

429

Manda.

199

184

3rd Feby 7

Sir, I add a few lines to my despatch of yesterday.

2. I repeat my request that the Engineer Newspapers may be addressed to the Company's Engineer, by which it will get into the Darwin bag instead of being mixed up with my papers.

3. I shall be glad to know what I am to tell Dickie about Mr. Fleming's promise to him; the latter's memorandum is wanted back as soon as convenient. Who pays for Mrs. Dickie's passage for Selumbria?

4. Mr. Barnes carries with him the Great Britain's Chronometer, as well as Gneista's articles, &c. receipt enclosed.

5. A payment of £91. .. 7 is ordered to Langridge for freight collected.

J. Coleman, Esq.  
Secretary.  
London.

Should you consider it right I request that you will deduct a commission for this office, the usual rate for such business I do not know.

6. I request that you will execute the order for 25 cases good whisky, which you have cancelled. It was specially ordered for people who drink good liquor; the stuff we have in excess is only fit for publicans and ~~others~~.

7. I will endeavor to keep this open for the Bill of Lading, but the mail does in less than an hour and the cargo is not yet on board. The wool only will go, Mr. Deans ships some also.

8. In the great Britain's inventory some of the cabin furniture is omitted, this I shall most likely sell by auction with a lot of sundries *supra long.*

I am Sir,  
your obedient servant.

Enclosures

Barnes's receipt.

Wm. & Co.  
Chancery.

420.  
 H.M.S. Watchful. 256

21<sup>st</sup>. Febr. 7.

Sir, I returned from Darwin last night for Bourke to meet the mail, and find that this vessel is leaving shortly for Mount Sides.

2. Having carried out the Director's orders about the Great Britain's coals by laying the train for a very advantageous contract with the Navy through the Senior Officers, I have read with honour your letter to him of 5<sup>th</sup>. January, in which you offer to supply ships at 30s. a ton, "as long as any coals remain in the Great Britain". This letter is quite the softest thing of the kind I have ever read, and has taken the wind completely out of my sails. I was instructed to sell the coals to the best advantage - to whom? To the Navy

J. Coleman, Esq.  
 Secretary, London.

of course, they are the only steady  
 customers. And who represents the  
 Navy? The Senior officers; there-  
 fore I was instructed to call or offer  
 them to the Senior Officers. I am  
 at a loss to know whether it was  
 thought that I should disobey my  
 instructions, or whether I was such a  
 fool as to be incapable of writing  
 to Captain Kenney on the sub-  
 ject; but, anyhow, it seems that  
 it was necessary that you should  
 write him too, with the pleasing  
 result of getting the Senior officers and  
 all Stanley on the board of the  
 Company; exposed. I was, as I  
 said before, absolutely master of the  
 situation, and ships had to face  
 the alternative of buying at once  
 at 60s, or purchasing not less  
 than 1000 tons outright at 37/6. The  
 advantageous contract I have seen  
 today; it is 43/6. I purposely put

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my offer substantially lower: but  
you have accepted it, and seeing  
that it is accompanied by no condition  
about the quantity to be taken I leave  
it to the Board to decide whether it is,  
or is not, a miserably ill-judged piece  
of business. As a naval officer said  
to me today: "If you are supposed to  
"run the show ~~away~~ here, it seems odd  
"that your Secretary should put his own  
"in," and so it is: here I am in close  
and sometimes personal communication  
with Captain Kemmer, and if you  
cannot trust me to address him on  
behalf of the Company, but must  
write him from the other side of the  
Atlantic, why not go a little farther, and  
conduct the correspondence with the  
Government from Greenwich St.? In  
this way you might dispense with a  
Manager altogether: but I am not  
sure that the plan would answer for  
long. I don't interfere with you

business in London, and all I  
 ask is that I may be allowed to  
 carry on my part out here with a few  
 hands.

3. It would be interesting to  
 learn to what use the matched and  
 beaded boards from Alexander per  
 General are intended to be put? They  
 are 1 in. and 1 1/4 in thick, without the  
 beads they could be used as flooring.  
 but they are valueless here. £73 more  
 thrown away.

4. Captain Smith has gone  
 with the General to their Cove and  
 Shallow Bay; he said he could not  
 go without a pilot, as he would not  
 risk the insurance or his own  
 certificate, and as no one else could  
 he found Captain Rowland of the  
 Fair Rosamond had to be taken at  
 10/ a day. This is expensive work,  
 a Master at £14 per month and a  
 pilot at £15, and besides this the  
 superior creature is not satisfied  
 with the food I give the schooner.  
 but wants pins, fruit, apples.

macaroni and bacon. He suffers from African fever, and rather expects to be laid up all the winter, as every change of wind affects him. He has left a message for me to the effect that he wishes me to inform you and particularly Mr. Boutcher that, although he has a letter from the Director stating that I am intended to build him a house, he will not put the Company to that expense, as his wife will not come out. I need hardly say that I have received no such instructions, and the Director will not be surprised to learn that this my intention to take the first convenient opportunity of relieving him of a command for which he has shown himself to be in every respect unfit. I knew and said that it would be so from the first.

5. I am informed by Captain Smith that Martin was nearly being sent out as Engineer again; this I cannot possibly believe.

6. Mr. S. Swallow arrived during my absence at Darwin, and will remain some time.

7. Left for Darwin in the Morning the 5<sup>th</sup> inst. Work was going on as usual at Port Darwin, and during my stay sheep from Barnes, Cameron, Greenhills, Hillon, Robson, Smith, and Lively Islands were taken; the Company's last, making up the complement of 9000, were in hand when I left, after which two each from Greenhills and Hill. and, possibly, a few more from Barnes were expected, making up the total to 28,000 more or less. A full cargo cannot be got; it is the same story all over, people will not put aside their shearing to supply sheep to the Meat Company, and there is no doubt that if the thing is to last different arrangements must be made by which the sheep can be taken a couple of months later.

