401.

Falkland. 422/757 8th July. 5.

Sir.

I returned a few days ago from the West. and commence this despatch in anticipation of the arrival of the steamer.

2. I left Stanley on the 2nd June in the Malvinas, and arrived at Shallow Bay on the 26th and Hill Cove on the 27th; where we remained a couple of days discharging cargo. Port Howard was reached on the evening of the 29th. I went over Mr Waldron's boiling down works with much interest. They have been put up regardless of expence, and everything about them is of the very best; though I believe the furnace of the boiler is not as convenient as ours at Goodalgers for burning peat. Indeed, an enormous pile of coal, 50 or 100 tons I should think, gave silent evidence of this. The two digesters are

J. Coleman, Esq.
Secretary.
London.

very large, 12ft 6in. high by 6ft 6
diam. I was informed, capable of
holding twice as many as ours.
Whether this is an advantage or not
I am unable to say. Mr Baldwin
claims that he produces a better
bottle reported per steam power, of which
I am inclined to doubt, and shall
be glad if you can find out. There
is nothing remarkable about his
machinery or in the arrangement of
the buildings. The kilning shed is on
a bank higher than the pit I am
cutting into at Coaltyeer, which is
of course an advantage. The shin
shed is a substantial building, covered
with 2" wood, tongued and grooved
and the seams caulked and painted,
quite airtight, and heated by hot
water pipes, there is also an arrange-
ment for pumping or driving heated
air into the building by a "Root's blower,"
and for further securing a high
temperature, the building has a lean-
to running completely round it.
The size of the shed inside is 100 ft. × 40

and is capable of holding several thousand skins; at present, owing to a total absence of ventilation it has not been completely successful, as the condensed moisture from the skins has fallen back upon them from the roof; but a system of ventilation will shortly be introduced, and then Mr. Waldron expects to dry his skins in a few days. If he succeeds it will be a good thing, for the skins will not only be ready for shipment earlier, but they will be in better condition than ours which are hanging up all the winter.

It appears to me that the arrangements proposed for building and hanging are good, and that the same should be sent for Goose Green, with this difference that, at Port Howard, looking at the beach from the digesters shed, the bank is on the right hand, while at Goose Green it will be on the left, so that the interior arrangements will have to be exactly reversed.

3. On the 31st July we reached Fox Bay, and returned to Stanley on the 4th; having called on the way at Lively Island with cargo. I was

sorry to find that scab has taken a great hold on the sheep in the West, and that a good deal of dipping is going on. The general impression is that Parke Bros' sheep are the worst: that Mr Baillon's and Mr. Aveson's are bad, Mr Stickney's as he had some, and even Mr. Waldron is not free from it, as he found some among his rams. That Post Stephens is shows no information; that Hollinshead Blake and Parkins are the only two about whose freedom from scab there is no doubt. Waldron an improvement taken place next year it seems to me that a proclamation in favour of a stringent scab act could hardly be resisted. That it can be overcome with care in the face of great difficulties our own experience happily proves. The worst of the present outbreak is that the mysterious disease is connected with it, and dipping means certain death to a large percentage. If you hear anything further from the Veterinary College on this subject I hope you will communicate it.

4. Our sheep are reported to be looking very well, excepting that some of the hoggets are troubled with ticks. which cannot be wondered at as they were not dipped. Armstrong is, however, very nervous about Carters on account of the proximity of Mr Bonner's scabby flocks: any of his found over the boundary are destroyed if diseased, and the shepherd is told to keep a sharp look out for them.

5. The Malvinas is now out of the mail contract, and may shortly leave the islands. It appears to me that unless she can be retained, or the Company can in some way fill up the blank she will leave, either the people on the West will more and more deal direct with England by means of sailing vessels on the round, or the rest of our clients will be driven into Dean's hands. The stores supplied to Farmers, ranchers, are between 1/3rd and 1/4th of our total sales, and if the store is worth keeping open at all their business should not be lost. If it is, then we are left with

the basest business of a small
retail village shop, peddling tea
candles and corduroy trousers over the
counter to a very small and select
body of customers, which, to a Company
that is not an ordinary limited liability
one, but a Corporation having a Coat of
Arms, is humiliating in the
extreme. When at Hill Cove Mr Blake
showed me a correspondence that had
taken place between Messrs Holmested
and Dean: the former without telling
me hows anything of it appears to have
been negociating for a transfer of this
business, principally on the ground
that we are now so badly supplied
with the means of getting round the
islands that our opponents can work
cheaper and better. After a business
connection of more than fifteen years I
had reason to hope that Mr Holmested
would have been a little more candid.
Under copy of Messrs Dean's letter,
which must be looked upon as confiden-
tial. They propose to allow 12½% on
stores, deliver them free, and make
their freight out and back by carrying
wool to London for 5 years. You may
ask how can this pay? It does not

pay; but to people who are not too scrupulous there are plenty ways of making money open. and it is currently stated that their stores are of inferior quality though sold at a high price. and that their accounts are not remarkable for accuracy, while the errors though enough, are always on the same side. Their very hard combating with opponents of this kind; I have always liked the principle of letting each transaction stand by itself; instead of making concessions charges on stores and undiscovered errors pay for deficiencies on freight. I sell stores at a moderate price, charge freight for delivering them, and endeavour to earn a fair freight for picking up produce. Mr Blake is averse to a change in their Stanley business, though he might be inclined to favour dealing direct with London. The only way I can see to obtain plain what is left of the business we have been gradually dropping, contrary to my wishes and ideas, for 9 or 10 years, and to recover some of our lost ground would be to keep even with the Times in the way of Colonial shipping by getting the Malvinas. She has until lately taken the lead in all improvements.

but since the arrival of the Rams we have been utterly behind, and to take a second rate position is to me a matter of great concern. Both our two little schooners we can manage our own work, but do little for other people, while the best Falklanders after their experience of steam will have nothing to do with sailing vessels; I am therefore in a sort of half and half position, just having constant work for both schooners after our own is done, while with the Malvinas Steamer that I could do not only our own work but keep her constantly employed in other way. A sum of £300 per annum is again going into the estimate for an intercolonial mail, and as it is backed this time by a petition from the Inst to have Daily Mails probably be carried. I could put the estimate and keep the Mountaineer a standby in case of an accident. The Steamer Co by last accounts cannot sell the Malvinas, as they hoped, to the Chilian Government, and from what I can hear, £3000 or a little more would be accepted.

Encl° 736

729
737

Stanley.
9th July. 1885.

Sir,

I beg to acknowledge the receipt of your letter of yesterday's date requesting me to act with Mr. G. M. Dean with reference to the representation of the Colony at the Colonial and Indian Exhibition, 1886.

I shall do so with much pleasure, and will attend at Government Office at any time that Mrs Cuthbert or the Governor may find most convenient.

I have the honour to be,
Sir,
Your most obedient servant.
Geo. Hood.

The Hon'ble
E. Pakenham Brooke.
Colonial Secretary.

6. Dr. Newton has decided to write this post for another appointment finding that after six years he has had enough of this place. It will be hard to find a man so thoroughly well suited to the place, and so well liked among the men. I have been looking up the correspondence with reference to his appointment, and it seems to me that it would be well to have one or two points cleared up. As a fact the Government pay him £200 a year and the Company £100, but with allowances in the form of house rent, free meat, free horses, cows, and fuel, which bring up our subscription to far more than the Government pay, to say nothing of our men's subscriptions which amount to £60 or more per annum. I estimate the allowances as follows: –

Rent	30
Meat	35
Horses	20
Milk	10
Fuel	25
	£140

Thus, if these are not overestimated, the Government pay him just half what he gets from the Company and their men,

and it would not be necessary to infer that he is in some way in the Company's service. Not at all. His appointment was defined by Governor Sullivan as being for the purpose of attending upon Government officers, with permission to supplement his pay by private practice. The Government are his employers, to the Company he owes no allegiance whatever; when the Governor likes — and this has been done much to the disgust of Dr. Hamilton — he sends for him from Darwin to attend his family in Stanley, and notwithstanding our £400 the Government £200 he has to attend patients throughout this island as far as Chelsea, at Salvador. Notwithstanding some unpleasantness with Dr. Hunter a few years ago on the subject of his grievances against the Co., about which I could not go into details at the time, nor will now, as the storm passed over, he has on the whole filled his position admirably, and with a little mutual forbearance we have got on very well together; but it is quite conceivable that we might get a man forced upon us whose

pressure at Darwin could become intolerable to us, and what would the remedy be? I have discussed this question with Dr. Hendon, who is this week staying with me, and we dont agree. He says the Government may not even consult the Company about the appointment of a successor, may even transfer Dr. Anderson from the Port, and thinks there must be some binding agreement between the Government and the Company, under which we are bound to continue our payment and allowances. I say that beyond the correspondence I believe there is no agreement that is not, at all events, terminable within a certain date, and that the Company can say at any time, Take away your Doctor, we are going to have one of our own, and intend to make up the extra £200 ourselves. I say that it is quite conceivable that it might answer the purpose of the Company to do so, and I think it right to warn you to be prepared for that or any arrangements you make, and endeavour to safeguard the Company's position.

7. The Steamer has brought over 1900 4 doz. cases of Salmon from the Perthshire, a portion of which I am having washed and dried at some expence, fearing that the tins may rust through and spoil the contents: but I intend to try the Montevideo market with a few cases as they are. and if they realize a fair sum I may send the remainder.

8. The question of sending mails to Montevideo to be transshipped into a mail steamer has been referred to the Governor at the instance of Lloyds. I have sent His Excellency a statement of the arrivals of the mails in London the last four years. gleaned from your despatches, by which I have proved that the duplicates sent to be posted in Montevideo have reached you any time between one and nine days in advance of the mail delivered by the Steamer boat at Dartmouth, with an average of five days' gain; however, I am sorry he does not think it would be of much advantage except to business people, and

they can send their correspondence to Montevideo if they like. The disadvantage of this is the double postage, and the risk of losing letters in the Post office there. The Governor says that the G.P.O. would charge the sea transit from Montevideo, as it does from Sandy Point by the Pacific steamers, the rate being 15 francs per kilo, even that would not be very excessive, and, besides, this conflicts with what Mr. Robinson told me in Liverpool last year, viz. that the Pacific Co. get nothing from Montevideo for the homeward bound mails. It seems to me that as the mail that carries replies to the direct homeward one is also direct, the saving of a few days is of considerable importance, as it may just allow time for the execution of orders, which otherwise would have to wait a couple of months.

9. The Governor has asked Mr. Dean and myself as unofficial members of Council to arrange for the representation of the Colony at the Colonial Exhibition.

10. There seems to be little doubt that the Manufacture of Linsfool has been totally lost on the East Falklands. a good deal of wreckage and parts of boats with her name on having been picked up.

11. Referring to par. 7 will you ascertain what could be got in London for tinned salmon of the enclosed brands. the tins having been dried and unpacked without the labels. Is the very best Oregon Salmon, quoted by Rose and Blackwell at 22/6 per case of 4 doz. They or St. Stephen might make an offer; it should be worth a good deal, for the contents of the tins are in perfect condition, and they only want new labels

12. In the general invoice for Stores is an amount £23.17.4. 1 Waterbottle for Mr Rae. Mr Rae paid by Mr Rhumsted's desire, and should have been charged to Mr at Stanley, as Dr Stone has nothing whatever to do with it. In the same way the invoice of specie for Stanley May 1884 £502.4.6, going into the general invoice of stores, has been omitted in making up last year's accounts, and I suppose figures among those sent out last year.

13. 15th July. The Ashburton arrived this morning, bringing your despatch 656, the Dennis Brundrit came in the day before yesterday. I am afraid to find that the mail per Tokomaru has been returned here, instead of being put on board the Pacific at Sandy Point. Fortunately Stock the precaution to send me copy of the Respondentia Bond by Mr. Holmes who delivered it to Mr. Humphreys; but all my other correspondence is delayed, and this is particularly annoying in the case of my despatches, and letter to Mr. Windsor, which will now only be delivered with this.

14. 656-2,442. I will communicate the Board's decision to Mr. Miller; the offer is a very liberal one in my opinion. Par. 3. I shall consider Mr. Wagner as engaged, though I fear I cannot get him until October: but I have had to concede higher terms than I mentioned, viz:- £200 for the first year, to be increased afterwards to £220 per month if he gives satisfaction. Seeing the hopelessness of getting a man from Monkstown, and wanting a man of good standing and ability for sins of Enfield, I am sure I cannot do better.

15. Par. The arrangements about the Diggers &c. are satisfactory. I know nothing of the fence you refer to. When at Port Howard I told Mr Baldrow I would pay him 5000 cast iron for Delgada Point. port. you @ 10/. he is keeping, I thought understood from him, 10,000.

16. Par. 6. In 653-15, you mentioned 3rd Vict: cap. 11, being an act relating to the coasting trade, and said you obtained it and would send it in the Mail despatch, this was the promise I alluded to as not having been fulfilled.

17. Par. 8. I have several times spoken to Mr Dyas about the fowshore. and hope we may come to an arrangement with the proprietors. His Excellency is in bad health, and not unlikely to leave shortly.

18. Par. 11. Upon guess about Mr Binders was meant.

19. Par. 6. I am glad you have sent the mail tables for our people. I have been much annoyed at finding out that you sent a copy "in confidence" to the very person who made the remark I objected about them.

20. As regards the shaft of the launch, she works well now, and I must leave it to the Director to determine whether the spare one suggested should be sent out. I shall send home the spare two bladed propeller, as she goes infinitely better with the new one; besides the former, being longer in the boss and the key of a different size, would not fit the end of the shaft: When a spare 3 bladed propeller is sent it should be exactly like the one in use in every detail so as to be interchangeable, and perhaps advantage might then be taken of sending a spare end for the shaft.

21. The storekeeper asks if a price list of stamps and bits can be obtained, and would like as many price lists and books of goods in general use, such as ironmongery, sent out as you can obtain.

22. It was suggested, by Mr. Windsor, I think, that we should have the electric light at Gooralgeen, and the Expense would not be much as we have more steam than we know what to do with

Mr. Wagner understands it.

23. The loss of wheat last winter on Sherbert was very great. Mr. Waldron told me Slaton on making up his accounts he found himself 170£ short & Mr. Dillon tells me his loss was as great.

24. I shall be glad if you can make it convenient to ship all the goods ordered per Harda; a good sized indent was sent by Holmes, which has now returned, and I am having some added, for the purpose of avoiding a large increase of stock in December. The mail for that month is not yet fixed, but it will probably arrive towards the end, and any cargo coming by it will help to swell the stock on hand. I propose therefore, if it can be managed, to have nothing by the last mail but comm als. which cannot be shipped earlier, unless some unforeseen want should arise. Williams has ordered, and will pay cash for 66 hhds., and the order is made up for 60 by each of that mark leaving in November and January. I am afraid that the

irregularity at Sandy Point may make this proposal difficult to carry out.

25. Referring to par. 13, you are aware that the Patagonia took the passengers from the Totnes in the Straits of Magellan, but you may not know that the mail bag could not be transhipped owing to its being addressed to the Postmaster at Punta Arenas. Before the Lakhanah came this way there was the Thames on 26th ult. and a Pacific boat on the 4th inst; both homeward bound; but that functionary was probably in the condition not unusual to officials in the Straits of Magellan. I do not know how to express the annoyance and disgust I feel at this business, knowing that the Directors will be utterly unable to account for not hearing from me for nearly three months. I have searched for some way of feeding the intelligence; but it seems I can best express it. "Totnes mail returned," which Mr. Humphreys will be asked to wire you. As I write an idea has occurred that I gave Mr. Holmsted a duplicate of the despatch; if yes, it was most fortunate.

26. I have just seen the Governor and learn that the proposal I made through Lloyd's may very likely be carried out. He thinks Dr. Henderson may have some time to wait for relief; I said I supposed the Col. Office would communicate with the Company on the subject. There is no use in going in for a Settlement with the Exclusion of all English applicants, and you should avoid running the risk of getting a man like Dr. Anderson, whom I saw drunk on the floor yesterday fortnight. Whatever other qualifications the Doctor may have, he must be able to take long journeys on horseback.

27. This steamer carries the remainder of our wool, except a bale or two sent back to Darwin to be repressed, and other bale as per Bill of lading. I also send three sample cases of salmon, as to the price to be got for which I enclose code to be used in instructing me about shipping it.

Sam. Sir,
your obedient servant
Andrew Lowe.
Manager.

Enclosures

Enclosures

Desp^ch N:^o 400

" Indent & Notes

Stanley Jrl. Cash Book & Vouchers June

Copy Dean to Holmested

Particulars of Speedwell Wool

Shepherds and their houses

Extract Armstrong's letter re Bonner

Copy letter to Wagner Sheep

" Governor to Cobb re Mails

Additional Wool weights

2 Statements

Memo on accounts

Indent

Shipping report

Salmon labels

Continuation of despatch 401

28. July 17th. The Lubbock has just finished loading from the Egeria and is to fill up from the Charles Cooper. They work slowly on board. and will probably not leave until tomorrow. Enclose is specification of the cargo. One bale went overboard whilst the sling parting. and I thought it best to ship it at Capt. Sohst's suggestion, as his promising to get it on deck and dry it on the voyage. It may not be discovered if you don't call attention to it.

29. The Colonial Office, the General Post Office, the Foreign Office, and through the latter the Chilian Government are being communicated with by the Government on the subject of the Sandy Point Postmaster's misconduct; so there is no fear of the matter being left unsifted. Writing rather hurriedly yesterday I forgot that my Athens despatches went per Stanley Nicholas. and would only be slightly delayed: mine in fact, is the only correspondence that has not suffered.

Additional enclosures.

Letter for Bonnes

Copy letter to Schut

" Summary

Specification of Work to Skin

Dup. Indent

Statement on Specimens &c.

4 B/L per Sakkarah

735
1857

Falkland Islands Co.

Stanley, 3rd August, 1883

Sir,

With reference to the interviews which Mr. Dean and I had with His Excellency the Governor this morning, I am anxious to make no mistake in laying before the Directors of the Company the exact terms upon which His Excellency would recommend the sale of the water frontage of the Company's property.

I understood His Excellency to say that the land of which the fee simple would be conveyed in the frontage of Town lots 21 to 25 inclusive, Extending from the road

to low

The Honble.
C. Fakenham Brooks.
L. L. L.

to low water mark, the purchase carrying with it the right of building or Extending a jetty to a depth of 18 feet, provided that it is constructed on piles so as not to obstruct the flow or ebb of the tide up and down the harbour; the jetty as well as the land to be the absolute property of the Company, and both to be fenced and built on as they may think proper. For the land together with the accompanying privilege I understood His Excellency to say that he would propose that the Company should pay One thousand pounds sterling. (£1000.)

In the Event of a Patent Slip being Established at any time upon the Company's land. I presume that the rails could be laid down below low water

mark

mark to a sufficient depth, not exceeding what is allowed for the jetty. I merely mention this to cover the possibility of its being done, without any expectation of seeing it carried out in my time.

I shall be obliged by your confirming the foregoing.

and have the honour to be.

Sir,

your most obedient servant,

Alex. Ellwood.

Manager.

1/51
1/56

Italian Consulate,
Port Stanley, 8th August,
1885.

Sir,

I have the honour to request your attention to the case of a man named Voltalina Luigi, who has applied to me for assistance, on the ground that he is an Italian subject.

It appears from him that he was discharged some time ago from the vessel belonging to the South American Missionary Society; but it appears that he was allowed to land without reporting himself at this Consulate, and, consequently, failed to give proof to the officer administering

The Honourable
The Colonial Secretary.

L. L. L.

administering the Government that he had done so, contrary to the provisions of the Alien Ordinance no 2 of 1870, section 2.

It is not for me to offer an opinion as to whether the duty of supporting Voltaline falls or not upon the owners of the British vessel which brought him here; but for my own part it is necessary to state that it is not a case in which I am able to render any assistance on behalf of the Italian Government.

I have the honour to be,
Sir,
Your most obedient servant,

Edwd. Clode.
Consul for H.M.
The King of Italy.

754
4 Dec

Falkland Islands Co.

Stanley. 17th Aug. 1885.

Sir,

I beg to draw your attention to the damp condition of the Magazine, which has caused a quantity of gunpowder to be returned as useless. I forward herewith a list for the inspection of His Excellency the Governor, and would add that the state of the place must be prejudicial to the Navy powder stored here, to say nothing of the loss inflicted upon private owners.

I have the honour to be.
Sir,
your most obedient servant.

Manager.

The Hon.ble.
C. Fakenham Esq.re.
Colonial Secretary.
L. I. &c.

#402
Ackro.

727
775

19th Sept. 5.

Sir.

I enclose duplicate of my last despatch per Sakkarah.

2. I hope to hear that one of the shipments of wool has turned out one bale in excess, for I find myself one short in the Dawnin account. The number made there was 410, and by the bulk account they have all been received here, and yet only 409 have been shipped, viz:-

Thebes	91
Sakkarah	62
Cotnes	140
Luxor	112
Sakkarah	4
	409

On going carefully through the numbers I can find no record of No. 275 having been sent ~~away~~, and I am in hopes that both McLauchlan and the chief Officer of one of the steamers have missed it. It is an impossible thing, seeing that they work sometimes all night, and my men

H. Coleman Esq
Luxor

occasion this year Mr Lauchlan was on his feet 22 hours about the Bathurst Road question and with no. 138 boys matters the Sports Arms shipment will be complete. I enclose copy of a letter from Finlayson giving his opinion about the inferior kind of locks: should such a thing occur again the foreman will be dismissed.

3. Mr G. Dean & I had an interview with the Governor about the foreshore question, the result of which will be found in the enclosed correspondence. The Governor says that he regards the actual area of land to be sold as a mere trifle compared with the privilege that goes with it, that is, absolute right to the shore frontage, which will enable us to close it in and construct wharves and jetties to which the public have no right: and so he proposes to ask the same sum, two thousand pounds from both of us, although the ground we shall get is much larger than the piece opposite Dean's premises. I think he is right, although, of course, I tried to beat him down in price, pointing

out that there are no present signs
of any increase of business in
Stanley: however he omits that soon
a later date there must be a vast deposit
here, in fact a quantity of ammunition
is stored here already; and that he would
not recommend the Secretary of State
to take a less sum. Comparing it
with last year's proposal as shown in
his despatch of 4th Aug. 1884, and to you
10th Oct., the terms are more favourable
to us. He then proposed to let Deane
the frontage of 132 ft. for £1000, he now
offers double the frontage for the same
sum; & that rate he would have asked
the Company £2500 for the frontage of five
sections, and for the rental of the same
he actually suggested £125 per annum.
Seeing that we do actually occupy the
ground although at the disadvantage of
being unable to enclose it; that we
could not resist paying rent if demanded,
and further, that every Manager here
has vainly asked every Governor to sell
what we have now a chance of getting,
and that Mr. Kerr's time here is drawing
to a close. I strongly recommend the
Directors to accept his terms while they
have a chance. Perhaps you will com-

municate with the Colonial Office on the subject, and, if the Directors agree, arrange terms of payment.

4. I mentioned the question of a ship in my letter to the Col. Sec. as it can do no harm to provide for every contingency. I have been very carefully into the statistics of the last twenty years, as regards shipping, and enclose a statement on the subject. As to the last five years I have consulted Capt. Seemann, who is Surveyor for Veritas, and I have his authority for saying that in the years 1880–84 there were 19 vessels that would for various reasons and for periods more or less long have been obliged to go on a slip had there been one. Already this year there have been two more, and the busy months have not come yet. This is a fact and not a guess, nearly four ships a year have wanted repairs of great extent that they could not get done here, and some of them have gone to Montevideo and spent thousands of pounds. Going beyond the region of fact, if nineteen ships came in, as above, although the sailing directions

make it perfectly well known that we have no dock or slip, how many more have gone by to Monte Video to seek that accommodation that they knew they could not get here! Then as certain statements made that Mount pinfia.

1. That a slip or marine railway capable of taking a ship of 1000 to 1200 tons can be laid down for about £2000.
2. That, once laid down the cost of maintaining it would be trifling.
3. That each ship on an average would pay £200 to £400 for the accommodation.

Ships on time and Sailpassages could easily learn the rate charged for the use of ships in other Colonies, it must follow beyond the possibility of doubt that there is a sufficient demand for accommodation here to make a slip pay. The Company might not care to embark in it; but I have so much confidence in the idea, that I would willingly take one fifth share as an investment, if four others would do the same, assuming the cost not to be more than stated above, and

I would suggest providing against the possibility of competition by getting the Dean to take a share, then, whoever might get a ship to mine, the ship would profit equally. It may be said that wooden ships are going out: and the Panama canal is being cut: but there are a good many of the former yet, and the canal is far from being finished: meanwhile the ship may pay for itself several times over.

