Government on account of Coal Pass, Import Duty and Savings Bank Charges totalling to £ 2030. I anticipate that I shall not require a further remittance until the end of August.

7. [illegible] - 10 - With reference to your query with the payment of [illegible] on the voyage [illegible] paid on the [illegible] Mr. [illegible] Perry [illegible] Since this [illegible] arises as to whether an Engineer would [illegible] on the voyage by employees. [illegible] note that the [illegible] Where the Salvage [illegible] or any employee is in receipt full pay on the voyage and the Company is paying his passage money, 'expenses on the voyage' must be borne by the employee. Where the pay of the employee commences and ceases at Stanley or he is in receipt of half pay on the voyage, £ 5 will be allowed him for expenses.

8. [illegible] - 11 - I note Messrs Salvesons Co's offer of 24/- per ton for Scotch bunker coal at South Georgia. It will probably [illegible] us to fill up our tankers there, say 50 tons at a time, but as long as we can get Welsh coal at Montevideo for 24/6 net per ton it is not likely that we should take a large quantity at South Georgia.

No. 755 per "Lafonia" 8th July 1924.

9. 1374 - [illegible] Actual Accounts. [illegible] and request that you will kindly convey to the Board my appreciation of the expression of approval made regard[illegible] the conduct of the Company's business in the Colony.

10. 1374 - [illegible] Falkland & Dependencies Sealing. With reference to [illegible] permit me to be anything with your other [illegible] labour which would have been employed [illegible] Government the necessity of providing work [illegible] the Government [illegible] requested to subsidize [illegible] figure of £ 2 [illegible] per man [illegible] an offer of £ 15 [illegible] have been accepted. [illegible] referred the matter to the Secretary of State [illegible] which he could not [illegible] the sealing will [illegible] year.

Le Maire [illegible] Bay. I have advised [illegible] you write.

Bailey. I understand that it is [illegible] South Georgia land stations will [illegible] this year.

11. 1374 - [illegible] Naval Fuel Depot. I note [illegible] the attitude with regard to the Re[illegible] of C.C. as which is entirely satisfactory.

12. 1374 - [illegible] s.s. "Lafonia". A report on voyage to South Brazil is made elsewhere.

The vessel has made since a round voyage [illegible] Georgia via Port Pay making a good passage in both [illegible] She is now on a voyage to the East and West Falklands [illegible] collecting produce and sails for Montevideo 10/11 [illegible] Messrs. T.T. Kerseach & Co. I note all you write.

Bailey to Prabellers. I enclose another copy of extract [illegible] the log.

Mr. Rudmose - Chief Manager. Joined the vessel at Montevideo on last trip.

On the 1st "Zafonia" [illegible] July 1934

Valve. Mr Owen reported further trouble with the [illegible] Gilbe Valve at Montevideo (See my Despatch No 752 para. [illegible] and I therefore called in Lloyds Surveyor. His report was only received as we were sailing. I requested Messrs Gelder and Stapleton to post it to you by air mail and telegraphed as follows on 21st ultimo.

"Reference Montevideo Lloyds survey report sent [illegible] Please make your recommendations re Gelder box [illegible] to hand without delay if engine makers consider [illegible]

Mr Thomas will doubtless give you further [illegible]

15. 1st - 2 Pilsner Tanks. Contract is now due [illegible] inspection has taken place. However the material is ready and [illegible] to get a start made next month. All the concrete pillars [illegible] made and the timber has up [illegible] stored. I propose [illegible] the "Zafonia" and the "Crest" lighter which please [illegible] provisionally for the voyage home and hand [illegible] the "Zafonia" will proceed under her own power. [illegible] be towed by "Zafonia". A full declaration will be [illegible] the mark table.

16. Plumber Work. [illegible] I regret that my views ([illegible] Despatch No. 752 paras. 30 & 44) were not borne out [illegible] that in consideration of the heavy price paid, the Board have no regrets [illegible] matters. As you know [illegible] £ 4000 for the lease, he acquire the freehold for [illegible] further £ 2000. I understand that he paid £ 3000 for [illegible] Cafe and has to pay a further £ 107 s 17 - £ 1619 to complete the purchase of this freehold. The total investment will therefore be £ 12,000 [illegible]

Annex	Heavy Wool 1934	Wool & Hair	Sold for	Wool	Hair & Wool
Fairway Sq	10620	1548	[illegible]	10620Lb	[illegible]
Mart Cove	1320	2170	[illegible]	11277Lb	2[illegible]
	4965	4122	15960	320	21836	[illegible]
				Less Wool		Less Wool
						Tax

[illegible] for [illegible] 7th July 1934.

This appears to be a very high price for the properties in question and unless [illegible] value go much higher and remain that level, it must prove a very poor investment. I [illegible] that he is purchasing about 2000 [illegible] away from [illegible] next year and is sending [illegible] over from the Court. [illegible] has been transferred to the name of Mr. [illegible]. I do not think that Messrs Dick & Grace [illegible] with regard to the probate of the Harrison [illegible] beyond requiring the Government to give [illegible] attention.

15. [illegible] Mr [illegible] Valuation. [illegible] Instructions [illegible] the tendering [illegible].

16. [illegible] Mr [illegible] Colonial. I forwarded a letter dated Nov 28th to Mr. Jacobs. [illegible] instructions and I hope that you agree [illegible] I have not had a reply and presume [illegible] course. I should not be inclined to notify the matter to return. Sam Jacobs is a regular [illegible] and Mr. Jacobs is well known there. [illegible] a match of Sam. Jacobs was [illegible] known in the [illegible].

17. [illegible] Accounts. The [illegible] Profit and Loss statement will be prepared in [illegible] form.

18. [illegible] I wrote to [illegible] Mr [illegible] Bros.

19. Bulliout. I [illegible] to inform you that Mr. [illegible] had an attack of appendicitis, he is now [illegible] and will probably be operated on.

Memo. I note that [illegible] are arranging out [illegible] effort will be [illegible]

[illegible]

22. [illegible] Dealing by cheque from the Colony Mr.Kelman's Cheques were his bailees to Co.Trustees [illegible] 12 per cent, for each order issue to me, he seems [illegible] cause to be prejudice. I contended against the [illegible] various correspondence. He now wrote that [illegible] our obligation that Farmers must bring all their [illegible] by "Ballots" to which they have 1/3 assets [illegible] case the position was well as the attorney [illegible] Chamber order were apply.

23. [illegible] proceeds by the [illegible] to Counsel's opinion available to the Unions [illegible] "William Prinsen". He is suffering [illegible] if he cannot get treated in Rotorua [illegible]

24. Pensioners. John Sc[illegible] a pensioner [illegible] Annuity fund on 5th April last.

[illegible] a pensioner arrang[illegible] widow died on 10th ult.

I am allowing the [illegible] accept the same rates (and my inspector [illegible] at a rental of £ 5 per month.

25. Farmers Accommodation Securities. I enclose my letter dated 25th June last to the Pacific [illegible] Co.Ltd., Liverpool, for your information.

26. Dargin School Master. I enclose the original [illegible] dated 22nd June last from the Dean of Stanley [illegible] a possible candidate for this post.

27. Reform League Circular. With reference to my [illegible] No. 780 para. 18. I have since obtained a copy of the [illegible] League Circular Letter to Farm Managers and now enclose [illegible]

28. Forthcoming Amendments in the Live Stock Regulations (Consolidated) 1923. I enclose a circular. [illegible] in the moving spirit behind these amendments. (See my despatch No.773 para. 52) If the Farm Directors desire to raise any

[illegible] "Lorenzo" 5th July, 1923. - 10

[illegible] Were informed by my agents Mr. [illegible] [illegible] of cargo on this last four voyage vessels

Flour [illegible]	210 bags	Sugar	150 bags
[illegible]	[illegible] "	Pollard	110 "
Maize	75 "	Wheat	8
Oats	45 "	Butter	17 cases
Portlin Brans	23	Onions	25 cases
do Cases	[illegible]	Coffee	47 cases
Potatoes Brans	[illegible]	Apples	25 cases
[illegible]	115 Bales		

Total Value £ 3009.

[illegible] Porto Alegre, Pelotas, [illegible] [illegible] Rio Grande Area proved most interesting and instru[illegible] the "Lorenzo" proceeded from Montevideo to Porto Alegre to [illegible] bulking at Rio Grande for practique and then [illegible] Porto Alegre is a fine modern city of over 250,000 inhabitants [illegible] the centre of a large trade. The port has extensive well equipped for expeditious handling of cargo and [illegible] almost all certain [illegible] acquired cargoes by overseas [illegible] five by connecting vessels and [illegible] "Scarborough" Timber, Plate, hides, jerked beef, tobacco, maize and [illegible] [illegible] and [illegible] experts. Messrs Granston Wood [illegible] our agents [illegible] only been able to secure a small [illegible] [illegible] bulking to secure a further 3000 hides [illegible] the market and were eventually booked by an American Steamer [illegible] at Porto Alegre 1500 bags Rice
[illegible] " Peanuts
[illegible] 700 wet Hides

In addition, the following was shipped for our account:

1000 Pieces Timber	1000 Bricks
12 Granite Posts	30 cases Oranges
200 Cypress Posts	50 cases Onions
5 Cases Tinned Meats	9 cases Wines & [illegible]
20 bags Cereals	500 Kilos Coffee
120 Kilos Yerba Mate	50 tons S.Jeronimo for Bonaerense

Remarks on Stowing Performance.

Timber. Parana Pine all in 18ft lengths which appears to be the standard size. Excellent quality, well sawn, [illegible] [illegible] timber was imported from the United Kingdom [illegible] [illegible] to Santa Rosa Island. Allowing "Lorenzo" a [illegible] of [illegible] per ton measurement, it can be taken in Grand [illegible]

[illegible] "Lefaniqa" [illegible] fully [illegible] a price per [illegible] foot which is comparative [illegible] and I propose to push it at [illegible] as possible. [illegible] general quotations for [illegible] delivery, as [illegible] to [illegible] to [illegible] prove popular and [illegible] received. Tongued and grooved flooring is [illegible] and is comparative with that now imported [illegible]

Oregon Pine. These are of a large [illegible] have it. They are about 20/- [illegible] for this [illegible] I do not think much "quebracho". We can [illegible] each but they may be too hard [illegible]

[illegible] Pine. These are [illegible] [illegible] do not and they prove suitable for [illegible] [illegible] [illegible] and land the [illegible] at about [illegible] also [illegible] of 12 centimetres square.

Spices. A [illegible] and cheaper than [illegible]

Coffee and Yerba Mate - [illegible] the same quality [illegible] considerably cheaper than Montevideo.

Oranges (Navel) Highest quality of a type retail in England at 24/- to 36/- each, wrapped and [illegible] usual [illegible] cases, first cost about 8/- per case [illegible] landed at Port Stanley in excellent condition [illegible] at 1/- per [illegible] is about two days. It is interesting that [illegible] the oranges shipped to us at the same [illegible] London was one case Brazil Oranges cost 20/- case.

Smokeless Coals. With Welsh coal at 35/6 per ton [illegible] not particularly attractive as we can easily [illegible] Montevideo Tax Stanley Stocks but it will be [illegible] as [illegible] coal. Quality very similar to Mina [illegible]

Outside business is to be secured but Messrs Grimston Wheatley & Co have yet to learn that they must make a real [illegible] if they are going to secure it. They would like us to offer Buenos Aires working and providing the Royal Mail Lines Ltd will underwrite the "Lefaniqa" Agency I see no objection to

Chile. I took the matter up with them while I was in Buenos Aires and they will let us know by next mail. Wanted in Montevideo I quoted Shell-Mex Ltd for a big parcel of Oils from Montevideo Porto Alegre, shipment to be spread out over 1½/2 years and they failed to secure the business. The "Lafonia" will make two more voyages to Porto Alegre and Rio Grande - in July and August. In August she will load timber etc. for Buenos Aires if we are not always successful in obtaining outward [illegible] one voyage a year should be regarded as fulfill our [illegible] requirements. It is an easier voyage than [illegible] this into our programme better.

I returned to Rio Grande via Pelotas in a Brazilian coastal steamer - dirty and badly run. Pelotas has two Wharves and steamers discharge. It appears to be a place which has fallen bad times. Rio Grande do Sul is a well equipped [illegible] port has undoubtedly suffered from the competition of Porto Alegre [illegible] practically no shipping was going on during the two days I there. I then went on to Montevideo and Buenos Aires and [illegible] on the Royal Mail Lines Ltd, Messrs T.A.Maclean and [illegible] & Wood. I also called on the British Minister in Montevideo [illegible] has assisted in persuading the Uruguayan Government to waive visas on our transit passenger passports; I also had the [illegible] of receiving the present Uruguayan Foreign Minister on board "Lafonia". Messrs Maclean and Spanieson were as helpful as [illegible] and we are fortunate in having them as Agents.

Export of Rams. From enquiries made by the Governor of the State of Rio Grande do Sul and the Uruguayan Foreign Minister we could possibly sell a few young rams from our stud flocks we could spare them. Owing to the exchange difficulties and heavy expenses very little importation is going on - we could deliver per "Lafonia" - we need currencies of these countries for disbursements and could therefore receive payment in currency

No. 759 per "Lafonia" via Montevideo 10th July, 1934.

E N C L O S U R E S

1. Despatch No. 759.
2. Statement on Accounts No. 61
3. Remarks on Accounts No. 61
4. Remarks on Naval Fuel Depot No. 32 & Supplementary
5. Store Indent No. 736.
6. Remarks on Stores No. 736.
7. Duplicate specification "Lafonia" shipment 26/5/34
8. P.S.N.C. Account (June)
9. Royal Mail Account (May)
10. F.I. Gazette - 1/6/34
11. Extract from "Lafonia" Log re propeller - South Georgia
12. "Lafonia" Itinerary to 22/10/34.
13. Duplicate Store Indent & Remarks No. 736a.
14. Photos.
15. Coal Statement (June)
16. F.I.Shipping Report.
17. Coasting Insurance (May)
18. "Lafonia" Manifests - C.7., C.13. C.16.
19. Reference for Mr. H. Owen.

CORRESPONDENCE/

Circular letter from Col.Secretary 30/6/34 re Livestock [illegible]
Copy of letter to and from W.Cameron re sale of Port Sam [illegible]
" " " " P.S.N.C.Liverpool 28/5/34 re passages.
" " " from Col.Secretary re Campaign Sealing Ris[illegible]
" " " " P.S.N.C. [illegible] 17/5/34 re [illegible]
" " " " The [illegible]
" " Circ.Letter from [illegible]

S P E C I E I

MARK	WOOL	SKINS	HIDES
S	7	8	71
F.I.C. S.I.	82	-	-
J.H.D.Pebble.	72	-	-
B.B.	21	3	-

No. 760 per "Lafonia" via Montevideo.

D R A F T

1. Regrets to learn of the death of Mr Vera Pecit.

2. Acknowledges receipt of your No. 1870 and confirms No. 759.

3. Encloses copy of letter to Royal Insurance Co. re fire insurance [illegible] comments.

4. Encloses comparative statement for 2nd quarter 1934.

5. Advises boiler and winch now installed on "Egeria" jetty [illegible] addition to working plant.

6. Mr Kennaugh's views re painting room with interest.

7. Reports "Gwendolin" proceeded to Factory [illegible] towed Lighter No. 2 to [illegible] on it [illegible]. Presumes you have made declarations for [illegible].

8. Advises towage of "Lady Alimbaba" to [illegible] All probably undertaken October/November.

9. Regulance Agency - matter can stand over for present.

10. Notes all you write re importation of rams from [illegible].

11. "Lafonia" status S.O.T. regulations - notes all you write.

12. "Falkland" - encloses copy of letters from A.M.Jacobs [illegible] dated 5th May & 5th June.

13. Tin plates - Maclean & Gleadson advise prospective [illegible] sizes do not fill his requirements. Proposes [illegible] them in small lots, at Montevideo.

14. Advises 31 [illegible] ex "Highland Brigade" were transhipped [illegible] "Lafonia" on 23th ulto.
Government agreed to their being guaranteed.

15. Understand Mr John Hamilton offering £19,000 for Spring [illegible].

16. "Lafonia" H.P. Valve - notes Lloyds' Surveyor's recommen[illegible] dealt with.

17. Disappointed in July wool sales. Notes considerable number held back for September series.

18. Notes quotation for insurance "Falkland" Stanley/Buenos Ayres.

19. Acknowledges receipt of catalogues and literature re "Lafonia" Sounding machine.

20. Advises request made to Government for suspension of wool tax payment until after receipt of handing certificates, and for land purchase instalments for 1935.

21. Reports good progress made by Mr B.Elliott after operation.

22. Propose to cover wood deck of "Egeria" with light concrete floor.

23. Reports Mr Cramer inspected Darwin Store 4th/5th inst. He now proceeds to Montevideo/South Brazil/Buenos Aires on stores matters.

24. Encloses copy of letter from P.S.N. Co. re sail of passenger vessel in April & October, 1934. Have requested them to [illegible] a cargo vessel for passengers only in April next.

- 2 -

24. Advises return of Mr S.J.Felton per "Lafonia", having received necessary medical treatment at Montevideo. Understand he is interested in Menahan's sheep dip.

25. Encloses copy of letter to Mr J.K.Cameron re their Agreement.

27. Advises tonnage secured by "Lafonia" from Rio Grande to Montevideo. Advises importation of 100 cases oranges on which 100 have been sold to date.
Encloses itinerary to 23rd December next.

28. Owing to bad weather/moorings of "C.C 82" only recommenced work on [illegible]

29. Anticipate will require remittance from you of not less [illegible] at end of August.

30. Advises receipt of Power of Attorney from Mr [illegible] Bravo re [illegible] of late A.Morrison.

31. Understand Salvesens and Co. Argentina on Kings are now [illegible] Stations at South West season. Expected they will [illegible] man from Stanley.

32. Reports position of balance of account with Mr F. Bravo [illegible] Understand they are remitting to you by cable.

33. Understand Secretary of State did not approve of Mr [illegible] being appointed Stock Inspector on account of [illegible] nationality. Mr A.A.Conner appointed temporarily.

34. Accounts re South Brazilian voyages of "Lafonia" will be [illegible] you after present voyage.

35. Warmont Row - outlines proposal for transferring "[illegible]" East end of Row, and conversion of present "S.F." [illegible] dwellings. Encloses rough plan of proposal.

36. Reports 25 bags raw food landed at Darwin on 4th inst.

37. Estate A.B.Felton now wound up. Dispute with Executors [illegible] Does not yet settled.

38. Advises produce shipped per "Lafonia" this voyage.

39. Maclean & Stapledon take over R.M.L. 'Highland' vessel [illegible] 1 prox.

40. "Lafonia" wireless set - communication established with ship whilst on voyage between Rio Grande and Porto Alegre.

41. Wool contract 1930 - presumes you will contract for maximum of 4,000 bales.

*** *** ***

"LAFONIA" via Montevideo. 18th August. No.

760.

Sir,

The news of the death of Mr. Tore Backe was received with great regret. A Memorial service was held in the Cathedral on 31st July during which time the Company's offices and stores were closed.

2. I have to acknowledge receipt of your despatch No. [illegible] dated 6th July last and to enclose my No. 759 dated 9th.

3. 1373. 2. FIRE EXTINGUISHER COMPETITION. I enclose letter dated 28th June from the Royal Insurance [illegible] you will note they authorise me to produce notes [illegible] competition.

4. 1375. 4. WAGES. I enclose Company's Statement of wages for the second quarter 1954 which shows -

Stanley reduction	...	£ 220. 4. 3.
"Lafonia" increase	...	34. -. 6.
Farm reduction	...	58. 15. -.
or a total reduction of	...	£ 257. 16. 10.

for the quarter and of £1,042. 4. 3. for the half year.

5. 1375. 12. & 759. 33. BOILER AT CARTER. The boiler and winch make a valuable addition to the working plant.

Previously the gang receiving slings pushed the loaded truck up into Esparia Shed, whilst they were away the hatch they were working at stopped. Only one man is now required to attend the loaded truck as it is hauled up to the shed mechanically and the remainder remain on the jetty to receive slings. To obtain the full benefit of these improvements I have found it

[illegible] DIRECTOR,

LONDON.

[illegible]

necessary to put a [illegible] engine [illegible]

No. 2 motor - this will enable [illegible] to be got off the [illegible]

without delay whilst avoiding [illegible] trouble. I can also [illegible]

proof when required.

I propose to put the [illegible] down at the [illegible]

"special" jetty and then use [illegible] "Valentia" and [illegible]

lighters of a size if necessary.

6. 1371. 13. [illegible]

with much interest.

7. 1373. 17. [illegible]

to Fitzroy docks on the 21st. arriving the [illegible]

"Valentia" based in [illegible] No. 2 there on 1st [illegible]

Crawford is in charge of the [illegible]

a pay have come from Sydney and 7 men from [illegible]

living on "Lancashire".

I note the increase [illegible] the [illegible]

the necessary tolerances be [illegible].

8. [illegible] "[illegible]" [illegible] will

probably be undertaken [illegible].

9. 1376. 19. [illegible]. As it seems likely that

business with Japan will decrease as Australian [illegible]

doubtless supplant Indy Point timber to a great extent [illegible]

matter of our Agency there can stand over for the present.

10. 1375. 20. [illegible] [illegible]

I note all you write.

11. 1375. 21. "[illegible]" STATUS [illegible]

all you write and await the result of your discussion with [illegible]

Mercantile Marine Department of the Board of Trade with [illegible]

Bronze propeller, arrived safely and will be fitted at the [illegible]

opportunity - probably in October/November next.

12. 1372. 25. "[illegible]" - disposal of. I enclose a [illegible]

of Mr A.K.Jacobs letter dated 6th May also of his further letter

dated 5th June. It is to be hoped that this business goes through.

13. 1375.26 & 259. 25. TIN PLATES. Thorne, Maclean &

[illegible]

[illegible] advise me that their prospective purchaser states that the sizes do not fill his requirements. They suggest that we might be able to dispose of the tin plates in Montevideo [illegible] lots at cut prices, at different times and I propose to [illegible] I presume they have no value to us now and that you [illegible] to my disposing of them at any price.

14. [illegible] 28. [illegible] "Larenia" at Montevideo on [illegible] Government agreed to our quarantining [illegible] arranged for "Larenia" to proceed there [illegible] They were landed on 4th instant and Berghean [illegible] the Galpon being used to house them. Dr. Lanyon says the vessel's contents have not yet been seen from there [illegible] Berghean and reports that they are all in splendid condition. Our marks have been checked and all identified [illegible] one which should be [illegible] but appears to be [illegible].

15. 1375. 29. [illegible] I understand [illegible] probably make an offer of £19,050 [illegible]

16. 1375. 30. [illegible] I note that Surveyors' recommendations is being dealt with.

17. 1375. 31. WOOL. July sales were [illegible] and until conditions improve on the Continent the outlook [illegible] certainly obscure. I note that a considerable number [illegible] have been held back for the September sales.

18. 1375. 32. S.S."[illegible]" - I note the [illegible] insurance of this vessel Port Stanley/[illegible].

19. 1375. 33. "[illegible]" - Echo Sounding Machine. [illegible] you for the descriptive catalogues and literature re the [illegible] Super Sonic Echo Sounder which has my attention.

20. With reference to my 744. 11. I have applied to Government requesting an extension for another year of the concessions made regarding - Payment of land purchase instalments and Payment of wool tax after receipt of wool landing certificates.

[illegible] Tel [illegible] 16/9/[illegible] - R.-

and trust this meets with your approval. Copies of [illegible] to Government enclosed.

22. With reference to my Tel. 19. I [illegible] good recovery from his operation and returned to Port [illegible] "Tafela" on 13th instant.

23. The good work of the "Tafela" in clearing [illegible] the heavy traffic over it, I [illegible] cover it with a light concrete floor.