The sheep have not weighed so well this  
time, ours will barely average 70 lb.,  
and the fat is less in quantity. This  
year however would be the case, the season  
is too early for fat sheep, and in the  
winter they will be going off. The  
right thing to do would be to take one  
cargo a year, beginning not earlier than  
the middle of February; this would  
still catch the London season market,  
and yield better results for the farmers.  
The rest of the year the ship or ships  
employed in this business should take  
up a New Zealand or South Plate charter.  
I wish the West Company had said  
that I did not anticipate getting more  
than half a cargo next voyage, it would  
be a good thing if they could charter to  
fill up from Colonia & Campana.  
Having given me guaranteed complement  
for the year, 9000. I cannot find any  
ship, any if the Glenbrian returns in time.  
I hope to fill up the vacant space with  
other cargo next week. I believe that they  
will have one chamber for space, about 400 tons.

8. Concerning the ransom  
 price and weight of the sheep, I have  
 replied to the letter of concave draft.  
 I say that it is within the bond; I say  
 that pounds of flesh was not subject to  
 the usual draft, and the ransom  
 asked, after all the concession we have  
 made, is too like peddling. To be  
 sure 1 lb. on our good sheep is only  
 £ 24; but it is sufficient to pay me  
 near several months wages, and  
 excepting in the case of the Great Britain  
 the Company are not in the habit of  
 sanctioning a waste of money. I have  
 also obtained the withdrawal of the  
 charge made last year for killing  
 rapine sheep, excepting those that are  
 manifestly within for the purpose of  
 being got rid of. We therefore do  
 not pay these charges this time.

9. Villon has lost the  
 Leonora; she struck on a sunken  
 rock near Gibraltar reef, and went to  
 pieces in a few hours. She was not  
 missed.

542  
10. 22<sup>nd</sup> February. The Watchful  
returned from the West Highlands last  
night, and is alongside subject Britain  
this morning. Sub. Captain Cable of  
the Ready yesterday at Government House.

He related me with, "Well, what do you  
think of Mr. Coleman's letter?" Some the  
Chief Engineer afterwards, and from what  
I can gather there seems to be no reasonable  
doubt that but for that ill-fated produc-  
tion I should shortly have had the pleasure  
of sending you a draft for £1875, in  
payment for the 1000 tons of coal offered.

One more word before I leave this subject:  
what do you mean by "the crew assisting  
to get them out of the vessel"? I expect  
the crew to take them out of the vessel, as  
was always done with coals at 60s. I give  
no labour whatever, but I have sanctioned  
the use of the engine provided they use  
their own coals.

11. The accounts for 1886 are  
now enclosed, and the result is rather  
better than I had expected, considering  
the combination of circumstances against

20. James has to stand the loss  
 caused by a large portion of his  
 wool being sold at the lowest prices  
 known since 1843, - if I am not  
 mistaken. The Store is debited with  
 £539.9. by which, through my error,  
 the year 1883 benefited. I should  
 remark here that it was necessary to  
 take in the Store £223.17.6 for  
 fencing for Messrs in December 1885  
 on account of the lumbered & Blake &  
 P. & Co. and included in your  
 Journal entry of £646.15.5 dated  
 14<sup>th</sup> Nov 1885. For this the Store  
 he now has credit, and all I can  
 learn on enquiring on this side is that  
 the account is supposed to have been  
 settled in London. The schooner have  
 been suffered, the spinner having  
 had a collision in Alton & Isaac which  
 was not covered by insurance, and  
 the boat had an accident which de-  
 bars her from earning anything for  
 some months. In the case of the  
 little the expenses in Alton & Isaac have

been carried forward, as it is not known  
yet how much of the sum will be recovered  
from the Underwriters. Altogether  
the profit shown in the books here is  
£17493. 8. 9; less than last year by  
a little less than the sum debited to  
the Store from 1883.

12. The complete lambing  
accounts enclosed, and comes within  
my estimate, being over £48,000. I also  
forward the first shearing account.  
The total of which is satisfactory. The  
weight of wool from all stations is at  
present Est. 7103... 3 in 1289 bales,  
to which the wool of chagglers has to be  
added; last year's complete account was  
1247 bales weighing at 6835. 1. 16.  
The sheep average nearly 6½ lb., last  
year it was just over 6¼ lb. as to girth  
increments, each sheep this year has  
given 0.13 lb more wool, showing  
a proportionate increase of 22361 lb. and  
an actual increase to date of 38900 lb.

13. I am now able to estimate  
nearly the loss we have sustained

through the non-delivery of the  
South Am. cylinders by the Soton.

The Walker Creek press with its  
new pumps and covered cylinders is  
precisely the counterpart of what  
the North Am. one, with new pumps  
and cylinders, would have been. At  
Walker Creek 1668.1.19 went into  
284 bales, an average of 658 lbs  
per bale. As North Am. owing  
to the flaw in the cylinders 3073.2.12  
was up to 507 bales. But had the  
cylinders arrived, and the full power  
of the press been used, no doubt  
the same weight of bales <sup>as at Walker Creek</sup> would have  
been got, and the number would  
have been only 523, 444 less.

444 bales measuring 30 feet would  
have been 33 tons, and 33 tons  
at £10/ would have been £66.