5. In the Governor's despatch of 4th May, he proposes to devote the money obtained through the sale of the foreshore to extending and improving the Government jetties. The stone jetty is already used by the public a good deal, and a crane added to it by way of extension would make it available at all tides for a nominal sum, say £ : while the other one, at the Dockyard, with the Margaret at the end has always 14 ft. at low water outside. The latter the Governor says he wants to extend and make serviceable for the Navy: but if a depôt is established there, surely the Admiralty will pay for the jetty, and, as I said to the Governor,

why should he take our money, and
use it on making free jetties for the public,
when we had to pay for ours? But apart
from this, the roads and drains are in
such a shocking state, and the place is
becoming so unhealthy, that £2000
would be an immense boon if rightly
applied towards town improvements.
You might be able to say a word on this
point, officially or privately, and as the
Governor's time is so short he will hardly
have the handling of this money if the
frontage is bought.

6. I have been examining the
deposit of sand that has silted up inside
the ~~Lamp~~ jetty, and found to my
surprise that it was 3ft 3in. in depth.
This has been going on for years, but the
water inside the jetty has become sensibly
less the last ten years, so that at low
water the steps, at which it was formerly
possible to land, are dry. The water
the end outside is also less, and as it
is caused it is supposed by the Govern-
ment stone jetty preventing the work of
the tide freely up and down. Can you
ascertain what is the cheapest form of dredge?
The whole of the deposit can be easily
removed. Schools think. I have seen

advertisements of Priestman's dredger, of which one was at work at Dartmouth the day I left. The inhabitants of South Arm is becoming very narrow, though a spit forming outside, and as the schooners often ground there dredging would be of great advantage.

7. I regret to say that the red bricks forming the corners of my houses, which were reported as soft when they arrived, are decaying and crumbling away so rapidly, that unless something can be done to stop them, the houses will want new corners before many years are over. Can a remedy be found?

8. Mr. Dean tells me I should not have struck the passage off the Bill of Lading for the hides, but my agreement was 40/. without passage, so you should not pay it. It was struck off before they were signed.

9. Captain Seaman put the three cases of Salmon for Sakharah on a separate Bill of Lading at the minimum freight of £1.11.6. I told him that I was shipping several hundred tons by the steamer, and that because he chose to put three packages measuring in all 4ft. 3in. a separate Bill of Lading for charging freight at nearly £15 per ton.

cont. Page 767

756
1883

Falkland Islands Co.

Stanley, 18th August,
1883.

Sir,

I have the honour to acknowledge the receipt of your letter of the 17th inst. with reference to the condition of the Magazine.

The powder to which I called attention was imported in the Psyche, and stored the 28th or 29th April, 1884.

I should be inclined to agree with His Excellency's suggestion that there was moisture in the case before it was placed in the Magazine; but for the fact that Messrs. J. & D. Davidson have on several occasions found their powder to be damaged in a similar

The Honourable
E. Fahenham Brooks,
Colonial Secretary,
&c. &c. &c.

similar manner. I spoke to both the Messrs Dean yesterday, and they assured me that this was the case, Mr. Montague Dean adding that they had for some time discontinued importing powder in barrels, as it was invariably ruined, and even their tins at times show signs of damp. Furthermore I am assured by the Storekeeper that on the case in question there was no discolouration or any sign of damage by sea water.

I have the honour to be.
Sir.
your most obedient servant
Fredk Lowe.
Manager.

10. I am getting forward with the new gaseria shed for Goodlpeer, and unless ships for repair come in too soon I shall have it ready in time at a moderate cost: of course it is a building that must go up before I can at any Expense. even if I have to pay ship's wages

11. We have had for more than a month a period of severe frost and heavy snow, which has rendered communication with the Camp difficult and slow, so that I have heard little news; Armstrong reported some weeks ago that he feared it would be necessary to dip the Canteen flock as a precaution against Braxy, and that he had found two pan lambs sick a spot of scab. Should it appear I am determined to stamp it out at any cost.

12. The launch does her work in a very satisfactory manner, the boiler maintaining steam well on a small consumption of fuel, a pressure of 50 or 60 lbs giving 150 revolutions; yet this rate of working does not produce the

anticipated speed, as she has not made more than 7½ to 8 Knots. its further Expected has not been ascertained, but this is the contrary. With ample engine and boiler power this seems to show that the propeller suitable for her has not been found yet; although the improvement with the three bladed one is great. a Mr. Cole or some expert might decide whether a four bladed one of different pitch might not be desirable, and if so this might be sent in Exchange for the one I am about to return.

13. I am sending by the Dennis Bunard nearly 900 hides, skins, if the Montanion is time with some that are ready at Darwin. I am also going to forward about £40 in Mexican dollars, which were lately received from a ship at 44., but are not current here. There will also be a parcel containing some more plates from the Flotsam shall to be sent to Lan. R. de Hopetoun.

14. a Mr Mills. amph £100 a year for five years, and wished to be allowed to rent a spare house and live at Darwin, but I declined, as it would have established an inconvenient precedent: Enclosed is copy of a letter from him. I regret very much to have to report that Dr Newton fatally cut his ear as follows:— Poor Old Spot is rapidly becoming a has-been or has become insane. He is still very humble & and can do light work. This is the man who was so seriously injured by the explosion. he came from Monte Video for the season last December. I am very sorry for him, for he was a quiet inoffensive man against whom I never heard a word. He would have had a claim under the Employers' Liability Act, but the time for making it has long since passed, and I suppose he knows nothing of it.

15. I may have occasion to ask for a few shepherds to be sent by the end of the year. but as the next mail will be home soon after this, and some queries I have sent out to the Camp have not been answered yet, I cannot write with certainty.

16. Aug. 21. The Aeko arrived this morning bringing your dispatch no 659. for which I have been hunting for four hours, and at last found it in an officer's cabin.

17. Par. 2. Fortunately I have a conclusive reply to Mr. Standi's complaint about the shortcoming of wool by the Lusor. The 6 to 700 bales were to include Holmes & Blake's, which Captain Seaman had engaged to bring in for Malvinas, and over that person's movements I have no control. I was ready with the Company's wool, getting it all away by the Lusor. Except the few odd bales (111) shipment by the Sakkarah. The Malvinas arrived here 17th April, and shot with loading and other delays, about which it is not my business to enquire, did not go out for the N. 183. wool until the 28th or 29th ult., returning here on the 11th or 12th just too late for the Lusor. I believe that Capt. Seaman & Capt. Eberhard blame one another, and all I can say is that I expect lost the mail through being told that the arrival of the Lusor would be delayed.

18. Par. 3. What you write about the four chosen battles accords completely with the arrangements proposed in Par. 3, that Smith close with the Governor's offer above.

19. Par 4. There will be no difficulty on account of delay on this side about refrigerating next year, as I am getting on rapidly with the sheds, and have done my utmost to get agreements signed. I am glad that the Directors take the views they do about insurance of meat, which was a difficulty raised here. There is no risk about contracting to supply 144000 next year. Mr Winder will have told you that Mr Weldon and I fixed 1/6 per head as our price for taking the people's sheep, which will pay well. Unfortunately scab is not eradicated in this island, and I had already decided to admit no sheep within our boundaries unless attended by one of our own people, with orders to kill and skin any that fall by the way.

20 I. L. 6.9 I have known
fact upon which I have often remarked,
that wood in good condition always
gains weight after felling; I thought
you must be aware of it.

21. I am glad to learn by
letter from Rio that the Respondents'
Bond has been paid the proceeds
remitted.

Sam. Li.

Your obedient servants.

Hunt & Poole.
Attorneys.

Enclosures

Triplicate Vos 1005/0
Dupe Jnl & Cash Book June
Stanley Jnl Cash Book & Vouchers
" Balances Jan
Tracing of Frontage
List of Damaged vessels for 20 years
" " " " would have
used slip
Wood returns corrected
Memo and draft for 37. 9. 6
Correspondence re Mortlake
" Water frontage 3 Sheets
Comparative 30 June
Dupe Statement
" Code for Salmon
" Speedwell division
" Shepherds houses
Extract Finlayson re bad debts
Contract
Shipping report
Statement

765
777

Falkland Islands &c.
Stanley 2nd August 1854.

Sir,

By a despatch just received I find that Lord Derby informs the Company on the 23rd June that he was leaving it to His Excellency the Governor to sell the foreshore and such lands as he might arrange with the Directors having left the matter in my hands I beg to say that I am willing to agree to the terms laid down in your letter of 4th inst. and should like to be allowed by this mail that the long pending question has been settled.

I have the honour to be.
Sir,
your most obedient servant

Hon. Edward Hawkins
Manager.

The Hon.ble
C. Fakenham Brooke.
Colonial Secretary.
L. & L.

Falkland Islands Co.

Stanley. 28th Augt 1885.

Sir.

By a despatch just received I find that Lord Derby informs the Company on the 23rd June that he was leaving it to His Excellency the Governor to sell the foreshore on such terms as he might arrange with us. The Directors having left the matter in my hands I beg to say that I am willing to agree to the terms laid down in your letter of 4th inst. and should like to be able to report by this mail that the long pending question has been settled.

I have the honour to be.
Sir.
your most obedient servant

Ker Hood.
Manager.

The Hon.ble
C. Fakenham Brooke.
Colonial Secretary.
&c. &c. &c.

757
782

403.
Seko.

22nd Aug. 5.

Sir,

Since closing my despatch of yesterday, I have the pleasure to report that I have bought the Company's water frontage on the Governor's terms. £1000. I was alarmed at Lord Derby's suggestion that the Government might take a proportionally higher price for our large area, and so thought it better to nail the Governor before he had time to think over it.

2. I have received letter book, no. 9, foolscap: it should have been, as its name denotes, letter size, like the previous eight. If you will send one the right size by November mail it will still be in time, and I can use this one as the next despatch book: to make it uniform with the rest please send a red label, size of enclosed, with the words "Despatch book No. 3."

3. If the Malvinas knows the Islands I wish to know what the Director

H. Coleman, Esq.
Secretary,
London.

proposal to do about getting cargoes about the islands, in and out of Stanley? I am utterly unprovided with the means of doing anything more than our own work except to a very limited extent, and something must be done, or we shall go to the wall altogether. If the Hount-carried anything it would not be so bad, but she only stows 92 of our bales, and so it is an utter waste of time to send her to the West. Perhaps Mr. Winderson may give you some ideas on the subject. If she can get with materials for Mr Hoffmeyer is to discharge in Stanley you must rely upon my being able to carry any quantity of cargo round. In these days a vessel coasting for wool should carry 200 bales at least.

4. During last year last summer you are completely out of house coal. Steam coal 426 tons. before.

I am, Sir,
your obedient servant
Edward Lowe.
Manager.

Enclosures.
Letter to Brooks 21st Aug.
" from
Bill for Dennis Bundrit -
Letter book label.

773
774

Falkland Islands Co.

Stanley, 26th August.
1885.

Sir.

I find that you received yesterday £61. 6. 8 for the compulsory purchase of 613/3 acres of land on station no 75. Will you be good enough to inform me how the price of land on that station is 2/ an acre? I was under the impression that it should be 4/.

I have the honour to be.
Sir.
your most obedient servant,
Edw. Clode.
Manager.

The Hon.ble
E. Fakenham Brooks,
L. L. L.
Stanley.

777
807

Falkland Islands C.

Stanley, 3rd Sept. 1885.

Sir,

I beg to draw the attention of His Excellency the Governor to the "additional port regulation" of 10th. October, 1884, and to submit, for his consideration, that the rule, which prevents any vessel being boarded Except by the Pilot until she is at anchor, is needlessly strict, and may cause great inconvenience and loss.

In June 1883 it was rumoured that a rule of the kind was about to be made, and I sent the Colonial Secretary a memorandum on the subject, in acknowledging which Mr Green stated that His Excellency had no intention then of making any alteration in the

The Hon.ble

regulations

C. Fakenham Brooks.

Colonial Secretary

&c. &c. &c.

regulations; but that the Pilot was instructed to warn people boarding ships that they did so at their own risk. This appeared to me to be very fair and reasonable. and I took it to be a settlement of the question: I therefore regretted much to find that it was upset less than sixteen months afterwards. and came to the conclusion that there must have been a misunderstanding somewhere.

I enclose a copy of my memorandum, &c., the reasons stated still hold good, and I have nothing to add to them: but I may remark that I feel sure that. as long as the Customs and the public health are duly protected, His Excellency cannot wish to place obstacles in the way of business, and therefore I venture to suggest

to suggest that if persons boarding ships are made to understand that they do so at their own risk, and that once on board they cannot leave before the arrival of the Pilot or other official, every possible end will be served, and business can be carried on without hindrance.

I have the honour to be.

Sir,

Your most obedient servant,

Alex. Lowe

Manager.

Imperial German Consulate.
Port Stanley, 4th Sept. 1885.

Sir,

I beg to forward the book of A.A.F. Baade, lately deceased; he was formerly cook of the S.S. Malvinas of Hamburg, but for nearly two years has been sailing in the local vessels, and at the time of his death was steward of the S.S. Ranee. His wages and effects are forwarded by the Shipping Master through the Colonial Office to the General Consulate in London, and I have only to advise the transmission of Six pounds (£6), which he deposited with me some time ago, through the Falkland Islands Co. in London.

I have the honour to be,
Sir,
your obedient servant,
Fred. Evers.
Impl. German Consul.

The Commercial
Hamburg.

404.
Ibis.

4th Sept 5.

Sir,

I am going to ship by this vessel the remainder of the Tallow, and as many cases of Salmon as can be got ready. Every tin has been separately washed in fresh water and carefully dried, all the blown and very pucky ones have been rejected, and I hope, therefore, that all I ship will remain sound and find a market: the labels have had to be taken off, but several are placed in each case to show the brand, and the tins only require painting or re-varnishing to make them as good as new.

2. I have to draw your careful attention to the following dates in connection with the insurance on the Respondents Bond for Harry Heslake. The mail by which Jackes & Mr Humphreys to insure the Bond left on the 20th June, and the Harry Heslake sailed about

J Coleman, Esq.
Secretary Londesb.

two hours after. Mr Holmes has delivered my letter to Mr Humphreys on the 28th June, but he could not do the insurance, and, after keeping in Buenos Ayres without answer. he telegraphed to you on the 7th July to do it. the message reaching you on the 8th But in the meantime, Capt Harry Keelake had made a remarkable passage of 12 days to Rio, arriving there on 2nd July, and from the fact that John Moore & Co wrote you on the 6/7th July, for Gironde, that they were in communication with the Liverpool Salvage Association on the subject, it must have been known in England before that date that the Salmon was in Rio. Thus it is perfectly clear that, on the 8th July, when you insured the Bond, it was open to any Underwriter who chose to look into the shipping book at Lloyd's, or otherwise make enquiries, to know that the Harry Keelake was safe in Rio Harbour six days before, and therefore there was no risk whatever. Under these circumstances cannot you get the premium refunded?

3. Both Mr. Dean and I have completed the purchase of our respective purchases, and given bills for the amounts. I enclose extract from the Crown grant, by which it will be seen that permission is given to erect a jetty, so constructed as not to impede the free flow of the tidal current or cause the silting or shallowing of the harbour. The Governor has in his first draft provided that the jetty was to be placed on piles, but I got him to alter this, as it may be more convenient to build crabs as supports for the longitudinal bearers. The public road is to be diverted so as to pass immediately in front of the store and offices, so that we shall then have an undivided block below it Extending to low water mark, a decided advantage. As an iron jetty would run into a good deal of money I should like to know what iron piles would cost, roughly, and whether much elaborate machinery is required for driving or screwing: if we could get a secure foundation the superstructure might be constructed of wood, and built gradually, so as not to bring all the expenses into one year.

4. In connection with the fencing posts & rails I have pointed out a great overcharge of freight from Antwerp, amounting to nearly £30.

5. In a scale of wool lately received freights & charges at 4½d. It was at first intended that the reduction to 4d. should be kept secret; but it has been made public and extended to all shippers, and our clients are likely to ask why they should be fined 2/6 per ton for consigning their produce to the Company.

6. I have made enquiries in the Camp as to whether parents would avail themselves of the chance of sending children to school at Adelaide, if there was a boarding house there under the supervision of a matron, and although I have not received a reply from all the districts yet, it is quite apparent that a number of them would do so. I should like to know whether the Directors would be willing to establish a home of the kind and provide a matron, and I would propose that the cost of feeding the children should be borne by the parents according to the sums contributed. A movement

as you will have seen by the circulars lately forwarded, is taking place with a view to extending education among the Camp children generally; I have said on behalf of the Company that I will take no part whatever in the project, as it would be a disgrace to us to have to send children here from our own stations, when we have our own schoolmaster at Darwin.

7. Have you found out how it was that 14 bales wool per Solomon were damaged, 11 of them from South Alms, and was there a claim on the Underwriters? Is it almost the first time I have seen any wool damaged by a steamer.

8. I observe that the wool was reported as early; had this anything to do with dirt being left in the fleeces, and was it as well skirted as usual? Is there any advantage in bestowing exaggerated pains on wool, as Mr. Bailton does, with 40 bales of pieces in less than 200? Would it be worth while to send out a professional wool sorter for one season, to teach our people how to sort up wool?

9. I am sorry to say that Inver, whom I reported last mail to be getting insane, committed suicide about a fortnight ago by hanging himself in the cook house at Darwin.

10. I enclose a circular sent out by the Government with reference to scab act, forwarding copy of a letter from Mr Blake. Some years ago I opposed any more legislation on the subject as being premature, but I am now of opinion that the time has arrived when more stringent regulations should be enforced for the protection of those who have got rid of scab by working their places properly. I do not quite see that Mr Blake's plan would work, and would prefer seeing a stranger here, say a man from New Zealand, who has had experience of the working of the scab act there. I also a man should be an inspector under Govt. paid by a rate on the sheep farmers, less fines collected; I should be glad if you could find out what scab inspectors are paid in the Colonies, and for how much per annum we could import one, for say a five years' engagement. The scab act, to my

mind, that I have seen yet affords any satisfaction to the persons most aggrieved by a neighbour's bad management. Take our own case for instance; we can show a clean bill of health from one end to the other, but we have the Boundary on our north-western boundary blazing with scab: of course his sheep rub themselves against the fence, and by the loosening of a post a few cuts through from each side, the result - scab, two or three cases having been found and promptly destroyed. Now if these should increase to a score, we have no alternative but to take the Cashmere flock to Damin, say 5500 sheep and dip them at the worst season - and such a season of snow, frost, rain, slut, hail, floods, and all imaginable abominations I have never seen here — wish what result? Dipping will cost at least £70. 300 or more will die of cold or disease and [illegible] will disperse [illegible]. It would be impossible to say. For this direct loss we get absolutely no compensation but the barren satisfaction of paying a fine of £50 into the Government chest. Damages it seems I should be

obtainable by law in such cases. Can you find out whether this is in the Auckland Colonies?

11. I am glad to say that the Governor has decided to invest the money obtained by the sale of the foreshore, leaving it to his successor to decide how it is to be laid out.

12. It is reported that the Fuegians have taken 7 horses and 150 sheep belonging to Wellesley Bolinchid & Bailleu, which looks bad for the speculation.

13. The winter has been a very bad one all over the islands, on the West they say worse than the last; the mean temperature last month was the lowest I have ever recorded: beginning with 60 consecutive days' rain from the 21st March we have had such a succession of storms, that I have only recorded, since then, 23 days upon which rain or snow did not fall. The whole place is a swamp, travelling is next to impossible, and all out of door work has been suspended for weeks ~~together~~.

14. I have had to get a good deal of cash lately, but we have had no specie out this year, and it is cheaper to draw on the Directors as long as money can be got: The fact is there is very little circulating part, there is understood to be a good deal locked up in Government Offices, but the Governor's policy is to spend nothing in the Colony as long as he can supply himself with what he wants from London, Hamburg, Monte Video or Valparaiso. Considering that the Colony now finds all the revenue, it is hardly right not to circulate as much money as possible, and I think that without making a formal complaint you might do good by mentioning the subject some time when you are at the Colonial Office. There is a question, I have from Captain Seaman, about a charge of £2, as freight on a case from London, and, though it seems incredible, he assures me that the case contained only two bottles of ink, which could have been bought for a few shillings in the Colony. Again, ~~although~~ the

lighthouses is a signal station, from which all vessels are reported by hoisting balls, there are no signals yet now because the halliards are worn out; and the Government cannot buy new ones here — or rather will not, for of course they can be supplied. Such miserable parsimony is not creditable to the Government, and possibly a word or so to Mr Higgins might result in the next Governor being instructed to treat us rather better.

15. I have had another trial of the launch at full speed with Mr Wagner driving. The pressure of steam was 80 lbs., and with 165 revolutions she made just about 8 miles, but this could not be kept up for long, as the strain upon the machinery was too great. 150 revolutions she will work at comfortably, and Mr Wagner says that she should have a propeller of more pitch, that she now has only a pitch of 5 ft. 9 in. instead of 6 ft. as stated, and that according to his calculations it should be just 11 ft.

more than the H. Hodakins one. I am sending the second two bladed screw by the Dennis Brundrit, to be exchanged for a new one to be made according to Mr Wagner's suggestion; you will of course bear in mind what I said about the bores of the screw being the exact fit, and that this is not exactly similar to that of the one now returned. In fact, it would be better, perhaps, to take advantage of the chance of fitting it to the spare shaft proposed to be sent, so that both could come by the November mail, without waiting for the arrival of the other, which can be returned as soon as the D. Brundrit gets to London.

16. Captain Seaman says that he must charge us 6/6 freight on the salmon, but that you will probably get some reduction from Hamburg, which I tell him is not so easy; and I say that as the Steam Co. give us reduced rates outward from Hamburg, as well as on wool homeward and on flour from Valparaiso, I think he might stretch a point in this matter, and only charge 40/ particulars as the case, stow so much more closely than wool.

17. 9th Sept. The Ibis has arrived this afternoon, three days late. I have agreed to postpone the shipment of the tallow until next steamer, considering the bad market, and I am to have a reduced freight for the salmon. Mr. Bailton's wool will go, a portion of which, as per specification enclosed, is consigned to the Company, marine insurance he does. Otter wool from Stikeen and Nakusun is sent out. I have received your despatch 660 of 28th July, and telegram "Fixed," which means that Mr. Wagner's engagement is approved of.

18. Par. 1. The muddle about the mails was bad, but Captain Seemans & I were the only ones who got any letters home at all. Of course if the Stikeen's remarkable passage to Sitka could have been foreseen I could have sent the original despatch by her.

19. Par. 5 I am completely puzzled at your hinting that you will be sending out the Stone Green buildings, for on your reply to (849-57) I said that I should very shortly start framing the "Cattle", and to make sure that you would

not order it per London Swinedyn. "Shall
build machinery shed." In a few days
this building will be ready for erection,
and if you are sending out a duplicate
of it - there is a ghastly mistake. And yet
this can hardly be, for Smith & Mendoza
on 19th June, "mean to build the machinery
shed here, leaving hilting and hanging
buildings to be provided from London." and
no doubt he showed you this.

20. Par. 9. I have been so many
times inconvenienced by the delay of des-
patches by sailing vessels, that I cannot let
the question drop until I have convinced you
of the utter absurdity of writing by them now.
No sailing vessel has ever anticipated the
mail since the Chinchund made her
famous passage in 1870-1, and in the case
of the Dennis Brundit's last trip you are
in error in saying that duplicates of all
enclosures followed, there was no copy of
the correspondence with the Co's Solicitors
about agreements, and I did not receive
the wool sale catalogues or a sales of the Co's
wool. - most interesting enclosures - until
the D. Brundit delivered them, 94 days
after they were despatched.

21. Dec. I have received no telegram as to freezing prospects. In consider things cannot be worked yet. As regards my having the Agency, when Mr. Winders proposes it I see is of course that it must not entirely with the Director. In attending to the first shipment I shall be able to show, I hope, that the business will work in so completely with the Company's that I shall be able to attend to it without in any way neglecting their interests; this of course will be partially made manifest by my despatches, but I shall be able to judge myself on the spot somewhat better, and if it appears that I can do justice to both I hope that the Board in the interests of my friends under them will not stand in the way of what would certainly be of advantage to me; perhaps I might add, that the fact that in the last fourteen years the Co. has paid its shareholders 100 per cent on the paid up capital may be taken into consideration.

22. Tonight the mail of the Italian barque Luigia L. has arrived at Rangoon reporting the vessel to have been on Rugged Island with a valuable general cargo. Details I do not know yet.