24. I sent Mr. Stewart to Montevideo [illegible] etc. and analyse [illegible] report thereon.

I am arranging him to Montevideo, [illegible] Area by this "Tafela" on [illegible] business.

25. With reference to Tel. 20. [illegible] returned per tel. "Tafela" having [illegible] treatment in Montevideo. Whilst there he [illegible] interested in Uruguayan sheep dip and I [illegible] importing 30 drums.

26. With reference to Mr. H.L.Thomas's letter dated 6th & 7th ulto. respectively - copies sent [illegible] I enclose copies of my reply to his [illegible]

27. With reference to my 757. 22 [illegible] last to the P.S.N.Co. re calls of passenger vessels at [illegible] I now enclose copy of their reply Ref P/TD/NCR dated [illegible]

As anticipated, it does not appear likely that passenger vessels Homewards in May and outwards in October be resumed.

I am asking the P.S.N.Co. to put in a large vessel Homewards for passengers in April next year. If they cannot do this it appears likely that if we are to get all the intending passengers away it will be necessary for "Tafela" to make an additional voyage to Montevideo in which case I should not make an additional voyage in January.

27. S.S."LUCHIA" assisted [illegible] to Port Elizabeth to Montevideo July last.

[illegible] wool bales, 8860 bags rice and a quantity of casks of [illegible] totalling 450 tons.

She brought us 150 cases Naval Canteen of which 108 have been sold to date. She has since made a voyage calling [illegible] North, Darwin, Melville Island, George Island, Torres, Port Stephens, New Island, Spring Point, Dunnose Head, Chase Creek, East Point Island, Carsten Island, Hill Cove, Sunbeam Island, Pebble Island - the Acting Governor made the round trip - now on a voyage to Hill Point, North Arm and Milner, [illegible] Mar. 18th for Montevideo and South Brazil.

Itinerary to 23rd December next mentioned.

28. FOOTNOTE No.6 Sec. Owing to irrelevant [illegible] would only be recommended on raising the mooring buoy on S.W. anchor and chain have since been lifted, examined [illegible]

29. [illegible] I anticipate that I shall not require less than £3,500 from you at the end of this month on account wool tax and payments to the Adams family re-balm of Estate.

30. Messrs Dick & Bravo have sent me a Power of Attorney authorising me to wind up the J. Morrison Estate. Copy of [illegible] to them dated instant enclosed.

31. I understand that Messrs. Salvesen and Co. [illegible] de Pinna have been invited to make their health bounties here [illegible] 1924/5 and it is expected that they will employ a certain number of men from the Colony.

32. With reference to my 769, 31. Messrs. Dick & Bravo advise me that the position is now as follows :-

	Debit.	Credit.	
Importation account	£ 443. 7. 1.	£5511.38	
Ordinary account		7664.01	31. 12. 6.

They have presumably drawn on you for £443. 7. 1. and state that the zero credit balance cannot be employed for further purchases of merchandise for export but they can probably secure free sterling in London at about $ 122 - 31. I have therefore [illegible] them to do this.

[illegible]

32. With reference to my 739. 10. I understand that the Secretary of State for the Colonies did not approve of Mr. [illegible] being appointed State [illegible] on account of his nationality. His Excellency has appointed Mr. Alex Bonner temporarily - leaving it to the new Governor to make a permanent appointment.

34. With reference to my 739. 40. the [illegible] will be the last voyage this year to South [illegible]. When completed and accounts have been received I will [illegible] report. By that voyage we shall have a fairly [illegible] of timber, bricks, etc. etc. as we shall not [illegible] till May next year.

[illegible] at my request to stockpile all the [illegible] to [illegible] until [illegible] useful information [illegible] development between [illegible] and [illegible]. Most [illegible] stockpile [illegible] brought at once. The [illegible] and the [illegible] purchase [illegible] from the [illegible] trust [illegible] be able [illegible].

35. With reference to my 739. [illegible]

In initial period of four months I [illegible] as a Public House and [illegible] Man Group [illegible]. It will [illegible] this black general [illegible] Hodges is placed at one end and for a long time it [illegible] to provide more amenities in the Public House [illegible] the Congress [illegible] the opportunity arose.

I propose to build an addition to the rear of [illegible] 161 x 42', the Public House will then cover 37' x 42' and [illegible] will be provided for ground floor, Public and Private [illegible] kitchen, [illegible] first floor, [illegible] rooms [illegible]

No. 760 per "Lafonia" via Montevideo 18th August, 1934.

ENCLOSURES.

1. Despatch No. 760.
2. Statement of Accounts No. 62
3. Remarks on Accounts " 62
4. Store Indent No. 727
5. Remarks on Stores No. 727.
6. Duplicate specification of "Lafonia" shipment 11/7/34.
7. Royal Mail Account (July)
8. F.I.Gazettes - 1/7/34 & 1/8/34.
9. Stanley Ledger Balances - June Qr.
10. Wages Comparative Statement No. 10.
11. Return of Establishment & Wages -
12. "Lafonia" Itinerary to 23rd December.
13. F.I.Shipping Report.
14. Coal Statement - July.
15. Grazing Insurances - June & July.
16. Chief Storekeepers report on Darwin Store Branch.
17. Plan of proposed additions & alterations - Marmont Row.
18. Photos.

CORRESPONDENCE.

Copies of letters from Sec. Com. Cama Jacobs & Co. re Sale of "Falkland".

Copy of letter from P.S.N.C. - Liverpool re Homeward Passenger vessel calling our port.

Copies of letters to and from Royal Insce.Co.Ltd. - Liverpool re Competition from London Insurance brokers.

" " " " " " Col.Secretary re suspension of Land Purchase payments and payment of Fuel Tax.

" " " " N.K.Cameron re Agreement between F.I.Co.Ltd. and Port San Carlos Ltd.

SPECIFICATIONS.

MARK	WOOL	SKINS	TALLOW	HIDES.
S.K.	15	-	-	-
D	42	-	-	-
F.N.L. - J.I.	8	-	-	-
J.E.B.Pebble	3	-	-	-
R.B.C.	-	-	-	-

		Calls made at Colony Stations.	Montevideo.	Magellanes.	South Georgia.
s.s."Falkland"	1927.	114	20	-	-
do.	1930.	133	(Includes overseas sales)		
s.s."Lafonia"	1932.	150		2	-
do.	1933.	206		-	2

THE MANAGING DIRECTOR,

LONDON.

"LAFONIA" via Montevideo. 1st September,

761.

SIR,

With reference to your Despatch No. 1366 - 9, my 752 - 33, your 1368 - 33 and my 755 - 33, I now propose to deal with the question of our shipping policy in detail. You will note that I have followed on much the same lines as were outlined in my Memorandum handed to [illegible] subject to minor modifications further [illegible] trade has confirmed most of the views expressed [illegible] these matters have been dealt with under separate heads:-

1. s.s."Lafonia" - results achieved.
2. Mailbags.
3. Lighterage.
4. P.S.N.Co. and Royal Mail Lines Ltd. - relations with.
5. The future.

1. s.s."LAFONIA" - RESULTS ACHIEVED.

s.s."Lafonia" entered the Colony trade in November 1931 and the services which she has rendered since then are clearly shown by the following :-

		Calls made at Colony Stations.	Montevideo.	Magallanes.	South Georgia.
s.s."Falkland"	1927.	114	-	-	-
do.	1930.	133	(includes overseas calls)		
s.s."Lafonia"	1932.	180	7	2	-
do.	1933.	205	8	-	2

THE MANAGING DIRECTOR,

LONDON.

No. 761 per "Lafonia" 1/9/34. - 2 -

During 1932 and 1933 the usual quantity of produce has been exported but the routing of about 45% via Montevideo has enabled us to get at least 600 additional bales Home each year in time for the May instead of for the September sales.

We have been able to resist attempts by the P.S.N.Co. to raise the rates of freight on produce. Towards the end of 1931 they endeavoured to enforce an increase of 15% for the 1932 season which they had imposed on exports from Magallanes. This was successfully resisted and for the first time within knowledge the rate from Port Stanley to the United Kingdom was the same as from Magallanes instead of from 10/- to 20/- per ton dearer than the latter Port. Since then minor adjustments have been made in the two rates but even now the Port Stanley rate is only 3/- per ton more than Magallanes as compared with 10/- in 1931.

Following on the economic depression the P.S.N.Co. have steadily reduced their sailings and in 1931 cancelled the usual Homeward and outward passenger vessel calls at Port Stanley which had previously been made about April/May and October in each year. Consequently the only direct opportunities for passengers for the United Kingdom were the January and March direct cargo sailings which provide accommodation for 12 passengers only and apart from the lengthy and comfortless voyage the calls are not usually made at times convenient for most travellers.

The reduction in sailings has consequently led to a development of the route via Montevideo per "Lafonia"/Royal Mail Lines and a considerable number of passengers now avail themselves of this facility - quick and cheap transit to and from England at regular intervals (about 8 times yearly) is now possible, the usual transit taking 26/27 days Port Stanley - England or vice versa which will be reduced to 21/22 days at times when the reconditioned Royal Mail Lines "A" vessels are in service. Connections are usually made with "Highland" vessels outward and "A" and "Highland" Homewards, the latter quoting [illegible] fares in all classes.

When "Lafonia" was built it was never contemplated that she would be called on to carry the bulk of the overseas passenger traffic of the Colony to and from Montevideo but the cancellation of passenger vessels' calls referred to above forced this upon us. Had this possibility been realised in 1930 we should have doubtless planned differently but I am of opinion that we met a difficult position as well as possible in view of our limited resources. I do of course admit that the 4 - 5 days journey between Montevideo and Port Stanley in a vessel of "Lafonia's" tonnage may be a hardship to bad sailors and women travelling with children. On the other hand many passengers state that they prefer to travel between England and the Colony via Montevideo as they find it infinitely preferable to the direct route by P.S.N. cargo vessels which take 30/45 days and provide little or no comfort.

Fares via Montevideo are competitive as will be seen from the details given below - the trouble of transhipment and passports is reduced to a minimum and passengers tranship to and from Royal Mail Lines vessels which provide every possible comfort in all classes.

Comparative through fares -

1st class P.S.N.	Port Stanley - U.K.	£ 86.
1st class R.M.Lines "A" vessel.	" "	86.
1st class R.M.Lines "Highland"	" "	70.
2nd class P.S.N.	" "	49.
2nd class R.M.Lines "A" vessel.	" "	54.
3rd class P.S.N.	" "	27.
3rd class R.M.Lines "A" vessel	" "	28.
Intermediate class R.M.Lines "Highland" vessel.	" "	44.

The Homeward call at the end of April and a sailing from United Kingdom late September of a P.S.N. passenger vessel suited travellers very well indeed but it appears unlikely that the P.S.N.Co. will ever resume this in view of the restriction on the movements of passengers to and from Chile and that they have

no passenger ships suitable for the Straits of Magellan route - all being too large to earn sufficient South of Valparaiso to make the voyage remunerative. (Copy of my letter dated 11th April, their reply dated 20th June, my letter dated 28th June and their dated 13th August 1934 attached).

no.

It is therefore probable that the routing of passenger traffic via Montevideo has come to stay.

This route is also being used for the importation of stores from England and South America and we are thereby enabled to do about the same volume of trade with smaller and fresher stocks, which is all to the good and of considerable assistance to our Stores Department. The amount of money released by this policy is estimated at not less than £10,000.

The comparative figures given below are of interest :-

s.s."LAFONIA".

	Voyages Montevideo.	Passengers.	PRODUCE. Bales.	Tallow. (Tons)	Seal Oil. (Tons)	GENERAL CARGO. Ex M.V. (Tons)	Ex UK. via M.V. (Tons).
1932.	7	137	3526	77	349	459	249
1933.	8	84	3788	175	341	444	445 & ten rams.
1934.	6 (to end August)	100	3057	133	-	281 & 35 South Brazil.	472 & 21 rams.

P.S.N.Co.

	Voyages to U.K.	Voyages from UK.	Passengers.	Bales.	General Cargo.
1932.	3	6	47	4000	1977
1933.	2	4	60	4000	1568
1934. (to end August).	2	4 (Further sailings from U.K. this year October and November).	36	4000	1814 and 19 dogs. (Includes sailing of November 1933 which arrived January 1934).

The South Georgia service has been carried on since

July 1933 and a voyage is made about every quarter.

We have maintained our connection with Magallanes and have been looking farther afield for more business as it is fully realised that the trade of the Colony is not enough in itself. The four Southern Brazil voyages made this year were made with a view to possible developments and though authoritative comment cannot be made until the final accounts are received and analysed it is thought that they will prove to have justified themselves and that the trade is capable of development.

"Lafonia" has been kept fully occupied since her arrival in the Colony except for a month's layup in 1932. The whole Colony has benefited from the great improvement in overseas and inter Colonial communications, and it is apparent that had the Colony relied on the P.S.N.Co. for overseas communications during the period under review it would have been almost as isolated as it was during some of the War years.

Steady employment has been given to 23 men, most of them Falkland Islanders.

The service has of course suffered a certain amount of criticism mainly regarding her unsuitability for the Montevideo passenger service which point is dealt with above.

Farmers as a whole are generally satisfied but consider that "Lafonia" should not spend so much time away from the Colony as they require a vessel available at all times for urgent calls. I understand that Government is satisfied with the manner in which the contract is being carried out.

Financially, the vessel's trading has been so far satisfactory - full depreciation and a reasonable return on the Capital invested having been earned.

2. HULKAGE.

"Great Britain", "Lady Elizabeth", "Fennia" and "Capricorn" are still in Stanley Harbour. The first two are no longer used. "Great Britain" will shortly be moved to Sparrow

Cove and grounded there - probably her last resting place.

"Lady Elizabeth" is to be towed to Darwin where she will be utilised for improving jetty facilities at Goose Green.

"Fennia" is used for storing produce for about two months in each year and for the small use got out of her is expensive to maintain. Since 1927 this has averaged £160 per annum. She also has about 600 tons Patent fuel on board which is kept as a reserve.

"Capricorn", built in 1859, is occasionally used to store coal. So far as one can judge her hull is in fairly good condition but her counter and all the decking are very bad and a considerable amount would have to be spent to put her in fair condition. The requirements of our trade do not justify this being done - I do not therefore propose to spend anything on her and she may shortly have to be condemned. "Fennia" is the only hulk which should be maintained and I propose only to do the minimum necessary to keep her in fair condition. The trend of the Island trade is changing so rapidly that the need for hulks is perhaps almost past and it is possible that in the near future even "Fennia" may not be required, even so I would advocate maintaining her for a while - if only as a defensive measure.

3. LIGHTERAGE.

We have in commission - No. 1 (Dawson)
2 (Harriss)
3 (Brenton)
4 (Steel)
5 (Steel)
6 (Nimrod)
7 (Lafonia)
8 (Fleetwing)

The capacities of Nos. 1 - 6 may be taken at 100 tons each, No. 7 - 125 tons and No. 8 - 300 tons, total 1,025 tons providing they are well stowed.

Nos. 1 - 3 are in good condition. Nos. 4 - 5 are in fair condition. They are already 19 years old and can only have a limited life. [illegible] at present in use as a water boat. The hulls of Nos. 6 - 8 are fairly good but the decks require [illegible] and extensive repairs to put them in good condition. [illegible] which as [illegible] I do not at present recom[illegible]

experienced with these older wooden lighters is that they used so infrequently that the hull above the water line [illegible] then when they are loaded and lowered they leak for [illegible] until the timbers take up consequently there is [illegible] cargo being damaged. The upkeep of these lighters has about £400 per annum for the past few years but this minimum and the time is rapidly approaching when the upkeep of Nos. 6, 7 & 8 must increase if they are [illegible] anything like fair condition and to a less degree [illegible] applies to Nos. 4 & 5.

The question then arises as to what extent [illegible] policy of maintaining all these lighters is justified. [illegible] maintained almost entirely for the purpose of receiving cargo [illegible] P.S.N. vessels and are of sufficient tonnage [illegible] reasonably quick discharge of such vessels here.

Imports per P.S.N. vessels have been reduced [illegible] tons in 1929 to 1,568 tons in 1933 - calls have been reduced [illegible] 6 to 4/5 but owing to the variations in tonnage discharged by call, all lighters still have to be utilised at [illegible] the smaller total tonnage received - or to make [illegible] the tonnage received could be spread more evenly [illegible] calls we could do the same work as expeditiously [illegible] lighters at a considerable saving.

Tonnage discharged ex P.S.N. vessels 1933.

1933.	February	285 tons.	1934	January	[illegible]
	[illegible]	362		February	[illegible]
	August	588		May	[illegible]
	October	299		August	[illegible]
				(x this [illegible]	
	AVERAGE PER CALL 415.			Incr[illegible]	

The Lighterage and Hulkage Department does [illegible] way and I am of opinion that under the present system of receiving, storing and shipping cargo in Stanley [illegible] put on a satisfactory financial basis unless the rat[illegible] increased which course I do not at present recomm[illegible]

[illegible] the undertaking of extensive and expensive [illegible] a long before we shall have to condemn a number of [illegible] ly in the following order - No. 8, 6, 4 & 5, and 7 [illegible] ing 325 tons space. The cost of new lighters may be esti[illegible] 16 per ton space. If the present system is to co[illegible] these lighters replaced, we should therefore have to [illegible] tal expenditure of about £10,000, a course which I [illegible] be uneconomic and unjustified in every way.

If imports continue to be received by the same rate [illegible] present, I should then recommend the construction of one li[illegible]r only of 100 tons carrying capacity and the P.S.N.Co. be advised that we are only prepared to maintain 4 lighters of a total capacity of 400 tons and they must restrict their cargo bookings accordingly or be prepared to wait while we discharge [illegible] we can now discharge ashore at the rate of 90 - 100 tons per day.

I doubt whether imports per P.S.N. vessels will ever reach the 5,000 tons figure again - conditions will have to impro[illegible] greatly, even so I estimate a maximum import by this route of 3,000 tons per annum only.

But this course is not satisfactory - to provide lighters which only require to be used for perhaps 6 - 8 weeks per annum cannot be economic and if this Department is to be put on a proper footing and depreciation on plant etc. taken into account, it is apparent that our landing charges would have to be raised.

4. PACIFIC STEAM NAVIGATION Co. ROYAL MAIL LINES LTD.

Our relations with these two Companies are very different. The P.S.N.Co. appear to have been difficult ever since the War and though they have had what practically amounted to a monopoly of the Island trade for many years the Colony's requirements never appear to have been studied to any extent. This appears to be their attitude to their Magellan[illegible] trade also. By [illegible] callings they have lost most of the valuable tra[illegible] between the East and West Coast of South America.

[illegible] mpany formed by Menendez [illegible]

[illegible] about 18 vessels, many of them [illegible]

[illegible] petting with them on this rou[illegible]

[illegible] for [illegible] passengers and shippers sympathi[illegible]

[illegible] treatment and in the years of the [illegible]

[illegible] world wide depression during which peri[illegible]

[illegible] Line, the Branch Line has gone out of busi[illegible]

[illegible] Deutsche has grown, the German lines have [illegible]

their hold and load in Magallanes for London wh[illegible]

have established a new line to the West Coast wi[illegible]

homeward for Liverpool.

These are facts - the cause [illegible]

old established line do not perhaps [illegible]

effects certainly do, but it is [illegible]

will have to make a radical change in their poli[illegible]

ever going to regain anything like the strong [illegible]

held. A typical example of their lack of ordinary [illegible]

is referred to in your 1366 - S, where their attitude [illegible]

matter of shipping outwards via Montevideo demonstrate[illegible]

utterly they have failed to appreciate the strength of [illegible]

present position and I would take this opportunity of rei[illegible]

that I see no difficulty whatsoever in our handling all our [illegible]

imports via Montevideo if they should take action as threaten[illegible]

It should be noted that from 1926 - 1930 the Compa[illegible]

earnings from all sources, i.e. passengers and cargo to and fro[illegible]

the Colony averaged just over £34,000 per annum - the Magallanes [illegible]

trade must have been worth at least five times this amount to [illegible]

them, which makes their treatment of these ports even more [illegible]

culpable. Corresponding earnings in 1933 were £13,317.

Our relations with the Royal Mail Lines are excellent. [illegible]

Our business with them is confined to passengers [illegible] and outward

[illegible] as they do not accept cargo for London [illegible] ds at

[illegible] bookings ex the Colony in 1933. [illegible] 1934

[illegible] (Equal) were :-

	1932.	1933.	1934.
Cargo	£ 296.	1060.	947.
Passengers	3240.	2457.	2406

Whatever may have been their failings in the past a progressive spirit is now very evident and they are always prepared to meet us as far as is possible. This is particularly shown in the through booking of passengers via Montevideo for which they have quoted specially favourable rates. They have assisted in getting the Uruguayan embarkation tax waived and also abolished, will accept Falkland Islands money on their vessels and always endeavour to allot our passengers good accommodation

The position as it is now has been summed up in the preceding paragraphs.

It is, I think, apparent that we are approaching a turning point in the transport of the Colony. The position of the P.S.N.Co. has steadily deteriorated and there is no reason to assume that it is going to improve; what certainly is more certain equally is that they will there their hold on the trade steadily weakening. The Colony's overseas communications need improvement but it is obvious that we cannot rely on help from outside but if they are to be improved must rely on our own efforts, which brings me back to the proposals made in

I now go beyond those proposals and advocate the entire our shipping interests and inaugurate a service from Port Stanley/Montevideo/Rio Grande do Sul and Porto Alegre with a larger and faster vessel than "Lafonia", the severing of our connection with the P.S.N.Co. and a closer working arrangement with the Royal Mail Lines which would give the Colony a service as good as it has ever had, it would be welcomed in Montevideo there are distinct possibilities of development in South Brazil and the Royal Mail Lines have everything to gain by the base would act as a feeder to their "A" and "High" [illegible] by providing quick transit for passengers in

freight on through Bills of Lading between -
United Kingdom - Port Stanley and Magellanes,
United Kingdom - Rio Grande do Sul and Porto Alegre,
via Montevideo which is shown by the draft timetable (based on 1934 Royal Mail Lines sailings) attached.

In addition to this service I propose the "Lafonia" be retained for inter-Island and South Georgia services.

So far as can be ascertained the prospects for such a service are excellent - to deal with them port by port :-.

MAGALLANES is suffering as we are from lack of communications. The Homeward and outward passenger sailings April/May and October were as useful to them as they were to us - with its cancellation passengers are now forced to travel via Buenos Aires, a costly and slow route, take passage by P.S.N., Houlder or Blue Star cargo vessels (8/12 passengers) or travel on German vessels. The bulk of their produce is shipped direct to Europe (this particularly refers to Chilean Patagonia not Argentine). As regards their imports they have to rely on P.S.N. and German vessels at irregular intervals or on transhipment at Buenos Aires to coasting vessels - sailings of these vessels are considerably reduced as many now terminate their voyage at Gallegos.

It is considered that with regular communication via Montevideo making close connections there for passengers and cargo the through transit averaging 28/29 days, the service should rapidly establish itself with the farming and business community and the passenger and cargo traffic secured should at least be on the same level as secured in the Falkland Islands.

I have discussed these proposals unofficially with several persons whose views carry weight in Magallanes and the general opinion was favourable, there appears to be a real necessity for such a service and the quick and cheap transit offered would doubtless assure our getting a fair share of the traffic.

FALKLAND ISLANDS.

The whole of the passenger and cargo traffic would then be routed via Montevideo. There is no reason to anticipate any increase in rates as the total outward rate of freight would be adjusted to about the same rates as now charged by the P.S.N.Co. on practically all commodities as is done at present for outward shipments via Montevideo on our own stores. Our Store business will benefit as we shall be able to get smaller shipments out monthly, less working capital will therefore be required for stocks which amount I estimate at between £5,000/£7,500.

Government will doubtless welcome it as it will provide an additional source of employment and greatly improve the mail service which facts justify our asking for a mail subsidy of not less than £5,000 per annum.