Therefore the Hornsea Company  
should pay not £66. No doubt  
they will reply that they have not  
got all our wool, and that some has  
been shipped at a cheaper rate. In

that case the actual loss according to the freight paid on the South American wool can be easily ascertained.

14. Mr. De la Roche tells me that he did not see Mr. Dargass's sheep ship for Selambria, and will not pay freight.

15. Some addresses for remittances on account of various sailors and others working for us were sent home many months ago, and the senders are complaining that the payers write them that they have not got the money: In particular to payments ordered in Italy and Norway.

16. 23<sup>rd</sup> Feb. The Venus arrived last night: a room has been got ready for D. and Mr. Dale and I went on board at once to receive them and bring them on shore.

17. Your despatch 683 arrived with enclosures in pass.

18. Part: The tone and expressions used about the building

were very reprehensible, I admit,  
 but could have been more so had  
 I meant to imply, as you seem to  
 suppose, that you had concealed the  
 mistake from the Director; such an  
 idea never entered my head; but I  
 had good reason to think that you did  
 not wish me to understand the prices,  
 for I had to write twice before I could  
 get your answers (411-44, and 420-1)  
 and even then I was only able to extract  
 the meaning out of a lot of uninteresting  
 correspondence.

19. Par. 5. It has been  
 my experience for 11 years that tallow  
 never burns out the shipping weights.  
 I am not weighing things, partly  
 because the weighing machine was  
 being used for the work at Darwin, but  
 principally, because it seems needless  
 trouble about it. After what you say  
 about the Armining Hobbs' catalogue  
 being marked with prices realized it  
 seems strange that you should say

842  
21  
price one is among the enclosures.

20. Nov. 7. My despatch 426-7 will have explained the terms upon which the Idon's bond was to be cancelled, including cost of telegrams.

21. Nov. 10/19. As the final account of the lambing consists of the first plus stragglers cut at shearing time it does not show any dead or missing. I doubt whether I can send you any more information about losses than those you mention in the last paragraph. Since I had time to write and explain fully all about this matter, and remove the misconceptions that seem inadmissible. "Shepherding has little or nothing to do with it," and any proposal to reward the careful shepherds is impracticable. I do not know what I can put the subject in a more elementary manner than the following. Suppose there are two neighbouring shepherds A & B, each with 1000 sheep, and suppose each man's land is bounded

by fencing, in fact, is an exact  
quasi field. This is your  
theory I think.

A 1000 sheep	B 1000 sheep
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Now suppose A & B having got  
these sheep in the pasture, when  
they come up for shearing A has  
999 sheep, and B only 700; A is  
the good shepherd and should be  
rewarded; B kicked out.

Now see how it is <sup>in</sup> practice.

A 1000 sheep	B 1000 sheep
-----------------	-----------------

A & B still have 1000 sheep ~~only~~;  
but their boundaries are imaginary  
and when A's sheep are gathered  
the wind has been easterly, say, and  
you only gather 650 on A's land,  
while B's yields 1049, or more  
than were put out. Who is the  
good shepherd? The two together  
still produce 1699 sheep. Yet

another complication. A + B have  
a neighbour C on the north, and  
when the sheep are gathered A + B  
are very short in their count, while  
C has his full number: would you  
punish A + B and reward C? Still  
another. A's ground is full of swamps  
and treacherous streams, while B +  
C have good open range. A's sheep  
are lost through falling into ditches  
at night: would you punish him on  
account of a freak of nature? I am  
anxious to put these points as clearly  
as I can, in order to show that losses  
must be taken as a whole, and cannot  
be shown "in detail according to the  
"flocks" as you suggest. I must be the  
criticisms of the most influential  
shareholders. I will endeavour to  
collect over more the death rates of  
our friends on the West and ask their  
opinions. I shall probably show, as  
I have done before, that our losses  
are the lightest in the Colony, and I  
submit that a few facts here showing

that the experience of careful men  
cannot avert a certain loss that is  
due to climate and the nature of  
the ground, are worth all the theories  
that may be advanced by people  
who have really no practical knowledge  
of the Islands whatever. Although  
I am never so satisfied as not to  
make every push in the direction of  
improvement, I never point out that  
if we can pay 15% with wool at  
8 per lb. we must be in a much  
healthier condition than when 15  
only yields the same dividend.

22. Par. 12. I will avoid  
going to any expense about the Great  
Britain until you answer my next  
despatch. Refer you to the U.S. act  
of 1793 1st. c. 50 & 51; "the certificate  
of registry shall be used only for the  
"lawful navigation of the ship," and  
"if any registered ship is totally or  
"constructively lost... the master shall  
"deliver the certificate of registry to  
"some... keep thinking you as mine.

taken; it is expressly stated in the  
certificate that it is not a document  
of title - none of the books are  
registered, and even if the Great Britain  
gets this document, which is only for the  
purpose of navigation, the Government  
will demand its return. As regards  
the coal I am obliged to put some  
writing as the mail does in half  
an hour.

I am, Sir,  
your obedient servant

Thos. Hope  
Manager.

Enclosure.

on separate sheet.

Enclosures

Trip Nos 424, P.

Stanley Jnl. & Book & Vouchers Dec

Balance Sheet 31 Dec

Profit & Loss Statement

Additions to Plant & Buildings

Summary of Stock of Stores

Complete Lambing account

Shearing account

Damian Stock of Stores

North Arm do

Mens Balances 31 Dec

Camp Wages do

Stanley do

Consumption Stores on hand

Fencing do

Dupl. Indent. Statement

Memo of Chargo

Wool Weights

Specimen Wool Weights for Selambria

Lively Island do £1

2<sup>nd</sup> ex No. 044

1<sup>st</sup> ex No. 051/5 for £2,964.13.8

London Office Qa Balance

Shipping Report

Statement

Capt. Maps Telegram

Falkland Islands Co.  
Stanley, 23<sup>rd</sup> Feb. 1887.