23. I suppose you will have covered the salmon on our open policy, according to the value of samples sent per Sakhavik. Mr. Waldron asked me to insure 38 bales wool going by this steamer, but as they are shut out you had better pass them to his brother for next homeward one. — I had hardly written this before Capt. Semmens told me they would go, and Baillon & Dickinson's shut out, the only way therefore will be to consider them on our policy, and you must send me word how much to charge Mr. Waldron.

24. By Dennis Bundsit which has just gone out I have sent you a sample envelope, bored for six wires and should be glad if you would get tenders from several timber merchants for supplying them by the 100 or 1000. They are pitch pine 2 & 3, not planed, bored as shown, and bundled in convenient sized packages. Do think Mr. Lemon's price high.

25. It will be sufficient if you send out three shepherds by the December mail, and if you hear of Mr. Mya arriving when the Lapland coming out again you can count them in.

Yours sincerely
Geo. Lyon
Manager.

Enclosures

Dep^t part N^o 401
" N^os 402/3
" Correspondence re Mrs Miller
" do " Foreshore
" Statement, Journal & Book July
" Cobb to Secretary
" Vessels in distress
" Ledger Balances 30 June
" Indent
Extract from Crown Grant of Foreshore
B/s for Hides Dennis Brandrill
3 Receipts for do
Particulars Hides do
do Baillons Wool
Remarks on Cargo per Veko
2^nd Exc N^o 783
1^st " " 788 for £1530. 11.7
2 Statements
Memo to F Coleman
Gov^t Circular re Scab
Shipping report.

405.

Ramsay. 28th Sept. 5.

Sir, This vessel has put in for the produce shut out by the Ibis, she arrived on the 28th (Saturday) but has been detained, because the Governor would not allow her to receive cargo on Sunday. I have always understood the despatch of a steamer to be a work of necessity, ~~usually~~ performed on Sunday in ports abroad; I would ~~have~~ avoid it if possible, but the detention may have the effect of raising the Steamer freights.

2. I went in the Malvinas to the wreck of the Virgin S., which I found full of water up to the lower deck beams: the Malvinas saved a full cargo, mostly dry, at 30%, and returns for another, as left the Perseverance, about to take a load at 35% salvage: the place is open to the SW, and no sailing vessel can safely lie there at night.

3. I intended to return via North Arm and Darwin, but I had some trouble at the wreck in keeping the peace among such a mixed lot of

J. Coleman, Esq.
Secretary.
London.

people, and thought it more prudent to see the work through. However, no time has been lost, for I have just lately heard that the bank at Goose Green has been cut down at last, and I am off today or tomorrow to settle about the foundation: the Malvinas is going to drop us at Darwin, together with some long heavy beams for the purchase that the Steamt cannot conveniently carry, and as soon as the latter returns from her present trip with fencing to Patonia, she will take up the shed, the framing of which is now complete.

4. We have the business of the U. S. Ship William H. Gleaves, put in with a damaged rudder: this is the first American ship we have had for years, and the Bark was mainly instrumental in getting her, as she proves to be of much greater speed than Dean's vessel, and having good accommodation, the Captain came up in her. He has a letter of credit on Baring Bros The Maravilla & Gff. Fletcher & Co's fleet is also here with the Captain ill. I should like to know what can be safely advanced to a ship of which we do not know the owners in

a similar case. I see that you have compromised the heavy claim we had on the Dryad for £15. actually less, I understand, than the value of the effects sent by your care, although the Captain must have had wages due him, and his life was insured. The expenses you incurred for board and medical attendance, and, if the owners are not liable for this, am I in future to decline to assist a Captain who is too ill as to be likely to die? Are you quite sure that the owners are not liable? Several shipmasters here have expressed an opinion that they are.

5. Another pak log, after the carpenters had worked on it for a day and a half, turned out rotten and unfit for the W. Melploenji paddle stock, at great loss to us. Fortunately we had one more that would do, but we have nothing left now for this kind of work, for the largest piece per Cordova, one of the five sent out to replace the defective ones returned per Hilarion, has a deep heart rent that renders it utterly useless. In fact, this piece bears a suspicious resemblance to the one sent home of the same size. It is strange that Dean is able to get sound pak selected; his paddle pieces are always better than ours.

It would be desirable to send by first opportunity two oak logs not less than 32 ft long. one 24 in. the other 22 in. square.

6. The suit of sails sent per Dennis Brandit belonging to the King are quite new, and Swan then attend by Captain for the Hermit. The present pair have been much repaired, and will only last a few months longer.

I am. Sir.
your obedient servant
Alexander Cobb.
Manager.

Endorsed.
Trip. No. 402. 2.4
Ref. particulars of the 2 Dennis Brandt
1 Sundries.
Dupe Ex. 788
Journal. Cash bk. Journal Ledger.
Ref. Remarks on cargo per Ark.

Y P
813

Falkland Islands Co.
Stanley. 10th October. 1885

Sir,

I have had the honour to receive your circular with copy of Mr. Blaikie's letter on the subject of scab, to which pressure of other business has hitherto prevented my replying.

Early in 1878 the subject was under discussion, and I opposed any such legislation at that time, principally on the ground that it would be premature, as the sheep farmers in the Colony could, if time were allowed them, clean their flocks without the intervention of

The Hon.ble
C. Fakenham Brooks.

an

&c. &c. &c.

an Inspector. I see no
reason to think that I was
mistaken in the opinion I then
expressed; for, during the years
that have since elapsed, several
stations which were scabby at
the time have been completely
cleared, and, had all the farmers
in the Islands been equally diligent,
I believe that the disease might
have been by most completely
eradicated.

Unfortunately, I learn, in
several parts of the Islands
scab is said to be more rife
than ever, and I feel bound,
somewhat reluctantly, to say that
in my opinion the time has
arrived when a scab ordinance has
become necessary.

I first wish regard to the
Blakie letter. That gentleman
proposes

purposes that information of scab should be given by the neighbouring farmers, and that Government should upon this information, order the person reported to clean his sheep within six months. There seem to me to be two objections to this. Firstly, no one has ever attempted to get the ordinance of 1867 put in force, — will Mr. Blake's proposed law insure the information being given any more than at present? I cannot see that farmers would be any more likely to report their neighbours and cause bad blood in doing so that they are now. Secondly, six months is too short a time to clean a pen, when the ground is thoroughly foul. The right way, in my opinion, is, not to rely upon information and counter-information being given by the farmers

farmers themselves; but to have an independent person, whose duty it would be to search for and report outbreaks of scab, in a word, an Inspector. I do not think that Mr. Blake's proposal to make the farmers themselves inspectors would answer, for it would be the cause of much unpleasantness and ill-feeling among neighbours.

I believe that he is right in saying that many people work underhanded, or with hands that do not understand their work, the result being inability to make a clean gathering, which is, in itself, the greatest obstacle in the way of eradicating scab. I do not see, however, that it would be possible to prescribe by legislation the number of hands a farmer should employ, or to establish

any

any test of their proficiency.

In my opinion, a short ordinance should be passed providing for the appointment of an Inspector, who should be a person unconnected with any of the Colonists, and with no local interests. As to the details of the measure, I do not think that it would be necessary to introduce the more stringent provisions of the New Zealand ordinances, some of which, for climatic reasons, would be inapplicable without causing great mortality among the sheep. I think that anything that would give the Inspector the powers of insisting upon effectual gathering and dipping at the proper times would be sufficient, and a few rules bearing on scabby sheep straying near or over boundaries would also be necessary. I would limit the Ordinance to five years, as I believe that if all the farmers do as

do as they should, we may give the Inspector his congé within that time.

As regards the Inspector himself, I should like to get some one who has been a sub-inspector in New Zealand or Australia, the former preferred, or someone who has a practical knowledge of the duties of an Inspector in those Colonies, as the experience of such a person would be invaluable. £400 to £500 a year would be likely to secure the services of a capable man, and his salary should be provided as in other Colonies, by a rate of so much for every five hundred sheep within the district over which he is appointed, after deducting from the sums payable the amount of any fines recovered during the previous year. Roughly speaking, and putting fines on one side, the rate would

would come to about 10/. per 500 sheep, and I do not think that such a charge could be looked upon as bearing heavily upon any one.

Apart from the question of fines, I am strongly of opinion that where an admittedly clean flock is scabbed by a neighbour's sheep, the owner of the offending sheep should be liable in damages for all expenses and loss occasioned by them. Perhaps in many cases it would be hard to establish proof; but where no doubt exists it seems to me that seeing a pure fine inflicted on a neighbour is a poor recompense to the person who suffers the most.

The foregoing are the observations that it has occurred to me to make just now; but there are minor points that require discussion, and I shall be happy to give His Excellency the Governor at any time

all the

all the assistance or information
in the matter that it may be
in my power to afford.

I have the honour to be.
Sir,
your most obedient servant.

Fred. Hood.
Manager.

406.

1798
839

Thebes.

20th Oct. 5.

Sir,

When I last wrote per Flamer I was on the point of leaving for the Camp, and I have to report that I have since visited the three head stations.

2. I went to Darwin in the Malvinas, and continued in her as far as Skuggles Bay, where I remained two days, making some more arrangements about the working of the Luigia S. I then rode across to South Arm, and from there again to Darwin.

3. When at South Arm I arranged about putting up the fence from Cygnet to Fly Harbour, which will be completed before shearing begins. There is nothing of importance to report, excepting that the sheep in this section are, to all appearance, and as far as I can learn, perfectly clean and well.

4 At Darwin about two miles of fencing has just been erected, forming commodious paddocks for holding sheep at shearing time without herding them.

H Coleman, Esq.
Secretary
Launceston.

which will be a great advantage. The sheep in this section are clean, but much infested with ticks, in consequence of not having been dipped in the autumn, and there will be some loss of wool. A sharp look out is being kept on Bonnie's boundary, but I am anything but hopeful about the Cantéra sheep, for those on this side of the fence are reported to be in a blaze with scab.

5. The Waiker Creek sheep are also bad with ticks, though otherwise clean; it speaks well for our perfect freedom from scab that we were able to leave the sheep in both sections undipped, when the mysterious disease showed itself, without worse results.

6. Generally, there should be a fair, though not extraordinary clip, and I hope that the lambing may be good, though the weather is much against it, for there is no change for the better yet; in fact the climate seems to be getting worse and worse. Only last week the ground was covered with snow, which has been falling off and on ever since March. The grass is backward, and no vegetables have a chance of growing; there have been no drying winds to speak of, and the stock cannot thrive until

there is a change for the better.

7. I am happy to report that the Gouelpuen shed is in course of erection, the Mount having taken up the frame-work and materials, with 2 carpenters last week. Two days later a Danish ship came in for repairs, and would have stopped some of the men had she arrived before they left. I was lucky in being able to arrange with them at Stanley wages, plus 1/4 per day for food.

8. Finlayson and Campbell have asked me to forward their Power of Atty. which have been duly signed as directed in the instructions. The former has £100 more deposited here, to which he will add another £100, and would like £200 more towards, if the Power now sent is available for drawing dividends on any further purchases; but as he and Campbell passed a man o'war quart a'hend with the Governor when he witnessed their signatures, nothing would induce him to go before His Excellency again. As for Campbell, I strongly advised him to let the remaining money he has deposited with us; but he thinks that on the whole the F. L. Co is safer, and the money more easily realized when wanted.

cont 816

802

Falkland Islands &c.

Stanley, 21st. Oct. 1885.

Sir,

On Sunday last this afternoon to survey and report on the condition of the cases of wines & spirits &c. brought in by the Penguin, I asked that a Customs House officer might be sent to open the Store rooms on board the Lusk Cyprus, in which they are deposited, and he present at the survey: but was informed that His Excellency the Governor declined to allow the goods to be examined anywhere but in the bonded warehouse. I cannot but think that His Excellency is placing a somewhat strained interpretation upon sec. 34 of the Customs Consolidation Ordinance, upon which I understand the prohibition to be based.

Knowing that dutiable goods

The Honourable
E. Fakenham Brooks. . would be
L. L. &c.

would be recovered from the wreck. I lately fitted up the roof of the Egmont as a store room, and the key has been placed in the custody of an officer of Customs, so that, for all practical purposes, it is precisely the same as the Government warehouse itself. What I propose doing is to hold a survey, in conjunction with Mr. Deason the Carpenter, in order to decide whether they should be sold here, or whether they are in a condition to be forwarded to Valparaiso by the steamer due the day after tomorrow, and I can see nothing in the ordinances to prevent my carrying out my intention. Sec. 34 says that wrecked goods may be placed in the Government store, in order to the separation of damaged from sound articles, but it does not say that they must; and as the revenue cannot possibly be affected by a survey being held in what is already to all intents and purposes a bonded warehouse, while the expense of landing the goods will be very considerable, I to say nothing of the warehouse rent payable to Government) I cannot believe that His Excellency will

will insist upon a prohibition to obstruction of business, and adding unnecessarily to the expenses of the Underwriters.

When the Draccis was condemned in 1883, I was engaged in a survey of her cargo on board the Lords Capricorn, and it may be within His Excellency's recollection that some Chablis and other wines were on that occasion condemned and sold by auction. These wines were surveyed on board, and I am not aware that any objection was raised at the time, although, to the best of my recollection, the dutiable and free goods were all stowed together in the hold.

I have said that the revenue cannot be affected, but in any case it can, and advisedly, for the survey, if not held on board the Egria, will not take place at all, and the casks of wine, whatever their condition, will be sent on to Valparaiso. I hope, however, that it will not be necessary to take this course, and that His Excellency will see reason for not interfering with the survey, which I propose to hold tomorrow at 11 a.m.

I have the honour to be,
Sir,
your most obedient servant
Alex. Lodge.
Manager and
Agent for Lloyd's.

9. A man named Matthew Murphy, who is at Darwin as a labourer though a Carpenter by trade, would be much obliged if you could obtain his chest of tools for him; they are in the possession of Mrs Johanna Mulligan, 385 Scotland Road, Liverpool, with whom he lodged last year, and there may be about 15/ board to pay. Murphy left Liverpool in the Magnet about August last year, and came down with me in the Rambler.

10. Mr Frazer, the schoolmaster, has been speaking to me about the Church and School building at Darwin, and tells me that Mr Philip has written to ask you for information about it. Mr. Philip has not said a word to me on the subject, but I suppose you will refer him to me, as I am about the only one who knows the whole history of the building. It was originally subscribed for by one men and others as a place in which to hold services on Sunday and school on week days, and came out in the Humbleton in 1873. The Company gave the freight, and seeing that the debt on it was unlikely to be paid the Directors instructed me on 13th Dec. 1881 to write it off to Profit & Loss. Some years

after it was erected, it was found convenient, on account of the size of the room, to cut it in half, and use one end for service. The order for the school-house I found, falsely, and without the slightest foundation, circulated the report that the Company had forfeited one end of the building for the debt, and converted it into a school room, thus giving what was really an act of generosity a most arbitrary appearance. The fact is I have always insisted upon it that the men themselves should provide the schoolroom, as the Company kept a schoolmaster, and entirely rejected the idea that we are bound in any way to provide a building. We, however, the Directors declined to alienate the ground upon which it stands, though they gave the free use of it. I am under the impression that I ought to claim rent from some one, a peppercorn, a penny, or a shilling per annum, but the question is from whom? Many of the original subscribers have left: and who are supposed to be the owners of the property?

Cont 822

11. I enclose a copy of my reply to the Government circular on the subject of scab. as I have stated, I believe that legislation has become necessary, simply because sheepfarmers have not done voluntarily what they should, and proper dipping and gathering must now be made compulsory. People, for the sake of what they mistake for economy, will not employ enough qualified hands, and the consequence is that in gathering their sheep numbers get left behind, and these infect the sheep that have been dipped. We have completely got rid of scab, ourselves, and I believe that the premium given for sheep gathering has had more to do with it than anything else.

12. I am happy to report that the steam pump for watering ships has been fitted up on board the Wasp, and works most satisfactorily. The launch has been a good deal employed of late, particularly while Mr. McGlory and Manning were here, and has been most useful in a variety of ways.

813
820

Falkland Islands Co.
Stanley. 23rd October.
1885.

Sir,

The Chief Constable has given me an account for wages due by Capt. Magnasco of the Luigina for services of two Custom house officers at the wreck. I applied for one to be sent in the Matwinas, and I believe that His Excellency thought it desirable for the protection of the revenue that a second should go; but as the services of these officials were equally beneficial to the Government and to those concerned in the wreck, I do not think that Captain Magnasco should be called upon to pay more than half the Expense.

I have the honour to be,
Sir,
your most obedient servant
Alex. Goss.
Manager

The Honble.
C. Fakenham Brooke,
Colonial Secretary.

819
821

Falkland Islands Co.

Stanley, 20th October.
1885.

Sir,

Before deciding about the shipment of the liquors en Consignation S. for Valparaiso. I should be glad to know that Government is recognized as an Italian wine at the 4/6 rate of duty; not that there can be any doubt about it; but as it is not a common article of consumption here I think it better to mention the matter. A verbal reply will be sufficient.

I have the honour to be,
Sir,
your most obedient servant
Edwd. Lowe
Manager.

The Hon'ble.
Chas. Fairfax Murray.
H. B. M.

820
P36

Falkland Islands Co.

Stanley, 26th Oct.
1885.

Sir,

In reply to your letter of this day, I beg to say that no difficulty will arise as to the payment of the Constables at the Luisja S., because, if the money is demanded, it must of course be paid. At the same time I have to remark that and was enough to protect the interests of the ship, and that it does not appear to me right to charge those concerned in the wreck with the expenses of a Constable who was not asked for, and who was sent solely for the protection of the property. I have the honour to be.

Sir,

Your most obedient servant

The Hon'ble.
E. F. Fakenham Brooks.
L. L. L.

Edd. Goodall.
Manager.

13. 26th October. The Thetis arrived on 7th., and is detained to take a portion of the Luigia's cargo to Valparaiso. Your despatch 661 has arrived.

14. Par. 2. I am glad to learn that the hydraulic cylinder is to be sent, but why after the shearing season? It was asked for in the despatch that reached you 25th July, and easily could have come by this steamer.

15. Par. 5. Whenever a useful man leaves I always tell him that if he returns I will give him the first vacancy: I doubt if I can remember all the verbal promises of this kind that I make.

16. Par. 10. I intend after next January to charge all deliveries to Farm, Schooners, Fencing, Buildings, &c. at selling prices, as though they had been purchased of outsiders. I do not see that the Store ought to be worked any longer for the benefit of the other departments. Goods passed out of the Store last year to the amount of £9258 at cost price, and the profit you made out of importation of much smaller value than you appear to think - That is to say the total imports were £17046, but as £9258 went out at

cost price the profit was made on the balance roughly speaking; of course this is only approximate, because the stocks at the beginning and end of the year are not taken into consideration; but what I mean to say is that if the £9753 could have been charged direct to the various departments there would not be such a cry about the Store swallowing up so much money. The Malvina is now sold to Clarke Jones for £3200. and I have no means of doing work for the Dept. so we may as well drop the Store altogether.

17. Par. 11. I do not think the Shepherds would pay more for Poetic than they do now, why should they? £2.1/- for mixed men and £1.1/- for single is the tariff. If the Company gave £100 a year more doubtless we could get a man of our own.

18. Par. 12. Regarding salmon I am pleased to see price offered for it cost the Co. after paying all expenses including £88 with Mount. and washing and repacking, just 2½d per case on board steamer here.

19. Par. 13. I do not think the Co. could afford to assume the premium

on the Respondentia Bond, which was rather high under the circumstances.

20. Art. 14. I am sorry to learn from Mr. Wagner that you offered or suggested a third class passage for Mr. Wagner; the accommodation is only fit for pigs to begin with, and such people have always been sent by the Company second class. Martin, for instance.

21. Par. 15. You may have heard a good many years ago a saying about letting tales out of school; if I have the permission of the person alluded to you shall have the name.

22. Par. 18. Yours obligans Forbidden ammi.

23. Par. 19. The cheque for Hocking has been endorsed and is Enclosed.

24. Par. The detention for leakage in the case of the tarry Stockholm was for 15 gals wine 441/2 gals. Paraffin which was put through improper stowage, for which the Ship was responsible, though as your own Surveyor was employed it was considered a quietus. The pumpers were employed as usual in case of damage. 6 two Captains and a Carpenter each time.

Contd. 829

Italian Consulate.
Port Stanley.
26th October. 1885.

Sir,

I think it well to lay before you the following arrangements proposed to be made as regards forwarding a portion of your cargo to Valparaiso, which I trust will meet with your approval.

The Agent of the Kosmos Steamers offers to carry the cargo for 30/. and 5% pr cubic metre or 1015 kilos per S.S. Thebes now here, and, as representing the Malvinas, requires that the Bills of Lading shall be to order and endorsed to him, with the remarks

Captain F. Magnasco
Sail of barque Luigia S.
of Genoa.

the remark that a salvage claim of 50% is due him on the net proceeds in Valparaiso. The small quantity on which the Perseverance has a claim will be dealt with in the same way.

Having myself, as Agent for Lloyd's, received an intimation from the Salvage Association of London that they are largely interested in the cargo, and, on the other hand, not having been included either by letter or telegraph by any persons in Italy, I propose that I should communicate with Lloyd's Agents in Valparaiso, requesting them in conjunction with the agents of the salvors to act for the best in the interests of those concerned, and upon realization of the cargo, to remit the proceeds remaining

after payment of salvage to the London Salvage Association. I do not think that any better course in the interests of all can be taken.

I shall send the crew to the care of the Italian Consul in Montevideo by the Maldonado; I conclude that you will remain here for the present, as I am in hopes of being able to send a vessel to Ruggles Island very shortly to recover more cargo, of which they there is a large quantity remaining on board.

I am. Sir,
your obedient servant.

Edwd. Fooks.
Consul for H. M.
The King of Italy.

Imperial German Consulate,
Port Stanley, 27th Oct. 1885.

Sir,

Captain Eberhard of the S.S. Malvinas having brought the Chief Engineer Mr. Wagner to be paid off this morning before me, the latter has protested against a sum of £. 600 being deducted for the passage of his successor.

As I shall have to report on this matter, you will oblige me by stating the number of the paragraph of the Seamans Ordinance under which this deduction is made.

I am, Sir,
your obedient servant
Ad. Schlottfeldt
Imp. German Consul

Capt. Seamans.
Agent for
D.D.C. Rosarios.

In fact as the second enemy Captain Campbell appears at Capt. Hill's own request.

25. Par. 20. I decline to pay passage on the hides shipped by Mr. Lamb's vessels. as the weight was useful to him, in fact sending them was a mutual convenience. The question was raised then at the time. and the freight was understood to be in full. You will have to return 2/6 per ton, charged on cloth in excess on wool per steamer; this I have mentioned before. The wool shall be shipped next year as early as possible. at 40/. our own wool shall be carried for I cannot undertake to carry for any one else.

26. Par. 21. George Anderson is evidently untruthful; but questions of this kind can be avoided by having the agreement signed once and for all in Scotland.

27. Par. 22. I will show Lord Dudley and Mr Lamb all attention in my power, but I will not undertake to communicate them at every time.

28. Par. 24. The less I say the better about the building you are going to send out, a duplicate of the one now in course of erection at Govalpara. for

words would fail to express it. I shd
Enough if I say that I wish as plainly
as words could, and telegraphed as
plainly as words telegraph, that I should
build the shed here, and that no further waste of money
can be laid to my charge.

29. Parry. I doubt if much
regret would be expressed at Darwin over
Mr. Philp's removal to another sphere
of usefulness, and he is a good deal liked
by some people in Stanley, where he draws
good congregations. I like him pretty well
myself, am sorry to hear he has had his salary guaranteed by the Gov
Nick.

30. My new servant G. Allwood has
asked for my assistance in recovering a
brother of his, who is wandering about the
Cape Colony, having been discharged from the
Cape Mounted Rifles through an injury. It
appears to me hardly likely that he can be
got at; but I have told Allwood that should
his whereabouts be discovered, and money be
wanted to get him a passage home, I would
ask you to advance on my account anything
up to £10, to be added to the contributions of
other members of the family. But this
is not for the purpose of searching; only in
case the man is actually found. I shall be
obliged if you will bear this in mind, in case

an application is made by his relations.

31. About 400 tons cargo to Luiza Lopes by Malvinas and Perseverance is being shipped by Stokes. I have been informed by the Salvage Association to attend to their interests in the matter.

32. Since writing about Mr. Wagner I find that the Norman Co. have charged him 875 marks for the passage of his successor, and that Mr. Stanes has invited his wife, and assured her not to come to such a horrible spot as this; these attentions, together with the offer of the third class passage, have been too much for Mr. Wagner, who says that he certainly will not stop unless his wife comes out; but he will put the machinery up, and get through the season. I may mention that I was influenced in engaging him by the strongly expressed opinion of Mr. Hawkins, and I believe that if his family will only join him he will prove a great acquisition.