The vessel would be adaptable for the carriage of sheep so that in the event of the South Amer ican demand for our surplus reviving the Colony would have no difficulty in arranging transport which has been such a hindrance in the development of this trade in the past. There is also the prospect of selling to Uruguay and South Brazil. The point raised in my previous Memo re Freezing might also be considered by those competent.

MONTEVIDEO.

The service would act as a feeder to the Royal Mail Lines and secure to them much passenger and cargo traffic which they now have to compete for. Mr Stapledon, with whom I have discussed the matter fully, will urge the Royal Mail Lines to put a connecting Homeward cargo vessel for London on the Montevideo berth at least during the wool season, if this project materialises.

Given the facilities it is thought that a limited tourist traffic is capable of development from Buenos Aires and Montevideo to the Falkland Islands. Even now enquiries are frequently received but the long wait in Port Stanley between sailings acts as a deterrant.

I am certain that we may be assured of the good will

of the Uruguayan Government which has frequently been apparent in regard to s.s."Lafonia".

STATE OF RIO GRANDE DO SUL.

It is very difficult to estimate the possibilities although it is obvious that they are considerable. I sum up those known -

(1) In 1933 550,000 bags wheat and 23,000 bags flour were imported from Argentine to Porto Alegre. This trade is large in the hands of Bunge & Born who own a number of flour mills in the State of Rio Grande do Sul, who ship through Michanovich. Falkland Islands.

Messrs L.Dreyfus & Co. also ship to mills not controlled by Bunge & Born. Their Agent at Montevideo is anxious to enter trade if shipping facilities become available and it is endorsed by the present Montevideo Manager of Messrs Wilson & Co.Ltd. that some arrangement could be come to with this 4,000 bags flour were shipped from Montevideo to the State Alegre in about 15 years.

Montevideo Millers may be able to increase this as their Government is now paying an export bounty on flour.

(2) The Oil refinery at Montevideo is interested in shipping and the Shell Mex Co. road surfacing compounds.

(3) Textile mills in the State are interested in importing wool.

(4) In 1933 132,000 bags rice and 25,400 bags mandioca were shipped from the State to Montevideo and 132,000 bags and 22,400 to Buenos Aires.

(5) Parana pine is shipped in large quantities to Buenos Aires - also to Montevideo, much of the latter is at present railed into Uruguay.

(6) The State grows potatoes and onions which Uruguay imports largely at certain seasons from the Argentine and from Europe.

(7) Roofing tiles similar to those imported into Uruguay from France are also made.

(8) There is a limited trade in tobacco, beans, mate, oilseeds and peanuts and parcels of these commodities also of hides and bones are shipped to Montevideo for local consumption and for transhipment there.

(9) Other trades which would develop are timber, fruit and general to the Falkland Islands and fruit at certain seasons, coffee, rice, mandioca, lard and mate to Magallanes.

Given regular communications it would seem that trade must develop and with it a limited passenger trade. The district is a wealthy one and is served by three good ports, Porto Alegre, Rio Grande do Sul and Pelotas - all easy of access.

The Governor of the State of Rio Grande do Sul has shown much interest in the calls made by s.s."Lafonia" this year and it is he who raised the question of importing rams from the Falkland Islands.

Our present Agents, Messrs. Cranston Woodhead & are of opinion that a good trade can be developed which is endorsed by the present Montevideo Manager of Messrs Wilson Sons & Co.Ltd. who built up a big business for his firm in Porto Alegre in about 15 years.

Statistics for the first six months of 1932 are given below -

Cargo	Porto Alegre - Montevideo	1,626 tons.
"	Rio Grande do Sul - Montevideo	1,073 "
"	Montevideo - South Brazil	2,456 "
Passengers	" " "	144.

Passengers between Porto Alegre & Rio Grande do Sul 5,000.

The State is growing fast and it is generally thought that it has a great future before it.

It may be asked what has Magallanes and South Brazil to do with the Falkland Islands but the prospects of development in the Colony are practically nil and as we cannot support a steamer service such as is required by ourselves, it can only be made possible by including it in a regular trade route and herein is outlined one which is definitely capable of development.

Whilst impressing on these gentlemen that the whole project is not as yet endorsed by my Board, I have discussed it

with Mr W.J.Maclean, Mr Stapledon, Messrs Davis and Parker of the Royal Mail Lines Ltd., Buenos Aires, Mr G.Wood, Mr Cranston Woodhead, the British Consul at Porto Alegre and Mr Greer and Mr Dick at Magallanes.

Although I fully realise that a project of this nature must stand on its own feet, there can be no question that its successful realisation would be of distinct benefit to British export trade and shipping.

WORKING DETAILS.

Magallanes. Dick & Bravo, agents, controlled by Stanley.

Fox Bay and Port Stanley. Stanley to remain the collecting and distributing centre for the Colony.

Three Coast lighters (Nos. 1 - 3) to be maintained.

Vessel to be manned and victualled at Port Stanley.

Montevideo. Maclean & Stapledon agents and to control South Brazil agency.

South Brazil. Cranston Woodhead & Co. agents.

A timetable based on Royal Mail Lines sailings during 1934 is attached herewith which shows the close connections made there for traffic to and from South and to and from North of that Port. This would doubtless require some modification in practice as during the wool season produce would be picked up at the more important stations in the Colony by the through steamer.

VESSEL. It is most essential that the vessel should be suitable for the trade in every way. She should be of sufficient size to accommodate 36 1st class passengers

24 2nd class passengers

12 3rd class passengers (men only)

Crew - about 36 in all.

Cargo capacity 60 - 75,000 cubic feet excluding locked rooms.

Service speed 13 - 14 knots.

No. 761 per "Lafonia" 1/9/34. - 16 -

The 1st class passenger accommodation requires very careful planning, fair sized cabins with as few upper berths as possible - with a number of single berth cabins.

Good weather throughout the voyage between Magallanes - Stanley - Montevideo is exceptional and as a number of the passengers would perforce spend most of the voyage in their cabins it is most important that the cabins should be roomy, well ventilated and comfortable.

Public rooms would include dining, drawing and smoke rooms - if possible a small children's room. All accommodation to be adequately heated and ventilated.

Second class - Dining room and 2 & 4-berth cabins - very interchangeable with the 1st class.

Third class - Dining room. 2 cabins - 6 berths each, for men only.

Mails and cargo - mail room. 3 holds. 3 hatches - one adapted to take long lifts. 'Tween decks in all holds. Carriage of live sheep to be allowed for. Locked rooms as required. 1 - 15-ton derrick. 2 - 5-ton derricks, remainder 30-cwts. Steel hatch covers.

Equipment. Wireless.

Lifeboats on davits such as Taylors gravity. Motorboat on davits. Adequate linen, dry goods, vegetable stores, small refrigerator chamber. Purser's Office. Shop.

Propulsion etc. - Twin screw engines either Diesel or oil fired boilers. Bronze propellers. Arc form ?

With careful attention to the trade's requirements it should be possible to design a most suitable and exceptional vessel. Something between the cross Channel type and the Coasting vessel (London & Edinburgh or Coast Lines) is what is required and I have found the plans of the following vessels most instructive as to what can be done in the design of moderately fast passenger and cargo vessels of limited dimensions.

No. 761 per "Lafonia" 1/6/34. -17- - 18 -

m.v."Bornholm" 235' B.P. x 37' 9" x 13'. 1350
29,200 cu. ft. capacity. 13' 9" loaded. 14 knots on
264 passengers.

m.v."Briand" 249' 4" B.P. x 40' x 24' 3". 69,224 cu. ft.
15' 6" loaded. 14 knots. 2800 B.H.P.

m.v."Vistula" 221' x 35' 9" x 21' 6". 1250 g.r.t. 900 ft.
13' 1" loaded. 13½ knots on 1422 I.H.P.

m.v."C.F.Tietgen" 270' x 40'11" x 17'. 1850 g.r.t.
51200 cu. ft. 15' 9" loaded. About 15 knots on 2450 I.H.P.
282 passengers.

s.s. "Lafonia" would maintain the inter-island and South Georgia services with voyages to South American ports for timber and coal as required. She would collect a certain amount of produce and trading as now carried on on the half yearly tour voyages would be extended. She would probably be laid up for 2 to 3 months per annum.

She would not be run on the same lines as at present; the crew would be reduced and she would do much of her steaming around the Islands at reduced speed and a considerable saving in her running expenses would then be possible.

RUNNING EXPENSES - New vessel and "Lafonia".

I estimate these at -

New vessel.
12 round voyages p.a. Magallanes - Porto Alegre £ 30,000.

s.s."Lafonia" 12,000.

Add depreciation @ 5% on (1) £75,000. (2) £25,000. 5,000.

£ 47,000.

EARNINGS. I have not attempted to separate those pertaining to each vessel but have estimated the total earning from all sources which should be set against the estimated expenditure for the two vessels.

Passages :- Montevideo - Port Stanley & vice versa.
90 @ £18. £ 1,620.
45 @ £14. 630.
15 @ £8. 120.

Port Stanley - Magallanes.
20 @ £6. 120.

Inter-island. 1,000.

Passages - brought forward

Montevideo - Magallanes & vice versa.

90 @ £20.	1,800.
45 @ £15.	675.
15 @ £9.	135.

Magallanes - Port Stanley.

20 @ £6.	120.

Outward cargo to Falkland Islands.

Ex U.K. 3,000 tons @ £1. 5. -.	3,750.
Ex Montevideo 500 tons @ 40/-.	1,000.
Ex South Brazil 300 tons @ 60/-.	900.
Livestock	100.

Outward carriage to Magallanes.

Ex U.K. 3,000 tons @ 25/-.	3,750.
Ex Montevideo & South Brazil 600 tons @ 60/-.	1,800.

Inter island cargo.	1,500.
Inward cargo. - Produce.	
Magallanes - U.K. via Montevideo.	5,000.
Falkland Is. - U.K. via Montevideo.	15,000.
Cargo and passengers between Montevideo & S.Brazil.	5,000.
Mail Subsidies.	
Ex Falkland Islands Government - Montevideo.	5,000.
" " " " So. Georgia.	2,500.
Poundage Magallanes mails.	1,[illegible]
Miscellaneous.	
Shop rentals, bar, victualling, inter-island trading, camp sales at ship, rentals etc.	1,000.
	£ 52,720.

s.s."Lafonia's" present running expenses have been taken as the basis for these services and should be fairly accurate, due allowance being made for the larger vessel.

Estimates of earnings other than those realised in the Colony are a matter for conjecture but I do not think those taken for Magallanes or for South Brazil are unduly optimistic.

These and other details can be gone into more closely if the scheme commends itself favourably to you. In the meantime I am having Captain Roberts obtain further information I require at Montevideo, Rio Grande do Sul and Porto Alegre on his way Home in October. The short stays made at these ports by "Lafonia" this year have not given sufficient time for such matters as port expenses to be studied and cargo and passenger possibilities to

be fully explored.

MILEAGE.

Magallanes - Port Stanley via Foxbay.	550 miles.	
Port Stanley - Montevideo	1,015	
Montevideo - Porto Alegre via Rio Grande do Sul.	460	
	2,025	"
Round voyage	4,050	"
Days en voyage @ 13 knots, say	13 days.	
12 voyages per annum	156 days.	
In port	209 days.	

Passengers would be through booked via Montevideo in all classes to and from ports served by the Royal Mail Lines to and from ports included in this service. If the Royal Mail Lines approved and arrangements could be come to with [illegible], passengers would also be through booked to and [illegible] Aires.

The possibilities of calling at such ports as Buenos Aires, Mar del Plata and Bahia would not be lost [illegible] but as a matter of policy it would not interfere with [illegible] trade between Buenos Aires and Patagonia.

[illegible] - Freight on through booked cargo would [illegible] payable in [illegible]. Passages and local freights collected [illegible] currencies would be used to meet ships' disbursements etc. and it is not anticipated that there would be any risk of having large amounts tied up in South American countries for lack of remittance facilities.

Several points raised in the fourth and fifth paragraphs of your 1368. 33. call for replies.

Re para. 4. - The intention is to cater for the United Kingdom - Magallanes cargo trade via Montevideo in the same way as we receive cargo ex United Kingdom via Montevideo for the Falkland Islands. The local trade between Magallanes - Montevideo is of course trifling.

The passenger and export (wool/skins) trade of Magallanes is of course seasonal just as ours is but it begins a little earlier and carries on later presumably on account of heavy

shipments of skins after killing.

Re para. 5. - My view is that if the Company does not see its way to embark on the scheme by itself - endeavours should be made to persuade the Royal Mail Lines to take a financial interest in the service, always providing that the control remains with us. The Royal Mail Lines have everything to gain from a close working arrangement with a feeder service such as this. For a comparatively small capital investment they secure a monopoly of the trade induced by the service - a matter of considerable import in relation to their regular overseas services.

The management must, however, be [illegible] otherwise the service might easily be overloaded with [illegible] overhead charges and I do not consider that their part[illegible] would be economically workable on any other basis than this.

The service would doubtless benefit in many ways from its connection with the Royal Mail Lines particularly in the South American ports called at as we should have the support of their considerable organisation at our back.

I have written at considerable length but I feel that the future [illegible] of our shipping, hulkage and lighterage departments is of even more importance now than it was in 1932 and that the present is a fitting time to place my views before you for your consideration.

The Mail Contract with the Falkland Islands Government expires in 1936 and the matter of its renewal will come under consideration shortly which provides a fitting opportunity for proposals such as these to be put forward.

I fully realise that they involve radical changes and heavy capital expenditure but it is apparent that the whole position is now in a state of flux.

It would seem that the lessons learned from the restriction of the F.S.N.Company's sailings and from the extension of "Lafonia's" activities have made further developments [illegible] and I sincerely trust that the Company with its fine [illegible]

service to the Colony may see its way to take the initiative in this matter.

The successful development of these proposals would increase our revenue from shipping and at the same time permit of a reduction in freights on produce. Considerable savings would be effected in the bulkage and lighterage departments, the Stores department would require less working capital than at present to carry on its business, victualling of the vessel would yield a profit, more money would be spent in the Colony. The benefits would not be limited to the Company but the whole Colony would share in them in innumerable ways. I forsee no great difficulty as regards the management of the proposed shipping services.

If after consideration of these views you are of opinion that they deserve further discussion I request that you will permit me to approach Government also the Magallanes, Montevideo and South Brazil position can be gone into more fully.

I shall have the benefit of a personal discussion with the Board next year and if it is decided to approach the Royal Mail Lines it could be done at that time.

I am,

Sir,

your obedient servant,

Manager.

No. 762 per "Lafonia" via Montevideo 28/9/34.

P R E C I S

1. Acknowledges receipt of your No. 1376 and confirms No. 760.

2. Confirms telegram of 21st inst, ordering M.P.slide valve for "Lafonia".

3. Advises satisfactory progress being made with Fitzroy River Bridge.

4. Reports Mr A.M.Jacobs still interested in purchase of "Falkland".

5. Notes all you write re Port San Carlos Ltd.

6. Notes appointment of Mr D.M.Honeyman as Darwin Schoolmaster.
Mr M.Foggo leaves by this "Lafonia".

7. Notes correspondence with Sheep Owners Association re Reform League Circular.

8. Dick & Bravo advise me they remitted you $400 on 21st Ulto.

9. s.s."Lovart" - amended draft circular re 1935 produce rates enclosed.
Understand Mr Miller purchasing Turner property in Ross Rd.

10. Report on sales and profit on Soda Water plant follows.

11. Timber ex South Brazil - anticipate this will replace Sandy Point if prices do not increase unduly.
Advises quotations for posts.

12. Notes remainder of D.H. wool sold privately.

13. Mr A.Barrett, wool sorter - notes re-engagement of.

14. Agreement of Mr K.Pitt, 2nd Mate, "Lafonia" to hand.
Capt. Roberts handing over vessel to Mr Adair this voyage.
Former proceeds per "Highland Patriot" due London 22nd Nov.

15. Reports arrival of Mr J.M.Thomson.
Notes Lloyds Register fees earned by him may be retained.

16. Proposed amendments to Livestock Ordinance - notes all you write.

17. Reports arrival in Stanley of 2 members of British Grahamsland Expedition with 19 dogs and 140 tons cargo per "Losada".

18. Understand Mr L.Hardy returning to Colony for good, shortly.

19. Understand R.S.S."William Scoresby" being recommissioned.

20. Provident Fund 1933 - advises payment of further 20% on employees contributions in respect of 3% dividend declared.

21. Understand Government will spend £3,000 on new plant next year.

22. Understand extensive additions being made to Electric lighting plant next year. General Electric Co. might be advises of this.

23. Reports importation of Ford Car by Government for Camp use.

24. Advises departure of Mr Ellis for Grenada, via Montevideo.
" Mr Craigie Halkett will act as Governor until Mr Heaton's arrival.
" Dr J.I.Moir has been transferred to British Honduras as P.M.O.

25. Steamer movements.

26. New van for Stores Dept. Requests you to reconsider your decision not to supply new van.

Advises enquiry received from Mann George & Co. Montevideo for space from Montevideo to Santa Cruz for 900 tons coal. Have quoted 20/- per ton.

~~[illegible]~~ Will require £ 4,000 to be remitted at end of this month. Do not anticipate will require a remittance from you for October or November.

Reports 21 rams ex "Highland Brigade" have been released from Quarantine. Rams are reported to be in good condition.

Advises "Lafonia" lost propellor blade en route from Montevideo last voyage. Vessel dry docked at Stanley and bronze propellor fitted.
Reports on shedding of blades from 3 propellors since March 1933.
Advises two voyages made between Montevideo and Rio Grande do Sul/Porto Alegre August/September.

... ...

"LAFONIA" via Montevideo. 28th September, 34.

762.

Sir,

I have to acknowledge receipt of your Despatch No. 1376 dated 17th August and to confirm my Nos.760 dated 16th ulto. and 761 dated 1st instant.

2. 1376. 5. s.s."LAFONIA" - M.P.SLIDE VALVE.

I confirm my telegram dated 21st instant reading - "Ship per 'Almanzora' 3rd November new M.P.valve face and valve "including side lubrication as suggested by T.T.Kennaugh for "Lafonia"..

This will be fitted in Montevideo at the end of November.

3. FITZROY BRIDGE. Satisfactory progress is being made as will be seen from the enclosed photographs.

The bridge extended 309 ft. from the South bank on 23rd instant and the next group of piles is in course of driving.

The place at which the Findlay Creek bridge steel piles were used proved very soft but from that point on the driving has been into hard ground.

4. 1376. 8. s.s."FALKLAND". I have since heard from Mr. A.M.Jacobs that he is still interested.

5. 1376. 10. PORT SAN CARLOS Ltd. I note all you write.

6. 1376. 13. DARWIN SCHOOLMASTER. I note that you have appointed Mr. D.M.Honeyman and copy of his agreement is to hand. Mr. Foggo leaves by this "Lafonia".

7. 1364. 14. REFORM LEAGUE CIRCULAR RE FREIGHTS & P.M.

I was very interested to read the correspondence with the

THE MANAGING DIRECTOR,

LONDON.

Falkland Islands Sheepowners Association.

On consideration I decided not to have this published as suggested by you. So far I have not given the Reform League any opportunity of entering into a controversy with us as this seems to me to be the best course to pursue anyway for the present.

8. 1376. 17. & 760. 22. Messrs. Dick & Bravo advise me that they remitted to you £400 on 21st August last.

9. 1376. 18. s.s."LOVART". With reference to the with holding of rebates under certain circumstances, I would suggest that the notification of produce rates for 1935 be amended as per draft enclosed. If you approve kindly use it for Clients whose acceptance you obtain and I will also use it here.

I understand that Mr. Miller is purchasing the Turner property on Ross Road comprising the ship and house for £2,000. Also that he is renting a piece of land from Government in the Pound paddock and will erect a store shed there.

10. 1376. 20. SODA WATER PLANT. I will advise you later as to the sales and profits made.

11. 1376. 24. TIMBER EX SOUTH BRAZIL. Hannaford is strongly of opinion that providing prices do not increase unduly Parana pine should eventually replace Sandy Point and also much of the Baltic timber we now import.

Re posts and droppers - Latest quotations for adzed Sandy Point posts permit of our selling direct to Farms at about 2/9d to 3/- but the quality is not reliable.

'Guajavira' posts are almost too hard to use staples on but we could sell them bored for six wires direct to Farms at the same price. We have, however, received samples of eucalyptus posts unbarked which look very good indeed and which we could sell direct to Farms for about 1/9d to 2/- each. I am sending samples round on the next tour voyage for Farmers' inspection.

I have not yet been able to obtain a competitive price for droppers from South Brazil.

12. 1376. 26. WOOL MARKET. I note that you have sold the balance of D.H. mark privately.

13. 1376. 27. I note that Mr. A.Barrett, Wool Sorter, has been re-engaged for next season and is due here next month.

14. 1376. 28. s.s."LAFONIA" - 2nd MATE. Mr K.Pitt's agreement to hand. He joins the vessel at Montevideo about 5th prox. Captain Roberts will hand over to Mr. Adair there - he is then proceeding to Buenos Aires, thence to Rio Grande do Sul and Porto Alegre to obtain further information which I require and then proceeds Home probably per "Highland Patriot" due London 22nd November. I require him to rejoin "Lafonia" at Montevideo early in March.

15. 1376. 29. Mr J.M.THOMSON arrived per "Lafonia" 14th instant - copy of his agreement to hand. I note that Lloyds Register Survey fees earned by him may be retained by him. Kindly advise me by telegram when any of the more senior employees leave England for the Colony.

16. 1376. 30. PROPOSED AMENDMENTS TO LIVESTOCK ORDINANCE. I note all you write and understand that consideration of the proposed amendments is being deferred until the new Governor arrives. Mr. Bonner is arranging to quarantine his sheep on one of Dean Brothers' Islands.

17. BRITISH GRAHAMSLAND EXPEDITION. Messrs. Hampton and Stevenson, 19 dogs (45 died during the voyage) and 140 tons cargo for this Expedition arrived per "Losada" and await "Penola" due here early November. I am storing the cargo for them but only charging the landing rate and trust you approve.

18. L.HARDY. With reference to my 755. 46. I understand that he is shortly returning to the Colony for good.

19. I understand that the Discovery Committee is recommissioning s.s."William Scoresby" which vessel will resume whale marking.

20. PROVIDENT FUND 1933. The subscriptions for 1933 from employees amounted to £2,069. 19. 3. to which the Company added 10% as at 31st December, 1933. As the Company paid a dividend of 3% on the ordinary shares a further contribution of 20% on

employees 1933 subscriptions became due. This was made as on 15th June last and amounted to £384. 14. -.

Enc. I enclose copy of Circular dated 20th August last issued to employees, for your information.

21. WIRELESS TELEGRAPHY. I understand that Government have to spend about £3,000 on plant for the Wireless Station next year.

22. ELECTRIC LIGHTING. I understand that Government will have to make extensive additions to their electric light plant as the demand has outrun the supply. The whole scheme has been badly conceived and carried out in the costliest manner. They have already had three generating plants (in 5 years) each larger than its predecessor and they have also had to replace cables. The General Electric Company might be advised of the probable extension.

23. FORD CARS. Government imported a Ford two-seater for Camp use. Messrs. Halkett and Roberts' tour referred to in my 753. 28. having apparently convinced them that the Ford is the most suitable for the country.

24. Mr. J.M.Ellis leaves for Grenada via Montevideo, Rio de Janeiro and Trinidad by this "Lafonia".

Mr. M.Craigie Halkett will act as Governor until Mr. Hemmiker Heaton's arrival.

Dr. J.I.Moir has been transferred to British Honduras as Principal Medical Officer and leaves this Colony as soon as a reliever arrives.

25. STEAMER MOVEMENTS.

m.v."Losada" arrived 23rd and sailed 25th ulto.