Sir, I have the honour to inform you that I have received instructions from London to supply coals to H. M.'s ships *Esquadril* & *Britannia* at 30/- per ton, thus superseding the offer made in my letter of 10<sup>th</sup> January, as far as the price is concerned.

I beg, however, to point out, for the information of the Senior Officer, that the price holds good so long only as any coals remain in the *Great Britain*; and, as arrangements are in progress for coaling the *Hosmer* and other steamers (including a contract made with the *S.S. Granville*,

Captain F. E. H. P. R.

Wm. S. Reay,

Stanley.

about

about to ply between the Islands  
and the Straits of Magellan!

I would venture to suggest that  
the offer contained in the letter  
referred to, by which a large  
supply at a moderate price, would  
be secured for the use of H.M.'s  
ships, free of storage and other  
expences, may still be worth of  
consideration.

I have the honour to be,

Sir,

your most obedient

humble servant.

Edw. Pott.

Manxpt.

431.

234  
S. S. Columbia. 77324<sup>th</sup> Febr. 7.

Sir,  
Expecting to leave for  
Darwin tomorrow I begin this despatch  
in continuation of mine for Watchful,  
and shall finish it upon my return.

2. 603-12. It occurs to  
me on reading over my remarks upon  
the coal pieces that they may be con-  
sidered a little strong; but they ac-  
curately reflect the witness annoyance  
I felt at the frustration of the scheme.  
I had in progress for the Company's  
benefit. After closing my despatch I  
wrote another letter to Capt. Eshel, a  
copy of which I sent you via Montevideo,  
it is a palom paper, but I will leave  
no stone unturned to make the thing  
a success. Yesterday afternoon I  
sold Mr. Deans at least 300 and  
probably 500 tons for his bulk Capri-  
corn, and shall shortly afterwards

J. Coleman Esq.  
Secretary London.

ascertains it for sale to individuals  
 at the same price, or not less than  
 20 ton Wts. The offer to the Hon.  
 Mr. C. has leaked out, and I shall  
 strongly recommend its withdrawal;  
 I feel sure that I am as better with  
 the coals than letting them go 8/-  
 per ton under what the freight alone  
 would cost. I sent the certificate  
 of delivery to the Frolic in compliance  
 with your request made some time  
 ago, payments are always made here,  
 but when a ship is going to coal  
 a second time she waits to give a  
 bill for the total. I was informed  
 on board the Steady she states that  
 that you should have communicated  
 with the Admiralty, being pursued  
 in London; and that, as a matter of  
 etiquette, it was as wrong for you  
 to write to the Senior (not Chief)  
 Officer, as it would have been for  
 me to address the Admiralty, ignoring  
 Captain Kennedy. I hope that no

more offers will be made or negotiations proposed until the result of the present ones is known.

3. Before it is finally decided to go to the expense of registering the Great Britain and entering her as a ship in Lloyd's, I wish to bring before you the enclosed list showing how she will appear in Lloyd's supplement. The register is only for sea going ships, and to send the Great Britain to sea you would have to spend £6000 at least.

4. Par. 14. The sum of £6115.3 belonging to Miller's estate is this balance of his account as for Helena's wages; Dr. Henston accepted the administration of the estate to assist the widow.

5. Par. 15. After dividing the said tables among the Company's officials you will see by the enclosed statement that there are none left for the shepherds. There ought to be about enough. The guides to the Colonial Exhibition shall be promptly despatched to the Shepherds, who are likely to find them very interesting.

6. Jan. 18. Enclose extract from a letter to D. Anderson saying that assets should be drawn upon this office, or in cases of emergency promptly reported. He has always a balance in hand. This very satisfactory to find that D. Dale is an English gentleman.

7. Jan. 19. This a curious coincidence that I stopped here to read a letter from Mr. Blake just arrived, judgment, in which he says:— "Since lamb-marking, or rather probably through lamb-marking we lost between 20% and 25% of our incomes." Other people you see have losses besides the Company, and much larger in proportion; has anything like this ever in 12 years what would the Directors say? A second thought, in case any doubt should be thrown upon this very important statement I send the original letter. I will try to furnish you with some more statistics by and by.

Meanwhile I will state in fact, that  
 may or may not be understood in  
 London. Say there are two flocks  
 of wethers destined for London at  
 the end of the season. The shepherd  
 of one rises early, goes among his  
 sheep all day, carefully turns them  
 in from the boundary, and, generally,  
 behaves himself during the winter and  
 spring as the ideal "careful shepherd"  
 should do. The other man sits over  
 the fire and smokes his pipe all day.  
 Which flock do you think is the most  
 profitable to the Company when they  
 go to the butchers? I say without  
 hesitation that the wethers sheep,  
 which have been allowed to roam at  
 will, and graze without disturbance,  
 will give from 6 to 10 lbs. more mutton  
 and I can't say how much more tallow  
 than those that have received the atten-  
 tion of the "careful" man. It is hardly  
 possible for any one who knows nothing  
 of the climate and grass of the Falk-  
 lands to understand this, but any one  
 of experience will tell you the same.

and parts of his kind should be taken on trust.

8. Arrington reports that the raw wool is unusually good this year; the flock was dipped experimentally in Cooper's dip, and it will be very interesting to hear whether the T. sheeps see any appreciable difference.