I am, Sir,
your obedient servants
Lopes Bros.
Managers.

Enclosures

Dup^{t} No 405
" Jrl & Cash Book Aug
" letter re Seal
Stanley Jrl & Cash Book Sep^{r}
" Cash Vouchers "
" Wages "
Maravillas acct & draft £ 63.16.11
Wm McGibbery's " 274. 3. 0
Hockings cheque 70 .0. 1
Lloyds " — .15. 0
Power of Attorney Finlayson
to Campbell
Indent
Shipping Report
Statement

1

Italian Consulate,
Port Stanley, 28th Oct.
1885

Sir,

I have the honour to report that I am forwarding to Montevideo by the S.S. Malvinas a portion of the crew of the Italian barque Luigia L. of Genoa, registered number 2961, which vessel ran ashore on Ruggles Island on the 4th September last and became a total wreck.

There being no means of forwarding them direct to Genoa, I am under the necessity of sending them to the care of your Consulate, having defrayed the cost of their passages to Montevideo out of

To the
Italian Consul
Montevideo.

the proceeds

the proceeds of sale of a
portion of the wrecked property.

I beg to point out that
the Captain, Filippo Magnasco,
remains here for the purpose of
concluding the business, as there
is yet cargo to be saved; and
that three of the men have taken
employment in this place.

I have written to the
Minister of Marine, stating that
I find it absolutely impossible
to comply with the regulations
regarding an inquiry into the
circumstances attending this
casualty, for the reasons that there
is no person in this place capable
of interpreting Italian, and that
I can get no efficient nautical
advice at the present time.

I mention this, in case

it should

it should seem to you desirable to enquire into the matter.

I forward this by the hand of the Chief mate, Antonio Schiaffino, who will also deliver the sailors' libretti.

I have the honour to be,
Sir,
Your most obedient
humble servant,
Alex. E. Cobb.
Consul for U.K.
The Hon. Minister of State.

List of Crew enclosed.

836

List of men of Luigia S.
forwarded to Montevideo. —

Antonio Schiaffino	N. 13243	Male
Agostino Oneto	" 9746	
Carlo Schiapparelli	" 13998	
Filippo Oneto	" 17910	
Giovanni Storiano	" 16495	
Giuseppe Schiapparelli	" 21364	
Giuseppe Scapparone	" 12161	
Eugenio Zoschi	" 12760	
Emidio Merlini	" 4423	
Enrico Bertozzi	" 26638	

Edward Hood
Paymaster
The Kings Navy.

Port Stanley,
8th October 1885.

U21/838

Stanley.
18th. Nov. 1885.

Sir,

With reference to the ordinance to be introduced on the 2nd inst., I shall be obliged if you will inform me whether the Members of the Legislative Council can be provided with more details of the Expenditure proposed for 1886 than the ordinance shows, what the revenue for the year is Estimated to reach, and whether the statement of revenue and Expenditure for 1884 will be made public before the meeting of Council.

I have the honour to be,
Sir,
your most obedient servant,
Frederick.

The Hon'ble
C. Patterson & Brooks,
L. L. L.

838

837
844

Falkland Islands Co.

Stanley, 25th Nov.
1885.

Sir, I have the honour to request that you will return the duty paid on 9 gallons and 5 bottles whiskey short delivered from the Shakespeare, this duty on that shipment having been paid in full according to invoices. The attention of the Chief Constable was drawn to the condition of the packages at the time, and I believe that the quantity short will be found to have been stated correctly, the duty amounting to £4.10.4

I have the honour to be,
Sir,
your most obedient servant

J. Stanley
E. Fakenham Birch.
Collector of Customs,
&c. &c. &c.

Arch. Goss
Manager.

407.

Memphis. 8 10 / 8 60 28th. Nov. 5.

Sir

Since last mail, which went per Malvina, left. I have been at Dar-win, and have the pleasure to report that the gracenia ship was completely finished on the 11th. inst. the carpenters returning to Stanley in the Flora on the 12th. The boiler, digesters, jacket pans and all heavy machinery, were placed in the ships before I left, and I have sent out an additional steamer to hurry forward the foundations on which they are to stand. I marked out the position to be occupied by each piece of machinery, and I am in hopes of seeing any part of the work finished before the arrival of the Celembria from the West, though at present everything is in a state of confusion. Not having been supplied with a ground plan of the Bendoori, she telegraphed for dimensions, and have

J. Coleman, Esq.
Secretary, London.

received an answer, which does not leave me much wiser, so the foundation cannot be laid at present.

2. Lambenting was going on when I was put, and I may be able to send the first account before leaving this. Owing to continued bad weather the grass is backward and the lambs poor, a good number having been killed by the cold; nothing can possibly flourish until the weather substantially improves. The sheep are a good deal infected with ticks, in consequence of not having been dipped, and their fleeces are much torn, so I do not look forward to a very brilliant clipping season.

3. H.M.S. Ready arrived on the 18th inst., and has taken about 45 tons of coal.

4. The Clarence of Barnstaple is here, in want of extensive repairs, and in consequence of no orders. The Comet met her outside, and Capt. Lumsden sent his mate to show her the way in, in addition to which the Wasp towed her in from Lapwing Cove. She wants a mainmast and several yards, besides caulking

all over. I had no carpenter when she arrived, but promised the Governor to put a certain time, and rode past with the news, which had such an effect that the shed was finished in a little less than three days afterwards, the men having worked from 3 a.m. to 8 p.m.

5. The Legislative Council sat on the Estimates for next year on the 24th, when the statement of last year's revenue and expenditure was published. The Colony is in a flourishing condition, being self-supporting, free from debt, and with a balance of £1800 to the good at the end of 1884.

6. I want about 60 yds of Tarred sheeting, same as those originally sent. I thought I should find the description, but cannot put my hand on the invoice. You will no doubt remember when they came.

7. Respecting the Revd W. Philip. I see no reason why the Directors should not yield to his wish to leave Dawn. There he gets good congregations; there the attendance week after week is 6 or 8. The visit Stanley made often more than Mouth Rev. Walter Peck, why not agree to his living here, and still pay him pay

£15 or £20 a year, providing that he visits the head stations every quarter or half year — oftener than he does now — and undertakes, if required, to conduct funerals? Frazer, the schoolmaster, tells me that he has no subscribers in the Camp, and although I would not advocate depriving our people of a Minister if they showed any wish for him, I cannot see the necessity of forcing one upon them against their will. He should be the gainer of a spare horse at Darwin, and save the supply of fuel, which would be a great consideration.

8. Since writing for? letters from the Camp about Falklands have arrived, and all speak alike about the lambing. McCall writes:- "They (the numbers of lambs) did not turn out as well as expected in the beginning, owing to the very bad spring, as a great number of lambs are laying dead, purely lambed." Armstrong:- "The hard

"We have but a poor crop of lambs this year, but we will not be through till Friday when I will send you in the list." Finlayson; "I have sent you the lambing account, but they are short this season, but there would be a good lambing had it not been what died of them during the bad weather. I never saw so many dead lambs through the Camp as there is this year. I see the merino does not stand the cold so well as those we used to have". And Mr. Blake from Miss Cox says; "I don't believe stock has increased much on the West during this year: here, ever since lambing began, we have had wet and cold weather, & it has been very rough on the lambs. The loss on nearly all the runs has been heavy this last season." It is quite possible, though I would not assume it too hastily, that our sheep are getting too soft: should it be the case, we must give up hoping to improve our wool, and content ourselves with Cheviot hopeing that the yearly weight of meat will

844

838

837

Falkland Islands Co.
Stanley. 27th Nov. 1885.

Sir,

I have the honour to acknowledge receipt of your letter of yesterday, and beg to return the vouchers for duty refunded herewith.

I regret that although I mentioned the matter verbally at the time, I overlooked the necessity of writing about it more promptly.

I have the honour to be,
Sir,
your most obedient servant
Fred. Toob.
Manager.

The Hon. ble
C. Fakenham Brook.
Solicitor of Customs.
L. L. L

compensate for the falling off in the fleece.

9. Inclose G. Anderson's agreement, which I sent out to be shown to him, asking him to point out in what respect it differs from the one he received at Dartmouth, or to explain what seemed a shameless attempt to extort what he has no claim to from the Company; he is perfectly satisfied that he was wrong, and intends shortly to write to you confessing his mistake.

10. In sending out the Engines I supplied for last mail I hope that you will give him a second class passage, to which a person in the position of a mechanic is entitled, and also a return passage, as such a man, unlike a shepherd, would have little chance of other work here on leaving the Company. It is poor economy to dispute a man before he arrives here, as was the case with Pinkie, the Carpenter, who has a third class passage in the Seton.

29th November 1882

Memorandum received this morning and
read your despatch 662, to which I
reply. I see that by sending my reply
mail to Montevideo for Ibis instead
of posting it here I have got replies
already.

12 Par 2. Whatever the Director
may think about it being the duty of
the Government to keep the harbour of
Stanley in order nothing practically
will be done in the neighbourhood of
our jetty unless we do it ourselves.

13. Par 6. In my opinion it would
be safer to have a mainboom sheet
and the chain taken away than to keep it
there and all on our land.

14 Par 7. The suggestion that we
would answer by charter a schooner for
France if necessary is admirable, but
rather assumes that they are on the coast
and that the operation is similar to
hailing a cab. Practically, and that is
a word that has so often to be applied to
theories comfortably formulated in the
London office, vessels are seldom to
hand when wanted, and it will be soon
when too late, when in fact the last
remnant of the Company's business has

rotten away, that we should always have ample means of carriage in our own hands. Even in the matter of passages, and there is more passenger traffic round the coast than you may think, we have put a vessel in which it is possible for a woman to be carried unless the Captain chooses to turn out of his own cabin. But I have said my say, and there is no use in troubling about the question any longer.

15. Par. 6. The difference in the stock of coals is caused by small retail sales and deliveries, not to ships. What Lumsdaine you to want is the quantity of coal sold to each man of war or steamer, and a statement each mail of the No of tons on hand, when any change has taken place, not an account of each ton or half ton sold to private consumers. I could give you an account of each pound of sugar sold over the store counter, but it would take time, and the return would not be interesting to the Directors.

6. Par. 9. Of course you must accept Mr Kenitti statement that the arrival of the barque Fiesole was not known at Klopfi. But that it was known and acted upon by the Liverpool Underwriters previous to 7th July and yet that it was unknown at Klopfi until the 20th — can you believe it?

17. Par. 10. The members of Town Club have never been allies

18. Par. 12. No town could be made suitable for such a number of children as would attend school if they could. Perhaps the Directors are not aware that our wages are the lowest in the Solander, our highest rate, for hands of long standing, being given to quite new comers in the least. Single men save money, but the married ones could never afford to pay anything more than the cost of boarding their children at Dawson. and I think this question of paying a portion might be reconsidered, in the light of a kind of duty the Company owe to their employés distant from the settlement and its advantages.

19. Qu. 13. How is the vessel insured if not against pro damage? Do you mean against total loss only? Then was Latton damage on the coal to Luxor, did you recover from the Steamer for infrequent stowage? Then from Captain Seaman that they had to meet a good many claims: but in matters of this kind we seem usually to come off second best.

20. Qu. 14. I have no doubt that a new penal ordinance will be passed. The views of the Colonial Office, and of Theorists without practical knowledge of the subject are unusually of much value. I think it most likely that a demand will shortly arise for Coolie ship, and therefore put 30 cases on the indent.

21. Qu. 17. I have consulted on to me that the various remarks I made about building the machinery shed, that Schotts be first of the Director works send, and then give their opinion whether India or this port makes it plain to the most ordinary intelligence that Smith's old be the work hard, and whether a single sentence could be construed into a suggestion that the shed should

be framed in London. You astonish me when you ask what was the use of sending the notes and plans: knowing you were thirsty for information, useful and otherwise, I indeed went freely into a description of the building I had designed, knowing perfectly well that had I not done so you would not have failed to ask for it. I regret now more fully than ever the folly of letting you know so much about details, so far it is my fault, and I will learn my grave in future. You suggest that Knights have telegraphed and so stopped your proceedings: why your intimation left London in July, and how could I, on the 10th Sept, have known that you were not going to give the order until the 12th October? Can you get the deposit from me on 15th October, surely two days' work cannot have been my remark. As regards the Electric light, it appears that Paterson can supply the whole machinery for a little over £50. The shed to be lighted is 100 × 40, the engine will stand near the middle of one of the side walls, and is the 6 h.p. sent from Ellis in 1878, having a large driving wheel, you can get all details from him. Considering the miserable shrub light we, which consume ballast and leave the place

in some harbours when light is a great desideratum. Should strongly suggest the apparatus being sent: I am quite unable whether the Mount Company would wish light in their building / hanging shade to be drawn by our machine.

22. Par B. I trust that it will be seen that no antagonism can arise between us and the Mount Co., but that the two will run together hand in hand. I have had a good deal of experience in superintending steam light in Scotland, and still always looking out for the Company have generally managed to satisfy us parties; one shipping case, in which the Admiralty intends to supersede by Lloyds Agent are often dismissed appeared to them after the 7.16.

23. The Castle Point house is at Castle Point, the Down on the high banks forming the backbone of Lafonia, between Aquila and Arenales Downs. Upon any the wages return to 31 Mar 85 shows an increase upon that of the quarter ending 30 Sept. '84. It would be wise if it did not:

this is a very old query and the answer, which has been given over and over again, must exist in the archives of your office. To repeat it, however, the quarter July to September is in the winter, and at that time of year the wages list is at the lowest, while January to March is in the summer, at which season you need to shear the sheep, and for that purpose to engage temporarily a number of extra hands, whose names appear on the wages list for that quarter. I do never have 25 men and boys disappeared from the list as soon as the season's work was over. I trust that this explanation is sufficiently full and satisfactory.

2nd. Jan 21. After Dr Hunter knows more of Mr Philip the amenities exchange on the subject of his careful examination" make appear positively comical; but this is outside my business and I am not concerned about it. Regarding the Doctor's fees, you say you never knew the particulars. On the 5th March 1878, you wrote Sir Michael Hicks Beach that the last

mail has brought home a draft of per arranged between the Governor and myself, which appears to be suitable; this is the tariff at present in force.

25. I have arranged to sell Mr Wood 4000 cast ewes at 10/ each to be delivered after shearing. The money is to be paid by his brother in-law, Mr W. Wallace, Dunkley Hungerford, and I should like to hear that this will be satisfactory to the Division. I expect to deliver in March.

26. There is said to be a good feed in the Strait of Pittwater, still is making labour very scarce.

27. I hear that I am to be called upon this week to become one of a Sanitary Commission to inquire into the ~~[illegible]~~ state of Stanley, the other members being Drs Hamilton and Benston. I was hoping to get away to Darwin, but I suppose this is a public duty that I should not shirk, and it may not last long.

28. Mr Benston and children go this mail.

29 Mr Langdon finds that he cannot live long without his family and has become so unwell and low spirited that he has intimated a wish to return at as early a date as possible. There is a good deal of work coming on, and of course the stock taking and balancing of the books would prevent his leaving during the next few months, besides which there is the still greater necessity of leaving me free to run out to Darwin, which I must do pretty constantly just now. However, so far as I can see at present, if I can learn for certain that a Clerk is engaged, and will arrive here on 10th April, I may manage if Mr Langdon does not get better, to let him go by the March mail, or by the Salamis. As regards his future plans, of course that lies beyond my province: but I may suggest that as he has been over 13 years with the Co, and has a thorough knowledge of everything out here, it would be most useful to have him in the London office, where he would be able to afford information upon many matters with which you are not conversant. I may remind you

that the Company's porter would for the information I want is frivolous.

30. Not knowing what arrangements the Directors propose make about Sutton Secundus indent for rough stuff, in case the vessel takes any vessel is leaving; but as the arrangements for refrigerating make the quantity of tallow to be expelled so uncertain I should say it would be better to contract in Montevideo. The Florence Nightingale carry it again she came swiftly and they cannot spare time to stow our large casks properly, consequently they leak The Splendid may perhaps carry it on her second voyage. The indent is not sufficient for even a small vessel, unless you can be round to Cardiff for 100 or 150 tons Steam Coal of which the stock is today 3240 tons, to be further reduced by the Ready, and probably the Ruby. Of the rough things there is nothing very urgently wanted, unless perhaps the Malthining, and you may possibly have a chance of taking up a joint ship with Mr Dean - if not, you will have to keep the indent before you for the first chance.

31. The Arizona is working the Virginia, and is making a good

thing of it, having brought in a full cargo of wine and oil, and gone for another at 35% salvage. The cargo will for the most part be forwarded to Valparaiso.

32. The Lambing account from Darwin has just arrived, and shows the total to be about 5000 over last year's first return. and allowing about 4000 tons in at shearing the total for the year will be 43,000, much over anything we have had yet, and yet lamentably short of what Serpula.

33. The result of our enquiries about next year's Exhibition comes to this, that I am going to prepare some samples of wool and tallow to be shown in the name of the Company, and that Mr. Blake is going to get something up too; but as to the rest, what Mr. Stirling writes me stands for the lot:- "Respecting exhibitions we speaker on the whole think, thinking that there is nothing connected with the Colony worth the expense." H.S. Kingt & Co who are appointed agents by the Govmt, write me that I will not commit them under £100 to have our Colonial Exhibits looked after, and although I make

pass to be sent to myself I cannot undertake to pledge the Company to any specific outlay without the sanction of the Directors. I think therefore that it will be well to call a Board to find out what they would pass to, and then it can be decided whether the Company can make any change or not. I shall do my best in the matter, but this just as it was in 1861, I was the only one then who did anything.

34. Regarding the Engineer I refer you to my letter of 26th Oct. which I confirm; it is highly necessary that a man should come out without delay. I am very much annoyed about the matter, but this must be made of it.

35. Telegraph about the Columbine, "Federal Columbine Refused Barnstaple."

I am Sir,
your obedient servant
[illegible]
Manager.

Enclosure

Enclosures.

Disp. no. 406
" Journal & Cash book Sept.
" Balance Sht.
" Statement & Invent
Disp. no 405
Invent.
Audrey's agreement returned
Specimens of headings of letter and
despatch papers.
Notes on Stores for Shuber
Disp. Cobb & Coleman 28 Oct
Specification of Shropshire & Montpelier
Desp Ex. 790. 791
Coal receipt "Ready"
Statement
Shipping report
Fuel Lambing returns.

406.

439
8/2

Memo. 17th Dec. 5.

Sir,

There were two omissions with regard to the enclosures in my last despatch; the extracts from correspondence about the Cyprus buildings were not on the list, though sent, and West Ready coal mistook for overlooked; this is now forwarded.

2. Before next season it will be necessary to replace the hydraulic pumps at Walker Creek and Spirit Cove with stronger ones, as sufficient power to procure bales of a proper weight cannot be got out of those at present in use. The only strong pumps we have are those at Darwin & Cordova. The safety valves of which are kept down by springs instead of weights. In order the bales at the other stations they are in the habit of weighting & tying down the safety valves, and probably putting more steam on the pumps than they are able to stand without risk. By next mail I shall be able to send several forms of hydraulic packing which are kept at Sydney and may be procured without much

H. Coleman Esq
Secretary
London.

3 Mr Jones shepherd. John Reed, would be obliged if you would advance the passage money for his sister Mrs Gellatt. Skipper Skov, for Berkel Station, Denmark, who wishes to return with her family to the Falklands Reed has £100 on deposit here.

4 Since Mr Port writ: I have been out to Darwin, and have the pleasure of reporting that Mr Bagnes has made such good progress with the machinery, that by this time little remains to be completed in the shed in his department. The brickwork with exception some time yet, and of course the chimney is not here; but a few days work will set it in place when it arrives. He is about to relay the long tank supplied by Penney in 1878, which has not hitherto been used.

5 Steering in getting on well, and I have retained power for 400 labels by the next steamer. In Mr Darwin section the sheep are doing finely, but I spoke them generally speaking of their being in good condition. I cannot confirm Mr Dick's statement, for the disease on this side of Darwin is

still showing itself, although it has
also some strange characteristics at last
appear in not developing fatally, to any
extent, when the sheep are at different.
Still, there are much doubt from it
among woolled sheep, that have not been
gathered for shearing or selected in any
way, to different all known about rough
handling, long driving, insufficient
pasture &c &c, that has
been formed by different people. There is
no explanation that can make the difference
by fault elsewhere; for instance, the
sheep are both soft, say many, the merinos
are doing it, away with them! But how
is it that Mather Clark has the disease
before a merino ever put one of his cattle!
Why is Appleton which has almost
merinos comparatively free! Why are
Messrs de Black entirely clear, when the
foundation of their flocks were merinos!
Certainly we have it worst at Darwin, which
is the cattle longest stocked and for some,
can it be that something has to do with
it! One thing is clear, our sheep are
diminishing in some way the number
of our woolled sheep. and, as we
pointed out, it would not be a bad plan
to have put some Cheviots again.

6 Instructions respecting the ordinance
passed this year, the last, no. 3, affecting
the West Indians, people who principally
and solely reside in this city and
the Council. Taking them in their
order, I should not only be sorry
has been charged with the
upon whom I have offered,
proposed rules were established. As to
clause 2, which proposes to expedite
the business dealing with public lands,
the Colony, such as owners or
residents of vessels chartering
for the West Indies, they might
with advantage have that power
to the Admiralty; they are,
would be much better
and less trouble,
the declaration that they
and then get back to
Under our present
public expenses, because
some declaration of some kind
complied with, in consequence,
of petitions will communicate with
the Colonies which would
declaration of importance
for any vessels to come in.

smuggling, and should the ordinance would not prevent total smuggling then was absolutely no occasion that the person who should be convicted upon the singular information for it, should be rewarded: because the Commissioners could not be examples, and in the voyage between the coast and Ostend, he must always run down to Ramsey first before proceeding altogether to the Admiralty Station. The charge for the officers payable by the master or consignee for vessels this board was obliged to for the ship almost always pays port charges and therefore ought to make one person responsible for what was due from another. This, however, comes more strongly in clause 9, which makes a consignee liable to a fine of £100 for the evasion of the ordinance by the master after he has left the port, when he has absolutely no control over the latter, the 11th section of the principal ordinance making the

exactly above represented. This clause
will give the Governor power to main-
tain the ship-trade both South from East-
ward West by inviting upon ships running
here to clear with his passport on board.
The Governor pleads his power that he
could not do, but that he has the power.
Generally, I said that shipping
was a low rate now, that with disease
and loss prices, and that nothing should
be done to make things worse. Sec.
36 & 37 of the principal ordinance
enclosed would be carried into effect
for both Reverend, if only communi-
cation were a little more regular, and
that people should have a further chance
granted them of doing the thing properly.
Of course this only affects the Bench
to a small degree, but I felt upon urgent
to protect in the interests of the Colony
generally against any imposition. There
is room for petitions from the Bench
but in the meantime the Ordinance may
be confirmed by the Secretary of State,
& a few remarks by the Chief Justice
on the subject might be timely.

7. Dec. 18th 6. a. m. The Alexis arrives between 9 & 10 p.m. last night, and I received on board your despatch 663 of 14th Nov, and telegram of 16th inst. from Hoffmann. Silenbris sails 19th Claudine sailed; i.s. take draft on power.

8. Par 4. Happens that the measurement for Acko was omitted, but state the question remains. if 10 Tons steel wire for Volans measured 10.350, why did 20 Tons for Acko come to 34.075 c.m.? Perhaps because the coils were long and loosely made up, for which the manufacturers in Volans. All extra tonnage have paid, though some over 1/2 foot. for more than 12 cubic metres too much.

9. Par 5. Sugar having overlooked the flour for Shin: Mean. Yamuna have now a standing order for 500 bags every alternate steamer.

10. Same par. The Pentakis plan of speculation seems to have brought in a profit of more than £1000. Scandinavians however, for the cases per Siam have been lost; they were all packed and marked here and the proper number of tins in each. All the blow. tins were full and fine, but some, no doubt, went wrong on the voyage. Regarding the Egria, owned

of our people were to blame for the
seizure of the Ship being forbidden: one
of the Officers shakes off too much of
the Lawes and the light of candle of
Heaven, to prevent any possible com-
plaint in future. I have all the plain-
tiffs taken off from murder. against
her side is now paramount the Lawes
could possibly exhibit. As regards
going alongside, if the Master C. ship
it, I shall blame Charles in Mont.
Video, or ship for Columbia. I am
astonished I have not seen Rothmahl
since him again in the Ship; if it was
known where she went wagons kept;
for I never heard one of it until now.