R.R.S."Discovery II" arrived on the 22nd and sailed 24th instant.

s.s."Lafonia" arrived from Montevideo 15th instant and sailed 22nd for East and West Falkland Ports. She sails for Montevideo on 29th inst. with 3 passengers and for South Georgia about 11th prox. About 30 men proceed by her to join whaling factories.

26. NEW VAN FOR STORES DEPARTMENT. With reference to

Remarks on Stores dated 24th May last and your reply dated 20th July last (copy enclosed), the van now in use is still capable of several years work but as it gets older it becomes necessary to lay it up more frequently for overhaul. Moreover we cannot stock every possible spare part which might be required and it may happen we have to lay the van up until a spare can be obtained from Montevideo or even England which would be a very serious matter. The support our Stanley Store business receives from Stanley residents is partly due to the efficient delivery service we give; when the van is laid up our advantage is to a certain extent lost. Only recently a breakdown occurred at the end of the month when heavy monthly orders were in course of delivery - the position was dealt with satisfactorily but it accentuated the fact that our present local transport arrangements were inadequate.

The present van has now been in use since February 1931 and it is running for about 300 days in the year. It is on the road all day say 8 to 9 hours and is constantly stopping and starting mostly on indifferent roads with many short sharp hills and in view of the continuous and heavy work it undertakes I am satisfied that it has been maintained in an efficient manner.

Its routine is keeping the West Store supplied from the East Jetty shed, delivering stores to local customers and to the East and Public Jetties for shipment, collecting skins from the Slaughter House and produce from Moody Valley farm for shipment.

I therefore request that you will kindly reconsider your decision and supply the Stores Department with a second van, but instead of the 1-ton van asked for by the Storekeeper, suggest that if there is a considerable saving in freight, you order the 1-ton 131½" wheel base chassis with cab @ £179 and we will build the body here.

I understand the Royal Mail Lines rate for motor cars and lorries via Montevideo is 40/- per ton and if outward cargo is scarce they might be persuaded to meet you in the matter.

of measurement of the uncrated lorry.

With the development of the roads to Darwin and to the North Camp the question of carrying passengers and mails by road will have to be considered but I will revert to this matter when I have discussed it with Mr G.Goddard.

27. MESSRS. MANN GEORGE & Co. have been enquiring for space for 800 tons coal Montevideo - Santa Cruz. You will recollect that their London Office enquired about this in July 1932 and we then quoted 25/-. On consideration I have decided to quote 20/- and enclose copy of my letter to their Montevideo Office dated 26th instant.

28. REMITTANCES. I shall require £4,000 at the end of September to meet heavy payments of wool tax, import duties and payments to the Savings Bank on account of Farm employees, and Clients and completion of Administration of Estate A.E.Walton.

I do not anticipate having to make any heavy payments in October - November.

29. The 21 rams ex "Highland Brigade" have been released from quarantine. They are reported to be in good condition.

30. S.S."LAFONIA". Propellor. I regret to confirm that a blade of the propellor was lost shortly after leaving Montevideo. This was suspected at the time owing to the alteration in the engine revolutions and confirmed after the bulk of the cargo had been discharged on 16th instant. I then decided to discharge the whole of her cargo and bunkers, dock her on 19th, work overtime and get her off again as early as possible.

Vessel was docked about 6 a.m. and dry 9 a.m. Work commenced immediately and carried stright on till 12.30 p.m. the next day when vessel was safely undocked despite a strong N.W. breeze. Damaged propeller was removed, bronze propellor and cone fitted, vessel given one coat anti corrosive and one coat anti fouling paint and 1 coat Apexior (boiler) fore and aft of the propellor as was deemed necessary. Loading commenced immediately vessel came alongside, was completed 11 p.m. 21st and sailed early morning.

Except for Fitzroy, Speedwell, Swan and Pebble Islands her original programme for C. 21 is being carried out. She should arrive back p.m. 28th and sail for Montevideo according to programme the next morning.

The work done was very satisfactory in view of our limited facilities.

Arrived Stanley 7 a.m. 15th instant landed passengers and mails, 350 tons cargo and 129 tons bunkers. Discharge completed 2 p.m. 18th. Docked 6 a.m. 19th. Undocked 12.30 p.m. 20th. Loading commenced 2 p.m. 190 tons cargo, 75 tons bunkers. Loading completed 11 p.m. 21st. Embarked 38 passengers and 88 bags mails.

Our claim is in course of preparation and will be sent you next mail.

Since March 1933, for no apparent reason blades have been shed from three propellors at sea, in fairly calm weather and with no racing of the machinery, the only evidence being slight vibration and an increase in the number of revolutions of the engines. A blade was shed from the original propellor (i.e. No. 1) in March 1933 and though it was presumed at the time that the propellor had struck a submerged object there was no evidence to bear this out from the engine room. Had a submerged object been struck with such force as to have broken a blade at the root one would have expected that a considerable shock would have been felt in the engine room. The broken section of the blade shows no latent fracture and has the appearance of what one might expect from clean fractured cast iron. Propellor No. 1 shows extensive ~~[illegible]~~ erosion or honeycombing at the blade tips and the remaining blades show no signs of latent fracture. The vessel was beached at Goose Green in March 1933 and the spare propellor (i.e. No. 2) was fitted, a new propellor being ordered (i.e. No. 3). No. 2 propellor was in use from March 1933 to March 1934 when it was removed at Montevideo during grounding damage repairs, owing to excessive erosion or honeycombing at the blade tips and No. 3 propellor was fitted, No. 2 being retained as spare.

In April 1934 during a voyage from Port Stanley to South Georgia a blade was shed from No. 3 propellor without any apparent reason, there being no racing of the machinery and no evidence from the engine room of having struck a submerged object. The vessel was tipped at South Georgia and No. 3 propellor removed and No. 2 again fitted. Like propellor No. 1, No. 3 shows a clean break, there being no evidence of the having been a latent fracture in the blade section or on the remaining blades. No. 3 propellor was in use for about ten days. In similar circumstances in September 1934 No. 2 propellor shed a blade during a voyage from Montevideo to Port Stanley there being no evidence of having struck a submerged object or racing of the machinery. On removal, this propellor shows definite evidence of having had a latent fracture across the section of the blade stump and fractures have developed across the roots of the three standing blades varying from six to twelve inches long (Photographs following).

I will revert to this matter next mail. The Scimitar type bronze propellor proved an excellent fit. Unfortunately Messrs. Kennaugh & Co. failed to send us Print No. 3662 referred to in letter dated 21st February last from the Manganese Bronze & Brass Co.Ltd. to Messrs. Kennaugh & Co. We could not therefore take any action as regards the slight alteration in the shape of an addition to the rudder which the Manganese Co. recommend.

There was insufficient clearance between the cone and the portable rudder plate which you will observe from the enclosed photo. We did not therefore refit the plate but blocked off each end. Please have the drawing in question sent out now.

Enc.

Vessel will be drydocked for painting in February next when the rudder plate can be altered as required.

Messrs. T.T.Kennaugh & Co. also failed to bring to your notice the necessity for using an anti galvanic medium such

as zinc plates or a suitable compound to prevent corrosion to the adjacent steel work.

The only compound we had on hand which may suit was boiler apexior and this was used. Half ton ship's apexior is being indented for by this mail. I cabled you on 18th instant for a pure cast iron (spare) propellor.

Starboard anchor. I regret this was lost off North Arm on the morning of 23rd instant. I will revert to this matter later.

As plenty of cargo was offering for Montevideo, vessel made two round voyages between Montevideo and Porto Alegre in August/September.

Montevideo	Depart 24th August in ballast.		
Rio Grande and Porto Alegre.	Arrive 25th	"	
do.	Depart 29th	"	476 tons rice husks and 8 passengers.
Montevideo	Arr. 30th	"	
do.	Dep. 1st September, in ballast.		
Rio Grande & Porto Alegre.	Arrive 3rd	"	
do.	Depart 7th	"	155 tons rice husks, 200 tons for Port Stanley. 6 passengers for Montevideo.
Montevideo	Arrive 8th	"	
do.	Depart 9th	"	350 tons (in all) for Port Stanley. 16 Passengers.
Port Stanley	Arrived 15th	"	a.m.

Had there been time to spare for discharge at Montevideo a full load could have been secured.

Voyage accounts will be received next mail and will be analysed and commented on.

I am,

Sir,

your obedient servant,

Manager.

Despatches Nos. 741 & 742 per "Lafonia" - 20th Sept. 1934.

ENCLOSURES.

1. Despatch No. 741.
2. " " 742.
3. Statement on Accounts No.
4. Remarks on Accounts No.
5. " " Naval Fuel Depot No. 23.
6. Store Indent No. 728.
7. Remarks on Stores No. 729
8. F.I. Shipping Report.
9. Para Medical Officer's Report 31/8/34.
10. Coasting Insurances - August.
11. Extract from Remarks on Stores re new delivery van.
12. Timetable (see Despatch No. 741)
13. Copy of Circular re Provident Fund.
14. Draft circular to Clients re 1935 Produce Rates.
15. Newspaper cuttings re Graham Land Expedition.
16. "Lafonia" Itinerary to 3/1/35.
17. F.I. Gazettes - 1/1/34 & 1/2/34.
18. Coal Statement - August.
19. R.M.L. Account. 31/8/34.
20. F.S.N. Co. Account. 15/9/34.
21. Photos.

CORRESPONDENCE.

Copy of letter from F.I.N.Co. Liverpool 20/7/34.
" " " " " 18/8/34
" " " to " " 31/8/34
" " " " " 28/9/34
" " " " Royal Mail Lines - Southampton re arrival New York.
" " " " Messrs Gaston & Co. re visit to 500 Islanders.

SPECIFICATIONS.

Mark	Supplier.	Skins	Bolton	Plain.
F		24		
F				17
F				
F A 25		12		

25. Reports shipment of 2 cases mutton legs per "Lafonia" via Montevideo for purposes of obtaining a report on quality & value.

26. Enclosed copy of circular quoting prices delivered Farms for Sandy Point and Punta Pina timber, 1935.

27. Enclosed copies of correspondence with J.L.Waldron Ltd. re proposed importation of rams from New Zealand.

28. Steamer movements.

29. Advise passengers by this "Lafonia" for U.K.

30. Details produce shipment by this "Lafonia".

31. Enclosed photographs and remarks re cast propellor of "Lafonia" discovered September. Requests report by Messrs Kennedy & Wilson - notes this is being shipped "Lautaro" by Coastal Freighter.
Cast propellor goes forward by next mail.
Suggests you to consult Capt. Roberts when ordering new propellor.

32. Reports on construction of Fitzroy River bridge. Work expected to be completed by end of this month.

33. Confirms telegram of 18th inst. re wool freights from Magallanes.

34. Advises Mr G.Bonner made round voyage C. 24. Mr & Mrs Bonner sail per "Reina del Pacifico", February next.

35. Reports on activities of s.s."Lovart".

36. Encls A.Morrison - documents re Estate not in order and have had to be returned to Magallanes for revision.

37. s.s."Falkland" - disposal of; advises three parties interested in purchase.

38. Understand whaling is to continue until 31st March, 1935 this season. 80 men go from Stanley to work on factories.

39. At Government's request have agreed that Dr. Paterson could take charge of Hospital pending arrival of Dr Edwards from leave.

40. Reports more cedar logs washed up from wreck "Bertha" at Mare Hbr.

41. Advises "Pendly" of Ryrill Antarctic Expedition due Stanley 26th inst. Vessel will be docked here.

42. Reports breakdown of Stanley Store lorry. Spare obtained from Darwin pro tem pending arrival of replacement per "Lautaro".

43. Enclosed copies of correspondence re produce rates from Teal Inlet.

44. New Stanley motorboat launched recently.

45. Advises sale to Government of House coal and Coke ex Montevideo.

46. Acknowledges receipt of your No. 1378 & Supp. per "Lautaro".

47. Reports arrival of further 32 dogs for Ryrill Antarctic Expedition per "Lautaro". No credit has yet been opened for the Expedition.

48. Notes arrangements come to with Underwriters re insurance "Lafonia".

49. Pleased to hear healthy tone prevailing during September wool sales.

50. Notes special freight quoted on basic slag for Port Howard.

51. Reports arrival of "Lautaro" 21st inst. and discharge in Port Will...

to me - had he done this I should have been in a somewhat difficult position as a refusal would hardly be equitable in view of the fact that he would definitely secure a better nett price than he could by shipping to London. I should have been inclined to take the tallow over at the price offered by Miller - partly to keep trade "Lafonia" via Montevideo. 23rd November, 34.

763.

SIR,

The news of the death of Mr. F.R.Cobb was received with great regret. A memorial service was held in the Cathedral on 5th November during which time the Company's Offices and Stores were closed.

2. I have to confirm my Despatches Nos. 761 & 762 dated 1st and 28th September last respectively and to acknowledge receipt of your No. 1377 dated 14th September last.

3. 1377. 2. PORT SAN CARLOS LTD. I have recently had an opportunity of discussing the relations between Port San Carlos Ltd. and this Company with Mr N.K.Cameron and took the opportunity of pointing out to him the saving which could be effected if they wound up their English Company, as you suggest.

I advised him that all produce must be sold through us and that the matter of the terms of the Agreement was one for his and my Principals - he will probably go Home next year and it is possible that when he realises the value placed on Falkland Islands assets by London bankers he will appreciate that his family were fortunate in being able to obtain assistance as and when they did.

There is one aspect of the disposal of produce through other channels which I must put before you. Port San Carlos Ltd. had about 24 tons tallow for disposal which they sold @ £12 per ton on the Station. Had this been shipped to London it would probably have netted about £9 per ton and it cannot therefore be deemed that Mr Cameron acted in the best interests of his Owners. My complaint is that the sale was made without previous reference

THE MANAGING DIRECTOR,
LONDON.

to me - had he done this I should have been in a somewhat difficult position as a refusal would hardly be equitable in view of the fact that he could definitely secure a better nett price than he could by shipping to London. I should have been inclined to take the tallow over at the price offered by Miller - partly to keep trade from him and partly to provide freight for "Lafonia". The purchase would have been debited to "Lafonia" and sale proceeds credited her and in view of the freight earned the transaction would have been profitable. This course is unusual but in view of the circumstances I trust you would approve - I should appreciate your views for my future guidance.

Miller can well afford to pay £12 - "Lovart" is under charter to him or to J.Hamilton and returns from the Colony to Magallanes with space. Tallow is readily saleable at Magallanes at about $ 2.50 per kilo less 5½% Customs duty which is equivalent to a price of about £18 per ton.

4. 1377. 3. PROPOSED AMENDMENTS TO LIVESTOCK ORDINANCE.

Enc. I now enclose copy of letter No. 125/34 dated 21st September last advising me that Government does not propose to amend the existing regulations at present.

5. 1377. 4. GOOSE GREEN BOILER. I note that you are sending out a new boiler for Goose Green per "Lautaro" and from your telegram dated 7th instant that the heaviest lift is 10 tons, length 12½ ft. diameter 7½ ft. and it can be floated.

"Lafonia" cannot lift this weight. The question of getting the boiler out to Goose Green will be decided after "Lafonia's" arrival but it is probable that it will have to be towed.

6. 1377. 6. PAYMENTS TO GROWN AGENTS. I required £4,000 at the end of September but nothing at the end of October and possibly November.

7. 1377. 7. AGREEMENTS of Mr A.Barrett and Mr. K.A.J.Pitt to hand. Both arrived per "Lafonia" 11th October last - also Mr. Honeyman.

8. SEPTEMBER/OCTOBER WOOL SALES. I regret to note the decline in prices.

9. 1377. 9. Mr. G.M.GODDARD. "Lautaro" is due on 21st inst. and the motorboat will probably go out to Darwin without any delay. I note all you write re freight and charges.

Enc. 10. 1377. 104. COMPANY'S SEALING RIGHTS. I enclose copy of letter from the Colonial Secretary No. 456/08 dated 4th December, 1908.

11. 1377. 19. STOCK INSPECTOR. Mr. A.Bonner's appointment was supported by Mr. G.Bonner and Mr. G.J.Felton which outweighed my views on the matter.

12. With reference to my 758. 40. I have now received formal notice of my reappointment to the Legislative Council for a further term.

13. WAGES - COMPARATIVE STATEMENT, 3rd Quarter 1934 enclosed.

Enc. The following are the increases and decreases for the Quarter compared with 1933 :-

Stanley	...	decrease	£ 126. 2. 8.
"Lafonia"	...	increase	47. 18. -.
Farm	...	decrease	209. 14. 10.
Total	...	decrease	£ 287. 19. 6.

and for the 9 months ending 30th September :-

Stanley	...	decrease	972. 3. 7.
Farm	...	decrease	429. 9. 3.
"Lafonia"	...	increase	92. 18. 7.
Total	...	decrease	£ 1,308. 14. 3.

14. With reference to my 758. 32. I understand that the importations of rams/ewes in January next will be -

G.Bonner 3 rams ex Fenton Station } Quarantine on one of
100 rams ex Explotadora } Dean Brothers' islands.
100 ewes ex Fenton Station }

Holmested, Blake & Co.Ltd.
8 rams ex Fenton Station. Quarantine on River Isld.

Please take out a provisional cover from Port of shipment to Quarantine against risks as per Livestock Clause No. 7. Correct declaration will be made to you as early as possible. Vessel will load these at Oazy Harbour. In addition I expect to load at Magallanes about 200 tons measurement timber and possibly oats and coal. If possible I shall accompany the vessel.

Enc. 15. With reference to my 760. 20. I enclose copies of two

letters both dated 9th ulto. advising me that the suspension of payment of land purchase instalments would be continued for 1935 and that export duty on wool may be paid after receipt of landing certificates during 1935.

16. P.S.N.Co. The vagaries of this Company are becoming more pronounced than ever. The cancellation of the sailing of m.v."Lagarto" outwards has put importers to considerable inconvenience as had this been known previous to "Lautaro's" sailing they could have possibly have increased their shipments by her. Owing to their fear of heavy transhipment expenses in Montevideo they have not so far used this route to any extent but I have decided to facilitate business by quoting rate of 40/- per ton weight/measurement Montevideo to Stanley to cover transhipment at Montevideo and landing here pr viding importers

Enc. ship from United Kingdom by vessels specified by us. I enclose copy of my letter dated 16th inst. to the Director of Public Works outlining the scheme and he has already ordered forward about 30 tons cargo via Montevideo. As importers realise its benefits I feel sure this traffic will increase.

Owing to the late arrival of "Lautaro" we are in difficulties as regards shearing supplies for certain farms, i.e. Baillon & Stickney, J.J.Felton's Estate and Port San Carlos Ltd. These were indented for by No. 725 dated 24th May last. Hoops but

Enc. no bagging arrived per "Losada" in August last - we have therefore loaned bagging to the first two but as "Lafonia" was going to the West with mails immediately after "Lautaro's" arrival, hoped to ship out Port San Carlos bagging then. As "Lautaro" is not now due until 21st inst. and "Lafonia" has to sail for Montevideo 24th idem this cannot be done. "Lafonia" therefore goes to Fox Bay for mails and to Port San Carlos with bagging which we shall loan, on 19th idem.

As P.S.N. sailings cannot be relied on I suggest that in future all shearing supplies be shipped via Montevideo if they cannot be shipped by P.S.N. direct vessels not later than 31st July in each year.

M.V. "Kantara" sailed at Montevideo on 1st inst. but is not due here until 21st idem. - a 47 day voyage.

Stores to be received by her left U.K. 5th October, those by "Highland Princess" due here 8th December left on 10th Nov.

I have instructed the Storekeeper to order as little forward as possible per "Reina del Pacifico". Discharge in Port William is simple in good weather and we have been fortunate for several years running until last February when our and other importers' cargo suffered considerably owing to lighters straining and spray breaking over open hatches particularly those at Hatches 1 & 2.

River Plate Conference. I understand that a rebate is granted. Please send details as importers would presumably receive the benefit of this.

17. A new Store is under construction at Fitzroy. Dimensions 30 ft. x 20 ft. It is being built of second hand timber ex Anson by the Settlement carpenter.

Please insure it as from 1st December next for £300 including fittings. The store stock will be transferred about that date.

18. You will recollect that a motor driven booster and batteries were supplied for "Falkland" in 1928. These were never fitted - the batteries may be of use to us but not the booster and switch board and I enclose a specification. It might be possible to dispose of these to such firms as Messrs G.Cohen & Co.

Enc.

19. [redacted]. The third voyage this year was made between 17th/23rd October. Vessel carried 31 passengers, 1 bull and 150 carcasses mutton outwards and returned with 2 passengers and about 20 tons coal for Government. She took 74 tons bunker coal at Montevideo - her account with them will be adjusted after the next voyage in December when they will require both live sheep and mutton.

Enc.

20. [redacted]. As we required additional safe space [redacted], documents etc. I decided to construct a small [redacted] where they will doubtless be required.

strong room in preference to ordering a new safe. This is being built to the South of the East room of this Office, is about 8 ft. x 6 ft. and will house all our safes and provide shelf space. It is built of concrete blocks with second hand iron sheets in between, has an inner steel and outer wooden door and should be fireproof.

21. TOUR VOYAGE OCTOBER/NOVEMBER 1934. This was successfully carried out between 25th October/4th November. Stores were disposed of as under. Details are given and compared with the tour voyage November 1933. You will note that although the sales in 1934 are only 2/3d more a bigger business was done as prices were generally lower.

NOVEMBER 1933.			NOVEMBER 1934.		
FLOUR (140's) @ 24/-		270 bags.	FLOUR (140's) @ 23/- contract or 23/6 not contracted.		232 bags
			" (150's) @ 26/3	7	"
			" Argentine 70 kilos @ 21/-	86	"
SUGAR @ 14/-		156 "	SUGAR @ 13/3 contract or 13/9 not contracted.	239	"
PARAFFIN	(2 gl.cans)	7/9. 67.			
PARAFFIN	(drums)	@ 95/- 34.	PARAFFIN (drums)	@ 90/-	29.
"	(cases)	" 21/- 22.	" (cases)	@ 21/-	31.
PETROL	(drums)	" 100/- 16.	PETROL (drums)	@ 95/-	13.
POLLARD		" 9/- 131.	POLLARD	@ 7/6	99.
MAIZE		" 15/- 98.	MAIZE	@ 12/3	100.
CRUSHED MAIZE		" 13/- 12.	CRUSHED MAIZE	@ 12/-	20.
WHEAT		" 13/9 10.	WHEAT	@ 12/-	16.
OATS (Chilean)		" 20/- 45.	OATS (Chilean)	@ 17/9	38.
COFFEE, per case £17.		3.	COFFEE, per case £17.		5.
FRESH BUTTER @ 82/- cs.		7.	FRESH BUTTER @ 55/- cs.		14.
TINNED BUTTER @ 77/6 "		4.			
ONIONS (1 cwt)	@ 32/-	16.	ONIONS (½ cwt)	@ 6/-	37.
APPLES	@ 27/-	15.	APPLES	@ 25/0.	14.
ORANGES	@ 38/6	10.	ORANGES (Braz)	@ 17/-.	24.
			"CEBADILLA" mixed grain	@ 7/6.	14.
			RICE	@ 30/-.	5.
SUNDRIES, value £21.			SUNDRIES, value £10.		
TOTAL SALES ...		£1,106.5.3.	TOTAL SALES ...		£1,106. 7. 6.

22. Presumably owing to its isolation from our Farm lands I have only recently appreciated that we still own 160 acres on Section 38 (Fitzroy North) under Crown Grant No. 192. I enclose a plan of Section 38 which shows our 160 acres freehold, on which the Fitzroy Bridge lands, both ends of the Bridge are therefore on our land. This 160 acres appears to be excellent land, well sheltered and watered and suitable for holding paddocks, at a point where they will doubtless be required.

Enc.

Estate R.Robson used this land for many years and had fenced part of it off into horse paddocks. These will have to be adjusted with Mr. Lange's manager but when Mr G.Goddard arrives I will turn this matter over to him for settlement.