9. I have just heard from Mr. W. Deane that they do not mean to import any coal; as long as we have the monopoly and the Directors seriously mean to continue offering it at 20s.?

10. The wool marked "broken" sells much under the value of fleeces, and may be taken to be a superior kind of flock; but it is in fact the fleeces of those sheep that have come up only partially sorted, even for instance that have had a bad lambing, and I should like to know if there would be any harm in putting it in with the fleeces. There are 22 bales of broken this year and I think D. & W. would make over £100 difference.

11. March 10<sup>th</sup> Sailed  
 to Darwin on the 26<sup>th</sup> Feb. in H.M.S.  
 Ready. Captain Echlin having very  
 kindly offered to take me there when he  
 heard that I was trying to leave in the  
 Hornet, but <sup>was</sup> kept by head winds, and  
 the difficulty about leaving my guests,  
 Dr. & Mrs. Dale, was overcome by an  
 invitation to them from the Wardroom  
 officers. The killing was nearly  
 over, and was finished on 2<sup>nd</sup> inst.  
 with some sheep from Bleaker Island,  
 the total being over 23,000, or 2000  
 less than they could have taken. I  
 left no stone unturned to fill the  
 ship up, but the shortening on the  
 west was too heavy a weight against  
 me, in fact had I not shipped our  
 total guarantee, just over 9000, the  
 result of the voyage would have been  
 but poor. Sailed, without drawing  
 on the reserves for next year, prudently  
 ship any when the Sylvania returns,  
 if she does, still I have the satisfaction

of reporting that our Company stands absolutely alone in having provided the Meat Co. with the full number originally promised by me. The weight is not as good as last year, the season being too early for the sheep, a fact that Mr. Wolf is fully impressed with. I send Bill of Lading and receipt signed by Mr. Wolf, on which I have noted a claim for an additional two tons or so, the amount of the disputed draft, to which all have submitted except my brokers on Lively Island, chiefly because on small lots the difference was not worth arguing about.

12. Many of the shippers, even those supposed to be Dean's clients, have entrusted the collection of their bills to us, and nearly all have given us the consignment of their tallow and skins, the reason

being, I believe, that the Company  
are anxious to be prompt and trust  
worthy in money matters. To pay  
everybody, however, you will understand  
that some months hence I shall have  
to draw more or less heavily; meanwhile  
you will have the commission and use  
of the money.

13. I draw your attention to  
Mr Blake's tallow, made at Falthoward,  
which should be compared with your  
manufacture at those places; but your  
own was the best, and will, I believe,  
maintain its position. I am also  
anxious to know whether there is any  
improvement in your tallow after each  
no. 40; this begins your second billing  
and I believe that too I think an improve-  
ment in the column was effected.

14. Mr left Darwin on the  
30<sup>th</sup> inst; and had all gone well my  
prophecy about the date of departure  
for England, the 6<sup>th</sup> March, would have  
been fulfilled to the day. He has just-

time to make a harbor in the Sound  
 before dark, and suggested to  
 Captain Fowler, Master Cook, or  
 rather Victoria Harbor, where I had  
 some 50 bales of wool ready for  
 shipment, and this was a catch, as  
 I was uncertain about fitting up here.  
 Unluckily, in going in Captain Fowler  
 wanted to anchor to the north of  
 the point where we picked up in the  
 Sound, and we ran aground in about  
 20 feet of water outside Queen Island -  
 water enough for any local vessel,  
 but just too shallow for the *Silumbia*.  
 We came off about 11 p.m. but in  
 the dark there was some miscal-  
 culation of distances, and we went  
 on again at about high water, and  
 remained there until Sunday the  
 6th, when we were got off by the *Swallow*,  
*Swallow*, which had come to our  
 assistance. About 150 tons of wool  
 are shown packed, and the  
 affair may lead to claims for general

average: I beg you therefore to notice that any Bill of Lading dated after 31<sup>st</sup> March is for cargo shipped after the standing, which expense does not contribute.

15. I have to warn you that the wool and sheepskins are not unlikely to be damaged, or at least somewhat disfigured by coal dust for which the ship is ~~not~~ responsible, and I have objected, without effect, to their mode of hoisting the cargo by daisy hooks stuck into the loops, and in some cases right through the skins. The tarred sacks, which should have been slung, have been taken in by cone hooks, they left the works in good order, and if they feel they are strained by improper handling. When I have any control I sling bales and sacks alike.

16. Captain Smith returned from the West Indies in a miserable state from fear and age, having suffered the whole time. I thought it

time to come has understanding  
 with him on the subject of his  
 engagement; he said that he could  
 not be on deck at night without  
 injury to himself, and could not  
 possibly stand the coast in the  
 winter, believing that nothing stood  
 in the way but the cost of getting  
 home. I said that if he wished to  
 resign I would give him a passage  
 for S. Carolina, and I have the  
 pleasure to enclose his letter of  
 resignation, and agreement cancelled  
 from 26<sup>th</sup> February. Whether you  
 pay him wages or half pay after  
 that date is left to <sup>your</sup> discretion.  
 All money drawn by him here  
 has been accounted for in payment  
 to me, shipping fees, &c, but he  
 has drawn nothing on his own  
 account, and you have to charge  
 him, in settling up, with the small  
 balance with which he left England  
 and any half pay or other advances

made on his account. The arrange-  
ment is a good one for the Company,  
for, as I told Smith today, he would  
never be fit for the coast, and I could  
not understand how he came to take  
the berth; he explained that he did  
not seek it himself, but that his  
services were solicited by the Directors.