11. P.S. I am entirely of
your opinion for Lord Stephens being
appointed as Lord inspector; should
a man who could not be suspected of
local prejudices, and a man of better
standing than a shipowner. Certainly
such a person would not be honourably
inclined towards by the various
farmers, who would object to take men
from a man who has subscribed publicly
in favour with one of the
Ships Investing people unanimously
he done in an economical way. Have
to no other.

Yrs.

12. Par. 9. Mr. Hastings duly
leaves the arrival of the ship but puts in
daily for medical attendance, without having
put with any casualty, unless she has been
an unusually long time on the passage;
which was not, to the best of my recollection,
the case with the Maravilla.

13. Par. 12. This despatch contains
heavy enclosures, and being printed in
small paper, with quite a light shining
round and no shading was a rather
fatiguing press, I had the greatest difficulty
in perusing it easily on account of
feel ill-bred spirits at leaving the city, and
I had the greatest difficulty in perusing all
the contents

14. Par. 13. Lam. favours the
at the delay of the steamer for Colombia, as
I foresee another long assertion just at
the end of the year. Arrangements with
the Mail Co. than I had printed.

15. Par. 17. Which Despatch
some time ago that the Mail was com-
plete, has unfortunately
short £3000, as the Commissioners

have shewn you: as to capabilities, she
lies well at Claudine in against any
light wind, and took the Siam of Brig
up the harbour against a fresh one,
her rate of steaming I have already
mentioned, about 7 p knots, which for her
power is not satisfactory: photos. shall
be taken as soon as Light any operations,
as regards ones, she has more than
you are bound to clean her when necessary
and Mr Lauchlan works her with one and
sometimes two hands, if her consumption
and repair likely to be prevent I am not
yet provided with statistics. For this
of harbour work she is most useful, and
certainly has got no business so far, for
their facilities and handiness accommodation
than Spain's Livy, and so is presumed by
Captains. The Livy's hull is pumping
by salt water, and a new one is being
built for: I think to have the Captain's
ones, but it has been changed and pro-
pounds a deep hull affair.

6 Messrs Yarrow & Co
have in hand the portion of engines &
Cuirass for Gulnare, and will
permit Capn Inglefield to overlook
the work as required.

7. With reference to the suggested agency for the Royal Mail in pa
12 of your despatch, I am rather repu
sent the Pacific Co., in which I have some
shares; in fact the agency was sent m
some years ago and countermanded by
wire, upon the wrong supposition, as
heard afterwards from Mr. Robinson in
Liverpool, that I was acting for the Steam
and that the two agencies could clash
say I would rather act for the Pacific, a
there is a chance of receiving tickets both
ways: but if that agency cannot be secure
I might do something for the Royal Mail

13. The Directors have not yet
form any scheme as to continuing to ship
by the Steamers, but while Company
consider myself legally bound, as regar
our own cargoes, until further notice; I
should be grateful to be furnished with
them in the case of chartering, if there is a
chance of shipping from one place and in
a more direct manner from the outports

Co-operation in Steam Coal.

I am Sir.
your obedient servant
Geo. Moore.
Glasgow.

Enclosures

Lisp no. 406
Desp. - 407
" Specification of shipping Manifest
" Landing &c
" Statement
" Notice to Stores
" Indent
" Extract from letter to building
Stanley, Lumsden & Co's Bk. Abstract.
" Cash voucher. " "
Ready Coal receipt 45 Tons 5 Cwt.
2 Copies Estimates 1.2.3 of 1885
2 " Revised Estimate 1884
Indent.
Bill no. 796 £400
Statement as to

860
880

409.
Clarke.

11th Sept. 6.

Sir,

The mail has arrived this morning bringing your despatch 66 & 67, and I have with disgust that goes beyond words, that the outward mail is for the third time this year again on board, the idiot who does duty as Postmaster at Sandy Point having omitted to send it by the Pacific boat. To explain its non-arrival at the proper time I shall give "Illness mail returned", and try in future to get some one at Sandy Point to post my letters for England.

2. Par. 2. I no doubt the bags on board the Ibis contained our mails. The salvage on Lucija S. will turn out well, but it is not closed up yet so I cannot give particulars. However Messrs. Vowinkel inform me that the cargo has realized so far $45,000 at auction. I have on hand ready for shipment about 700 packages Esparto, on which I expect to make a handsome profit for the schooner at 30% salvage. Had the Co. bought the Malvinas I could have made a great haul, as I should have worked matters differently; but do not say so

H. Coleman, Esq.
Secretary.
London.

Mr Stands. Her powerful steam pumps were not worked until the second tide, when it was too late: had they been put on at first Mr Wilcox the ship carpenter has been floated and taken to a safe harbour. I hear from Mr Wagner that his wife has no intention whatever of coming out.

3. Jan. 4. Mexican Dollars have been until lately quoted in the Times money article from 48 to 49 pence, the latter being the weight of the coin. I have written to Lloyds as to telegraphing people that come in for reasons other than damage: I find that Capt. Seymour joins all arrivals to Hamburg.

4. Jan. 5. I am afraid that the buildings for the meat business cannot be up in time, unless there is immediate supply of labour. I have got everything well forward at Goondiwindi as far as my share of the work goes, but according to the plan of the killing and hanging shed system by the Meat Co it seems to me that a mistake has been made in putting the pens at the wrong end, notwithstanding that I pointed out the difference in fencing between Goondiwindi and Dirranbandi.

But the worst mistake is specifying for over 1400 pellets, 12 in. x 12 in., and about the same number 8" x 8" to be obtained here: surely anyone must know that it is impossible. The cloth sheds are made higher at my suggestion.

5. Sat. Evidently the F. Squad for Malaisias was not sent through Lisbon.

6. Sat. I am sorry that the objection to my undertaking the Danish agency was made, when there is none in the case of the Royal Mail. I will do what I can for them, but it will not be much. The Hammer Co. will hardly be simple enough to send their fair to Montevideo, seeing that it is made purposely difficult to compel people, to whom money is an object, to go through to Dartmouth.

7. Shearing is progressing well over 50000 sheep having been finished before the end of December, but we still lose sheep here and there from the disease. I am inclined to propose that the farmers should subscribe for a qualified Veterinary surgeon to come out and report upon it.

8. Stocktaking began on the first, but is interrupted for a few days by the mail.

9. I was in hopes of sending the Clandinis bill by this mail, but bad weather since Christmas has retarded the repairs, and she will not be finished for two or three days

10. The Maria has brought 500 bags flour from Valparaiso

11. I am disappointed to find that no account of the sale of salmon appears in the statement this mail, as that makes the Columbia bring it, the profit cannot be shown in the accounts for 1885. Mr Lauchlan assures me that every case went from here full.

12. I have been obliged to draw rather heavily this mail for land tax and cash, not having received any specie from London for a long time. Wages on the Clandinis are high, and Stanley seems generally pretty short of cash. By next mail I hope to send some good remittances.

13. After closing my last despatch the Captain and crew of the Rose of the Sea arrived in open boats. the vessel having foundered at sea. At a Court of Enquiry held on behalf of the Board of Trade the Captain was acquitted of all blame.

14. The John Johnson has arrived here with a cargo of lumber for sale from Nova Scotia. I have declined to take any of it though Dean has bought some. From conversations I have had with Captain Gandin of the Rose of the Sea, however, I am disposed to think that a cargo of assorted wood from British North America, if not too large, would be a good speculation, and that tonnage might be made up with Oregon spars, reducing the number of feet of boards and scantling. There are also Excellent fencing posts of cedar, durable and light, which would come as broken stowage at half freight. Capt Gandin says that ships are chartered in the Plate to go round to British Columbia in ballast and return to the Plate at 60/ per 1000 ft. and if we could arrange for a homeward cargo of wool about January, to go on after the lumber is discharged, I think we might do very well with a vessel between 200 and 350 tons. At all events we might enquire particulars of prices of the

Rivers of wood scantling, boards
and deals, as well as worked timber,
flooring, match boarding, planed
seating boarding &c, also spars.
Messrs R. D. Hutchins & Co of Liverpool can
give you the information. I understand
that this wood is quite first class timber,
and of a quality very superior to what
we usually get.

15. Having worked as much
cargo out of the Leipzig S. as could be
got without a good deal of trouble, and
wanting the spinnaker for wood, the
salvage operations had to be discontin-
ued, and the wreck and cargo were
put up to public auction and knocked
down to me for £15. I am not al-
together able to work it; but I am
in hopes of being able to spare the
spinnaker shortly, when I shall get back
the £15, and perhaps something more,
but how much I cannot tell.
The vessel has been well wrecked, and
getting more cargo will be a difficulty.
I have instructions from the London
Salvage Association to attend to the
interests of the underwriters in the cargo,
and I think I have done fully well
for them. In order to secure payment

of certain charges on the cargo now there
Shaw has to take a respondentia bond
for £150, on which I fixed the interest at
10%. I think for this being any small;
a copy of the bond is enclosed, as you may
think it worth while to insure it provisionally
that is to say, in case it goes by the Ship,
which does not appear quite certain. Allègue
said Funk his yearly £200, and various
other charges and commissions, the ship has
been a profitable one for the Company.

16. I was at Accra for a few
days after Christmas, principally for
the purpose of conferring personally with
Mr. Teague and the stone mason about
the foundations of the killing shed, about
which, however, for reasons given I could
come to no satisfactory conclusions.

17. I send for your information
a copy of the report on the sanitary con-
dition of Stanley, which must be regarded
as confidential, as I am not sure that I
am strictly entitled to divulge it. I
think that in order to conform, in advance,
to the recommendations, it would be
desirable to send out at once the apparatus
for Monk's system of earth closets for all
our cottages, for I think a dozen would not be
too many, considering that cases are
sure to be required for in the Store.

17. Captain Seeman has asked me to ship some shipskins, about 20 bales, that are ready pressed at the slaughter houses, but they cannot be got off owing to a northerly gale. In case anything should be said, I may mention that I asked Seeman for 400 bales and have promised 418. Captain Seemans ordered 320 C. metre space to be left, but I think they have given him more. He admits that when I have promised a certain number I have never failed him. The number asked for per Steamer is 500 bales.

18. I shall be able to write again in a fortnight by H.M.S. Ready to Callao.

Hides.
Coals.

I am Sir,
your obedient servant
Geo. Hoole.
Manager

Enclosures:
Orders for Tarbet 12. etc.
Copy Sanitary report
Respondentia Bond
Specification of work for Island
Insert
Shipping report
Statement

410

Hon. S. Stanley 872

8 92 25th Jan 6

Sir

I have the pleasure to report that the machinery at Governors is now ready for getting up steam, and that the long tank has been put together and completed so that there will be no fear of running short of water at any time. Of course the new dry dock on board the Columbia has yet to be erected, but that will not take long: it would however, have been better to send it earlier.

2. The delay of the Columbia is very serious and the project of running two cargoes this year must almost be abandoned. If anything has happened to prevent her arriving soon I shall have to build a temporary shelter this for the latter season.

3 Shearing is finished at Wallace Bank, and is well advanced at Darwin and Spark Arm, thanks to an exceptionally fine season which I hope may continue until the sheep are housed.

4. The stock taking on Stanley is completed

H. Coleman, Esq
Secretary,
London

complete and the value in cases of more
less than last year which the profit made
in Liquor.

5. Mr. J. Keary has taken
my home of each receipt enclosed

6. I send the weights of
Weather Clock and that same pendency when
the blades left.

7. That vessel like the Ste.
were detained about an hour through the
propeller fouling the hawser line as she
cast off. I do not suppose that anything
with be said about it as I can assert
entirely by the carelessness of the steamer
people.

8. Up to this point I have
written yesterday, although dating today,
when the Celumbia arrived, all well. I
received your despatch 665 quite late in
the evening. I will answer it as far as
I can, although the mail closed 8 a.m.

9. Par. 2. Egypt Harbour &
Egg Harbour pens was nearly finished
before shearing, and will shortly be complete.
It is called Rincon Hagueda, and is for
the breeding mares. The pens from
Dos Lomas to Bocas Ck. is partly dragged
out. I hope to have it finished before
winter. As regards tanks, I have explained

that they are the natural result of not
dipping the sheep last season, and you may
possibly remember that it was necessary to
stop dipping because the operation developed
the disease that was so fatal. All the trouble
taken in enquiring of Dip manufacturers about
a remedy for ticks was thrown away; the
smallest child in the Camp knows that Lime
kills them, and the fact is, simply, that I had
to choose between ticks and death, preferring
the former. Sergi's dip is an excellent kind.
Dean has or had a quantity.

10. Par. 5. You are entirely wrong
about the Church Building at Dannevirke,
most of the expense was put down by the
Company, and it was understood at the
time that it was the property of the subscribers,
though the Directors declined to alienate
the land.

11. Par. 6. Copy of letter to Mr.
Hirstfield was not found enclosed. The
non-publication of Revenue and Expenditure,
with the Estimate as you put it, is what is com-
plained of: I spoke of it at the Council
meeting when the Estimates were passed, and
my remarks were noted in the minutes.
The letter about Mr Hamlin and Blake's letter
on seed was a circular sent to me from
Government Offices, which I passed on. Only

one copy was sent to me, and your
surprise at my understanding that I have
not kept it unintelligible. The Falkland
mail is certainly not here, there are dif-
ferent qualities, but passing through peat
being, I believe, the most injured.

12. Sep. I shall see Wagner
before the Ready leaves, but not before
closing this Letter. I shall be
writing since 5 a.m. to catch the mail.
I thought you were aware about the house
at Goodgreen Martin inhabited; it is
small, a good sitting room, kitchen
and back kitchen, and three bed-
upstairs; the house labourer pay five
shillings a week, all the year round, their
companionship would be a matter of taste;
I went to Darwin to see the Doctor and
Clergyman would occupy about 35 minutes
but if a hurry for either I daresay
it could be possible to cover the distance
in 20 by running; there is no furni-
ture available that has been left by others.
As to wages, you want a good price, and
£200 a year would not be excessive, see-
ing what pay is given on board steamers;
the Chief Engineer is comfortable,
and covers anything from a Continuous

guages at £2 a week pr h – pay Mr. Cole
for instance, and it would be the most
economy to get a man like Martin again,
seeing that there would be a quantity of
valuable machinery under his superviction.
at only 2 Govt Agent. Mr Stanley, and
that he should have some experience in
commanding men. The details of Factory
hiring can be easily learned, and any Clerk
could pay the machinery as long as it is in
order; but it is to prevent Explosions and
to keep the machinery from deteriorating
that we want a thoroughly good reliable man,
and considering that on board the Ships
have requiring inspection and attention at
intervals which the men should have
aided as Chief or second in a steamer. At
this point Mr Cole could give valuable advice
seeing this on the assumption that
Wagner leaves, and if Telegraph Construction
should add Mag. so that you may consider
these remarks before engaging steamers.

13. Part. All documents have
been sent.

14. Pa. 144 Law of Colonial Stamps

when I was expected to report upon the Meat &c. that you do not know already. The Company has been formed for the purpose of refrigerating mutton, and the Calenthia has been fitted up with the requisite machinery. Contracts have been entered into with the various sheep farmers, who will drive their sheep to certain appointed places, where they will be killed and taken on board. This much you will be aware of already, and what information I could to it I do not know; but if you will put any definite questions on the subject I shall be happy to answer them.

15. His arranging to find that the standing order for Cattle Drivers has been overlooked, & one Camp superintendent sent them, and as handy to mind them

P.S. Pa 7 Spot the cost of steam coals at 42/. Sam. Sin.

Your obedient servant

Edw. Hook.
Manager.

Steam coal 300 tons
279

88

Enclosures.

List. v. 407

Draft. 408/9

" Specification of Wool pulladen

" Summer Calcutta Advertiser

" Insured Statement

Insurance v. 796

Claudius Ab. and draft for £762. 5. 6

Cheque from Bowman £1490. 5. 5

Average Bill £205. 12. 6

Ready's Coal receipt 27 tons

Statement pro Ab.

Copy letter to Coleman Wt. Lane

Giving to a specimen Thumb the Landers have been unable to stop pay's of your despatch.

8444
889

Stanley,
10th February, 1886.

Sir,

I have just heard that it has been stated, upon authority which may be regarded as semi-official, that I withdrew my objections to the passing of the "Ordinance to amend the Customs Duties Consolidation Ordinance, 1882," at the last meeting of the Legislative Council. As this statement is entirely contrary to the fact, I lose no time in contradicting it.

His Excellency the Governor asked both Mr. Deas and myself, severally, whether we withdrew our objections, and we both answered in

The Hon. C. Jeken[illegible] Brook.
Colonial Secretary.

the negative. Seeing that I disputed the necessity of this ordinance, and objected to nearly every line in it, it was hardly likely that I should stultify myself by giving my assent.

In connection with this subject, I shall be obliged if you will inform me whether, when an opposed Ordinance goes home for approval, it is accompanied by a statement of the objections raised at the Council?

I have the honour to be,
Sir,
your most obedient servant,
Elgin.

887
892

Stanley,
11th February, 1886.

Sir,

I have the honour to acknowledge the receipt of your letter of yesterday's date, which, however, conveys no answer to mine.

Since writing to you I have seen Dr Hamilton and Mr Dean, both of whom assure me that they can testify to the fact I related yesterday. If, therefore, His Excellency is sending the ordinance for approval, reporting that it was passed without opposition, I think that I am entitled respectfully to ask that he will correct the mistake by the first mail.

With regard to any questions to which you do not even allude, it is

The Honorable
C. Fahenham Brooke.
Colonial Secretary.

necessary, perhaps, that I should be more explicit. On the 1st February 1883 His Excellency communicated to Captain Parke and others an extract from a despatch received from the Secretary of State with reference to a petition sent from here in June, 1882, in which despatch the following passage occurs:- "They (Her Majesty's Government,) will be "always ready to give the fullest con- "sideration to the views of the unofficial "members of the Legislative Council, "who may be considered to represent "the views of the Colonists." If the views of the unofficial members do not accompany the ordinance, but are delayed until the minutes of the meeting of Council have been confirmed, perhaps six months afterwards at the next meeting, an opposed Ordinance may be confirmed by the Secretary of State

before he has a chance of considering the views of the Colonists, and so the promises made in the name of the Majesty's Government remain unfulfilled.

My question is a hypothetical one, but it is of importance to the Colonists, and I believe that in my position as an unofficial member of Council I am not assuming too much in asking to be assured that the views we express are forwarded for the consideration of the Secretary of State at the proper time.

I have the honour to be,
Sir,
your most obedient servant,

Edo. Eyre.

889
902

Stanley.
12th February. 1886.

Sir,

I have the honour to acknowledge the receipt of your letter of this day's date, and in reply beg to say that my letters to you were written in conformity with the rule laid down by His Excellency the Governor that all communications intended for him are to be addressed to the Colonial Secretary. As there appears to be some misunderstanding on the subject I shall be obliged if you will ask His Excellency to be good enough to answer my communication of the 10th & 11th inst.

I have the honour to be,
Sir,
your most obedient servant
Edwd Foot

The Hon.ble
E. Fakenham Brooks.
Colonial Secretary.

all.

Luxor 480/925 13th Feby 6

Sir,

In my last despatch I complained that Letts's Diaries had not been sent per Selembria: this was a mistake as they afterwards turned up, though, as there was no invoice of them I could not know what I got them. I also said that the Book Cuck missing weights would be enclosed these were overlooked.

2. I shall have the new propeller put in the launch shortly, all the Engineers here are unanimous in condemning the iron ones; but I suppose Mr. Cole knows what he was about. They say that the thrust both and push should have been metal, as the action of the boat pleasing on the latter will be very detrimental.

3. In your last ledger entries appears an amount paid in by Moore for Baillon's pool. This was consigned to the Company, and the proceeds should have been sent in the usual manner, and

J. Coleman, Esq. Secretary.

London.

commission deducted.

4. I shall be glad to receive a translation of Fachbini' eccentric inquiries for Colombia, which gives no information or detail whatever.

5. The sheep disease is becoming the question of the day, and something must be done in the way of searching for the cause of it, or it will prove to be the ruin of the islands. Mr Watson has lost lately 200 strong sheep after dipping, and a suspicious case has been seen on Lively Island, both flocks having been bitherto free. It has appeared in the Straits of Magellan among the sheep imported from here. On some places in these islands it has carried off so many lambs after enclosing that the people have had to stop. Think no during shearing it has yet been very fatal. because its peculiarity of the complaint that it is most surely developed by dipping: however, cases have been seen here and there before and since shearing, and there can not seem to be a chance of recovery when a sheep has once got it. When the Cantera sheep came in to Darwin there were some cases

of coal, thanks to the condition of the Bonnie flocks, and it was necessary to dip them. The result shows what would have happened has I followed your idea of dipping for ticks. The sheep began to die at the usual time, but in quite numbers than before. At the beginning of this week I was not riding about the Centre gone visit three men for six or seven hours. The second half of the flock has been dipped three days before, and we came across 29 of them dead, but of the first half, dipped more than a week, we found in a distance of 2 miles 132 carcasses in the vicinity of one stream, and I was told that another stream some distance off had an equal number on its banks. Altogether I do not suppose that the mortality is under 500. What can be done! It is a disease for which there is neither prevention nor cure to be found. I am suggesting that the sheep farmers should subscribe to pay the expenses of an experienced Veterinary Surgeon from England. He has not to wait when lambsetting begins, and to thoroughly go into the matter. Thanks to your

agree to this on the basis of the numbers shown by each proprietor last season?

6 Were it not for the shadow of this great calamity there would be reason to be satisfied with the state of the Company as shown by the accounts now transmitted. The total profit shown on this year is £18180. 6. 5 against £17815. 16. 11 last year. The profit on Farm &c. is only £1000 less notwithstanding the short supply of tallow caused by the accident, and the very low price at which it sold; this is due partly to the extra number of hides sent forward, but equally to economy in working expenses. The loss on Farms is more than counterbalanced by increased interest and commission, by £700 additional profit on the Store and by my lucky speculations in Salmon. The Admiral has really made much more than shown, having a salvage claim on a quantity of tallow &c. Luigia S. not yet sold. The stock of stores is reduced by £2296. 15. 1, the sundry Creditors by £1627. 7. 4. and the sundry Debtors by £4084. 3. 10. Altogether I hope the Directors will be pleased.

on the 30th ult:, and returned
overland a few days ago. The materials
for Goose Green were all landed by the evening
of the 5th inst., and she sailed for Port
Stephens the following morning. I am
hurrying forward the preparations, and
feel confident about having the ~~foundations~~
ready by the time the Carpenters return
from the West. I think that the Master
R.E. has seriously miscalculated the time
likely to be occupied in erecting these
buildings, and that the business altogether will take much longer than they
expect.

8. I am under the impression
that my despatches are privileged communications intended for the information
of the Director and Secretary alone: but a
question has grown up, I find of copying
out extracts and sending them to all persons
whom they refer or allude in the slightest
degree, and as my remarks are not always
complimentary I am liable to get into
hot water. I mention this because I am

in port when Sam safely with all that I know about the Client. C; however, after this caution, and relying upon my confidence nothing abuses, I will do so.

Q. The Columbia is old pt lines and seams, there are too many "bores" on board, and grounds are frequent occurred. Messrs Hinderer & Wolf, the joint managers, cannot agree, and at present the difference becomes so serious, that the former desires to give home about it; however they have decided for a time at least. There is a total want of economy throughout, of which one instance will suffice: Every builder, plumber, and carpenter has had since leaving Liverpool five pint. boats of Bass per diem at the Company's expense!

Of course there is great confusion on board, and Captain Foster is nearly distracted. As I have remarked they cannot think they can get away as soon as they expect, in fact I can form no idea myself when they will be at Queenstown, and I can only express my belief that they cannot take a second cargo this year. It is arranged that I am to ship nearly

[illegible] Company's workmen the first [illegible].

10. The Lunar mines to yield about £30 p.w., and Shaw writing you to fetch 666.

11. Parl. Paper declines to remain at Grouville, and says his wife must not come yet as he can get like the work. I am sorry to say Shaw proves him to be a shifty vacillating person, with an uncontrollable temper, and a bad manner with men. He is much annoyed at nothing expended, says that you have no right to allow Mr. Stanbo to interfere and so prevents you engaging another pair, and considers himself absolved from his promise to wait until he receives orders, as the latter might be put more. I shall only have through Mr. Binstead goes offline that I shall have able to get him to stop until the Lebanon goes. I was unable to get this information forwarded by the Ready, and I do not wish you to send an Engineer until you have considered my opinion that a cheap man may be cheap and nasty, and that Scholes has on the whole has some experience of mining engineering, knows how to manage men, and is honestly industrious and cheap. I will write you a letter as soon as I get the former, and write Carnahan also.