23. MR G.JONES made the round voyage per s.s."Lovart". He requests that his produce be placed in the hands of Messrs. Jacomb Hoare & Co. for disposal.

He imported about 2,500 cypress posts and a quantity of droppers by this vessel and states that he intends to fence heavily. He also wishes the boundaries fenced but I am leaving this to Mr. G.Goddard.

24. ESTATE H.J.PITALUGA, RINCON GRANDE. As it appeared desirable to exercise some control over the expenditure of Mrs. E.Pitaluga and her two sons, I wrote to her as per enclosed copy of letter dated 5th inst. and she has since given me a Power of Attorney as suggested therein.

25. MUTTON HAMS. I am sending you by this opportunity 2 barrels salted mutton legs chiefly with a view to obtaining a report as to quality and value.

Darwin can salt more than we can readily dispose of and we could usually ship 10 - 15 barrels yearly.

Enc. Specification enclosed.

Enc. 26. TIMBER. I enclose copy of circular quoting prices delivered to Farms - Sandy Point in January/February 1935

Parana Pine in May/June 1935.

Hammerford made the recent tour voyage and secured several orders. Our Sandy Point prices compare favourably with those quoted by J.Miller.

Enc. 27. J.L.WALDRON LTD. - RAMS. I enclose copies of correspondence regarding rams ex New Zealand via Montevideo for your information. I understand this business has since fallen through and they may import rams from Magellanes in January next.

28. STEAMER MOVEMENTS.

s.s."Lafonia" arrived from Montevideo 11th October, sailing for

South Georgia 13th, arrived back midnight 22nd, sailed for Fitzroy North 23rd returning the same day. She sailed for East and West Falkland Ports on 25th October, called at 23 ports, cleaned both boilers en route and arrived back 4th inst. She made a voyage to Fitzroy N., Foxbay, Port Howard and San Carlos S. 19th inst. and to Darwin immediately after arrival of "Lautaro" sailing for Montevideo 24th inst.

R.R.S."Discovery II" arrived on 22nd and sailed 24th October.

s.s."Lovart" arrived on 3rd November and sailed on 10th idem.

M/Sch. "Penola" is due here about 26th inst.

H.M.S."Exeter" arrived on 18th instant.

m.v."Lautaro" is due here on 21st instant.

29. PASSENGERS, by this "Lafonia" include Mrs. Young, Mrs. Larson and Dr Moir, the latter en route to British Honduras via Trinidad.

30. PRODUCE shipped by this voyage is -

69 bales wool
299 bales sheepskins
7 casks tallow
2 casks mutton legs
48 Hides

It is worth placing on record that apart from the additional wool now got Home for the March and May sales, produce shipped via Montevideo between July/December in each year gets to market 8 to 2 months earlier than when all produce was shipped by P.S.N.Co. This has amounted to :-

	Wool.	Skins.	Tallow.	Hides.
1932	316	69	55	39
1933	569	321	293	816
1934	801	428	342	362

31. "LAFONIA" - CAST PROPELLOR. With reference to my 762.30. (sub paras. 4 & 5 on pages 7 & 8) I enclose 3 sets of photos of propellor No. 2 referred to therein together with our remarks. Kindly request Messrs. Kennaugh & Co. to go into this matter thoroughly and report fully. This is a matter we have every reason to feel strongly about. The propellor must have been cast under supervision and inspected before acceptance - yet it appears that it had serious latent defects.

Inc.

M.P.VALVE. I have to acknowledge receipt of your telegram dated 13th instant advising that the slide valve had been shipped by "Highland Princess" instead of "Almanzora" (see my telegram dated 22nd September) and that it had to be fitted under inspection by Lloyds Surveyor. This is being arranged.

I regret that this could not be shipped by "Almansora" as requested. "Lafonia" has a heavy programme to get through in the next few months and the few days lost consequent on this delay cannot be made up and the programme has had to be modified. Works seem very lax in giving delivery - your advices will doubtless explain the delay but one cannot but feel more critical than ever of the value of Messrs. Kennaugh's services to us.

CLAIM - PROPELLOR, September 1934. With reference to my 762. 30. our claim on Underwriters will go forward after the new spare propellor has been received and costed.

LOSS OF ANCHOR. With reference to my 762. 30. please consult Captain D.W.Roberts re ordering a new anchor to replace the one lost.

32. FITZROY RIVER BRIDGE. I am pleased to inform you that the spans from the last group of piles to the North Shore were placed in position on 17th inst. and the bridge should be completed before the end of the month. I have visited the work several times during the construction and was out there last on 19th when "Lafonia" went to tow the lighter back to Stanley - the job has been well done and Crawford and his men deserve every praise. The work has gone almost without a hitch, the only serious difficulty being in connection with the steel piles ex Findlay Creek bridge. These sunk about 1 ft. after driving and have had to be adjusted. The soundings on which we worked were not entirely accurate and the last few groups of piles all had to be built on - some as much as 11 ft. making these piles 42 ft. in all.

The work has taken a little longer than I anticipated but the site is certainly one of the windiest places in the Colony. It is often blowing hard there when it is almost calm at Fitzroy. A strong current runs in the River and work has been seriously hindered from time to time. A more detailed account of the work will be sent you by next mail.

mo. I enclose several photographs which illustrate the rate of progress and methods of construction.

Towage of lighter. On the outward tow in August the tow rope broke. "Lafonia's" motorboat picked up the lighter, a new rope was bent on and the tow safely completed. I presume the cost of rope etc. can be recovered from Underwriters and am formulating a claim for you to place before them. The inward tow was uneventful despite a N.E. wind and swell.

33. With reference to your telegram dated 14th inst. enquiry re to wool freights from Magallanes to U.K. for the coming season. Messrs. Dick & Bravo advise me that it has been fixed at 87/6 plus 15% less 7/6d rebate, an increase of 2/6d on 1934 rates. P.S.N. advised for wool "Loriga" mid January and "Loreto" early March - they have since changed the latter to "Laguna" whereupon 2 passengers booked for the former vessel transferred to "Lafonia" March and one cancelled.

34. Mr G.BONNER made the round voyage to East and West Falklands C 24. He and Mrs Bonner leave the Colony per "Reina del Pacifico".

35. S.S."LOVART" - MESSRS. HAMILTON & MILLER'S ACTIVITIES.

This vessel has been trading around the Islands for several weeks. It brought over horses and timber and took back live sheep for the Magallanes butcheries. Miller has completed the purchase of the Turner property on Ross Road - I understand the price paid was £2,000. He is also building a storage shed on a portion of the Government paddock between the Public and the East jetty. He also desires to build a shed at Foxbay if he can secure a site.

I understand that Miller made enquiries as to the possibility of buying Rinson Grande.

As it is said that Shannon has been left a share in Spring Point it is doubtful whether he would be agreeable to the Station being sold to Hamilton.

36. ESTATE A.MORRISON. The documents sent me by Dick & Bravo to enable me to deal with the Estate were not in order and I have had to return them for revision.

37. s.s."FALKLAND" disposal of. Messrs Jacobs, Senor Alonso a timber and coal merchant of Magallanes and a party in North Chile are all interested in this vessel. The Captain and Chief Engineer of s.s."Lovart" inspected her on behalf of the last named, when "Lovart" was here recently.

38. WHALING. is to continue until 31st March, 1935 this season. About 28 men went from the Colony to join the factories.

39. At Government's request I have agreed that Dr. Paterson could take charge of the Hospital in Stanley for about a fortnight between Dr. Moir's departure and Dr. Edmund's return from leave. Should he be called to the Camp urgently suitable arrangements have been made for him to go out without delay.

40. With reference to my 762.17. re the British Grahamsland Expedition. "Penola" is due about 26th inst. and leaves on 17th prox. Mr. Rymill, the leader, cabled asking me to dock her and this will be done on 30th inst. I will settle the matter of charges when the vessel arrives and I know how long she is to remain on the dock.

On behalf of the Company I have presented the Expedition with a barrel of mutton hams and some mutton tallow and trust that you will approve.

41. CEDAR WOOD LOGS - MARE HARBOUR. Whilst at Fitzroy early in October I visited Mare Harbour and noted that a few more had been washed up on the beach.

42. MOTOR CAR. With reference to my 762. 26. the armature on the Store lorry burned out early in October. To keep the lorry going I had the part taken off the Darwin lorry and sent in, cabling to Montevideo for a spare to be sent by "Lautaro" - otherwise the Store would be without the use of their lorry for about 5 - 6 weeks.

Enc. 43. RATES ON PRODUCE - TEAL INLET. I enclose copies of correspondence exchanged for your information.

44. NEW STANLEY MOTORBOAT. With reference to my 753. 18. this was recently launched and promises to be a useful addition to our craft.

The work of conversion to our requirements was delayed through the carpenter in charge of the job having to be taken off this and put on other jobs from time to time.

45. GOVERNMENT REQUIREMENTS. I have recently sold to Government 30 tons house coal and 4,000 gallons Colas ex Montevideo. The latter is new business and I hope to keep this in our hands as it provides additional tonnage for "Lafonia".

46. I have to acknowledge receipt of your Despatch No. 1378 dated 4th October, 1934. and supplementary No. 1378 dated 12th idem. for which I thank you.

47. 1378. 3. RYMILL ANTARCTIC EXPEDITION. A further 32 dogs arrived per "Lautaro" on 21st inst. They have been placed in quarantine where they will remain until they are shipped South.

"Penola" is due here 26th inst. and will do into dry dock about 30th idem. providing they have funds available. No credit has been opened for them here yet.

48. 1378. 4. & Supplmt. 1. s.s."LAFONIA" - INSURANCES ON HULL AND MACHINERY. I note the arrangements come to with Underwriters. In view of their experience during the past two years the rates are satisfactory. I note that policies will run concurrently with our financial year.

I note the position re the Club insurances and will forward the analysis of passenger traffic for a complete twelve months.

49. 1378. 6. WOOL MARKET. I am pleased to hear there was a healthy tone prevailing throughout the September series and that prices firmed up about 5% better than July. I trust the new clip will meet a good market.

From several sources I have heard that lamb markings generally show an increase and if the mild weather continues the clip should be heavy.

50. 1378. 7. PORT HOWARD. I note that you have quoted a special rate of 25/- per ton on 20 tons basic slag Port Stanley to Port Howard. I presume the usual charge of 25/- per ton for landing, storage and reshipping is to be charged.

[illegible] per "Carbonia" [illegible]

[illegible] Mail Steamer [illegible]

The work of conversion to our requirements was delayed

51. M.V. "Lanfranc" arrived on the job having to be taken through the carpenter in charge of the job having to be taken off this and put on other jobs from time to time. The [illegible] she was drawing 26' 3" and [illegible] "Lanfranc" [illegible] she discharged in Port William.

45. GOVERNMENT REQUIREMENTS. I have recently sold to Government 30 tons house coal and 4,000 gallons Dolas ex Montevideo. The latter is new business and I hope to keep this in our hands as it provides additional tonnage for "Carbonia".

Yours obedient servant,
Manager.

46. I have to acknowledge receipt of your Memorandum No. 1376 dated 4th October, 1934. and supplementary No. 1376 dated 12th Idem. for which I thank you.

47. 1378. 3. SMALL ANTARCTIC EXPEDITION. A further 3[illegible] arrived per "Lanfranc" on 21st inst. They have [illegible] quarantine where they will remain until [illegible] are arranged [illegible]

"Penola" is due here 26th inst. and will be into dock about 30th Idem. providing they have [illegible] credit has been opened for them here yet.

48. 1378. 4. & Supplmt. 1. [illegible] - INSURANCE OF HULL AND MACHINERY. I note the arrangements made by with Underwriters. In view of their experience during the last [illegible] years the rates are satisfactory. I note that policies will [illegible] concurrently with our financial year.

I note the position re the Club insurance and will [illegible] forward the analysis of passenger traffic for a complete two months.

49. 1378. 6. WOOL MARKET. I am pleased to hear there is a healthy tone prevailing throughout the September series and that prices firmed up about 5% better than July. I trust the new clip will meet a good market.

From several sources I have heard that lamb marketing generally show an increase and if the mild weather continues the clip should be heavy.

50. 1378. 7. [illegible] I note that you have quoted a special rate of 25/- per ton on 20 tons basic slag Port Shelley to Port Nowarra. I assume the usual charge of [illegible] per ton for landing, storage and reshipping is to be [illegible]

51. m.v."Lautaro" arrived a.m. 21st and sailed p.m. 22nd. As she was drawing 26' 3" and H.M.S."Exeter" was in the Inner Harbour, she discharged in Port William.

I am,

Sir,

your obedient servant,

Manager.

No. 763 per "Lafonia" via Montevideo 20/11/34.

P R E C I S

1. Regrets to hear of the death of Mr F.E.Cobb. Memorial service was held in Christchurch Cathedral 5th inst.

2. Confirms Nos. 761 & 762 of 1st & 28th Sept. respectively and acknowledges receipt of your No. 1377 of 14th idem.

3. Port San Carlos Ltd. - relations of this firm recently discussed with Mr N.K.Cameron. Advises purchase of their tallow by Mr J.Miller of s.s."Lovart".

4. Encloses copy of letter from Government of 21/9/34 re proposed Amendments to Livestock Ordinance.

5. Notes you are sending out per "Lautaro" a boiler for Goose Green.

6. Confirms payment of £4,000 to Crown Agents at end of September. No remittances required from you for October or November.

7. Acknowledges receipt of Agreements of Messrs. A.Barrett & K.A.J.Pitt.

8. Regrets to note decline in prices at Sept./Oct. wool sales.

9. Advises "Lautaro" due to arrive 21st inst. Motorboat for Mr G.Goddard will be shipped out without delay.

10. Encloses copy of letter from Government dated 4/12/08 re Company's sealing rights.

11. Stock Inspector (Mr A.M.Bonner) - appointment supported by Mr G.Bonner and Mr G.J.Felton which outweighed my views.

12. Advises reappointment of Mr Young to Legislative Council for a further term.

13. Comments on Watts Comparative Statement for September Quarter, 1934.

14. Details proposed importations of rams/ewes from Magallanes in January next per "Lafonia".

15. Enclosed copies of correspondence from Government re suspension of land purchase payments and payment of export duty on wool, 1935

16. P.S.N.Co. - cancellation of m.v."Lagarto" outwards has put importers to great inconvenience. Have decided to facilitate imports via Montevideo by quoting an inclusive rate of 40/- per ton. Comments on late arrival of shearing supplies per "Lautaro".

17. Reports construction of a new Store at Fitzroy. Requests you to arrange insurance of building as from 1st December next.

18. Encloses specification of booster shipped out for "Falkland" in 1928. Suggests possibility of disposing of this.

19. Reports on third voyage of "Lafonia" to South Georgia, 1934.

20. Advises the construction of a strong room for this Office

21. Details sales on October/November tour voyage around Islands.

22. Encloses plan of Section 35 (Fitzroy N.) showing block of 160 acres belonging to this Company, which has only lately recently been appreciated.

23. Advises visit of Mr G.Yonge per "Lovart" and importation of fencing materials from Magallanes by him.

24. Encloses correspondence exchanged re management of Rincon Grande Farm.

Continued on P. 573

Despatch No. 763 per "Lafonia" via Montevideo 24/11/34.

E N C L O S U R E S.

1. Despatch No. 763 [illegible]
2. Statement on A/cs No. 64.
3. Remarks on A/cs No. 64.
4. Remarks on Naval Fuel Depot No. 29.
5. Store Indent No. 728.
6. Remarks on Stores No. 728.
7. F.I. Shipping Report.
8. Coasting Insurances (Sept/Oct)
9. "Lafonia" Itinerary.
10. Photos of Damaged propeller.
11. F.I. Gazettes - 28/9/34 - 1/10/34 - 1/11/34.
12. Circular re Timber.
13. Wages Comparative Statement No. 11.
14. Stanley Ledger Balances at 30/9/34.
15. Coal Statements - Sept/Oct.
16. Royal Mail Line A/cs (Sept/Oct)
17. P.S.N.C. A/c. (Oct)
18. Return of Establishment and Wages - Farm Sections - Sept. qr.
19. Duplicate Specification of "Lafonia" shipment - Sept.
20. Booklet re New 3-letter codes.
21. Overseas Sailings for Passengers, Mails and cargo.
22. Plan of Section 38 - Fitzroy N.
23. "Lafonia" Inward Reports - Voys. C14, 16, 18, 18a, 20, 22, 24.
24. Report on Motor Driven Booster ex "Falkland".
25. Photos.

CORRESPONDENCE.

Copy of letter to Reuter's Ltd. re Correspondent in Falkland Islands.
" " " " P.S.N.Co. Valparaiso re sailings "Laguna"/"Loreto"
" " " " do Liverpool re special abatement on passages.
" " " " Mrs. Pitaluga re Estate of H. J. Pitaluga.
" " from The Colonial Secretary re freedom from Scab.
" Letters from Colonial Secretary re Suspension of payment of annual instalments for land purchases.
" Letter " Colonial Secretary (4/12/08) re selling rights in Lafonia.
" " to and from G.J. Felton re produce sales Teal Inlet.
" " to J. L. Waldron - re proposed importation of sheep from New Zealand.
" " " Director Public Works re imports via Montevideo.

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

Mark	Wool	Skins	Tallow	Hides.
F.I.C.	2 barrels Mutton-Tabe.			
D.H.	2.	113.		
L		12	10.	13.
H & B.	14.	27.		
J.H.D.Pebble		17.		
W.P.		5.		
R.B.C.				25
Z		4.		26
M.Chartres.				18.
A.P.		19.		
W.H.C.		10.		
F.P.		17.		
TRIANGLE D.F.		7.		12.
" E.P.		21.		12.
J.L.W.	22.	35.		
J.B.		10.		
[illegible]		3.		

No. 764 per "Lafonia" via Montevideo 8/1/35.

P R E C I S

1. Confirms No. 763 dated 20/11/34 and acknowledges receipt of your Nos. 1378 & 1379.

2. British Grahamsland Expedition - reports arrival of M/Lux. "Penola" on 28th Nov. 1934.
Cause of mortality amongst "Lautaro" shipment of dogs not traced.
Mr Rymill decided not to dock vessel here.
Stores and equipment transported by "Discovery", South.
Quotation given for voyage of "Lafonia" to Deception Island if necessary.
Grant of about £10,000 made by Colonial Office.

3. s.s."Lafonia" - claim for broken propellor (Sept last) enclosed.
M.P.Valve - fitted in Montevideo.
Insurances on hull and machinery - policies to hand.
Encloses analysis of passenger traffic asked for.

4. V.Stickney, deceased - documents received. Confirms cable of 12th alto. asking for Partnership deed.

5. Shipping - future policy. Board's views re my proposals read with interest. Dutch Line referred to therein is South Pacific Line of Royal Netherlands S.S.Co. Details vessels and ports of call thereof.

6. Wool market - pleased to note slight improvement shown at close of September Sales.

7. s.s."Falkland" - gives copies of cables exchanged with Dick & Bravo re sale of vessel to Casa Jacobs. Vessel now being prepared for sea.

8. Freight on produce 1935 season - acknowledges receipt of your cable of 30th Nov. Encloses copies of letters to Farmers.
Presumes P.S.N.Co. endeavoured to enforce higher rates than Magallanes.
Advises space booked by January and March cargo vessels.

9. Purchase of Turner property by J.Miller - do not a fear competition.

10. Two Farms state they will not but Sandy Point timber if Parana pine obtainable.

11. Reports appointment of Mr M.Craigie Halkett as Colonial Secretary.
Post of Colonial Treasurer now vacant.

12. Notes you are shipping new Stores van per "Highland Monarch" 22/12/34.

13. Nothing further heard from Messrs Mann George re shipment of coal to Santa Cruz.

14. Sheepowners Association - correspondence read with interest.

15. Cooper's Quick Acting dip - circulars sent out have been distributed to all Section Managers.

16. Steamer movements.

17. Did not require remittance at end of December and do not anticipate will require one either for January or February next.

18. Details construction of Fitzroy River Bridge. Capital cost estimated at £1,100. Usefulness to Farm now apparent.

19. Trade with South Brazil - reports on voyages made during 1934. Proposes to make further voyages in May/June and August/September next.

20. Old boiler will be used at Darwin for 1934 boiling down. New boiler will be towed out at convenient date.

21. Mutton Bank - samples sent to South Georgia. Enquiry since received for supply of 50/60 barrels annually. Will endeavour to get others Farmers interested as this quantity is beyond our capacity.
Advises shipment of sheep and mutton December last.

22. "Lafonia" - voyage to Magallanes Jan/Feb. 1935 - details cargo for return.

23. Sheep for Magallanes ~~Butchery~~ Butchery - these have been shipped by Miller ex West Falklands. Gives quotations for January delivery which prices do not at present interest us.

24. Details shipments of produce for March and May Sales this year.

25. Advises tour of West Falkland ports per Voy. C 29 of Mr Young. Site at Cape Meredith for Hamilton light reported by Director of Public Works as unfavourable. Bertha Bluff or Weddell Island more suitable sites.
Mr.Young proposes to visit Darwin & North Arm, Voy D 2. and leave for Montevideo en route for U.K. 9th March next.

26. Reports expiration of agreement of Mr J.Traill Wood who is not returning to Colony. Requests that you will confirm appointment of Mr M.G.Creece of this Office to fill post. Advises re-arrangement of staff in this Office.

27. 250 tons ballast stowed in "Fennia" as patent fuel may be used ex bulk.

28. Requests you to take up with Admiralty matter of payment of our bill for cleaning oil tanks, rendered November 1933.

29. Products of British Celanese Ltd. - do Brokers regard these as competitors to wool.

30. Encloses comparisons of retail prices of stores 1/1/33 and 31/12/34.

31. Presumes you have entered m into contract for bunkers, 1935.

32. Engine of stone crusher has given out - indent for new engine goes forward this mail.

33. Reports damage to Port Howard jetty by s.s."Lafonia".

[illegible] ... to ... ... Island, load stores left there and go South [illegible] more.

He informed us that in the event of his vessel being lost in the ice he was of opinion that the party could safely reach Deception Island and enquired what we would charge to pick them up there. I have quoted £20 per day plus cost of additional insurance, the voyage to be made at such a time as could be conveniently be fitted into "Lafonia's" programme.

[illegible]

[illegible]

"LAFONIA" via Montevideo. 8th January, 35.

764.

Sir,

I have to confirm my Despatch No. 763 dated 20th November last and to acknowledge receipt of your Nos. 1378 & 1379 dated 4th October and 9th November, 1934 respectively. Your Despatch No. 1378 was briefly acknowledged in my 763.

2. 1378. 3. & 1379. 3. BRITISH GRAHAMSLAND EXPEDITION.

Aux. M.V."Penola" arrived here on 28th November last and sailed for South on 6th instant. For what is presumably a serious expedition, the organisation appears to be very poor indeed.

The cause of the heavy mortality amongst the dogs shipped out per "Lautaro" was not traced - possibly the slow voyage out, most of it in hot weather, had something to do with it. The survivors were closely quarantined here.

Mr. Rymill decided not to have the vessel docked here.

About 125 tons stores and the dogs were taken South by "Discovery II" which hoped to land them at Port Lockroy. Owing to the ice breaking up late they have had to land them at Deception Island where "Penola" will call, then go South as far as possible, unload her stores, return to Deception Island, load stores left there and go South once more.

He informed me that in the event of his vessel being last in the ice he was of opinion that the party could safely reach Deception Island and enquired what we would charge to pick them up there. I have quoted £70 per day plus cost of additional insurance, the voyage to be made at such a time as could be conveniently be fitted into "Lafonia's" programme.

THE MANAGING DIRECTOR,

LONDON.

No. 764 per "Lafonia" 8/1/35. - 2 -

In case of need the Secretary of the Expedition in England may be addressed - Secretary to the
British Grahamland Expedition,
c/o Royal Geographical Society,
Kensington Gore. London. S.W.