He has some grievance against Captain  
Howles on the score of the proposed pur-  
chase of a Nova Scotia schooner; but  
about this I know little and care less.  
I have not yet got a man for the schooner,  
but I think Captain Rowland will  
sail her for a month or two, and then  
she will be laid up for the winter.

17. I enclose a letter received  
from the Governor's Secretary about  
the Colonial and Indian Diplomas  
and medals, which are returned herewith;  
the presentation may not have been  
made in proper form, but the proceeding  
seems rather churlish, as it was probably  
not your fault, and you were put to some  
trouble.



18. I am going to use the  
50 drums Mr. Duggall, sold water  
quality; the remainder is uncalculable,  
we have had a quantity for years.

19. The C.C. Hornum,  
Danish brigantine, has arrived,  
and Schell has her with all des-  
patch, the charter seems very cheap.  
£310, with £10 gratuity.

20. Mr. & Mrs. George Dean  
are passengers for Selenbrin.

21. The produce by this  
vessel consists of tallow from the  
Selenbrin's sheep, and sundry wool  
skins, &c. as per list, also a few casks  
tallow shot out last year by the M.  
mess.

22. The Hornet, instead of  
discharging her wool on board the  
Selenbrin on the 3<sup>rd</sup> inst. was sent to  
Stairly on the 4<sup>th</sup> for assistance.  
has to discharge here, and finally  
only left today, (10<sup>th</sup>), in consequence  
of bad weather, to return to the place

to which she was to have gone had  
the *Selambia* received her cargo. It  
is the more serious, as I intended to  
get her to pick up a large quantity of  
bams for the *C.C. Thomson*, which may  
be too late. For the service rendered  
in getting the Swallows down to Victoria  
Harbour in less than 24 hours I  
have charged £25, which, in considera-  
tion of the work performed, <sup>& time lost</sup> I consider  
extremely moderate; Capt. Fowler, how-  
ever, declines to pay, and it will  
probably go home as a disputed amount.

23. As to *Petterens*, the sender  
of one of the unpaid sums is a  
passenger by the *Selambia*, and has  
a certificate about the money. I was  
obliged to dismiss him from *Dunedin*  
for singularly disgraceful conduct,  
which, if the *Crime at Law Amendment*  
Act were in force here, would make  
him liable to some years' imprison-  
ment. I am bound to say without  
mentioning any names, that the *Selambia*  
while here adds one to the number of retail  
stores already established.

Jan. 21,

your obedient servant,

Secy. Socy.

Managers.

Enclaves.

Dep. 10 430

mem. to Secretary

Journal Club both Dec.

Printing up.

Constitutional items & hand

Shewing & handling up.

Additions to Billings

Thank

Profit & loss statement

Balance sheet

Statement of

Accounts of funds sent by Treasurer

Copy Certificate given to Miss Dillman

Jan. 21. 853. 4. 5

1<sup>st</sup> " 8542 12 sent by overnight  
(last time)

1<sup>st</sup> " 857 [1136. 9. 10

858 . 204. 4. 6

859 . 207. 11. 3

860 . 292. 4. 6

Enclaves letter to Anderson

Cutting from Hays' Ref. supplement

Notes of distribution of mail tables

Details of work to be for September

TH for mission

Letter from Mrs Blake

Smith's letter of resignation reply.

Agreement cancelled

Hayman's letter to thank & diploma

Liney's ~~letter~~ wool weights

Promissory Note  
Hilary H. H. H.  
1872. 1873. 7

1872 1873 & 1874

432.

C. C. Tommings

$$\begin{array}{r} 256 \\ \hline 257 \end{array}$$
29<sup>th</sup> March 7

Sir,  
 The vessel being ready for sea, I forward Bills of Lading and other enclosures as at foot. The lay days consumed have been eight.

I am, Sir,  
 your obedient servant  
 Wm. P. Gooch.  
 Manager.

Enclosures.

4 Bills of Lading  
 Remarks on cargo  
 Triplicates no 420  
 Dup. Journal & Cash book January  
 Stock of Store.  
 Copy of C. C. Tommings' Charterparty  
 Exp. to be deducted  
 from freight.

J. Coleman, Esq.  
 Secretary.  
 London.

433.

Cotnas.

$$\begin{array}{r} 256 \\ \hline 299 \end{array}$$
26<sup>th</sup> March 7.

Sir,

I wrote a short despatch per Brigantine P. G. Manning, which carries the Nitrate En Oda Brown and a general cargo, including a quantity of stores in Great Britain, which should materially decrease her first cost.

2. You will observe that there is an account against the Brigantine amounting to £76. 13/6 to be deducted from freight, and that you have to collect the freight on the Nitrate from the consignees Brown & Watson. You should also charge Island Administration £15 for freight on 100 bags Maize from Monte Video, and I think that you will find that when you have made these deductions, and charged our clients with their freight, the Company's cargo will have been carried very cheaply.

F. Coleman Esq.

Secretary,  
London.

3. There was a mistake in the date of no. 10 Bill of Lading for Selenbris, 51 and H.C.C. 96 bales of wool and 1 of skins, all of which were shipped at Darwin.

4. Hinlayson says that he has no receipt or stock certificate for the last £200 invested in Consols. Rod. with whom will be obliged if you will invest on his account the £130 sent by him in Sept. 1886, to be placed in the Bank of England, and says that he means to make it up to £150.

5. Chilgrawille has arrived on the West Falklands.

6. The C.E. Manning came from Montevideo with 35 tons of ballast, she is 195 tons register. The Opuscoli, 99 tons, cannot stand up with less than 40 tons, and wants 100 to sail with.