12. Par. 8. I will write about the boarding scheme at Darwin next mail, this one will only get home a very little earlier, by permission of the Sandy Point postmaster.

13. Par. 9. I fine, having digested, that a private letter to Mr Baldwin written in a very unguarded, not to say free and easy style, has been made use of, and attached to a petition sent to the Admiralty Office. What I said in the letter was perfectly true, but I am more than surprised to find that one of the gentlemen who signed the petition has the perspicuity to see that to make such a use of any letter was a breach of confidence.

14. I shall not mind spending a copy of the foregoing paragraph to Mr Hemingfield.

15. Par. 11. The men for the Woods will be taken by the Sapphire, American barque. The Mantis Cutter, and Skipping Beam (late Prince) are here for shipshape. The Clytie arrives first week for slight repairs, and goes to the West tomorrow. I shall not spend above £4000, in face of our losses, as this spending must be kept up. I assume that frequent by Mr Mantis had given offence

16. Par. 2. If you charter a vessel with optional return to London I shall have time to judge whether to avail myself of her or not. You will do well to send the passengers proposed; but as regards Foster, my Eyes have lately been opened through seeing a Clerk one, that has been 3 or 4 years in the Governor's Office, taken up and proving as such as when it went in. I will ask them for Lewis's substitute Clerk.

17. Par. 4. Upon hearing that Mr. Langdon is coming out Mr. Langdon has informed me that he has no wish to leave the Company's service; I shall see him "Tomorrow".

18. Par. 15. I met Mr Barkly on board the Lord and brought him ashore. Governor Hamilton has stirred up a hornet's nest with his last Customs Ordinance, the Port Stanley Merchants are rampant, and have sent in an amazingly furious petition to the Secretary of State, which I am to forward for them as soon as some signatures on the East have been obtained. I myself am engaged in a correspondence with him about the ordinance, and am trying to find out whether he upholds our objections when he sent it home for confirmation. If not I must know how the views of the unofficial members can be conveyed to the Colonial Office.

903

892
908

Falkland Islands
Stanley, 15th January
1886.

Sir,

I have to request that you will be good enough to inform His Excellency the Governor that the Directors have authorized me to contribute Twenty pounds (£20) to the fund for meeting the expenses of representing the Colony at the Colonial and Indian Exhibition, and I am to ask whether His Excellency is prepared on behalf of the Government to subscribe to the fund, seeing that other Governments have done so, and that the finances of the Colony are understood to be well able to bear it.

I have the honor &c.

Sir,

Your most obedient servant.

The Hon'ble
E. Fakenham Brooks.
Colonial Secretary.

H. Rootes.
Manager.

I send the correspondence so far as it has gone, and the Directors will observe that the Governor is shuffling, as usual.

19. Shearing is over, and I have the Newtown & Waiken Creek returns, at Darwin they are not going to finish until two days ago having the islands to clip. My estimate of 4th June last. so far has turned out curiously near the fact; at Newtown I calculated on 48107. and there are 48222, while for Waiken Creek I put down 27069 and the actual number shorn was 27470. Upon the Darwin estimate will have been upset by the disease. It must be remembered that these numbers will be increased by stragglers at the second gathering. The Darwin numbers will be a little affected by the immense sale of sheep in Stanley, where we are selling a large number weekly at an advance of 2/ with owing to the break down of the opposition.

20. The Montevideo mines a few hours after the mail: I am sorry she did not pass by without calling, as then time would be long to entertaining strangers.

21. I am quite relieved at hearing a little from the Falcon Creek as a Register in which the Lemberg enga- I am quite satisfied with the arrangements made in the case.

22. I am arranging to send the Co's clients' wool mainly per Columbian as Mr Minden offers favourable terms. The alternative would be the Clyde, as the Steamer S. would under any circumstances be shut out this minimum freight being 40/ from Stanley. I wish to keep Townsend and Spearing out if possible. Shaw engages 300 bales for the Co. next steamer, and the balance will go in May. There are 1219 bales already, and a few more to press.

23 Referring to par. 18, you will observe that if the articles and objections raised by the unofficial members in debate upon any ordinance are not forwarded with the ordinance when it goes home for approval, the promises made by the Home Government is distinctly broken. As with regard to Mr Mansfield's letter of 1st January, he is right in saying that it did not state that the Estimates were not submitted to the Legislative Council before being transmitted to the Secretary of State; I see this mistake when Mr Molkenbuhr showed me the petition, and it seems to have arisen from a confusion in the minds of the Petitioners as to the difference between

the Estimates for the ensuing year and the statement of expenditure during the previous one. The Estimates have for the last three years been submitted to the Legislative Council, but not before the 30th June as prescribed in par 350, consequently they are never confirmed until some months after the year has begun; and the statement of revenue and expenditure, which should be transmitted for audit (358) before the 1st April (250) and published immediately afterwards (358) has not been made public until many months afterwards, in fact until returned from England audited.

24. The stock of steam coal is small since the Ready took the last supply, but the Manchester is to receive about 400 tons next week.

Sam. Sir.
your obedient servant
Geo. Woods.
Manager.

Colonies

Enclosures

Trip[l] N[os] 660. 9.
Dup[te] . 410
Stanley Jol. Cash Book & Vouchers
. Balance Sheet & Profit & Loss Statement
2[nd]ce N.° 789
1[st] . . 101 for £32. 14. 10
Patmore's cheque. 22. 7. 6
North Avon & Darwin Stock of Stores
Consumption Stores
Comp balances & Wages 31 Dec.
Copy Page 5 Desp[ch] N.° 615
. Coleman to Colt 23 Dec
above in separate envelope
Description of Wool per 'Nanda'
Colt to Colt Secretary 10. 11. 12. Flat
Colt Secretary to Colt 10. 12 .
Shipping Report
Statement

Enclosures

Trip[l] Nos 408. 9.
Dup[t] . 410
Stanley Jol. Cash Book & Vouchers Dec[r]
" Balance Sheet & Profit & Loss Stat[t]
2.nd ex N.° 799
1.st . . . 801 for £32. 14. 10
Palmore's cheque. 22. 7. 6
North Arm & Darwin Stock of Stores
Consumption Stores
Camp balances & Wages 31 Dec[r].
Copy Page 5 Desp[t] N.° 665
" Coleman to Colt 13 Dec[r]
above in separate envelope
Description of Wool per 'Narda'
Colt to Colt Secretary 10. 11. 12. Feb
Colt Secretary to Colt 10, 12 .
Shipping Report
Statement

902
909

Falkland Islands Co.

Stanley, 15th Feb. 1886.

Sir,

I have the honour to enclose Bill of Entry for 3 cases Vermouth and six boules of Rum brought in by the Spinrod, and the messenger will hand you the duties on the same. Having satisfied the requirements of section 1 of Ordinance no 3 of 1885 I do not hold the Company responsible for the payment of the Officer of Customs after to-day. I have the honour to be,

Sir,

your most obedient servant

Allen Goodall

Manager.

The Hon.ble

C. Fairchand Brooks.

Colonial Secretary.

908
921

Stanley.
16th February. 1886.

Sir,

In reply to your letter of the 13th inst. I have the honour to state for the information of His Excellency the Governor that, as far as I can learn at present, the only Exhibits that are likely to go forward to the Colonial and Indian Exhibition are samples of wool and tallow that I am sending on behalf of the Falkland Islands Co., and some wool that Messrs. Holmsted and Blake are preparing. I have today conferred with Mr. Dean

I am Honorable
C. Bakenham Procter.
Colonial Secretary

on the subject, and learn from him that he does not intend to contribute to the Exhibition in any way, and that he has not been able to induce any of his friends to come forward.

As regards the sum required I am unable to speak with certainty; but Messrs Henry S. King & Co quoted £100 as the outside cost of attending to the Exhibits, and it appears to me that unless the Company's subscription can be supplemented in some way or other, the idea of representing the Colony must be abandoned altogether.

I have done all that lay in my power in the way of inviting both subscriptions and Exhibits, and can only regret my want of success.

I have the honour to be,
Sir,
your most obedient servant,
Edw. Eyre.

4/13

Stanley

Sir

I have the honour to receive the Colonial Secretary's letter of the 16th inst: transmitting to me a copy of your Excellency's Minute relative to the passing of the amended Customs Duties Consolidation Ordinance. As this is a public matter I avail myself of the intimation that I have the privilege of communicating freely with Your Excellency on the subject.

First I venture to remark that Your Excellency's recollection of what took place at the Council meeting differs from mine, and from that of Everyone else present in the room in one of two important particulars.

His Excellency
Governor Kenrick
&c &c &c

On the

On the second reading of the Ordinance
related, at some length, my objections,
to which I will more particularly
refer presently, and was followed
by Mr. Dean, who expressed his
concurrence with what I had said.
Your Excellency made a statement in
reply, and asked, first Mr. Dean and
then myself, if we withdrew our
objections, to which we each replied,
distinctly, "I do, Sir;" and for myself
I may say that although I am
unconscious of having made any
inclination of the head towards Your
Excellency I know that I spoke in a
voice that was heard by every member
of the Council excepting Your Excell-
lency, and by the Clerk as well. I
am satisfied that upon this point
all the gentlemen I have mentioned
will confirm what I say. Upon
receiving our replies Your Excellency
then declared the second reading
carried, which struck me at the time

as being

as being perhaps a strange way of putting the question to the vote; but I had never been present before at a division, and I assumed that Your Excellency, without going through the form of asking for them counted the votes of the official members, who acknowledge that they are obliged to support all Government measures, whatever their convictions may be. The Bill passed the remaining stages without remark, because I believed it customary to confine all discussion and opposition to the second reading.

Next, with regard to the objections I raised, I propose to state them in the order in which they are set down in my notes.

On the 1st I said that the charge of Ten shillings per day was exorbitant, and I instanced the case of an Italian vessel that had taken place on the coast a few months before, to which two Customs House officers had been sent at Six shillings a day. For

this

their pay, with their maintenance
on board, plenty of hands could
could be got: and I could therefore
see no reason for increasing the
Expences of ships trading here by
giving the officers more.

On clause 2 I said that the
operation of an Ordinance should be
confined to the Colony, and that it
was inexpedient to pass one which
dealt with people beyond its limits
as this one did. The owners or
masters of ships chartered elsewhere
to proceed to a port on the West Island
might be unaware of the necessity
of coming to Stanley at all, and
only discover it upon arrival, when
the ship would have to run down to
Leewards, and perhaps lose ~~some~~
weeks before getting back. If this
regulation was known, it would add
~~much~~ to the freight payable by the
charterers: if not known, it would be
a hardship to the owners. I said
that it

that it was unjust to the people residing
away from Stanley to pass a law that
would add so much to their expenses,
simply because in some cases a few
had not been complied with; in one of
the most prominent instances an entry
and cheque for duty had been defaulted
at the previous time, but took pains
or were to reach the Collector of Customs
through no fault of the sender. Probably
the want of a regular mail service was
the cause of nearly every omission;
this I said would now be remedied by
the establishment of proper communi-
cation with the West. The object of the
law was to prevent smuggling, and I
contended that while the proposed measure
would not stop small evasions of duty,
there was absolutely no confusion that
the few people aimed at; who could be
counted on the fingers of one hand, and
were personally known to the Govt
had any desire or were in the least likely
to break the law. The ordinance might
be necessary if this were a place of
50,000 inhabitants; but it should be

remembered that our population is very small, and that laws suited to large numbers are out of place here. I pointed out that the Mission vessel running between Tierra del Fuego and Keppel Island would be compelled to leave many miles out of her course, in order to comply with the provisions of this law. The words "consignee" in this clause I considered objectionable, as port charges are borne by ships and not consignees; but, passing to clause 3, I remarked that the objection had still greater force, for the consignee could, under this, be fined heavily for the default of a person over whom he had absolutely no control. I pointed out that clause 3 gave the Governor power to destroy one of the most profitable trades of the islands just now, the exportation of sheep to the mainland, for he could, if he wished order a ship with live sheep on board to run down over 150 miles to leeward for the purpose of clearing, with the

certainty

certainty of losing a large percentage of her cargo by death, before getting over to the coast. This regulation is left, and in most instances probably would be waived; but still the Governor would have the power if he chose to put it in force. Generally speaking, I am sure that the chief farming industry, what with disease, low price, and other causes was in a depressed condition just now, and that in my opinion nothing should be done to make things harder for the farmers. Section 26 and 27 of the principal Ordinance could and would be carried out perfectly without loss to the revenue, if only mail communications were a little more regular, and I urge that it would be, if anything else, more merciful to those likely to be affected by the proposed laws, to give them a further opportunity of showing that the regulations already existing are sufficient for the purpose.

The foregoing is the substance of the objections I brought forward against the Ordinance; I did not prohibit them, and I have seen no reason since, to change

to change my opinion about them

In conclusion, I desire to draw Your Excellency's attention, as shortly as possible, to what I think I may call the faulty arrangements at present in Existence for conveying the views and opinions of the Colonists upon any particular measure to the Secretary of State. On the 1st February 1883 we were officially informed that Her Majesty's Government would be always ready to give the fullest consideration to the views of the unofficial members of the Legislative Council, who might be considered to represent the views of the Colonists. The present case allows us to see how the promise made in the name of Her Majesty's Government is to be fulfilled. We have an ordinance brought before us to which we, the unofficial members object, and express our objections at length; we know that we are patronised, and that we can only hope for the

continue

question of the Ordinance for Downing St.; upon a consideration of the reasons we have thought it our duty to urge against it, and how do we find those reasons placed before the Secretary of State? The answer is given in your Excellency's own words: "I made no "report to the Secretary of State in terms "willing the Bill for the Majesty's allowance." Surely, however pointless our reasoning, however futile our arguments may be, the engagements of Government are intended to be kept, and the representations we make on behalf of the Colonists should be dispassionate, but should receive that patient consideration, at the hands of the Majesty's Government to which they are entitled according to the promise made by the Secretary of State.

The matters to which this letter alludes are, in my opinion of great importance to the Colony; of such importance, in fact, that I believe it to be my duty to bring them

before

before the Secretary of State.

I have the honour &c &c

Sir.

Your Excellency's most obedient

humble servant,

Edw. Ford.

909
923

Stanley,
20th February, 1886.

Sir, I have the honour to enclose a letter addressed to the Right Honourable the Secretary of State with enclosures, in triplicate, which I shall feel obliged by your handing to His Excellency the Governor with a request that it may be transmitted per first mail.

I have the honour to be,
Sir,
Your most obedient servant
Edward Foote.

The Hon'ble
C. Fakenham Brooks.
Colonial Secretary
&c. &c. &c

Stanley,
20th February, 1886.

Sir, I have the honour to forward the enclosed copy of a correspondence that has taken place with reference to the Ordinance lately passed to amend the Customs Duties Consolidation Ordinance, 1882, and to the consideration promised to be given to the views of the unofficial members of the Legislative Council; which I most respectfully commend to your attention.

I have the hon. to be,
Sir,
your most obedient
humble servant.

Edward Goodall.
Senior Unofficial Member
of the Legislative Council.

The Right Honourable
The Secretary of State for the Colonies.
&c. &c. &c.
London.

921
/
932

Falkland Islands &c.

Stanley, 23rd February 1886.

Sir, I understand that the schooner "Alpha," which sailed some days ago for the West Falklands, having put in here on her way from London was exempted from the operation of the Customs Consolidation Amendment Ordinance, on the ground that the passing of that measure was not known in London at the time she sailed; and that the Custom House officer who was put on board her when she arrived was recalled.

On behalf of the master of the S.S. "Selemia," which left for the West Falklands under precisely similar

The Hon'ble
E. Fakenham Brook.
Colonial Secretary.

similar conditions. I have to request you to inform me whether it is the intention of His Excellency the Governor to direct the return of the officer who left Stanley with her; and I have further to remark that, whether he remains on board or not, neither master nor foreigner can, in view of the precedent set in the case of the "Clyde", be justly held responsible for his pay from the time the "Celembria" left this harbour.

I have the honour to be,
Sir,
your most obedient servant,

Fredk. Hook.
Manager -
Agent for S.S. Celembria -

412.
Kamberoo.

893/942 27th Feby. 6.

Sir,

I now write in anticipation of the arrival of this steamer, due here on 1st March.

2. William Dibbs, shepherd for Selembia, has written to me respecting that the "mother" to whom you pay £5 quarterly is, in reality, his wife, and he now wishes to get her out. There is room for a married man, as Mr. Hay is leaving, and I have no objection to Dibbs taking his place. I enclose his letter.

3. I have now received the first shearing accounts from all places, and find the one from Darwin, as I expected, shows a falling off. I suppose the second gathering will have amounted to 700 to 1000 more, altogether, but taking the figures as they are, while Strathallan and Walker Creek show a slight increase over my estimate, Darwin has shown 45,040 against an expected total of 46,818.

H. Coleman, Esq.
Secretary. London.

must be considered however. Last
year, owing to an increase in our Bullock
herds and the stoppage in the supply of
beef, the killing account at Dawson fell
350 more than estimated. Although
I estimated 122,000 as the probable
number to be shown this year, and the
actual figures at present are 120,722.
so that by the time the season is over I
do not expect to be far behind. The
total weight of 116 bales of wool shipped
from here last year was 621,616 lbs.
this year 123 bales weigh 675,122,
an increase of nearly 23 tons, and this
will be increased by the wool to be shown
at the second gathering, say 12 to 15
bales more. The completed banking
account is now enclosed, showing a
total of 44192 against 38658 last
year, this again is not unsatisfactory.
though Schools speak with more
cheerfulness were it not for the loss I
apprehend through the rinderpest
that has taken possession of the stock
throughout the islands.

4. This mysterious epidemic

some shows signs of wire worm inflammation and drink after dipping, and in some places great mortality among the lambs after parturition. As far as I can learn the symptoms are the same, but those have been free from the latter, while others who have not suffered after dipping have actually had to stop putting on account of the mortality. Mr Blake writes me. — "We lost a great many ewes lambs within "from 40 to 60 hours after putting all the "after part of the lamb comes first to the "feet, & under the skin there is oozing blood "matter. I believe every station that has "suffered in the same way. We have never "had this loss before." Mr Stirling after saying that he lost some lambs continues:- "I think it would be a very "good thing to get a Vet. to clear this "disease question up. and everyone pay a "share, as you say the thing is getting "quite alarming, and wants properly "looking into." Mr Henry Balcairn says:- "We have dipped all our sheep this season "off the shears & have lost about 300," more I expect as they looked very closely — "our flock owing to want of water and

"post. dispatches would arrive; you are quite justified
"in paying your share of a general Retrenchment,
"whenever it should be done."
I am collecting opinions on the subject,
and all seem favourable; if the idea
is carried out he should be home by
October or early in November.

5. The correspondence with
the Government about the ordinance
last year and the representation of
our views at the Colonial Office, of
which I sent you copies by a previous last
mail, has blown into a Century of
State affairs. I manage at last to
get the Governor to the admission that
he forwarded the ordinance without
making any report of my objections.
and I then wrote him a long letter,
repudiating the accuracy of his statements,
giving a statement of my objections in
full, and pointing out how he had
convicted himself by his own words of
causing the solemn engagement of the
Government to be broken. The next day
I sent him, much to his horror I believe,
the whole correspondence under

evening of Letter to the Secretary of State.
The whole Council, official members inclusive, unanimously refused to back up my statement. The hinting of this business in earlier & shady one on the Evening's post. Previous information which Seales put very shortly after the Council meeting, that he was assisting Lt. Mr. Dunn and Shaw with documents for operations, and this kept it secret in the Minutes: however my opportunity came when Captain Palmer told me that the Lieutenant-Governor had sometimes a suspicion which annoyed him. This was the only official information upon which I began my attack. Upon this point in the Governor's Minute sent on 16th March. 12 days before his departure he suggested my having recourse to the Secretary of State. On the 19th March, 10 days before the mail, he issued a notice of which Members a copy, stating that addresses to the Secretary of State must be sent in 15 days before the departure of any mail, in other words that he would

forward some letter for her yourself. Mark yourselves of this in forwarding my letter, and I am heartily glad that he can resort to such a despicable and underhand expedient to delay the exposure of his conduct in relation to the Council. However, in case he is like a housemaid, leaving a nice bill for his successor to clear up, I am sending a copy of all the correspondence exclusively to you. Circular to Captain Parke, and duly upon my efforts on this side being backed up by those principles at home. The ordinance has already been administered in the quaint way: the Clyde has been let off, while the Selembria has to carry an officer at 10/ a day throughout her stay in the Islands: and again, some strange vessel from Lancy Point; which, if any here to the persons in the Capitulation shall, as the ones most likely to smuggle, have a dispensation to come to and fro, without coming to Stanley to enter after the first app.

But one word above the question of the Ordinance, which I have fought for the benefit of the

Colony at large, in the still greater one of the representation of our views in the proper quarter. We have a struggle to get more representation, and I must waste no more time in showing that unless every official Ordinance is accompanied by a true statement of the reasons the unofficial members have for dissenting for it, all our previous fighting will have been in vain. I am sorry to have to appear to fight the Governor to the last, but it is not in my own cause, but the cause of the Colony, and I cannot escape it. However, I am happy to say that it is a business and not a personal matter, and I have endeavoured throughout to be strictly polite, and to assert the Colony's rights in a calm and temperate manner.

6. The house that I adopted up for the children as Dannie was not to be in Labouchere affair; I should like that there might be one or two living rooms on the ground floor, and two separate dormitories upstairs for 20 boys and 20 girls, rooms 16 by 12 each; the inlation, which would have the control of the place, might be paid by those taking advantage of the home for their children.

923
44

Stanley
27th February. 1886.

Sir,

At the request of Mr Henry Waldron I have the honour to forward enclosed a Petition to the Right Honorable the Secretary of State for the Colonies, in triplicate, which I am to ask you to send to His Excellency the Governor, with a request that it may be transmitted in due course, according to paragraph 218 of the Colonial Rules and Regulations.

By Mr Waldron's desire this petition was sent to San Carlos and other places for signature, and it was only returned to me last night.

I have the honour to be,
Sir,
your most obedient servant
Alex. Ross.

The Honble
C. Fakenham Roche.
&c &c &c

8. I have discovered an error in freight charged on Holmesdale & Blakiston wool per Lakhanah last July, amounting I believe to £100 & more. The Holmesdale wool was in 220 small bales, measuring according to your account 3861 feet, or 17.6 each, probably about right. The 80 bales from Sharon Bay, however, large unwieldy things, are stated to measure only 975 ft., or about 12 ft. 2 only, - an absurdity - and this is more apparent when it turns out that the gross weight, 444. 2. 1 or 49444 lbs, was carried from Sharon Bay to London for less than 1/10th of a penny per lb, the freight being £63. 19. 11. The bales measure I think 35 ft.; but at 30 ft only there would be 6 tons, which at 52/6 would come to £157. 10/.

9. Donald Monicar, a shepherd per Spanow Hawk, gave me this mail, and will return on his own account, as I am keeping his place open. He is a good simple creature and a great favourite among the men. Whether he will be seen safely thro' London, where he is in great dread of being

robbes. Mr. Henzi was sorry
arrived for Lunch, but I have no
room for them.

10. I have tried the Warrior
with the new propeller, but with no
better success. The pitch was at 6
7 feet and we ran three measured
miles with exactly similar results,
viz:- a pressure maintained throughout
of 79 lbs., revolutions 150 per minute,
and each mile 1 hr against, and with
wind 1 done in exactly 8/7 minutes,
or just 7 miles per hour. I enclose a
comparison taken from a book on
steam launches, from which I gather
that we ought to get more speed,
considering that we have plenty of steam,
and that the engines work well. 150
revolutions are rather many to keep
up steadily with economy. I shall now
try reducing the pitch to 5 feet. I wish
to know whether it is important to have
the propeller halfway between the stern
post and the rudder post: the shaft is
not quite long enough to allow this,
so it is rather near the former. I
am afraid the iron boxes will be a

perpetual trouble; the boat can only be on the ground from one tide to another, and although I had the iron well painted, it could not set before the water came up, and must always in wet hours. The exposed end of the key too was painted, but this is soon took taken rapidly away by the copper.

11. You will see by enclosed correspondence that nothing can be done about the Exhibition, through lack of interest shown by the Colonists; I am sorry that such is the case; but as the part of the Company I have had prepared 24 samples of our wool, upon enclosed list, which I am forwarding with our cargo, addressed to the Exhibition, and I can only now suggest that you had better confer with Messrs Henry S. Kingett with a view to finding out what the expense of showing these samples would be; if not too much then you could authorize them to provide show cases and with the assistance, possibly, of our brokers, arrange the wool, either all, or a portion, to the best advantage; but if too great you could of course stop the wool from going to the Exhibition. Next mail I shall send some tallow in bottles, which I have been unable to

procure this time as no sheep have been boiled down yet. Bale of samples will be on the Company's Bill of Lading, so you will have time to arrange what to do before the cargo arrives in London. The feeling of all the people may be expressed as follows:- "This is a dull spot, of no interest to the outside world; what can we show but "wool and tallow, and what do the public "care about such things? The Company "will send samples of all their wool, and "there is no use in our adding any of "our own. And whether the British "public sees or does not see specimens of "our wool, what can it matter? Buyers "can always get samples. So what is the "use of spending a sixpence in subscribing "to such an uninteresting and profitless "affair"?