The Colonial Office has made a grant of about £10,000 to the Expedition out of the Research Committee's Funds.

"Discovery II" is still in commission. "William Scoresby" has recently been recommissioned and the Research Committee has also chartered a catcher for the season, for whale marking.

The Secretary of State has advised this Government that the contribution from the Dependencies towards the cost of the Central Administration for 1935 will be reduced from £9,000 to £8,000 and that a further reduction must be expected in 1936.

Comment is unnecessary.

3. 1378. 4. & 1379. S.S."LAFONIA".

Rec. Claim for the propellor lost on voyage C 20 is enclosed. I am not forwarding the sketch of the broken blade asked for as the photos enclosed with my 763. 31 will doubtless serve the purpose better.

MM M.P.Valve. has been fitted at Montevideo under the supervision of Lloyds Surveyor.

Insurances on Hull and Machinery. The terms of renewal are noted

Rec. and copies of policies are to hand. As requested I enclose an analysis of the passenger traffic from December 1933 to November 1934. I cannot give exact figures of passengers brought in for the Centenary as inclusive low fares were charged for a man, wife and children but it is estimated at about 230 in and 230 out.

4. 1378. 6. & 1379. 18. W.STICKLEY, dec'd. Power of Attorney dated 12th October, 1934 in favour of L.W.H.Young, Sealed copy of the Will and Act of Probate to hand, which documents will be returned to you in due course.

As it will be necessary to produce the partnership agreement to the Supreme Court I cabled you for this on 12th ulto.

5. 1279. 2 & 23. SHIPPING - Future Policy. I have read the Board's views on my proposals with much interest and look forward to discussing the whole position with them when I am next Home.

The Dutch Line referred to is the South Pacific Line of the Royal Netherlands S.N.Co. which maintains sailings every three weeks with the following vessels - "Halder","Sharn", "Rodegraman", "Haarlem", "Barneveld" & "Boskoop".

They load outwards at Hamburg, Antwerp, Rotterdam and Amsterdam for Curacao, Canal, Ecuador, Peru and Chilean ports and Homewards for Liverpool (first European port of call) Amsterdam, Rotterdam and Hamburg.

'B' class vessels have cabin and 3rd class passenger accommodation.
'H' " " " intermediate & 3rd class " "

It is possible this line has been established for some time but I understand that with the introduction of the 'B' class vessels a few years ago competition with the P.S.N.Co. for both passengers and cargo traffic has intensified. These vessels are said to have excellent passenger accommodation at reasonable rates.

6. 1278. 5. & 1279. 22. WOOL MARKET. I am pleased to note the slight improvement shown towards the close of the September Sales and the healthier outlook generally for raw materials.

The clip promises to be slightly heavier this year.

7. 1279. 5. S.S."FALKLAND". On 19th November last I received a cable from Dick & Bravo advising me that Mr. A Jacobs had deposited £100 with them. In view of the delay in hearing anything definite from Jacobs it was not possible to give delivery before January and I therefore telegraphed -

"Falkland cannot deliver before January. If Jacobs confirms "endeavour arrange timber coal required by us January to be "supplied by him as a delivery against contract he will enter "into as per my letter of 28th May to him"

to which I received a reply dated 18th December reading -

"Jacobs accepts January delivery. Arranging contract. We will "advise you immediately complete".

I am therefore doing what is necessary to prepare vessel

for sea and trust that this sale will go through without any further hitch.

8. 1379. 6. WEIGHT OF PRODUCE. Season 1934. I note from your telegram dated 30th November last that you have entered into a contract with the Pacific Steam Navigation Co. and enclose copies of my letters to Farmers in this connection. You will note that there are slight modifications in the wording.

No.

I presume that the P.S.N.Co. endeavoured to enforce a higher rate than that quoted for Magellanes and am pleased to note that this has been successfully resisted.

I have booked space for 2,300 bales per "Glen McQuarrie" due about 15th instant and balance of 1,800 bales will be shipped per "Loreto" early March.

9. 1379. 7. Re MILLER'S PURCHASE OF THE TURNER PROPERTY ON KING ISLAND. I do not think we have anything to fear as regards competition from this quarter as we should be able to more than meet our own with any legitimate competition. It is the direct selling from vessels which is hard to deal with as Miller's usual methods are to enquire our prices from Farmers and then quote 1d or so under us. If he insures the liabilities consequent on running a store he becomes more vulnerable.

10. 1379. 8. TIMBER. SOUTH BRAZIL. Two Farmers, Douglas Station and Foxbay West, who have used a certain amount of paraná pine now state they will not buy Sandy Point so long as they can fulfill their requirements from Brazil.

11. 1379. 12. GOVERNOR'S APPOINTMENT. Mr M.C.Craigie Mallett has been appointed Colonial Secretary. The post of Treasurer is therefore vacant and it is not yet known whether a man will be transferred here or one will be promoted from the present establishment.

12. 1379. 14. NEW VAN FOR STORES DEPARTMENT. I note that this is being shipped per "Highland Monarch", sailed 22nd ultmo., for which I thank ye.

13. 1379. 16. MESSRS. MARK CHERON & Co. I have heard nothing further about the 900 tons coal for Santa Cruz and in view of later commitments could not now accept this business.

14. 1379. 17. SHEEPOWNERS ASSOCIATION. I have read this correspondence with interest. I am preparing some notes regarding the present position of the Colony which I will place before you on my arrival in England, and if you approve suggest that a discussion between the Sheepowners Association and Mr. Luxton and myself, as non-official members of the Legislative Council, might be beneficial.

15. 1379. 19. COOPER'S QUICK ACTING DIP. The circulars sent out by Messrs. Coopers serve the purpose admirably. Copies have been sent to the Camp Manager and to all sections of our Farm.

16. STEAMER MOVEMENTS.

H.M.S."Exeter" sailed for Magallanes via Port Stephens on 30th Nov.

S.S."Glen McQuarrie" is due about 13th instant.

Ann. Sch. "Penola" sailed for the Antarctic on 6th instant.

S.S."Lafonia" arrived from Montevideo 8th December, discharged 387 tons cargo and sailed for South Georgia on 11th idem with 360 live sheep (2 died on voyage) and 150 carcasses, arrived Stanley 20th December and sailed for Falkland Sound Ports on 21st, returning on 24th idem. She sailed for West Falkland Ports on 29th December, was delayed by bad weather for one day at Chartres and two days at Port Stephens. She sailed for Salvador Waters, Berkeley Sound and Fitzroy S. 5th instant, is due back on 8th and sails for North Arm and Darwin on 9th, leaving for Montevideo Inc. 11/12th idem. Copy of latest timetable enclosed.

17. REMITTANCES. I did not require a remittance end December and doubt if I shall in January or February.

18. FITZROY RIVER BRIDGE. The construction of this bridge having been sanctioned, pile making was commenced in Stanley May/June and 20 reinforced concrete piles ranging from 16' to 20' in length were made. At the same time the cutting down of timbers for stringers, decking etc. was undertaken - as under:-

One 66' x 22" x 22" into three 66' x 22" x 7"

One 45' x 22" x 22" " " 45' x 22" x 7"

One 64' x 22" x 22" " " 64' x 22" x 7"

One 25' x 24" x 24" " four 25' x 12" x 12"

1875 pieces 7' x 5" x 5" into 2750 pieces 7' x 5" x 2½"

4800 running feet 6" x 2" cargo battens were stripped from "Great Britain's" holds.

It was decided to send out the construction gang in "Gwendolin" and let them live on board in preference to building a cookhouse at the site.

Loading was commenced late July, vessel sailed 31st July arrived at site same day. A lighter loaded with piles etc. was towed there on 4th August by "Lafonia".

The construction gang consisted of 5 men and a boy from Stanley and 5 men from Fitzroy section, in charge of R.Crawford.

Discharge was commenced immediately and construction commenced by the first week in August.

A start was made from the South Bank with a buttress 64' long with concrete retaining walls and head filled in with shingle and earth.

The bridge is laid across 19 groups of piles, reinforced concrete piles being used throughout except for two steel piles ex Findlay Creek bridge which were the only ones to give trouble - they sank about 1 ft. after driving when a heavy weight was put on them. They have since been adjusted and concreted After this experience it was decided not to use the other two steel piles.

Owing to the depth of water and distance piles had to be driven to solid, groups 15, 16, 17 and 18 had to be extended 8', 8', 10' and 11' respectively after driving in place.

300' of the bridge consist of steel girders (Findlay Creek bridge) 263' consist of timber, the centre stringer being part steel rails part timber. Bridge has been well braced

throughout. Cedar wood logs ex "Bertha" have been used throughout as capping pieces.

Bridge has been decked with 7" x 3" x 2½" braced at intervals with 14' lengths and 12" running boards have been laid the whole length. Rails/posts are part wood part iron, railings throughout are of 2" x 6" ex "Great Britain".

All timbers have been tarred. Leads have been constructed at both ends of the bridge of granite posts, standard battens and No. 5 wire.

s.s."Lafonia" made 4 calls at Fitzroy N. during the construction and the total tonnage handled, though not taken, was considerable.

Bridge was finished by end November and a flock of sheep put across immediately after completion. Mr Langdon is of opinion that it saves the North Camp sheep about a day's drive into Fitzroy and the same out. Photos enclosed.

The lighter was towed back to Stanley on 19th November and "Gwendolin" returned on 30th idem.

Details of cost will be sent with the yearly accounts but after deduction of Government's contribution of £800 (of which £400 on account of 1934 has already been paid) the capital cost is about £1,100.

Cranford deserves every credit for the manner in which the work has been carried out and the speed with which it has been completed.

The cost is a little more than I estimated for but the original plans have been improved upon considerably and we have a good strong job which we have every reason to be satisfied with and its usefulness to the Farm is already apparent.

10. <u>TRADE WITH SOUTH BRAZIL.</u> <u>Results of voyages Montevideo/Rio Grande do Sul/Porto Alegre 1934.</u>

	Port Expenses Montevideo (leaving and arriving) Rio Grande & Porto Alegre.	Earnings. Passages and cargo.
1st voyage June	£ 183. 11. 9.	92. 15. 2.
2nd voyage July	239. -. 7.	276. 12. 11.
3rd voyage August	228. 7. 10.	268. 11. 7.
4th voyage September	186. 11. 6.	111. 19. 9.
Freight on stores purchased for Stanley.	-. -. -.	664. 5. 6.
	838. 11. 8.	1414. 4. 11.
Credit balance	575. 13. 3.	

Estimated cost of coal consumed on these voyages is £426 which only leaves a small balance towards vessel's running expenses. On the other hand the Stores Department have been able to import certain commodities from South Brazil at very favourable rates and it is this which makes our connection with South Brazil worth while. The following is an extract from a recent letter I wrote to Messrs Cranston Woodhead & Co. -

"RESULTS FOUR VOYAGES 1934. After paying port expenses leaving "Montevideo for South Brazil, Rio Grande, Porto Alegre and "arriving Montevideo from South Brazil there is a credit of "approximately £575 which only covers the cost of coal consumed "by 'Lafonia'. In comparison with Montevideo, Port expenses at "both Rio Grande and Porto Alegre are very heavy indeed - is "there any means of getting them reduced in any way? What would "be the saving if we concentrated on Porto Alegre - I understand "that a vessel has to enter and clear at Rio Grande but assume "that if the vessel's business is confined to this the Rio Grande "expenses would be much reduced. Alternately, we would confine "our business to Rio Grande and assume that you can fulfill our "requirements, i.e. timber, posts, bricks, fruit, etc. equally "well at either port. You will appreciate that it is our Store "orders which make this business worth while to us and whilst "we are pleased to get outside cargo it is obvious that it cannot "pay by itself, though we might make full loads of say rice pay "from Rio Grande to Montevideo. In writing the above I am only "considering the immediate future as I appreciate that a "development of the trade with more frequent sailings and obtaining "cargo at Montevideo for South Brazil and loading back would be "a very different matter. Please let us have your views."

I propose to make voyages there in May/June and August/September next. We shall increase our importations of oranges and take 300 cases each voyage as providing they are carefully stowed here they will last for a good time. We shall take practically all our ground coffee as it is much cheaper than 'Dos Americanos' at Montevideo. We shall also require timber and bricks.

20. BOILER FOR DARWIN. Mr G.Geddard has decided to use

the old boiler for the 1935 boiling down. The new boiler will be towed out at a convenient date after shearing has been completed.

21. MUTTON HAMS - South Georgia. I have endeavoured to get Salvesens interested in mutton hams for some time past.

I send 4 casks to South Georgia per "Lafonia", December voyage, and instructed Captain Adair to distribute the contents of one and endeavour to sell the remainder. L.Hansen, Salvesen's Manager, appeared to be somewhat doubtful of our ability to pickle satisfactorily but after sampling them asked Captain Adair to land the 3 as he might take them. He also enquired if we could supply 50/60 barrels - this is beyond our capacity but if we received an order I will endeavour to get other stations to prepare some. We could probably pay 2d per lb gross weights at Stations which should pay Farmers.

"Lafonia" landed at Leith Harbour for Salvesens 358 live sheep and 150 carcasses. Our account against them to 31st December, 1934 is being sent you by this mail for collection.

22. S.S."LAFONIA" - MAGALLANES ABOUT 22nd Jan/early Feb.1935.

I expect to bring back a full load consisting of -

60 tons Magellanes coal in bags
30 tons oats
225 tons timber (mixed) including 5,000 posts and 21,000 droppers Only 25 tons of this are for stock, the balance being in fulfillment of orders.
100 tons Coronel coal (for bunkers)
~~125 rams~~
100 ewes

23. SHEEP FOR MAGALLANES BUTCHERY. Miller has been shipping sheep from Port Howard and other West Falkland Ports per "Lavart" to Magallanes. He is offering 4/6d each. The quotation for January delivery is $25 for wethers and $21 for ewes - shorn. At this price the business cannot interest us but I assume that it suits him as he is able to set his imports (sheep) into Chile against his exports (timber etc.) and thus satisfy the Currency Control. The profit and freight on timber being retained in British currency.

24. PRODUCE. Shipments for March sales will probably be

No. 764 per "Lafonia" 8/1/35. -10 -

"Glan McQuarrie"	...	2,800
"Lafonia"	...	800
and for the May Sales :-		
"Loreto"	...	1,800
"Lafonia"	...	800
		6,200 bales

24. HOMEWARD BOOKINGS. February/March/April, 1935.

m. A list of provisional bookings is enclosed. Owing to heavy bookings I have decided not to book any 3rd class passengers to Montevideo per "Lafonia" 26th April but allot this room to 4 men (1st class). Several persons whom I expected to travel by P.S.N. cargo vessel have definitely stated a preference for the via Montevideo route and I doubt whether I shall fill "Loreto's" accommodation in March.

25. TOUR. I made the round voyage C. 29 visiting a number of West Falkland Stations. The Director of Public Works also made this voyage and inspected a site at Cape Meredith for the light presented by Mr J.Hamilton. I understand that he has reported against the site in view of the expense of erection and maintenance in a place which is so difficult of access. It is suggested that the light be put on Rodney Bluff or on Weddell Island. I propose to pay a short visit to Darwin and North Arm this week and shall probably accompany "Lafonia" to Magallanes sailing about 22nd instant. I expect to leave for Montevideo per "Lafonia" about 9th March and to arrive in England 9th April.

26. Mr J.TRAILL WOOD. Storekeeper & Clerk, Darwin.

Mr Wood's agreement expired on 25th August last but by mutual agreement (see my 767. 26.) he will not leave the Colony until May next. Mr Goddard would have liked him to return but Mr Wood has decided that he does not wish to continue at Darwin and as there is no suitable vacancy for him in Stanley he will not return to the Colony. He has given both Mr Goddard and myself every satisfaction and in view of this I recommend that he be granted three months leave on full pay on the termination of his services.

As regards filling this vacancy Mr M.Crosse of my Office has applied and as his appointment is acceptable to Mr G.Goddard I have to request that you will kindly confirm it. I regret losing him as he is both capable and reliable. I propose to fill his position as Cashier thus -

Mr H.Thompson to Cashier

Mr A.Fearon in charge of Store accounts etc.

Miss J.Thomson to Junior Clerk.

I may not require an assistant from Home - I am re-arranging the work and engaging a local assistant and if this proves satisfactory it will not be necessary to send one out.

27. "TENNIA". As I may have to use some Patent fuel for "Lafonia's" bunkers in February I am having about 250 tons stone ballast stowed in this hulk.

28. ADMIRALTY. Our bill dated 1st November, 1933 for cleaning out the oil tanks amounting to £ 639. 15. 2. has not yet been paid. Please take this matter up.

29. Do brokers regard the new products of British Celanese Ltd. as serious competitors to wool ? These are "Celaspun" (replacing wool) and "Celafil" (wool like yarn).

30. RETAIL PRICES. The Storekeeper has recently been going into comparisons of retail prices charged by the Store. Prices at 1st January, 1933 have been compared with those ruling at 31st December, 1934 and a detailed statement is enclosed, which will doubtless interest you.

31. BUNKERS 1935. I presume that you have entered into a contract, as usual.

32. ENGINE FOR STONE CRUSHER. The engine which has been used to drive the stone crusher has at last given out. It was about 16 years old and had previously been in a motorboat.

I am indenting for a semi portable engine adaptable for driving the stone crusher or the two lathes (one shipped out with the Floating Dock and one purchased from Admiralty). As I must have a power unit for the stone crusher, this proposal is the most

practical course to adopt. It is dealt with more fully in Engineer's remarks.

38. "LAFONIA". I regret to inform you that the vessel damaged the jetty at Port Howard when going alongside on 21st December, 1934. Detailed report will be sent you in due course.

I am,

Sir,

your obedient servant,

Manager.

C O R R E S P O N D E N C E.

Copy of letter to J. Ryall re "Lafonia" sailing voyage to Deception Is.
Copies of circulars sent to Chiefs re produce shipments, dated 12/12/34

R E G R E T T A B L E.

	Wool	Skins	Tallow	Hides.
[illegible]	[illegible]	4		
[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]

No. 704 per "Lafonia" via Montevideo - 11th January, 1935.

E N C L O S U R E S.

1. Despatch No. 704.
2. Statement on Accounts No. 65.
3. Remarks on Accounts No. 65.
4. Store Indent No. 730.
5. Remarks on Stores No. 730.
6. Remarks on Naval Fuel Depot No. 40.
7. F.I. Shipping Report No. 1/35.
8. Royal Mail Account (December).
9. P.S.N.C. Account (December)
10. Coal Statements (November & December)
11. F.I. Gazettes - 1/12/34 & 12/12/34.
12. "Lafonia" Itinerary.
13. Comparisons of Retail prices of Stores 1/1/33 & 31/12/34.
14. Overseas Sailings - passengers, mails & cargo.
15. Coasting Insurances (November & December)
16. List of Passenger bookings for U.K. to April 1935.
17. Summary of passengers carried by "Lafonia" for 12 months ended 23/11/34
18. "Lafonia" claim - propeller damage.
19. " " - tow rope.
20. Extract from Log "Lafonia" re loss of starboard anchor.
21. " " " " " Jetty damage.
22. Photos.

C O R R E S P O N D E N C E.

Copy of letter to J. Rymill re "Lafonia" making voyage to Deception Is.
Copies of circulars sent to Clients re produce shipments, dated 12/12/34.

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

Mark.	Wool	Skins	Tallow	Hides.
D.H.	492	4		
3.I.	7	2		
3	132	6		
J.B.	140	1		
J.L.N.	174	1		
Z	114	15.		
J.H.D.-Pebble.	50	-		
L	87	5		
TRIANGLE F.B.	100	-		
H & S	122	-		
D & S	166	9		
S CLUB B	50	-		
HEART	63	4		
H	34	4		
R.B.C.	15	-		
B	27	13.		
AP	95	-		
T	128	8		
W.K.C.	136	-		
T.R.-Pt.Louis.	92	4.		
S & G	40	7.		

No. 765 per s.s."Clan Macquarrie". 22/1/35.

F R E C I S

1. Confirm No. 764 per "Tafonia" 8th Jan.1935.

2. s.s."Falkland" - advice received from Dick & Bravo that Jacobs has paid £300 under contract for sale of vessel. She sails s.m. 23rd instant via Hill Cove. Mr J.M.Thomson goes over in charge of engine room. Timber to value of £1,200 has to be taken in part payment. Confirm cable of 14th instant re insurance.

3. Advises quantity of produce for shipment for March Sales per s.s. 'Clan Macquarrie', which has been delayed at Magallanes by labour trouble. Possibility of vessel missing above Sales.

4. Steamer movements.

5. Finances - have ample funds in hand. Do not anticipate will require a remittance before March.

6. Murray River Bridge - gives extract from letter from Mr F.G.Langdon regarding usefulness of this construction.

8. Cape Green Jetty - in view of heavy cost of obtaining stone Dalgety have decided not to use either "Great Britain" or "Lady Elizabeth". Encloses specification of work to be done to put jetty in good order, at estimated cost about £175.

7. Reports on Wages Comparative Statement for 4th Quarter 1934 and years 1933 and 1934.

9. Estate A.Morrison - Letters of Administration received. On receipt of balance due from Estate, Bluff Cove will be transferred to name of Mrs G.Yerge.

10. Fire Insurance Competition - reports further reduction in rates quoted by Messrs N.Tregallas & Co. through local Agent. Encloses copy of letter to Royal Insurance Co. in this connection.

10. Tin plates - advises two small shipments have been made to Montevideo. Hope to secure about $6 per case.

11. Ship Hotel - work of conversion of Nos. 1 & 2 Belmont Row now in hand. Reports favourably on South Brazilian bricks.

12. Despite past inclement weather, Mr Goddard hopes to finish sheering at Darwin and North Arm next week.

13. Novices enquiry received for special voyage of "Tafonia" to South Shetlands to embark 8 men of Lincoln Ellsworth Expedition. Voyage not now required. £250 quoted for voyage. Understand Government will require 2 additional voyages to Montevideo and further voyages to South Georgia this year.

14. Payment of Company's minimum contribution of 10% made to fund as 31st December last.

... ...

"Clan Macquarrie". 22nd January, 36.

765.

Sir,

I have to confirm my Despatch No. 764 dated 8th instant. I have nothing to acknowledge, a mail is due tomorrow per "Lafonia" but I am leaving for Magallanes by her, probably the same night it will not be possible to deal with your mail by this opportunity.

2. 764. 7. s.s."FALKLAND". I have now received advice from Dick & Brave that Mr A.Jacobs has paid £300 being the amount due under the contract for the sale of this vessel, when she is ready to sail. She is to sail a.m. 23rd instant under the command of Mr J.Walsh. She proceeds to Hill Cove where "Lafonia" meets her and the two vessels will then proceed to Magallanes in company.

A certain amount of necessary work has been done on "Falkland". Mr J.M.Thomson goes over in charge of her engine room. She is in fair condition and should prove a handy vessel for the Magallanes timber trade.

You will recollect that timber to the value of $1,230 has to be taken in part payment - the rate of exchange agreed for the adjustment of this is not less than $105 nor more than $110 = £1.

I cabled you on 14th instant to cover the vessel for the voyage also port risk at Magallanes until handed over. I will cable you when the sale is completed.

3. PRODUCE FOR MARCH SALES 1936. I shall have 2,260 bales for "Clan Macquarrie" which is due here on 27th instant. She has been delayed at Magallanes by labour trouble and unless she is faster than the average P.S.N. cargo vessel she may miss the March Sales in which case I presume that the P.S.N.Co. would be

THE MANAGING DIRECTOR,
LONDON.

responsible to Falkland Islands shippers for any loss they might sustain thereby.

4. SUMMER MOVEMENTS. s.s."Lafonia" is due back from Montevideo on 23rd instant and sails as soon as discharge is completed for Magallanes via Hill Cove. She returns via Ozzy Harbour, Hill Cove, Golding and Hiver Islands and Falkland Sound Ports to Stanley.