7. Justice that there are heavy charges for insurance of Lodi's Bottoming Bond and telegrams to Pallas; these, under my arrangement with Captain Fremfield, were to be paid by the owner.

seems to me a singular one, and there are contradictions about it. I have read all the papers, and it appears that Captain Wilson's son, who was evidently a drunkard and apparently a thief, was in Mr. Dixon's employ, and lusted to the United States without accounting for £50 entrusted to him for business purposes, having previously borrowed over £100 on the security of two title deeds of property which he alleged had been presented to him by his father. No more was heard of Wilson Junior; but here comes something I cannot get over. Dixon tells you (10 Dec. 1886) that he wrote to the Registrar here 17 Dec. 1873 and received an answer dated 15<sup>th</sup> May 1874, and says that on receipt of the latter he set to work to try and find out whether the Captain, or his son, were alive, but could not get the slightest clue. But, previous to this, in a letter the press copy of his which shows its date to be 17 Dec. 1873, attested in pencil to

March '74, which letter was ad-  
 dressed to Wilson as Vice Consul  
 at Caracas, he details the circum-  
 stances, and makes certain proposals;  
 this shows that before hearing from  
 Stanley he knew perfectly well where,  
 and in what capacity, Captain Wilson  
 was living. In the Foreign Office  
 list I find that Percy Robson  
 Wilson was appointed Vice Consul  
 at Caracas Jan 10, '69, was acting  
 Consul from May 15, '70 till August  
 29, '74, and from October 14, '77 till  
 Jan. 9, '80, resigned Oct. 15, 1881.  
 I asked Mr. Dixon says that in  
 1874, 7 years before Wilson's resign-  
 ation of his <sup>public</sup> appointment, he failed  
 to find out whether he was alive or  
 dead. I am sorry to say that I do  
 not believe him. Accompanying  
 the Crown Grants is a press copy of  
 a conveyance from Wilson to Dixon,  
 complete in all respects but the  
 signature and date, and the natural  
 inference is that this is a copy of the

21  
deed which Mr. Dixon sent out for the  
Captain Wilson's signature, (although he  
does not say that he sent it) but that  
Wilson would not sign it. The whole  
thing is curious, and I should like to  
get to the bottom of it. If Mr. Dixon  
advanced money to Wilson Junior to buy  
the value of certain land, upon such a bill  
any one would tell him, were no security  
at all; he must be a man of great and  
engaging innocence of character rarely met  
with in this world. But I find that  
these deeds have been at before, in the  
possession of James Turner, who could do  
nothing with them; and unless Captain  
Wilson can be found and his signature  
obtained, the District of course will have  
nothing to do with the matter.

9. Under the Towns lands ordinance  
No. 3 of last year the government are  
selling slices off the north side of the  
Fitzroy Road to the owners of the adjacent  
lots, and I think that it will be prudent  
to take in the pieces next to ours 87/183

best they should be put up to auction,  
 which would cause no unpleasantness,  
 and a reference to Downing St. There  
 is a piece of land, suburban, allso.  
 marked 124, one acre, part of "The  
 Grove", bought of Mr. Thavere in Feb.  
 1861, which is not, and is unlikely to  
 be at any time, of the slightest use to  
 the Company; but as several people  
 have asked me about it, wanting land  
 for building, I should like permission  
 to put it up to auction, when it would  
 realize far more than its original  
 cost price, £10. 15s. in case the Directors  
 agree. I should be obliged by their affix-  
 ing the Corporation seal to the enclosed  
 envelope, which I have filled up with  
 the description of the plot and the name  
 of the purchaser.

10. I have sent a quantity  
 of gas to Great Britain for C. L. Downing.  
 but there will still be some more  
 gas when she is finally moved as

a bulk. There is a large quantity of  
wire rigging, but I have sent none until  
you can tell me what it will pay freight.  
Having lately sold a topsail and foresail  
for £25 each, I am receiving a few of  
the newest sails, which may fetch more  
money here than at home. The certificate  
about the port of registry is enclosed,  
but I may mention, in addition to what  
I have already said, that the St. Lucia's  
certificate has been given up both Board  
of Trade, on her becoming a bulk, and  
that any money spent in registering her  
in Lloyd's or anywhere else might just  
as well be thrown over London Bridge.

11. With regard to a remark in  
one of your dispatches about applying  
red lead to the Great Britain, as I do  
understand that the Board wish her to  
be hammered, or sealed inside fore and  
aft, and then painted? Her frames  
and plating have been always whitewashed,  
but when she came in out of the basin  
yesterday I saw, if I mistake, have her painted.

but you will have to send me out  
a quantity of red lead, or what I  
believe is better, oxide of iron, paint  
ready mixed.

12. I have been obliged to  
give the *Argonauta* a new gallery, the one  
supplied being already burnt out,  
and the whole place too small. Why  
such a thing was undertaken, and  
allowed to come out I could never  
understand, and Captain Smith  
was unable to explain. I did not  
mention that the Chronometer, port  
hours in charge of Smith.

13. I am not at all sure that  
it is worth while carrying on the  
Whitney Store any longer: it was  
established in 1876 in self defence.  
Dean having the monopoly of the  
sale of women's goods. As you wish  
the competition of several smaller stores,  
the general lowering of prices, and  
the facilities people have for getting  
out their things direct, I doubt if the

profits amount to £250 a year. If  
 could have an account of material  
 packed in London for sale at Darnley  
 to our Camp people, I am inclined to think  
 that it would answer just as well. This  
 reminds me to ask whether the goods & other  
 stores are insured against fire, which they  
 certainly should be for £1000. The building  
 is a ~~poor~~ ~~one~~. The store is small  
 and inconvenient, having no room for  
 showing things, and it seems to me  
 that if the business is to be continued a  
 good sign shop should be put up in  
 front of the house altogether.