12. 2nd Month. The Hamburgers arrived last evening, but with no mail, or rather only two European letters: we did not expect any; but from the 12th February to 16th April. 63 days is rather a long gap. reminding one of old times.

13. The Manihiva has taken 44 tons Steam coal, reducing the stock to 235 tons. She is cruizing round the Islands and is to return shortly for more coal.

I am Sir,
your obedient servant
Wilson Cook
Manager.

Enclosures.

Disp. n° 440
Dupt. " 441
" Journal & Cash book Dec.
" Balance Sheet & Profit & Loss statement 31 Dec.
" Stores for consumption on board
" Statements on account
Complete Lambing account. 1885
Final shearing ab. 1886
Measurements of Steam launches
Copy of letters Colonial Sup. to Cobb 13.16.17.23 Feb.
Cobb to Colonial Sup. 13.16.20 "
" " Governor 16 Feby.
" " Secretary of State 20 Feby.
Governor to Cobb 19th Feby.
Copy of Government notice 19th Feby.
London Office cash ab. statement 1885
Copy Journal & Cash Book January
Cash vouchers Dupt.
1st Cr. n° 802. £1170.11.11
Additions to Buildings & Plant. 1885
Summary of Stock & Stores (items to follow)
Indent
Copy of Lessee's petition
Wool weights per Steamships
Dietrich's letter
2 Statements

932
941

Falkland Islands &c.
Stanley. 6th March 1886.

Sir,

I have the honour to appeal to
His Excellency the Lieutenant Governor
for a remission of the fine inflicted
upon the Master of the Ajmere
yesterday for discharging cargo previous
to entering.

To my certain knowledge the
rule has been allowed for years to
remain a dead letter, having never
been enforced; although the Company
and other schooners arriving over night
have been constantly in the habit of
discharging the first thing next morning
the Master making his report upon
Government Office being opened.

I have the honour to be,
Sir,
your most obedient servant

The Hon.ble
E. Fakenham Brooks.
Colonial Secretary.

Allan Lo
Mast

940
944

Falkland Islands Co.
Stanley. 8th March. 1886

Sir,

I have the honour to acknowledge the receipt of your letter of the 6th inst.; and request that you will convey to His Excellency the Lieut. Governor the expression of my thanks for his consideration in remitting the fine imposed upon the Master of the Ajmirod.

I have the honour to be,
Sir,
your most obedient servant,
Edwd. Goodall
Manager.

The Hon.
E. Fakenham Brooks.
Colonial Secretary,
&c. &c. &c.

925
965

413

Rippling Wood, W. March 6
via Sandy Point.

Sir,

My last went per Stanley on the 3rd inst., and I now add a few lines, as next mail does not leave until the middle of April.

2. Molineux and Blake, Bonner, and other people's wool will be shipped per Silenbria from Stanley, particulars I cannot give; but I hope that your open policy covers produce from the outports by local vessel here, risk of hulk, and then voyage by steam.

3. I have had a general sort of conversation with the Governor, and if he sets up to what he says, he will be much more of a constitutional Governor than he last as he professes himself to be inclined to study the wishes of the people. He joins with us in hoping that it will be found practicable to separate the offices of Governor and Chief Justice by re-establishing the Stipendiary

I remain, Sir,
Your obedient humble
Servant.
Magistrate
Lonan.

Magistracy. Bringing the Governor down into the arena of local squabbles. Even as Judge, in a bad thing for the place, and derogatory to his high position, in my opinion; at all events it has never worked well. It would only cost £400 p annum more, assuming the Stipendiary's pay to be £500. as he would in the duty of Police Magistrate, who at present costs £100. Of course you will understand that when I support any particular utterance of the Governor it must never be made use of officially.

Sam, Sir.
your obedient servant
Edward Hobbs.
Chief Clerk.

Enclosures.

Disp. No. 411
Desp. - 412
2 Encl. to 802 & 1178.11.11
Desp. Statement
" Indent
" Journal of Cash Bk. Jan.
" Shearing &c.
" Launching "
" Addn on Steam launches
" Additions to Buildings
Indent

941

Falkland Islands &c.

Stanley, 31st March, 1886.

Sir,

I beg to draw your attention to the fact that the duty on 48 dozen pints beer received by Mr. Waldron from the Columbia has been paid twice over, viz: on 24th February, receipt no. 12, and 23rd March, receipt no. 16. I enclose Mr. Waldron's receipt for the delivery of this beer, and request that you will be good enough to return the amount overpaid.

I have the honour to be,
Sir,
your most obedient servant
[illegible]
Manager.

The Hon. C. Fakenham Brooks,
Collector of Customs

942

414.

Memphis. 13th April. 6

Sir. I received by the Severn from Sandy Point on the 20th ult. your despatches 667 and 668 of 12th and 26th January. It was a desperate and dangerous experiment persuading the Postmaster General to send the last mail to Sandy Point; the odds were about 100 to 1 against its catching the Hawkeye. and it was by the merest accident that a person coming over in the Severn for a boat of sheep happened to see some bags marked Falkland Islands lying on the floor of the Post Office at Sandy Point, and suggested that they might come over. They included the mail that was there when the Hawkeye passed through. I believe the officials over there are entirely indifferent about the mails for Stanley, because they get no fee or remuneration of any kind for attending to them.

J. Coleman, Esq.
Secretary.
London.

2. 667 – 1. The amount paid Messrs. Collins & Co. has fortunately been recovered from Attwood, who has left Lively Islands, but 11/9 seems a small sum for freight and charges on such a large case. I have had to pay three times as much for a smaller one.

3. Par. 2. You have previously stood the revised scale of charges in the Government store: the cases of a dozen each can now be stored for the sum formerly charged for one: thus they would only cost 17/4 per annum, or about 1/9 each, which is not unreasonable.

4. Par. 3. I am much obliged for your attention in the matter of Mr. Attwood.

5. 668 Par. 2. The mails from here being much smaller than the outward ones are put up in bags made, I believe, at Government Office. The outward bags are sometimes returned, & many of them are used for distributing letters and newspapers, & Parcels, &c.

6. Par. 3. I regret that the 12 cases of Liebig's powder were sent without being ordered from here. I do not approve of shipping all sorts of ships and only orders

for Corfu because there is a gentleman
enquiring for it.

7. Jan 4. I enclose a letter
about my five shares in the Company.

8. Jan 5. On reading this
paragraph to Dr. Hunter he remarked
that his account in our ledger would
show his income, as he favours us with
receipts through this office. His cash
income appears to range between £480
and £540. Besides which he has free
house, rent, fuel, horses, and drugs for
Company's use. In his house, which was
his own & given up for his use, are two
front rooms about 14 x 13, a surgery, also
in front, a little larger, two bedrooms of
about the same size and two smaller ones,
a pantry, kitchen, larder and store room.
It is a most uncomfortable house, and
the kitchen should be taken down and
rebuilt. He has four & five horses, two which
he attends himself, the rest "groom" being
unknown here. I visit photographs of Govt.
Mental House when I can, but I am always
so busy that I have no time to spare for
that sort of thing, which requires constant
practice. It is a pity that the rooms

cannot be here in time to go to the
seal fleet this year, their progeny
to be born October 1887 will be fit
for breeding from in 1889, and the
lambs born then will not be shorn until
the season 1890/1; as it takes so long
to introduce fresh blood the loss of a
season is serious. The lambing ma-
terially is to be a month or two
late with everything, in the same way
the lambs not arrived after lambs
cutting, the hypranlis cylinders just after
the last lamb was made with the weak
ones, and Cooper's dip will get them just
as the dipping season is over.

9. Although the Steamer Ca
have been ordered to deliver the mails
at Montevideo, Mr. Kerr took upon
himself to receive this and get Capt.
Siegmund to carry the bags through
in the Hamburger, by which he was
himself a passenger. The Lamport
steamer Leibnitz was, then, lying
about the same time and the French
steamer Congo was to go four days
later, and as Captain Siegmund
told me that he could only make a short
going home, it is almost certain that

Cork place steamers would have anticipated the Hankeyes, especially as they would have their mails at Lisbon, and perhaps the letters might have been answered by the mail of 8th or 9th April via Bordeaux. The general opinion is that Governor Hare thought it would be inconvenient if letters got home before himself, and so took the unwarrantable step of prevailing Capt. Siegmund to disobey his instructions. Hare thought that such a trick would be played Seaville have sent duplicate independently. There appear to be some few Spanish vessels for a short period, if so, I should not be surprised if letters robbed; a more unfortunate man never was than Hare. The information about the mail came by H.M.S. Ruby.

10. Referring to insurance of wool, Holmes & Blake's ship is to be insured for £3000. £2500 from early date.

11. I have been unlucky in my extra labour from March 1st this year. Of 8 men, 1 was too ill to work, 1 has been in gaol for a month for assault, and 2 men each had characters that they had to be sent away, another one suffers from

shewn him to-day, a trick in remarkable only for boyishness, and two only are of any good shall. Against me who has gone there is a suspicion amounting almost to certainty of having robbed the men's house at Swilly on a Saturday day, when they were all away: one belonging to John Munro the cattleman with all the contents, and on the handle and a little piece of which was found in an old hoof there is no doubt it was found beyond the shop. She has contained £6 in silver, a watch, and several suits of clothing, amounting altogether to a value of upwards of £20. and Munro asked me whether Lords give him any compensation, for I believe of cases, and told me he supposed of his getting anything, but it seems hard that such roughs should be known in among our men for the season, and that the latter should be liable to lose so much through them. The labour question is becoming exceedingly difficult, for we want so many more hands in the working season that we must get them where we can, first we must go to

the expense of keeping up an expensive staff all the year round.

12. I observed that your returns of stores put in 1884 amounted to a little over £12000, over £5000 less than usual: the general invoices amount to £9400 odd of which over £1150 might have been charged direct to various accounts instead of passing through the Store such for instance as the Dijeeli £226.6/9 and Cellon casks £221. 5/, upon which no profit is made and in fact they are not stores at all.

13. I learn from Mr Robinson that you told him you had sent me an "order" to take in Mr Winder as my guest last year, but that I had not done so. You certainly wrote that the Directors wished me to receive Mr Winder at my house to enter fully into his business; but as I do all my business at the office I took it to be a slip of the pen: I have I understood it to be an "order" I should have said then, as I do now, in the mildest possible manner, that I do not keep either a public house or a common lodging house, but I do not in the least believe that the Directors wish me to take

strangers into any family unless I do so voluntarily, and that I must entirely decline to take any part upon such a point. This subject brings to mind the ridiculous paragraph which was here an Inspector five years ago: Mr Winder tells me that you procured him to send that printed copy of the report, which on 13th Dec. 1881 you "ordered to any the Directors were authorized to be printed, or in any way communicated beyond their own Board. If people are to be compelled to send out that absurd rubbish I really think that my reply should be printed along with it.

14. The Columbia is due at Darwin on Sunday the 20th inst. and will, I suppose, leave Stanley about a month later. The sanguine anticipations indulged in about her movements and the erection of the buildings have not been fulfilled, as I was expected they would; the Fort Stephens building have been left altogether, and Fort Howard was only partially finished,

shoes at Goodalgun, however, will be complete as the Meat Co. carpenters have been there over a month. I have given much personal attention to the preparation of Goodalgun, having been there on Sunday since the 7th of March, and I believe that it will be found to be the most complete and convenient establishment in the Islands. Nothing could be done to the foundations I had to provide for the Meat & Oil buildings until the Colombia arrived, for want of proper plans; but my people worked so well afterwards that when the Carpenters came across from the West they were able to proceed without any hindrance. The foundation of the boiling shed is an immense mass of stone work, having had to be raised to the level of the upper floor room the Digesters, and it is very creditable to Still that with his known assistance he got it done in time. There has been an immense quantity of detail work in the way of drains that hardly shows at all. I went to Darwin room

after last mail left, and while there Mr Saunders came over from Port Thomas to make some details. There was some doubt about the arrangement of the killing shed floor, so to make sure Jackman to Port Thomas with Mr Piper, and get the pieces fitted. Home, the party Bulalua returning to Stanley on the 28th March Jackman put again on the 4th inst to see how things were progressing, and get back here on the 6th. When I left, the killing shed was finished all but a few details, and an Excitement flow had, the hanging shed within a few days of completion. The frame of the pen shed up, and the crane gangway from the killing to the machinery shed well forward; lift and hydraulic pipes were being laid all over the place and every convenience supplied that was could think of. Adelaide. A gas T pier at the end of the jetty was nearly finished, and the tramway being widened and extended, running from the jetty to the skin shed, an incline formed for a junction to the machinery shed, and another junction further on

up a slight incline to the housing the Austin tramway from the kitting to the skin shed. Take planes, for the purpose of running away the skins. As this work I fully expect to find finished when Dr Att next the Selenkia after the mail has gone. So much work has never been done in one season, it has caused me a good deal of trouble and anxiety, which, however, will be amply repaid if anything, as I think it will, works smoothly and smoothly.

15. At Port Howard they have only frozen about 500 skins a day; they have been actively at this calculation from the very first, and reduced the number of skins to be taken long before the date upon which they actually arrive from the East Islands, consequently four people arrive from different quarters with their skins and have to suffer much loss in weight and personal inconveniences through the detention. The only department that seems to be thoroughly satisfactory is the Stores, and I must say that every praise is due to Mr. Moore for the admirably methodical manner in which he works his post.

There has been some detention through a deft in the freezing chambers, as it burnt, in consequence of which the ship cannot have been completely frozen through in 24 hours: but on the whole there is not much to complain of, as the temperatures to have kept very low in the holds, and the carcases appear to be well frozen. Shaw says that the material for buildings should have been here four months before the steamer, and that there must be great detention under present circumstances. He has a warm discussion at Port Howard about the various cargo: all the farmers agreeing with me that it would be an absurdity this year; the ship cannot leave until 20th May, & leave London again before 1st August, so that we should not only be killing our sheep when they are at their worst. In the first shipment of 1887 would be driven back to Falkland, and the past mistakes repeated. Mr Wolf agrees with us. but Mr Duncan clung and obstinacy to the first arrangement. Some left yesterday at this time, and Mrs Shaw Duncan & Wolf that

whatever he conceive of my own private
misfit he shall my taking the agency of
the Ships on future voyages. Should
absolutely decline it for this year's voya
ge for he simple reason that towards
considerable time intervals to be com-
pelled to ship those Captains and
Clerks, and Seamen at present serving both
Lines than Mr Winder has fallen in with
our views, and both Managers advise the
abandonment of the second voyage. It is
my intention to hire 3000 to 5000 of the
Company's stock first, and then take other
people in relation, beginning with those
furthest away from Queenstown.

16. I am happy to state that if
the Colonial Office has occasion to send
a messenger of peace to the Islands they
could not have done better than despatch
Mr Barkly. I have never yet seen a new
Governor who has produced such a good
impression; the fact is he has been in the
habit of dealing with white, fortunately

having never been in the West Indies or on the West Coast of Africa. He tells me that his idea is to govern as nearly as accordingly to the wishes of the inhabitants as he can consistently do, and he has no desire to over-legislate or to annoy us with grandmotherly enactments. He has already published the statement of last year's revenue and expenditure, a thing I have persistently pressed for for years, and he has promised that every expression of opinion on the part of the Legislative Committees shall be duly reported home. There was an obstruction clause in the Customs Consolidation Act, under which vessels arriving with firearms could not discharge without reporting, and as you know arrive generally arrive at night, sometimes from 6 to 10 a.m., during which the whole cargo could be discharged, was lost. We have been pressing for years to have this or a clause like it, but it has lately been resisted, and the Captain of the Ajaxa was fined £50 for failing to report before reporting his vessel. The Governor remitted the fine, and told me that if I would draw up

a clause amending the objectionable one he would pass it, which he has since done. Three other ordinances have been passed, of which I may get copies before the mail leaves, the most important is the Public Health Ordinance; this was at first extended to the whole Colony, but the Governor, modified the draft in several respects at my suggestion, and confined it to Stanley, as I considered that the original proposal would place too much power in the hands of this district Medical officer. I am to be a Member of the Board of Health, which also includes the Colonial Surgeon as President, the Colonial Secretary, and one other member not yet appointed. The Governor appears willing to listen to any reasonable suggestion, and so the Council matters passes off quickly and amicably.

17. The Manchuria after a stiff round the Islands returned here to coal again, and remained about a week. I was leaving for Darwin just as she returned and so can say nothing of her second time. The Ruby has come down for a fortnight, and leaves immediately after the mail.

16. Thames has a number of runs with the launch after shifting the new propeller, at various pitches, but with no marked result. The first trial was with the propeller set to 7 ft. pitch and the runs upon the measured mile of 1760 yards were

With a moderate buoy 1 mile in 8. min.
Against " " 8. 23 sec.

Steam of steam 79 lb.

Another run was made some time afterwards with the pitch altered to 7 ft 6 very little wind. steam 80 lb. revolutions about 150

		m. sec.
1st runs	in	8. 15
2nd "	"	8. 5
3rd "	"	7. 45
4th "	"	8. 0

Next day we tried it at 6 ft. pitch buoys, same steam, revolutions 130 to 136

With the wind	7. 57
Against	8. 03

Although nothing can be made of this, except that she really cannot have no more than a moderate speed in her, unfortunately it appears that the new propeller is a total failure, for in 24 days the iron boss and the nuts of the bolts were much affected by the copper, notwithstanding that

all the iron parts were thickly painted before going into the water; the heads of the bolts were eaten away as far as the little pins through them, which disappeared altogether, and the Key went as far as the face of the boss in the short time mentioned. The fact is we have no slip to haul the boat up, and the propeller was only out of water from one tide to another, so that it was impossible for the paint to set. The end of the shaft where it revolves in the lignum vitæ lined stern tube was cut and scored as though a beginner on the lathe had been practising at it; no reason could be discovered for this for the lignum vitæ, although worn, was in no place cut through. In Miller & Sapp's estimate for new shaft dated 2nd. May 1885 they tenderes to supply it with lignum vitæ strips for £9.10/; this sum has been charged but no strips entered in the invoice. I have now tried the boat in every conceivable way, light, deep, by the stern, on an even keel, and with the screen set at all the pitches already mentioned, and yet I have not got 8 miles per hour out of her, although the engines have been going

at a rate that could never be maintained without injury to them in a short time. No one has any fault to find with the Engines, which work in all respects admirably, and the want of speed is laid to the smallness of the propeller and the lines of the boat, which are said to be too full aft. The patent propeller has by the by, narrower blades than the one put on by Kerlake: the latter is shipped again, and the other will go home in the Columbia.

19. Holmes & Blake with skins of 4100 sheep, with 3 to 4 months' wool on, viewed at Chatham pier ship proper from Port Howard to London per Clyde via other port. also tallow from 600 sheep, quantity unknown at present.

20. The weight of sheepskins up to the present with kidney suet fat out average:- from Beaver Island 63. 5., New Island 61. 8., Weddell Island 61. 5., Stickney Bros 55½ lb., Holmes & Blake 70. 9., John Dean, Pebble, 58. 13., and Berkeley 60. 10.

21. Mr Blake goes home via Sandy Point. He will part cash in England. all his firm's produce is consigned to the Company, and I remit a bill on the Mess C on their account.

22. I am sorry to say that the disease is still rife among our sheep, although perhaps it is hardly as virulent as last year. Notwithstanding the deaths, I am having nearly all the sheep dipped, as several isolated cases of scab have been reported, and this must not be allowed to spread. I may say that I am very incredulous about this scab, because I do not believe that in flocks that have been so long clean it is possible for it to appear in one or two sheep only, and if it were scab it would spread. It is some kind of scrofula occurring at very wide intervals in my opinion, and not known by the shepherds as scab; nevertheless it is better to treat it as though it were the real thing.

23. Regarding the breeding of sheep in the Falklands generally, some people are beginning to attribute the appearance of the disease to the introduction of foreign animals than the Cheviots; and they say, with some degree of plausibility, if it has been determined through the experience of many years past on the Borders they can only grow Cheviots with a slight admixture, at most, of Leicester blood, how can we pick our sheep suitable and hardy enough

generally. pretend to race with Romney Marsh and Merino, and ask 9d. bid for our fairs? Of course our fine Leicesters pay us to a man, but then they are hardly unprejudiced when Cheviots are concerned. Sir, if we are going to throw that fine is a wool country, and ask what use there is in having sheep that part half their wool, and only give having. Kempy stiff that does not fetch 2. or 3 ds. cross. bred hirst — no use at all: they answer, with perfect satisfaction to themselves, that what we require is weight and fine we gain in numbers of sheep, and that fine pe cays in the end. Now I have been carefully into the figures of the Cattle year, and you will find them among the enclosures. The first Romney Marsh rams arrived August 1877. and their progeny did not have any effect until 1880 the earliest: while the Merino races did not show until a year or two later. One Scotchmen say that lambs may be born, but that upon his throwing cutting and throwing the severity of the following winter than with the Cheviots. In a little over a year the lambs are counted three times,

at lambertmas in November, in the following March or April when weaned, and lastly when clipped or hogged. I, and I alone have all the figures from personal stations put together, and other people can only make guesses. Take the statistics up to 1879, when the sheep were pure Cheviot: you will see that up to time of weaning the percentage of loss upon stock has varied from 7.8 to 9.6 and the total loss for the year from 13.7 to 17.2. Now take the same statistics of the pure bred lambs from 1881/4. The loss up to weaning runs from 6.2 to 8.7, and the year's loss from 13.4 to 16.5. Now of the last figure will be a little lessened by staggers which is unpaid. Can any one person put in plain figures any reason for returning to a breed that yields 1lb. less wool per head, worth 6½ pd, when the cross fetches 9? Of course I am leaving disease out of the question; if that is caused by interbreeding, we must go back to the hardier kinds, but it has yet to be proved. As farmers are quick men as to getting out a fruitless Veterinary surgeon, not a season, and I hope you will find out and report to me what the

Expense of sending one for a six months inspection would be likely to run to, and I am to get guarantee for each farmer's share. Of course it must be understood that we don't want another Manager; but a practical experienced man who has made sheep his study.

24. The Swan has arrived with your letter of 2nd February. and Bill of lading for wool shipped at Selembria.

25. The Manchuria took 700 bales of coal, and the stock is now 208 tons.

26. I enclose the printed statement of Revenue and Expenditure for last year: there is a large balance, but it includes £2000 paid for frontages by the Co. and Dean.

27. The Rams of Liverpool owned by Messrs. Nicholson & Wilcox is here for repairs; our good fortune with shipping continues, as we have her business, which was secured when almost hopelessly gone by the Master making himself useful to the Captain. That boat has no doubt been a great expense, but the saving of the pendulum has been all our way ever since she got into working order.

28. 20th April. The Hardes arrived last night. 2 days late; it is most unfortunate for us, as I ought to have left yesterday for Darwin, but I must trust to the Selembria being as usual behind time. Shaw, however, picked up some sheep and given some directions about starting if necessary without us, and I leave tomorrow Mr Langdon and Baldwin and Mr Mc. Clymont have arrived. I can't attempt in the short time I may dispose to answer your despatch 6 by. but will notice a few items.

29. Par. 5. Messrs Townsend and Spencer are known to be people who load for the West Falklands direct, which is not the case with Messrs Langridge & Co, and the latter are intimately connected with persons who know all that takes place here.

30. Par. 17 Most certainly this dog's combined letter was put among the enclosures to 665 nor did I find a duplicate in no. 666.

31. Par. 19. In saying that the Selembria's cargo must have been received many days before I wrote on the 25th I am sure you clearly under a delusion, as she only arrived the previous day (Sunday). The

mistake on this side arose through letters
invoices being omitted in the first general
invoice sent:

32. Par. 22. If you will send
Mark Gabbett in future two for distribution through the Clerkenwell district,
according to usual practice, it will
be better than entrusting them to Mr.
Philips, who has not the same opportunities
of seeing all the people as Mr. Frazer, and
who, not being in our service, should not
be the medium of communication between
the London office and the Company's
people

33. Par. 24. I am annoyed to
find that our position of Store orders,
through the establishment of which last
year's shipments were reduced £5000, has
been again destroyed by the despatch
of stock goods, that should have been sent
by a sailing vessel. Many things
were put out of stock, to the disadvantage
of the Store; but there is little use in
saying anything about it; except that
I must not be held responsible for any
decreasing of the profits; as I entirely dis-
approve of the antiquated system of sending
out large cargoes by each. What I am

loads, with perhaps 150 Tons of station, in
the course of loading a vessel of 592 tons
I am at a loss to know, unless Mr. Dean
comes to my assistance.