5. REMITTANCES. I have ample funds in hand and doubt if any remittance will be required before end March.

6. FITZROY RIVER BRIDGE. The following is an extract from a report made by Mr. Langdon :-

"Weather permitting I will have my last flock of North Camp "sheep over to Fitzroy tomorrow and as this has been the worst "shearing weather I can remember, I would like to tell you of "what inestimable value the bridge has been to us.
"I have passed all the North Camp sheep over the bridge both "coming and going, five flocks in all, and this has meant the "saving of a full day's drive both ways.
"As there are three streams cut out by the bridge it has meant "that the sheep have not been held up by these streams at all "which otherwise would have happened with this bad season.
"It also is a great help with my mutton drives from here to "Stanley. I have used the bridge for crossing over 28,000 sheep "already."

6. GOOSE GREEN JETTY. With reference to my 760. 8. I discussed the matter of this jetty with Mr G.Goddard when I recently visited Darwin. In view of the fact that "Great Britain" or "Lady Elizabeth" would require at least 500 tons ballast before they could be towed out and the possible delay to "Lafonia" awaiting suitable weather to tow etc. I have decided not to proceed with this proposal. At present the jetty is not really safe for "Lafonia" to work at and it is imperative that it be put in good order in the near future. We have drawn up a brief specification of the work to be done (copy enclosed). The cost of material is estimated at about £175 and this work will be undertaken next Winter - it will be done under the Camp Manager's supervision. I will send Crawford and a Mate out who will be assisted by the Goose Green Navvy gang.

Cost of labour taking stone ballast ex beach, lightering and stowing on bulk is estimated at 7/- per ton.

7. WAGES COMPARATIVE STATEMENT 4th QUARTER 1934 - ENCLOSED.

Increases and decreases for the Quarter compared with 1933 are

Stanley	...	Increase	...	£ 447. 16. 6.
"Lafonia"	...	do	...	88. 18. 4.
Farm	...	do	...	171. 12. -.
				£ 758. 6. 10.

and for the twelve months ending 31st December, 1934 :-

Stanley	...	Decrease	...	£ 484. 7. 1.
"Lafonia"	...	Increase	...	180. 16. 11.
Farm	...	Decrease	...	257. 18. 3.
		Decrease	...	£ 561. 8. 5.

All labour on Fitzroy bridge has been included - as Government is contributing £800 towards the cost on condition we employed 4 additional men for 6 months this should be taken into account when making comparisons.

As regards labour costs in 1935 - I do not anticipate any increase.

8. ESTATE A.MORRISON. I have now received Letters of Administration. Messrs A.Morrison & Co.Ltd. have been requested to pay us the balance due £1,054. 10. 10. and on receipt of this Bluff Cove is to be transferred to the name of Mrs G.Yonge for which transfer I hold a Power of Attorney.

9. FIRE INSURANCE COMPETITION. With reference to my 750. 3. Messrs N.Tremellen & Co. (Agent W.Hutchinson) have met the reduction in the Royal Insurance rate by reductions of

Stone or brick built & tiled	7/- to 6/6d%	(Royal now 7/-%)
Half stone or brick, timber and iron roof.	8/6 to 8/-%	" " 10/-%
Timber and iron constructions.	10/- to 8/3d%	" " 10/-%

10. TIN PLATES. With reference to my 760. 13. I have sent Messrs Maclean & Stapleton two small shipments of tin plates for disposal, the first of 10 cases and the second of 100 cases and hope to secure about $6 per case. I will advise you further in due course.

11. SHIP HOTEL. With reference to my 760. 35. the work of

conversion of Nos. 1 & 2 Marmont Row for use as a Public House is proceeding satisfactorily - walls of the addition are now about ceiling high and doors and window frames in position. I am very satisfied with the South Brazilian bricks - they look well and as previously advised are cheap.

12. SHEARING. Despite most inclement weather in December and January, Mr Goddard informs me that he hopes to finish shearing at Darwin and North Arm next week.

13. S.S."LAPONIA". I recently had an enquiry for a special voyage to Deception Island to embark 3 men of the Lincoln Ellsworth Expedition which had presumably been left there. I quoted £750 - but the Expedition's vessel which was then ice bound has since got free and does not now require our services. Owing to the bad weather prevalent this Summer the Expedition has decided to close down for this year.

South Georgia also reports very bad weather. Subject to the confirmation of the Governor designate, Government will require 2 additional voyages to Montevideo this year and further voyages to South Georgia in October and December next.

14. PROVIDENT FUND. The employees' contributions for 1934 total £1,345. 9. 4. and the Company's minimum contribution of 10% thereon, amounting to £134. 10. 10., was paid to the Fund on 31st December last.

I am,

Sir,

your obedient servant,

Manager.

No. 765 per "Clan Macquarrie". - 30/1/35.

ENCLOSURES

1. Despatch No. 765.
2. Statement on Accounts No. 66.
3. Remarks on Accounts No. 66.
4. Store Indent No. 731.
5. Remarks on Stores No. 731.
6. Engineering Remarks. 1/35.
7. Duplicate specification of "Lafonia" shipment 12/1/35.
8. "Lafonia" itinerary - 1935.
9. List of probable mails - 1935.
10. Overseas sailings - passengers, mails & cargo.
11. Specification re Goose Green Jetty.
12. Wages Comparative Statement No. 12.
13. Return of Establishment & Wages (all Farm Sections)
14. F.I.Gazette (1st January, 1935)

COPY CORRESPONDENCE.

Copy of letter to Royal Insurance Co.Ltd.22/1/35 - re competition of London Insurance Brokers.

SPECIFICATIONS.

Mark	Wool	Skins	Tallow	Hides.
D.H.	113			
N.A.	336	10		
H.I.	35			
M.V.	36	3		
B.B.	8			
Mc.Q.		4		
HP	78			

No. 767 per "Lafonia" via Montevideo. 6/3/35.

P R E C I S

1. Acknowledges receipt of your Despatches Nos. 1380 & 1381 and confirms No. 765.

2. Sheepskins - notes accumulation of bales sold on 13th December 1934. Brokers' complaint re condition of bales passed on to Farm Managers concerned.

3. Notes your remarks re P.S.N.C.Homeward freight contract 1935. Balance goes forward per "Loreto".

4. Coal - quotation from Salvesens noted. Copy of 1935 contract with Wilson Sons & Co. for Montevideo bunkers to hand.

5. Stickney Bros. - W.Stickney, deceased - conveyance to hand. Encloses copy of letter to Registrar dated 13.2.35 and copies of Petition, Affidavit, Inventory and Valuation account. Lower valuation of land accepted by Court. Letters of Administration, when granted, and our account for duty etc. to follow.

6. Notes your remarks re proposal to purchase Port San Carlos tallow.

7. Goose Green boiler - terms of insurance received. Boiler will be towed out at first convenient opportunity.

8. Division of values for insurance of Fitzroy Store agreed.

9. s.s."Lafonia" - Propellor - Messrs Kennaugh's letter of 15/1/35 read with interest. Bronze propellor examined whilst vessel on dock recently and found to be in good order. New M.P.Value working satisfactorily. Docking - vessel docked 21st ulto. undocked 23rd idem. Survey - will be undertaken at Stanley August next. Outlines proposed alterations to cabin accommodation, for which work a quotation from Maples of Montevideo will be obtained.

10. Fitzroy River Bridge - consider payment of gratuity to Crawford not called for in this case.

11. Reports further orders received from Government for supplies from Montevideo.

12. Notes your remarks re basic slag shipments - Hill Cove & Port Howard.

13. Goose Green jetty extension - desirability of using reinforced concrete piles in place of a hulk.

14. Rio Grande/Porto Alegre trade - owing to survey in August next "Lafonia" will only make one or two voyages this year. Encloses itineraries of voyages C 17 & C 23. Detailed statement of freight earned will be sent you for voyage in June next. Cargo only being shipped from Porto Alegre this year.

15. Notes there is no inducement in shipping tails separate from hides.

16. Sale of s.s."Falkland" - reports on voyage to Magallanes. Transfer of vessel to new Owners completed 1st ulto. Understand vessel was resold prior to arrival. Details timber to be received in part payment of purchase price. "Lafonia" will make a voyage to Magallanes April next and will lift as much timber as is ready.

17. "Lafonia" - reports delay and difficulty experienced in loading cargo at Magallanes. Rams ex New Zealand for J.L.Waldron Ltd. not put alongside "Lafonia". Bad weather experienced during whole of voyage to Magallanes and return. Timber to landed value of £625 imported this voyage.

18. Rams and ewes from the Coast landed safely at quarantine islands. Insurance cover requires modifying.

19. Notes advances reported in January wool sales.

20. Acknowledges receipt of your cable re payment received from Estate A.Morrison thus closing account.

21. Advises sale of November 1934 and January 1935 shipments of tin plates in Montevideo @ $6 per box.

22. Mail contract - encloses copy of letter to Colonial Secretary reviewing operation of contract for last 3 years. Contract expires 1936 and matter will be discussed with you during Mr Young's stay in England.

23. Encloses copies of letters to P.S.N.Co. Liverpool re
(a) difficulties which arose over working "Reina del Pacifi
(b) matter of special rebate on Government passages. -so"

24. Encloses copy of letter to Royal Insurance Co.Ltd. re Stanley Fire Brigade.

25. Defines position of Provident Fund as at 31st December, 1934. Extracts from minutes of meeting of Trustees given. Confirms cable to you stopping payment to Lloyds Bank.

26. Owing to bad weather start on painting Naval Oil Fuel tanks not made until 25th February last.

27. "Lafonia" trading - declarations for insurance not made on certain shipments.

28. £52. 10. -. received from Government for special call and detention at Kitts Creek, Port Stephens re Cape Meredith light. Commander of "Reina del Pacifico" reports this site of little use to vessels bound to or from Straits of Magellan.

29. P.S.N.C. wool shipments 1935 - 2263 bales shipped per "Clan Macquarrie" (January 1935) - balance of 4,000 bales contracted for being shipped per "Loreto" (March).

30. 60 horses being delivered by Mr Pole Evans at Egg Harbour per s.s."Araucano". One more shipment to be made next year. Understand wethers being shipped from San Carlos by Mr J.Miller.

31. Passengers Homewards 1935.

32. Refers to your Airmail letter dates 17th January, 1935 :-
(a) Spartina grass roots received.
(b) "Gwendolin" returned from Fitzroy bridge 30th Nov.1934.
(c) Notes insurance of "Falkland" for Magallanes voyage.

33. m.v."Reina del Pacifico" - usual arrangements made to transport passengers. Earnings this year total £ 90. 11. 6.

34. Reports arrival per "Reina del Pacifico" of H.Henniker Heaton - new Governor, also new Principal Medical Officer. Appointment of Capt. M.J.Stewart as Colonial Treasurer, Falkland Islands has been notified.

35. Damage to Port Howard Jetty - labour assessed at £5. Materials required for repairs detailed. Our claim on Underwriters follows.

36. Do not anticipate will require a remittance at end of March.

37. Steamer movements.

38. Pensions - records of service of J.Rae, H.McMillan and J.Cantlie, shepherds, being sent you direct by Camp Manager.

39. Decision to bring D.M.Honeyman from Darwin to this Office on 6 months trial arrived at. M.McKay appointed Camp teacher at Darwin.

40. Valuation of Foxbay West - acknowledges your cable dated 21st ulto. re death of B.Stickney.
Enc. Valuation now enclosed.
Mr Hodgson proceeded at Foxbay in this connection.

41. Reports progress of work on new Ship Hotel.

42. Sealing 1935 - refers to your telegrams of 13th & 27th ulto. and my reply today. Hopes this business goes through, in which case Mr D.R.Watson will be in charge of Expedition.

43. Advises suitable arrangements have been made for carrying on of Company's business in Colony whilst Mr Young on leave.

44. Possibilityies of market for surplus rams in Uruguay and Rio Grande. Shipment of 25 rams will be made May next. Camp Manager will accompany shipment. Propose to quote about £5 per head landed.

45. Patent Fuel - discharge of cargo ex "Tennia" now completed. Shortage of approximately 250 tons found presumably due to errors in tally and use of fuel on bulk boiler.

46. Understand Secretary of State has deleted new wireless and electric light plants from 1935 estimates.

47. Produce ex Darwin and Fitzroy now cleared. Gives quantities still on hand at North Arm and Islands.

... ...

34A. Advises Mr Young will propably call at Rio Grande do Sul en route for U.K.

Enc. I enclose copy of my letter dated 13th ulto. to the Registrar of the Supreme Court together with copies of the Petition, Affidavit, Inventory and Valuation account.

The arguments regarding the valuation of land raised in the letter referred to above have been accepted by the Supreme Court.

I trust that Mrs J.Stickney will be satisfied with

THE MANAGING DIRECTOR,

LONDON.

this settlement as in the case of the Estate of the late A. Morrison which I recently wound up the Court valued the land on a considerably higher valuation which would have increased the value of the late W.Stickney's estate in the Colony by about 11/20ths

"Lafonia" via Montevideo. 6th March, 35.

767.

Letters of Administration will be issued shortly and on receipt of this our account for duty paid and fees will be sent

Sir,

I have to acknowledge receipt of your Despatches Nos. 1380 and 1381 dated 20th December, 1934 and 16th ulto. respectively and to confirm my No. 765 dated 22nd ulto.

2. 1380. 2. SHEEPSKINS. I note that you sold the accumulation of 286 bales of various marks on 13th December last at improved prices. With reference to Brokers' complaint re damp condition of certain marks, Managers concerned have been advised.

3. 1380. 3. P.S.N.Co. HOMEWARD FREIGHT CONTRACT 1935. I note all you write. The balance of produce to be shipped under this contract, 1737 bales, goes forward per m.v."Loreto" due here today.

4. 1380. 5 & 6. COAL. I note that Messrs. Salvesen & Co. have increased their price to 40/- per ton f.o.b. Leith Harbour from 1st January last.

Copy of contract for 1935 with Messrs Wilson Sons & Co.Ltd. for bunkers at Montevideo @ 37/- less 1/6d per ton, to hand.

5. 1380. 12. STICKNEY BROTHERS - W.Stickney deceased.

Conveyance to hand.

Enc. I enclose copy of my letter dated 13th ulto. to the Registrar of the Supreme Court together with copies of the Petition, Affidavit, Inventory and Valuation account.

The arguments regarding the valuation of land raised in the letter referred to above have been accepted by the Supreme Court.

I trust that Mrs J.Stickney will be satisfied with the

THE MANAGING DIRECTOR,

LONDON.

this settlement as in the case of the Estate of the late A. Morrison which I recently wound up the Court valued the land on a considerably higher valuation which would have increased the value of the late W.Stickney's estate in the Colony by about 11/20ths of £2,800, say £1,540, on which a further £61. 12. -. duty would have been payable.

Letters of Administration will be issued shortly and on receipt of this our account for duty paid and fees will be sent you for collection.

6. 1381. 2. PORT SAN CARLOS LTD. I note all you write and that you approve of my proposal to purchase the tallow .? that course appears to be desirable.

7. 1381. 4. GOOSE GREEN BOILER. I note that you have insured it T.L.O. for £700. It will be towed out at the first convenient opportunity.

8. 1381. 10. NEW STORE, FITZROY. The division of £200 for building and £100 for fittings is correct.

9. 1381. 20 & 39. S.S."LAFONIA".

Propellor. I have read Messrs. Kennaugh & Co's. letter dated 15th January last with much interest. Vessel was on the Floating Dock from 21st to 23rd February when the bronze propellor was carefully examined and found to be in good order.

The Kew M.P.Valve is working satisfactorily.

Docking. Vessel was docked on 21st ulto a.m. and undocked a.m. 23rd idem. She was delayed on the Dock for nearly 24 hours as the weather was too bad to carry out the operation of undocking, with safety. She was given a coat of anti corrosive and a coat of anti fouling paints and 2 coats of apexior anti galvanic medium around the propellor and to about 20 feet forward.

Survey will be undertaken in Port Stanley in August next.

I am considering having certain alterations made to the cabin accommodation whereby it will be considerably improved. The proposal in brief is to realign the companion way from the entrance hall on the bridge deck to the cabin accommodation on the main deck

take the passage running athwart ship into the cabins and the space saved in the companion way will then be used as a passage. This will increase the four forward cabins by about 2' x 8' and will permit of the berths being slightly lengthened, a wardrobe fitted and leave space for a small chair. The two side cabins will be slightly reduced in size. The accommodation will then be -

12 in four 3-berth cabins
4 and 2 children in two 2-berth cabins

against 12 in four 3-berth cabins
8 in two 4-berth cabins

as at present.

If possible reading lamps will be fitted in certain berths. These improvements will make for the comfort of Montevideo passengers, the cabins as at present are too small when 3 have to be berthed together for 4/5 days.

I am obtaining a quotation from Messrs. Maple & Co. Montevideo and if reasonable I propose to give them the work and have it done when "Lafonia" is at Montevideo in May/June next.

10. 1381. 22. FITZROY RIVER BRIDGE. As Crawford has been generously dealt with in the matter of overtime I am of opinion that the payment of a gratuity is not called for, in this case.

11. 1381. 30. GOVERNMENT REQUIREMENTS. Government have recently given us an additional order for coal, Sandy Point timber and a further 4,600 gallons Colas.

12. 1381. 31. BASIC SLAG SHIPMENTS, PORT HOWARD & HILL COVE.

I note all you write.

13. 1381. 32. GOOSE GREEN JETTY EXTENSION. You will have noted from my 765. 6. that we have come to the same conclusion re the desirability of using reinforced concrete piles in preference to a bulk.

14. 1381. 33. RIO GRANDE/PORTO ALEGRE TRADE. Owing to her survey in August "Lafonia" will only make one or two voyages between Montevideo and Porto Alegre this year. She has been offered a full load between 25th May/4th June and for a part load immediately after. On the latter voyage she will also ship fruit, bricks and timber for us.

Enc. Itineraries of voyages C. 17 and C. 23 enclosed.

I am of opinion that the expenses of a venture of this nature cannot be estimated on the basis of running costs per day. The four voyages Montevideo - South Brazil undertaken in 1934 were made at times when "Lafonia" would have been idle for short periods during which time her standing expenses would still have been incurred, providing that the additional expenses incurred, such as coal, and port expenses can be covered any balance remaining is to our advantage insofar as it goes to reduce such standing expenses. Further, the Stores make a profit on certain items which they would not have received from other sources had these voyages not been made.

A detailed statement showing the freight earned on the Stores imported from South Brazil in June next and the estimated profit from their sale will be sent you in due course.

From copies of my letters to Messrs. Cranston Woodhead & Co. sent you, you will note that I am only shipping cargo at Porto Alegre this year, which should reduce port expenses.

15. 1381. 34. HIDES. I note that there is no inducement in our shipping tails separately from hides.

16. 1381. 37. s.s."FALKLAND", sale of.

s.s."Falkland" sailed on 23rd January last for Magellanes via Hill Cove with J.Walsh in command and Mr J.M.Thomson as Chief Engineer. As Walsh has no certificate Government would only let him take the vessel across on conditions "Lafonia" convoyed her from Hill Cove. She therefore awaited "Lafonia" at that port and the two vessels proceeded in Company about 3.15 p.m. on 25th idem.

After passing West Point Island 25th idem p.m. the weather got steadily worse and at 7 a.m. on 28th "Falkland" signalled that she was short of coal. Eventually "Lafonia" took her in tow that afternoon and it was hoped to tow her well into the Straits of Magellan but owing to the strong S.W.wind persisting throughout the night with a strong set towards the W.N.W. it was decided to anchor "Falkland" between Cape Virgins

and Dungeness, proceed to Magallanes for bunkers and return - by this time "Lafonia" had only sufficient coal to reach Magallanes and when she arrived there on 29th p.m. had only 2 tons remaining. She bunkered next day, took coal for "Falkland", sailed in the afternoon, reached "Falkland" next morning part bunkered when work had to stop owing to bad weather during which both "Lafonia's" scows suffered damage. Both vessels proceeded to Narrow Bank where "Falkland" completed bunkering, "Lafonia" then returned to Magallanes arriving next morning. "Falkland" sailed for Magallanes at 11.30 p.m. in charge of a pilot and arrived at noon next day.

Transfer of vessel to her new Owners was completed at once, our crew removed and vessel handed over by 3.30 p.m.

In accordance with the contract of sale the first payment due of £300 was made by Messrs. Townsend Brothers' cheque on London (sent you from Magallanes) and £450 due on arrival at Magallanes in Falkland Islands notes. A contract for the delivery of timber as specified in the contract of sale was handed me.

I understand that Mr A.Jacobs had resold the vessel before arrival. She will be renamed and is to trade between Puerto Montt and Valparaiso. The purchasers appeared to be very satisfied with her.

Details for the formulation of our claim against Underwriters will be sent you in due course.

Timber. The transaction is now as follows -

The agreed rate of exchange is $107.50 Mr A.Jacobs has therefore to deliver to us timber to the value of

$1,200 @ exchange $107.50 = $ 129,000

and I have ordered

9,000	adzed cypress posts 6" x 6" x 7'	
65,000	six wire droppers as usually supplied	
15,000	seven wire droppers	
1,000	pieces	¾" x 8" x 12 ft.
2,000	"	1" x 6" x 12 ft.
2,000	"	1" x 8" x 12 ft.
1,500	"	1½" x 3" x 12 ft.
350	"	1½" x 4" x 12 ft.
3,000	"	2" x 3" x 12 ft.
1,800	"	2" x 4" x 12 ft.
400	"	2" x 6" x 12 ft.
600	"	3" x 4" x 12 ft.
400	"	3" x 6" x 12 ft.
600	"	3" x 9" x 12 ft.

Deliveries are to commence immediately and I have hired storage space in Magallanes where the timber will be received and stored on our behalf until "Lafonia" can lift it. Messrs Dick & Bravo have been instructed to insure it against fire.

"Lafonia" will make a voyage to Magallanes in April next and ship as much timber as is ready. I am offering it to Clients at specially low rates and enclose copy of circular in this connection.

17. "LAFONIA" voyage to Magallanes D3, is dealt with in Para. 16 above. She commenced loading there a.m. 1st ulto. All cut sizes timber, bagged coal and oats were ready but only 2,175 of the 3,000 cypress posts ordered were available. A further 1,600 were on a hulk but time did not permit of "Lafonia" moving to ship them. As an aftermath of the recent strike of stevedores work was definitely bad.

Dick & Bravo or Braun & Blanchard, I do not know which of these two firms were responsible - failed to put the four rams ex New Zealand for J.L.Waldron Ltd. alongside. I was not informed of this until 10 p.m. the night we were to sail (Saturday 2nd). The rams were on a hulk anchored about 2 miles from the shore. I sent "Lafonia's" motorboat for them and they had to be handled from the hulk into her by hand in canvas slings. It is of course shippers duty to put cargo alongside but if we had not done this the rams would have been held in Magallanes for another month at least.

Vessel sailed for Cazy Harbour a.m. 2nd idem and reached there about 7 a.m. Owing to bad weather it took us 17 hours to load 220 sheep.

On the return voyage we encountered a N.E.gale for 36 hours - we had bad weather whilst we were landing the sheep on the quarantine islands which continued until we arrived in Stanley. The weather this Summer has been the worst I have experienced here. The rainfall has been heavy and strong winds or gales have been almost constant since 24th ulto. We had a few fine days but it is now blowing hard from the North with heavy rain squalls.

"Lafonia" bunkered Coronel coal at Magallanes. It cost about 24/6d per ton and is good steaming coal. She burns about 25% more Coronel than Welsh.

Timber to a landed value of £625 was imported on this voyage. It had all been sold prior to arrival except timber valued £120 for stock. Despite the delay this voyage will be one of the most profitable we have made to Magallanes.

18. 1381. 38. RAMS AND EWES FROM THE COAST. s.s."Lafonia" shipped at Gaay Harbour -

ex Exploitadora

-X- 104 rams a/c George Bonner, value for insurance £ 2. 10. -. each.

ex Renton Station

-X- 100 ewes a/c George Bonner " " " £ 2. -. -. each.

-X- 4 rams a/c George Bonner " " " £ 7. -. -. each.

-X- 4 rams a/c Port San Carlos Ltd. " " £15. -. -. each.

8 rams a/c Holmested Blake & Co.Ltd. They will presumably advise you re values.

ex Hulk Magallanes.

4 rams ex New Zealand a/c J.L.Waldron Ltd.

-X- quarantined Dean Brothers' islands

others quarantined on River Island.

These were all landed safely but I understand that a/c George Bonner were not found at first dipping.

As quarantine is for 90 days the insurance cover requires modifying. I would suggest it be for 90 days quarantine and 15 days after delivery at final destination. I understand that one of J.L.Waldron's rams was found drowned some days after landing.

19. 1381. 40. WOOL MARKET. The advances reported at the opening of the January sales were satisfactory and I trust this upward movement will continue.

20. A.MORRISON & Co.Ltd. I have to acknowledge receipt of your cable dated 21st ulto. advising that you had received £1,080. 15. 10. which closes this account. Bluff Cove is now in course of transfer to Mrs F.O.Yonge.

21. TINPLATES. 10 boxes shipped to Montevideo November 1934
100 " " " " January 1935
were sold for $6 and $6.50 per box respectively.

Enc. 22. MAIL CONTRACT. I enclose copy of my letter dated 14th ulto. to the Colonial Secretary which reviews the operation of the Mail Contract for the years 1932, 1933 and 1934 together with a statement showing the calls made at the several ports during those years. The Mail Contract will expire in 1936, and its renewal and other matters pertaining to our shipping are to be discussed with you during my stay in England.

Enc. 23. P.S.N.Co. I enclose copies of my two letters both dated 15th ulto. to this Company, the first detailing certain difficulties which arose over the working of m.v."Reina del Pacifico" on 10th idem at this Port, and the second dealing with the matter of a special rebate to Government in which take exception to their implied censure of this Office.

Enc. 24. ROYAL INSURANCE Co.Ltd. I enclose copy of my letter dated 15th ulto. to this Company enclosing some particulars of the Stanley Volunteer Fire Brigade, for your information.

25. PROVIDENT FUND. The position of the Fund at 31st December, 1934 was -

Investments 3½% War stock Loan	£3861. 1. 8.	Subscriptions & contributions.	4541.16. 8.
	48. -. -.		
Cash with Lloyds Bank & Falkland Islands Co.Ltd.	765. 5. 3.	Dividends on stock.	111.12. 3.
		Cheques outstg.	20.18. -.
	£ 4,674. 6.11.		£ 4,674. 6.11.

Extract from the Minutes of a meeting of Trustees held on 23rd ulto. are given below :-

"In view of the present high price of War Loan and its possible "decline Mr L.W.H.Young proposed that if the Fund's present "holdings could be disposed of at a profit they should be sold "and the proceeds either invested in Lloyds Bank, Savings Bank "Department or the Falkland Islands Government Savings Bank "thereby ensuring that the Fund's assets are not subject to Market "fluctuations and a fixed rate of interest is assured."

It was resolved that Rule 11 be modified thus -
"The monies of the Fund shall be invested in Trustee Securities, "Debentures, or Mortgages from time to time approved by the Trustees "or placed in Lloyds Savings Bank or in the Falkland Islands Savings

"Bank. Such monies shall be invested not later than twelve months "after they have been credited to the Fund or if banked, banked "immediately they are paid over to the Trustees".

"It was resolved that the 3½% War Loan now held by the Fund be sold "and the proceeds be placed either in Lloyds Savings Bank or in the "Falkland Islands Government Savings Bank. It was further resolved "that an account be opened in the Falkland Islands Government Savings "Bank and all contributions to the Fund be paid into that account. "Mr L.W.H.Young was requested to raise the matter of investments "with Lloyds Bank Ltd. and request that to advise the Trustees "regarding the advisability of investing in Debentures or Mortgages".

I am cabling you shortly requesting you to cease making payments to Lloyds Bank. For the present subscriptions etc. will be banked with the F.I.Government Savings Bank here.

I would like to discuss the matter of investments with you, in due course.

26. NAVAL FUEL DEPOT - PAINTING OIL TANKS. Owing to continued bad weather it was not possible to make a start on this job until 25th ulto.

27. "LAFONIA" TRADING. You may have noted that certain shipments ex Magallanes and South Brazil are not declared to you for insurance purposes. It is at times found more convenient to sell to the Store or to Clients at a rate landed Stanley or their port. The chief reason being that we do not always know the rate of exchange applicable to any particular shipment before it is either put on sale by the Store or delivered to Clients. We therefore have a "Lafonia" Trading account and "Lafonia" takes the risk of exchange. This has been particularly applied to shipments of Sandy Point timber, Brazilian timber, fruit and bricks.

This arrangement will be modified as exchanges become more settled. As the clause "freight payable ship lost or not lost" would not therefore apply I have not therefore considered it necessary to insure such goods, their first cost being the risk "Lafonia" can stand this.

28. With reference to the special call of s.s."Lafonia" near Kitts Creek, Port Stephens in connection with the proposed light on Cape Meredith - Government paid us £52. 10. -. for the call and unusual detention suffered.

Captain Ross of m.v."Reina del Pacifico" informed me that

whilst he found the light on Bull Point useful in fixing his position, one on Cape Meredith would be of little or no use as vessels bound to or from the Straits of Magellan pass this point at least 15 miles off.

29. HORSES. Mr R.C.Pole Evans is delivering 60 horses per s.s."Aramcano" due Egg Harbour 5th March. This leaves one more shipment to be made next year.

As I understand Mr Miller is shipping wethers from San Carlos by this vessel it therefore appears that Messrs. Miller and Evans have joined forces for the time being.

30. P.S.N.Co. WOOL SHIPMENTS 1935. s.s."Clan Macquarrie" arrived on 26th January and sailed 30th idem lifting 2263 bales. The balance of 1737 bales under the contract will be shipped per m.v."Loreto" due today.

One P.S.N.Vessel suffered damage by collision with a submarine on the West Coast of South America and another had to be laid up at Home for extensive engine repairs. They therefore had to charter two vessels to maintain their sailings.

31. PASSENGERS HOMEWARDS. Amongst those booked are -

"Loreto" sailed early March	Mrs R.C.Pole Evans
	Mr A.Barrett
"Lafonia" sails 8th March.	Mr L.W.H.Young & child.
	Mrs G.J.Felton.
"Lafonia" sails 25th April.	Mr & Mrs Craigie Halkett
	Mr & Mrs F.G.Langdon
	Mr & Mrs B.Elliott.
	Mr J.W.Dean.
"Lafonia" sails 19th May.	Mr & Miss Luxton.
	Mr W.H.Clement.
	Mr N.Cameron
	Mr R.C.Pole Evans
	Mr & Mrs J.T.Wood

32. With reference to your Airmail letter dated 17th January last -

(1) The 2 cases Spartina grass roots for Hill Cove went out on 11th ulto. and of the 2 cases for Darwin one is being planted by Government near Stanley as their was sailing for Darwin before 2nd instant. The other case was sent out then. The roots are still in fair order.

The circulars have been despatched as instructed.

(2) "Gwendolin" arrived from Fitzroy bridge on 30th November last.

(3) "Falkland". I note the conditions this vessel was insured under for the voyage to Magallanes. She left Port Stanley at 4.30 a.m. on 23rd January, arrived Magallanes 1st February at noon and was delivered to buyers about 3.30 p.m. the same day.

33. M.V."REINA DEL PACIFICO" arrived about 6 a.m. and sailed 7.30 p.m. on 10th ulto.

The usual arrangements were made for the transport of passengers to the Town and the Penguin Rookery, s.s."Lafonia", a.l. "Kelp" and a motorboat being used for the purpose. The earnings totalled £ 90. 11. 6.

34. HIS EXCELLENCY R.HENNIKER HEATON, C.M.G. arrived by m.v. "Reina del Pacifico" on 10th ulto. also the new Principal Medical Officer. It has been notified that Captain M.J.Stewart now assistant Treasurer, Tanganyika has been appointed Colonial Treasurer, Falkland Islands.

I have now decided to call at Rio Grande do Sul on my way Home. Our order for shipment in June next promises to be bigger than I had anticipated and in these circumstances I am of opinion that as it is simple to arrange a brief visit it is well worth while.

35. DAMAGE TO PORT HOWARD JETTY. With reference to my 764. 33. this has been assessed at -

Labour £5.

Material - 1 piece pitch pine 12" x 6" x 32' 6"
1 " " " 12" x 2" x 32' 6"
8 iron bolts & nuts 26" x 1"
8 " " " " 21" x 1"
70 galvanized spikes 6"

When this has been supplied I will send you details for our claim on Underwriters.

36. REMITTANCES. I have ample funds in hand and doubt whether I shall require a remittance at the end of March.

Enc. 37. STEAMER MOVEMENTS. I enclose itinerary of s.s."Lafonia" to the end of the year also details of connections to be made at Montevideo Home and out during the year - as approved by Government.

s.s."Lafonia". Since her return from Magallanes she has made a voyage

around West Falklands, and a voyage around East Falklands and sailed 4th instant for Darwin, North Arm, Fitzroy and Berkeley Sound before leaving for Montevideo on D 7.

m.v."Loreto" Homewards is due today.

m.v."Laguna" sailed from U.K.outwards 16th April, 1935.

38. PENSIONS. The undermentioned Farm workers have advised the Farm Manager that they desire to retire and have requested that you will consider the grant of pensions to them. The Farm Manager is sending you their service records and earnings direct.

J.RAE, Shepherds joined the Company 2nd November, 1898, has put in more than 36 years service. Joined the Provident Fund.

H.McMILLAN, Shepherd, joined the Company 12th June, 1901. Has put in nearly 34 years service. Joined the Provident Fund.

J.CANTLIE, Shepherds joined the Company 2nd October, 1901. Has put in more than 33 years service. Did not join the Provident Fund,

39. With reference to my 764. 26. after discussion with Mr. G.Goddard I have decided to bring D.H.Honeyman into Stanley for six months on trial - he will replace H.Thompson who becomes Cashier. M.Mackay has been appointed as Camp teacher @ £150 per annum on trial.

40. VALUATION OF FOXBAY WEST - BAILLON & STICKNEY. With reference to your cable dated 21st ulto. advising me of the death of Mr B.Stickney and instructing me to bring Home a valuation of this Farm - I now enclose this.

Enc.

In this case as there was a convenient opportunity I considered it advisable to send Mr Hidgson to Foxbay to go over the details with the Manager and please add his travelling expenses £7, to the amount agreed as payment for the valuation. The valuation is based on similar values as were accepted by the Supreme Court in the case of the late W.Stickney.

I presume that the Estate will require Letters of Administration to be taken out, in due course.

41. NEW SHIP HOTEL - PROGRESS OF WORK. Work is progressing slowly. I have only two men working on this job at present and I

do not expect the building to be ready for occupation before 1st January next. The drainage system is in, walls have been built up about 9 feet and the Bar entrance and window on Villiers Street have been out.

42. SEALING 1935. With reference to your telegrams dated 13th and 27th ulto. and I replied today as follows :-

"Seal oil lowest price acceptable 1935 catch £15 c.i.f. Glasgow "endeavour do better must be sold on basis Geddes letter 29.12.33.".

It is to be hoped that this business goes through but it is necessary that an early decision be come to as a certain amount of work has to be done on s.s."Port Richard" and at the Station. Also arrangements have to be made for drums and coal. If there is a 1935 Expedition Mr D.R.Watson will be in charge.

43. Suitable arrangements have been made for the carrying on of the Company's business in the Colony during my absence and a copy of my notes is enclosed.

Enc.

44. POSSIBILITIES OF A MARKET FOR SURPLUS RAMS IN URUGUAY AND SOUTH BRAZIL. With reference to the final paragraph of my 759. 40. and 760. 34. I have discussed this matter with Mr G.Goddard and if circumstances permit it is proposed to ship about 25 rams per "Lafonia" D 13and Mr G.Goddard will accompany them.

We propose to quote a price in currency at the black ~~exka~~ equivalent of about £5 landed and at present rates this will be -

Uruguayan currency $ 60 each.

Brazilian currency 350$000 each.

Both the Uruguayan Minister of Foreign Affairs and the Governor of the State of Rio Grande do Sul are interested in this proposal. I am of opinion that it is well worth making a trial.

45. PATENT FUEL. Discharge of this has been completed yesterday (5th) ex "Fennia". There is a shortage of about 250 tons which is not heavy in view of the total quantity taken over (3831 tons)

The shortage is due presumably to errors in tally over a long period and an insufficient quantity being allowed for as consumed by the hulk boiler. This stock has been held on "Lafonia" account since 30th December, 1933 and the Stores stock figures are

not therefore affected.

46. With reference to my 762. 21 & 22 re new Wireless and Electric light plant, I understand that these have been deleted from the 1935 Estimates by the Secretary of State.

47. PRODUCE (F.I.C.). We have now cleared Darwin. About 100 bales remain at North Arm, 120 at Fitzroy and 180 on the Islands.

I am,

Sir,

your obedient servant,

Manager.

"LAFONIA" via Montevideo. 4th March, 35.

766.

Sir,

I beg to enclose the annual accounts for 1934 showing a profit of £37,808. 16. 11. as compared with £19,928. 18. 11. fpr 1933. The increase of £17,879. 18. -. is mainly attributable to the increase in the profit made by the Farm and the Stanley Stores.

2. FARM. Working expenses have increased by £91. 10. 6. only whereas the receipts show an increase of £15,081. 4. 5.

3. LIGHTERAGE & HULKAGE A/C. Wages and Deliveries have increased by £191. 5. 8. and £57. 3. 6. respectively but this is offset by the increases in Hulk hire, Launch Hire (due to discharge of "War Krishna") and Landing charges £581. 5. 6. "Lafonia" has been charged £100 for use of jetties, gear etc.

4. SMITHY shows a decrease in profit of £132. 5. 6.

5. NAVAL FUEL DEPOT. Decrease £164. 16. 10. A portion of Mr. J.M.Thomson's travelling expenses account for £109. 7. 3. of this decrease.

6. STORES. Increase Stanley £2,225. 19. 9. Turnover increased by £2,932. 15. 2. which is accounted for to a certain extent by the fact that the Stanley Sports Meeting which attracts a number of visitors from the Camp was not held during the Christmas holidays 1933 but in February 1934 and again during the Christmas holidays 1934. Millinery account shows a profit of £840. 6. 11.

FARM STORES - Darwin Store. The profit for 1934 is £208. 14. -. as compared with £828. 19. 7. in 1933.

THE MANAGING DIRECTOR,
LONDON.

This is accounted for through a misunderstanding between the Darwin and Stanley Store Offices regarding a portion of the Darwin stocks at 31st December, 1933.

The last page of those Stock Sheets showed "Miscellaneous Stocks reduced in price as being bad stock", to a value of £123.14.5. this reduction being made on Mr Wood's recommendation.

Owing to a misunderstanding it was overlooked that these Stocks already appeared in the main body of the Stock Sheets at their previous full Stock value - £285. 6. 8. To this extent, therefore, Darwin showed a false profit in 1933 with a compensating reduction in profit for 1934.

In effect, the correct results for the 2 years should be:-

1933.		1934.	
Profit shown	£828. 19. 7.	Profit shown	£ 208. 14. -.
Less stock taken in in error.	285. 6. 8.	Add opening stock shown in error.	285. 6. 8.
Correct profit	£ 543. 12. 11.		£ 494. 0. 8.

North Arm shows a decrease of £35. 19. 4.

Closing stocks show an increase of £2,872. 7. 1. mainly in bricks and cement, coal, groceries, miscellaneous, oilmans stores, tobacco, wines beers and spirits.

The Chief Storekeeper deserves much credit for the successful year which his Department has enjoyed.

The fact that Government has been giving employment at full rates to every man who sought it has helped to keep sales up. If this ceases sales will probably show a considerable decline.

7. GARDEN. Loss £84. 7. 6. The bulk of the produce has been sold to s.s."Lafonia" as usual.

8. BUTCHERY. Profit £447. 2. 2. The increase is due to improved prices being realised for skins. Sales of meat declined. H.M.S. "Exeter" which called here in March and November has refrigerator space and had taken her requirements at South American ports, the 'D' class cruisers previously on this Station always purchased a fair quantity of meat here.

Sales to South Georgia are not included as they are for Farm account. A few lambs were sold in January, February and December 1934. The quality of the beef and mutton has been satisfactory.

Sheep killed 1934 - 2881. Mutton sold lbs. 116,529.

9. FLOATING DOCK, increase £834. 7. 3. due to the 1933 repair bill for "O.C 82" being paid in 1934 and more work being undertaken in 1934.

10. GENERAL CHARGES, increase of £185. 18. 10. is partly accounted for by the debit of the additional 20% contributions to Stanley employees Provident Fund paid consequent on the declaration of a 3% dividend in June 1934 being put through this account.

1935. I anticipate a slight decline in Stanley wages. Deliveries should be on the same level as in 1934 but I see no reason to anticipate any material change in the several Departments until conditions become more settled.

The labour position in Stanley gives cause for disquietude and it is yet to be seen in what manner the new Governor will deal with this serious problem.

Salaries and wages covering all Company's employees in the Colony compare as under for the past four years :-

1931	...	£ 39,991. 2. 7.
1932	...	36,750. 9. 8.
1933	...	34,403. 3. 3.
1934	...	33,841. 14. 10.

I am,

Sir,

your obedient servant,

Manager.

No. 767 per "Lafonia" via Montevideo 9/3/35.

ENCLOSURES/

1. Despatch No. 767.
2. Statement on A/cs No.67.
3. Remarks on A/cs " "
4. Store Indent No. 732.
5. Remarks on Stores No. 732.
6. Remarks on Naval Fuel Depot No. 41.
7. Arrangements & Notes re carrying on Company's business in Colony during Mr. Young's absense.
8. F.I.Gazettes - 1/2/35 & 10/2/35.
9. F.I.Shipping Report.
10. P.S.N.C.Account - 22/2/35.
11. Royal Mail Lines A/c (January)
12. "Lafonia" Itinerary - 8th March/2nd August & Provisional itinerary from 30/8/35 to 31/12/35.
13. Extract from "Penguin" re employment in the Colony.
14. Coasting Insurances - January.
15. Valuation Account - Fox Bay West (Baillon & Stickney)
16. Medical Officer's Report.
17. Records of service for James Rae, James Cantlie, Hugh McMillan.
18. Duplicate specofication of shipment "Clan Macquarrie" - 30/1/35.
19. Lively Island A/cs.
20. Photos.

CORRESPONDENCE.

Copy of letter to P.S.N.C.Liverpool dated 15/2/35 re tevederage of "Reina del Pacifico"
" " " " " " " 15/2/35 re allewance of 5% on Govt. passages.
" " " " Col.Secretary " 25/2/35 re transfer of Bluff Cove from name of A.Morrison to Mrs.F.O.Yonge.
" " " " " dated 14/2/35 re Mail Contract.
" " " " Royal Insce.Co. " 15/2/35 enclosing particulars of Stanley Volunteer Fire Brigade.
" " " " Registrar Supreme Court dated 13/2/35 enclosing documents re Est. William Stickney.
" " " " Cranston Woodhead & Co dated 16/2/35 - General.
" " Circular & Price List sent to Clients (Sandy Point Timber.)

SPECIFICATIONS.

MARK	Wool	Skins	Tallow	Hides
D.H.	291	6		
S	167			107
J.H.D.-K.	60			
J.H.D.-J.	30			
Z	143	2		
H & B	180	12		
B.I.	26			
N.A.	294			
H	16			
W.P.	49			
L	102			
R.B.C.	27	1		
D & S	119			
B	91			
A.P.				
TRIANGLE P.H.	63	3		
" D.H.	101	5		
" F.R.	142	3		
J.B.	100			
S CLUB B.	86			
J.L.W.	195			
HEART	148	5		
P	176	1		
W.K.C.	100			

No. 787 per "Lafonia" via Montevideo 9/3/35.
Reg. No. [redacted] 12/3/35. 23/4/35.

E N C L O S U R E S/ I N S

[redacted]

1. Des[redacted] 187. [redacted] Trustees acknowledges receipt of your No. 1381
2. St[redacted] Co.
3. Remarks on A[redacted]
4. St[redacted] Co. Ltd.
5. Remarks on Steam [redacted] Ltd. Claim for repairs follows.
6. Rem[redacted]
7. Arr[redacted] of delivery proposed.
Mr. Young's [redacted] Company's bodies to [redacted] sailed for Rapallo with instant to lift what
8. F.I.Gazette [redacted] 100 tons Coronel coal.
9. F.I. [redacted]
10. [redacted] passed on to Camp Manager. 5 barrels lame
11. Royal Mail [redacted] Wheeler Co. also 100 carcasses.
12. "Lafonia" [redacted] Skins Tallow Hides.
[redacted]
13. Report from [redacted] Co. sent you which
14. Coasting [redacted] 12 months.
15. Valuation Accounts [redacted] (Bullen & Stickney)
16. Medical Officer [redacted] Dutiers of Administration and
17. Records of [redacted] Mackintosh McKillan.
18. Duplicate [redacted] of shipment "Glen Macquarrie" 30/1/35.
19. Lloyd's [redacted] "Lafonia".
20. Photos.

P.S.N.C. - advise cancellation of proposed call of s.s. "Santaro" towards now cancelled.

L E T T E R S O N O F F I C E

1. Letter of [redacted] enclosed Deed appointing Mess. Peake & Trustees.
Copy of letter to Paul & Liverpool dated 10/2/35 re Stevedoring of
2. Estate L. Williams - enclosed correspondence with Commandant re alleged refusal in your hard to fully [redacted] on "Lafonia".
" " Col. Secretary " 25/2/35 re transfer of Bluff Co[redacted] South passages.
3. Telegram advised [redacted] Government [redacted]
" " " Enclosed extracts from [redacted] Government [redacted]
" " " Registrar Supreme Court dated 18/2/35 enclosing [redacted]
4. Advised F.I. [redacted] Colonial Secretary re Bermuda [redacted]
" " Circular [redacted] Colonial Secretary re Bermuda [redacted] and service on board.

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

1. Dr T.J. Campbell will make shorter tour voyage - D. 12.

Mark	Total	Skins	Tallow	Hides
D.E.	48			
S	107			
[redacted]	87			107
[redacted]	50			
[redacted]	20			
[redacted]	16			
[redacted]	16			
[redacted]	48			
[redacted]	102			
[redacted]	27			
[redacted]	19			
[redacted]	91			
[redacted]	63			
[redacted]	101			
[redacted]	112			
[redacted]	100			
[redacted]	16			
[redacted]	14			
[redacted]	16			
[redacted]	14			

3. [redacted] Mess. [redacted] shipped 50 bales wool per s/s "Lafonia" [redacted] per ton through freight.
4. [redacted] not [redacted] will require a continuance before end of July.
5. [redacted] Honeyman [redacted] in Manager's Office 15th inst
Mr H.C. [redacted] goes to Darwin early May.
6. Advised [redacted] Bolton & A. [redacted] proceed on leave this Tuesday.
7. Advised other passengers by this opportunity.
8. Enclosed copy of correspondence with Government regarding proposed alterations to cabin accommodation of s.s. "Lafonia".
9. [redacted] Co. Ltd. re 1935 Expedition - advises position daily.
10. [redacted] Co. Ltd. re Statement No. 13.
11. [redacted] copy of correspondence with Government re shipment of "Discovery" motor launch from South Georgia.
12. [redacted] correspondence with Government re use of Navy Point as an animal quarantine station.
13. "LAFONIA"/"FAULAND" claim being sent to Mr Young.