34. Par. 5. I am obliged for
the permission to take the Meat Agency
on the second trip, but for the reason given
in par. 15 I shall not take it: if they decide
to return here next season; this
Direction will perhaps accept this as a
proof that I shall not allow any personal
advantage that might seem to me to
interfere with their interest or my proper
duties. The telegram & Cargoes
arrived by this steamer.

35. I shall send the firemen
at Northam per this mail, but I shall be
glad to retain for next season; he is an Excellent
man, and I shall re-engage him.

36 The Ruby has taken 50 tons
of coal. I am, Sir,
your obedient servt.

Edwd. Cook.
Manager

Enclosures.

Triplicate no. 412
Duplicate " 413
Stock of Stores 31 Dec. 1883
Stanley Journal, Cashbook vouchers Feb.

Above in separate envelope.

Journal, Cashbook vouchers March
Indent
Land statistics 1875/83
Shipping report
Statement as per.
Epitome of Colonial revenue. 1883
Campaign returns 31 Mar.
Cobbe Coleman 15 April
1st Enclosure 776

415

"Nimrod" 7th Apl 6.

Sir.

Having chartered the "Nimrod" for Montevideo, in the absence of Mr Cobb, I take this opportunity to forward enclosures as below.

2. The "Sydney Dacres" belonging to Messrs Ed Bates & Sons of Liverpool arrived on 23rd ult with Fifteen deck beams broken and other damage, a more complete wreck I have never seen, the lower deck in some places being in splinters. The Captain goes to Montevideo to communicate with his owners, beams &c will have to be sent out.

I am. Sir.
Your obedient Servant
J. Langdon
Clerk

H Coleman Esq
Secretary
London.

Enclosures.

Trip N.° 443

Duplt. . 414.

- " Stock of Stores 31 Decr. 05
- " Jrl & Cash Books Feb & Mar
- " Indent & Statement
- " Loss in Lambs

Stanley Balances 31 Mar

" Wages "

Robb to Coleman 3 May

1st lre N.° 807 for £ 387. 3 6

2nd " " 806 " £ 776. 0 0

Indent

Shipping report mailed last mail

416.

Telegraphs.

24th May 6.

Sir,

Capt Stanley for Darwin on the 21st ult. immediately after the departure of the Banda, and only returned on the 21st inst., finding that, in order to insure the harmonious working of the Treaties all good offices, and precautions were necessary. I have thus barely left myself time to write a despatch for this packet, in reply to yours per Bay of 13th March.

2. Par. 5. I am glad to say that the Secretary of State has suppressed clause 243 of the Customs Ordinance, and that Governor has done the same with clause 4; so that the act is virtually extinct, and unless the Magistrates or the Court are neglectful it will not be required.

3. Par. 10. I am writing to H.M. Mutsuhito in reply to a letter they have written, as I want some additional particulars about drowned wood.

J. Coleman Esq.
Secretary
London.

4. Par. 12. You are already aware that a Board of Health Ordinance has been passed, and I have now to report that a Board of Health has been appointed the unofficial members of which are James Smith, a leading working man, and myself. I think that by giving the people of Stanley a voice that Government will avoid much discontent; this should events a bold experiment; and very creditable to him.

5. Par. 15. The timber left out by the Columbia has arrived, as much of the cupolas, in excellent condition, a portion may be used, but it is quite unsuitable while there is any other in the place.

6. Par. 16. The fence from Don Lomas to Bodie Creek will not be ended before next Spring.

7. Par. 17. There is a good deal of such plant the contents letter of 15th Dec. 85 to the Colonial Office, and the remarks about finish of fences, emphasized by three notes of admiration, appear to me ridiculous. The fact is that the cost of £10 for 6000 acres was

undeniably small, but it has the disadvantage of not being accompanied by finality of tenure. I have always maintained that, provided proper security could be given for a renewal of leases, the farmers could afford to pay a double rent without feeling it, and this is easy to prove. 6000 acres will feed 1500 sheep, that is 1500 sheep could be fed under the present system for £10 a year. That is, 150 sheep for £1 or one sheep for 1/-: double this, and pay 2/- per annum for feeding a sheep: and gentlemen in this room can say that this exorbitant, or likely to cause absolute ruin to many and penury (with a capital P) to all? The fact is this: if people will manage their sheep properly in other respects, the question of rent is absolutely inconsiderable. Any one may safely know that the land tax was originally as a stop-gap, until the valuation of all the Colonies; when then is the cause in asking for its removal? Parliament will not make up deficiencies of revenue here by a grant, and the money if not paid as this payment must be provided in a more objectionable manner.

8. Par 18. I am afraid that you may have engaged an Engineer before receiving my letter, in which case it will be useless to depute the object of my telegram. A bad steersman will do more harm than good; his salary must be looked upon as a kind of premium of insurance on the valuable machinery he possesses.

9. Par 21. The price per Denaark was not a standing by but simply the small and somewhat inconvenient one at Heather Bank. which I have since sold to Mr Bruce for £100.

10 Par 22. A dozen postcards shall be enclosed in this despatch.

11. Par 24. Mr Ham, among other things, no doubt has in the store, in consequence of the orders being delayed for the Lyngaa. I suppose she will carry 200 or 300 tons more cargo than ordered; and you say perhaps 250 tons House Coal in the face of Dean having shifted 400 per Steamer, and the remaining space probably filled with saleable stuff. I think that a total of 300 tons place would have been fully large enough.

12. Sec. 25. I have the A.B.C. code, 4th Edition, 1883.

13 Par 27. I will make enquiries about Mr. John Dixon's land.

14. Par 28. As you have not sent a copy of Mr. Rafaeli's letter of complaint - I do not know what fuller explanation is required about the Claridian account: I have always maintained that the charge of 1½%, which was in force before I came here, was intended to represent 5% commission on disbursements and 2½% in lieu of interest for drawing on England, and in accordance with this 5% was charged on the whole account and 2½% only on the actual amount drawn for, after giving the ship credit for the amount of sales of coal sold by auction. If the Directors wish any other plan to be adopted they will of course have instructions. I am not prepared to say that Stanley carpenters earning 16/8d per day on a ship are in any hurry to finish her: this is an old complaint, and it is beyond my control.

15 Jan.y. Applies than
four disp makers respecting my pil
letter, asserting the superiority of their
productions, and asking me to act for
them as agent; or planning to back them
up: they are Coopers. Liddles, M.c Dougals,
and Rondeau for Legs. I do not
wish to be bothered with any of them;
I have a large stock of Liddle's disp to
work off, after which I want to try
Cooper, as fact I could have done so
already; but by your ingenious system
of executing orders, before attended to,
the disp is coming for Guyana more
than a month too late for the dipping
season, just like the last pots, pure
cylinders, and Chevibrans. What
can be the meaning of sending more
Liddle's dispensers to fill up the
Guyana? Enough is as good as a
feast.

16 No Times newspapers
arrives last mail excepting those of
the 8th & 13th March inclusive. I should
really like to know if it is impossible
to send them regularly; I would willingly
order them independently on my own
account, but there is no use in having
duplicates if the office ones can be
hopefully posted.

17. Arrived at Darwin on the 22nd. ult. just four hours after the Columbia, and kitting began on the 23rd. with stuff from Coal Creek. The flock was a mixed one of wethers and ewes, the former averaging 68lb. and the latter 58. They had been in better condition last year, having been up for kitting at the time of the explosion, since which time through a variety of causes they have been practically still they were a good lot of wethers, and gave 4 lbs more than the best Falkland average. When however the Northern stuff came in they beat anything that had been seen, and 4657 of them pushed hard, with an average weight of 77lb. 9oz., bringing the total average of our stuff up to 6 73lb 7oz. notwithstanding the drawback of the ewes. The injections were best for, and more for poverty, in short our own shipment was far in advance of any other farmers, Easton's best. In the case of the ewes it was somewhat annoyed; they came from a flock that had never had rams put to it, but Mr Moore declares the large majority not to be maidens, and therefore unfit for the London market. I have also

a few bushels had come each season through contact with neighbouring flasks. Such were not prepared for this wholesale condemnation; still, Mr Allsop is conscientiously fair in his matter of rejections, and rather than boil them down Sagues to a reduction of 1½ on the price, and shipped 816 out of 931. This is a solitary instance, and maiden cases will never be shipped again for pure bottoms. In the case of South Sea Island an arrangement that was very favourable for us: there are in every flask a small percentage of yellow chips, which are only fit to boil down, and there are others which are technically called "off colour" or "clears", i.e. of which the fat is not pure white; in the West the latter are halved and the hind quarters only taken, the fore going into the digesters: but in consideration of the reduction to 8/ Mr Allsop agrees in nearly every case to take the whole chip, and I count to change nothing for killing. After all there are only just over 200 of these in more than £500; but the precedent has been established, and the being the first shipment I have booked.

good deal to persuade. I have not seen
plutia ships which I like quite
advanced to rank Direct and no bypass
self: I put them on the first leg in the
boats hanging shed, and heard afterwards
that they had forgot off somehow; I have
sent duplicates to the Admiralty for the
Challenger and the Serious looked after them
they are all right. With the exception of
550 ships at the bottom, as I have hole
is full of the Company's ships, and there
are very few in the known seas.

15. I have not been able what
the difference is between prime and fair
condition, or whether the latter term is
supposed to be of any advantage to us:
practically, whatever Mr Moore approves
of he takes, and what does not please him
he cuts down. The difference between one
contract and the others are not placed
before him at all, until I draw attention
to it, and he declares that it has no meaning
for him. As the West Highlands so
many old and unsuitable ships were

transaction, that Mr. Allows for the Meat Co. instituted a charge of £2. 10 for killing the rejected pigs: this is fair enough when people do not select their stock personally but chuse it from a list of cattle in lots of their passing under; but in our case I objected the payment for yellow stock, for I say it is a mutual & common loss that cannot be foreseen, and when they have exercised their right of rejection under clause 10 they cannot expect more. The further stipulation was made in this sheet that in the case of such stock being taken the killing charge should be waived: and taking all our objections into consideration I agree to £7. 10/. as being fair, stating at the same time that I consider I was paying for the yellows. This again is a point upon which I am unwilling to establish a precedent unfavourable to ourselves. One more, a draft of £2. 10. for stock has been deducted in weights; I do not consider this unfair, as the stock lose weight after killing as they dry up, but it is not in the contract, and I ought that I should mention it.

19. As time to the general working of the establishment at Gourlpur, it is a pleasure to me to say that everything has gone on from the first day without a single hitch, the sheds are most convenient, the boiling room has been carried on admirably, the whole of the fat and offal having been disposed of by steam from the ships. As coal has been used, as the main portion of the fuel has been the refuse from the digesters, aided by a slack offal prepared beforehand. Outside the buildings from the hanging shed to the beach with a gentle incline for easily keeping the way, carrying the loads to the pinkeries, while the ships should make it their highest employ on the beach. The jetty and crane are conveniently arranged, and they say the facilities for loading are much better than at Eastbourne. From our 6694 sheep we got 11½ each per head, and have 119 casks of tallow, mostly large ones, besides, as additional skins. The only drawback is the very bad smell arising from the unconsumed portions of the animals which are put on the beach and are ultimately carried away by the tide: next year I must have

longer shots and try to prevent him
it quite upsetting stomach for a day
or two.

20. After the Company's
shoot came 600 from Johnson's to
a very poor lot, averaging 59 lbs. then
Robson's from Fort Louis, as bad, about
60 lbs. the Company would only take
them at same price. Next 600
from Palanga, good, about 70 lb.
1200 from Kelin, 66 lb. 1200 each
from Grunchilis and Cameras very
alongood, the former Schulz shot
about 67 lb. and the latter 72, but they
were not on board when Staff Bonn
took in 1200 on the morning of the
20th and my books was shipping
boxes for Liverpool. Johnson kindly
provided two men for Pasaruchi at Darwin,
and all the natives were much
pleased with the arrangements made
for them and the ratio fixed, except
the first two, who came without pass,
and had to wait about a week for
their turns. The Colombia picks loads
in a day or two and should be here on
the 27th with about 30000 carcases. The
weather throughout has been wonderfully good.

21. The number of sheep killed per day has been from 500 to 600 and they have kept pace excellent going fully all day, with occasional night steaming; but if the Meat Co arrange to increase their killing to 1000, it appears as that a fourth digester will be necessary to prevent accumulations. This you will find out: and if they intend to work with quadruple despatch I should advise the digester to be shipped so as to be here in September, or, at latest would be impossible October, so that I may have it in readiness for the Columbia's arrival. In the latter event I had 1000 ft. of drain pipes put down, three are for conducting the water from the steam pelgoonpers along the cutting I had made last year: there is a good deal of soakage, and, although there was a full supply of fresh water in a dry season it might be scarce.

22. Differences on board the Columbia, previously reported, appear to have been arranged, and everything at Darwin went on fairly harmoniously.

The only difference of opinion I had with them was as to whether it amounted to much was about Sunday work. The Wolfe said that their intention on leaving England was to work right through without a stoppage until they finished; but I decided upon it that with work of that kind, labouring, and in the midst of this most horrible fish and stinks, it was absolutely necessary for the health of my men, apart from every other consideration, to have one day's rest a week. They shipped sheep every day, and on the second Sunday killed 200 sheep to make up the number required for Monday's shipment: my men worked also, because we, as I have afterwards, from getting into a fix; but Lt. Mc. Moore after that told him up enough sheep during the week to suffice for both Sunday and Monday, letting the manager know that I should insist upon my men having the day's rest; and that, in fact, public Service it was not. I believed they would not go into the sheds. Upon this point Dr. Henderson, from a medical point of view, is quite with me.

23. (cont'd say that) ted cases of scab have appeared in the Klamath section, owing doubtless to the scabby condition of some of our neighbors' sheep. I am not alarmed about its spreading as I have had most severe and rigorous measures taken. The Cariboo sheep have been gathered and ngathered, and dipped three times, the scabby ones offered, in fact I have rather astonished our Superintendent, who says I have adopted "wilder" views. Deaths from disease have been unhappily numerous, but anything is preferable to scab.

24. The Sequalchee has had luck with her cargo of 2000 sheep from Weather Creek, of which I have thereby landed 600 alive; and, owing to a dispute with Mr Wood, she is just returning, so that the 2000 ewes I have had waiting at Dayville so long are still on my hands. I have been unable to communicate with Mr Henry Waldron, or Schaller have a line for the 1000 to meet for the first shipment. Fortunately I had ram enough to take ewes left behind, so that if they are not taken we shall not load.

25. 31st May. The Columbia, packet made her appearance, and as the Columbia returned from Panama the 28th inst. is to leave tomorrow, she will take the mail. Is in fair or bad Dear, subject to constant interruptions, and such a long account to make with the steamer.

26. On the morning of the 4th the Great Britain came in with a large cargo of coal for Panama, much damaged and shaken, she is the Australian steamer connected with the sailing vessel, and is now the command of Captain Ship, formerly her in the Service. He at once consigned the ship to the Company, which was of course more satisfying to me than obtaining the business of a stranger, for when last he was with Dear. What will be done I cannot tell, the repair are estimated to reach £5500, and this quite possible they may be more, so that it will be left to the owners and underwriters to decide whether to repair permanently, temporarily, or condemn. I very much doubt my superintending it-

will be practicable to make her a ship capable of carrying dry and perishable cargoes and anchors it is almost certain that the coal will have to be transhipped and forwarded. If condemned, she would be an everlasting bulk, capable of storing the cargoes of half a dozen ordinary ships. and it might be practicable to make arrangements in London for the purchase of the hulk by private contract. The owners are called in Lloyd's to be A.1 till the of Birkenhead St., but she sails in the name of R.W. Leyland & Co. Liverpool.

27. I forward this time several bills on the L. Island C for collection, and endorse you with fine Bills of Lading for all produce shipped for Columbia. The cracked cylinder from Panama is also returned, the flaw will be found where the copper pipe enters. A precisely similar fracture has taken place in the Aspinwall cylinder, and I shall be obliged by your explaining it without fail by September mail; as soon as I get it I will send the

Seaches on board, the invoice of which was dated 13th Dec. 1882, it being a 6" cylinder and ran 4"6" long.

28. I have shipped by the Selembria all tallow made up to date at 30/ per cwt, a very cheap freight: has I shipped the remainder would not have been sufficient to make any thing like a cargo for Belgium, & that vessel will have to be thrown up on discharging the outward cargo.

29. I send a paper containing some particulars of the produce shipped per Selembria. The last Island was unfairly treated in the matter of numbers, as you will see, in consequence of which Bonnet has to drive his sheep back again. A number of sheep owners from Lively think the ship could not take, but the Island Co. took them over, and were to bill them down on their own account. Notwithstanding this intimation to buy, two or three days later, the West Islands have been beaten out of sight both as to weight and quality.

30. The Columbia is taking coals, and will probably clear out the block.

Sam, Sir.

your obedient servant

Edwd Foote.
Manager.

Enclosures.

a despatch list

31. June 1st I closed this last night, and this morning the Lucas has arrived. The coal way in which we are treated is unshakable, the passenger steamer the Celtic, by which the coal was to have been shipped was fired up at Valparaiso, and we are allowed to wait eight days for our mails in consequence. I shall still send this by the Columbia

E.F.

Enclosures

Tripe N.° 414
Dupl. " 415
" Indent
" Balances 31 Mar
Stanley Jnl. Cash Book & Vouchers Apl.
Rance's acct & draft for £ 755. 3. 3
1st ea N.° 109 for 3,755. 17. 6
1st " 111 " 659. 0. 0
1st " 112 " 561. 1. 0
Particulars of Sheep frozen
Copy Govt Notices 20 & 22 Apl
Statement
Bill of Lading Mutton
Copy letter to Welch & Co
Wool Weights
Particulars Sheepskins
Tallow weights
Martins testimonials
Statements
Shipping Report.

447
Luzon.

2nd June 6.

Sir,

The Columbia sailed yesterday afternoon, and I have now to acknowledge with[drawn] upon despatches 670 and 671. The former in duplicate.

2. 670-4. Satisfactory about Atwood, and am much obliged for trouble taken.

3. Par. 5. Nothing has transpired here about a Government dept.

4. Same par. It is unfortunate about the Oregon spars, as the Great Britain if her repairs are carried out, will require them: but perhaps I may get a direct supply through Leeds next year.

5. Same par. I never have any difficulty in getting money enough to carry on, by means of drawing, there is always a demand for bills; but if you can have an opportunity of sending £500 in gold, free of freight, it would be a

H. Coleman, Esq.
Secretary,
London.

communicated.

6. Par. 7. Shop Contracts
may do; but you say nothing as to
his qualifications or knowledge of
marine engines, and have engaged
him before receiving my remarks
in the February despatch.

7. 671–3. Arrangements
Bailon's work, which you say was
not consigned to the Company, you
are distinctly in error, for in my 404–17
despatch, "Mr. Bailon's work will go
"a portion of which, as per specification
"Enclosed, is consigned to the Company,
and in the B/L for Ramos the
Company are named as the consignees.

6. Par. 5. The Mint &
started with exaggerated ideas as to
the rapidity with which work could be
carried on, under the circumstances
they will indeed be very lucky if
first gun, if they meet expenses and
get the mutton a good name, even if
they do not pay a dividend

9. Par. Our client's work
for Colombia, was fortunate

in justifying her, and yet receiving sufficient to keep my work with the Board. The first arrangement also coincides quite satisfactorily: 42/6 & 5% as a through rate from outside ports to London for wool. 32/6 & 5% for same if brought alongside. 30/- is free for sheepskins alongside by weight, and 20/- & 5% for tallow.

10. Par. 11. Mr. W. Stirling was no doubt have referred you to Sir Thomas Board for his account: however you have probably arranged it with the Board.

11. Par. 12. I may state we want a Veterinary Surgeon to tell us what this disease is, then we shall have a better chance of dealing with it successfully. In reply to Captain Sabine's questions, there are isolated cases of death on the sheep's run ground before shearing and dipping. Lambs and the season at which they are dipped make no difference, though as many as possible dip in the spring before shearing, the last question is only partially answered. The peculiarity of the

dicease that for every Leper known
there is a fact that knocks it on the head.
For instance, much is due to driving
long distances some say: why does the
same, which has just arrived
at Darwin and have supple
bones and grace, shew double the
mortality of the Fitzroy chuck, although
they were properly gathered and brought
up with the most scrupulous care?
Why did the Carlton chuck die in
scores within two miles of Darwin!
Possibly we may be getting over-
stocked, but from the 5000 chuck
in the Darwin police you must
take 3000 grazing in Lafonia;
Tranquillidad Bodi Ck. & Mt.
Dean exhibit a very light healthiness
about the flocks for which there is
unhappily no foundation; the known
rotten state of his affairs at Port
Stephens he would patronise for
two or three Nobs, though you must not
tell him so: Mr. G. Dean is just setting
up to farm, he has lately sold his Lee
Lee run was 27/- and how is it
the place can give you chuck to the
Lebanon? Do not think we

have been busying in and it
has not, as can have been taken
in arranging the relations of ours; but
I think we shall have a stock of pot-
toes from Mr Brown Christ to begin
work with next day. Regarding Mr.
Davis proposal which would be very
difficult to carry out, can he give any
information about land being sheep-sick
elsewhere? Answer briefly, when you say
that Mr E. Parke has had no reports of
unusual deaths among his sheep, I can
only flatter myself that I send you more
news information about the Company's
affairs than the Managers seem to do
about this place: unless everyone on the
West Side pick me voice, the road from
Jon Bay to the Charles Last would
be tracked by knowing the carcases of
Parker Bros' sheep, which has fallen by
the way on their return from diffing.
If any two people in the islands ought to
be glad to pay a double share towards
the Vets expences they are Dean & Parke.

12. In the hurry and confusion of getting up with the Columbia yesterday I omitted to mention the passengers sent on the Company's ship were Hitchie, Bird and Allen. Munro, single, and Grewsby wife and 3 children. They are all good men, and some of them may be advantageously. This passage was £12 each and £6 to the 4th officer and carpenter for giving up their cabins. Other passengers were Mr Wagner, who will tell you all about Gonalgren and the Wasp. Mr Barnes, Mr Williams & daughter, &c.

13. Great indignation is expressed about the Letter, as she was at Sandy Point up to time, and would have given time for Allegans to be answered about the Great Bill &c., it is such an outrage of breach of faith that I dont see how the Governor C can defend it. Mr Barkly has taken it up warmly.

14. There is due from the Meat Co. on Molineux & Blakis wool

12/6 + 5%, and on Bananas 8/ + 5%.
being local freight earned by our
schooners, and equal upon sick Mr
Cousins.

15. Should be glad to receive
instructions what arrangements to be made
for the shipment of next season's fruit.

16. The question of commission
on the Meat Co's account has been left
open for decision in London, as they
object to any charge of 7½% on their
bills. Should suppose they should hardly
stand on the same footing as shipowners,
and that in consideration of the cheap
freights and passages we get, and the
advantages we gain in selling our cheap
timber, a charge of 7½% on cash payments
would about meet the case, and perhaps
they could give their bills a bank clearing
say 90 days.

17. Have some trouble in getting
all the produce in on account of the small
carrying capacity of our schooners, and
fishing boats, i.e. to be calculated. Should
like to sell the schooner, and get a new
vessel of 120 tons. Capt Fowler says he
could get such a craft in Nova Scotia for

I am fully sensible of your kindness & must please excuse. Our friends have done well since Monday last, but of late have been much against us, and appear to be in a bad way. Sterling & Adams, a month ago, paid 15/ in the £ and only to the most pitiable. Stirling & Sons pd £450 for the same.

P.S. Enclose an account against the Hall & for each & and a draft subject to enquiry about commission. Yours Sincerely,

Your obedient servant

Manager

Enclosures.

Inv. no 405
Inv. 406
Letter with particulars
F. S. Hall & Co. &c.
Do supplementary
Inv. specification of Shipment
Hall from Port Adelaide to Boston P.
Steamer via Liverpool &c
Inv. Cash book & Journal &c
" Statement &c
" account of Cochrane forges
" General statement of Hamilton's affairs
Bill for collection
& Bill for Hamilton
Inv. &c. per Ship Indus &c
Copy of Hamilton's Journal &c.
of Cash. £ 228. 10. 10 &c