14. How is wool insured now,  
 against total loss only or all risks? There  
 has been nothing recovered for sea  
 damage for some years. I should like  
 to know what constitutes sea damage on  
 wool, and how does salt water affect  
 it? The last 50 bales taken on board  
 the *Selenia* were shipped in a gale of  
 wind, and a good deal of peeping flew over.  
 but I doubt whether it penetrated the  
~~wool~~.

15. Schools have asked in  
 part 10 whether you can do anything  
 with the Great Britain's iron pipes.  
 viz. four and a half, each 105 ft. long,  
 and four to six ft. wide, all of which  
 would make lower yards for a large  
 vessel.

16. There is a commotion about  
 the water at the Government reservoir,  
 a sample of which was sent by C.  
 Williams through W. Boston & Bates  
 to Allen & Tharburg for analysis, and  
 pronounced by them to be extremely  
 unfit for drinking. It is singular  
 that both Gorman & Kerr and Buckley  
 have shown themselves unwilling to  
 admit the water to be bad, although  
 no blame for its condition rested or rests  
 upon them personally. Two fatal cases  
 of typhoid, or more the disease, were  
 attributed to the use of this water, and  
 it is said that some of the officers  
 of the Government were fatally injured by  
 it; and died soon after arriving in  
 England. It is not right to supply

ships with water without warning  
the danger of drinking it,  
and the subject is not unlikely to lead  
to a conflict between the ~~Government~~ and  
the Board of Health. Looking up  
the names of analysts in the Directory.  
I see that the London General Water  
Purifying Co of 157 Strand are makers  
of water testing apparatus, and should  
this not be too expensive or elaborate  
I should like to buy it, taking much  
interest in the subject. To make Stanley  
thoroughly healthy water must be brought  
from a distance, for the stream that  
feeds the reservoir drains the great bog  
between the settlement and Kippur Hill,  
takes the surface water from the Dairy,  
and is occasionally enriched by the  
carcass of a calf or a sheep. Even a  
condenser has been spoken of, and  
it may be the only means of affording  
pure water to those who are unable to  
draw a sufficient supply from the cisterns,  
that, too, being water that wants watching.

17. I have made enquiries about the Sydney Buoys, and find that there is no more of any extension of protest after his loss. I have some recollection of a conversation with Captain Fowler and Captain Bellard, in which a doubt was expressed as to whether, in case of total loss, when a Board of Trade enquiry is held, it is necessary for the Master to return his protest, and I took down Lees letters to show that it is recommended.

18. Captain Howland has taken the Opuntia at £12 per month if for a short time. £11 for a year. He is quite the best man on the coast now, and I am very fortunate in getting him. He speaks very disrespectfully of his sailing qualities. I ought to say.

19. I enclose a statement of this year's produce shipped and expected, upon which I have to ask for instructions. There are three courses for the ship by Tacoma.

88  
charter in Montevideo, or wait for the  
Selumbia. I have already shipped  
1155 bales against 922 export, and  
have remitted a good many bills, I do  
not imagine that you are pressed for  
money. The freight by Noemias is  
40%, a sailing vessel can be chartered  
at about 22% or 23%, the Selumbia's  
rates are between the two. The wool  
& Blake's wool will not be ready until  
June, our hatters will be made I hope  
by the middle of May; but if the Selum-  
bia comes there will be a quantity  
more prepared while she is at work.  
I cannot see more than 18,000 to 20,000  
concesses for her, therefore she will want  
cargo to fill up. Are the Directors willing  
to help the M. C. by keeping all the  
cargo for her, and if so, cannot you  
persuade the M. C. in return to meet  
us by a reduction in the established rates  
of freight? I should want a ship  
of about 400 tons to be here from Montevideo  
middle of June, the next Noemias.

steamer is due 22<sup>nd</sup> May. These are  
 the facts, from which the Directors  
 can judge. If it were left to me,  
 if the Columbia comes I would  
 receive all for her; if not, it would  
 depend upon whether she would be  
 urgently required or not. If not wanted  
 I would charter in Monte Video, or  
 a compromise might be made by  
 despatching 200 bales by May mail,  
 and the balance by a sailing vessel  
 of rather less tonnage than specified.  
 But it must be remembered that  
 ships can be chartered in the Plate  
 at unprecedentedly low rates, while  
 the Hoornas is fixed at 400, and  
 although steam might have the  
 preference over sail to the amount  
 of 100 per ton, any greater difference  
 is too much. The answer to this  
 will arrive by the June Mail; if it  
 is decided to ship by Columbia  
 there will be a necessity to telegraph.

if any wool is to come by Hoamas  
you had better wire "Hoamas 200" or  
whatever quantity may be decided upon,  
and I shall receive it by the steamer  
that is to take the wool, at the same  
time get Mr. Stande to telegraph to  
Kasparian for rooms. If a charter is  
not decided upon wire Mr.  
Humphrey the loanage, and I will tell  
him that the ship will be wanted in  
the middle of June. I think that these  
arrangements will provide for every  
eventuality.

20. Although I have been about  
for upwards of 2 1/2 months I regret to  
say that the weakness of my leg has given  
me a good deal of trouble, until about a  
week ago. I have pursued it several  
times in the attempt to get about more  
freely, but the use of a galvanic battery  
is now making me so much stronger  
that I am going to try to ride again.  
I shall endeavour to get to Darwin  
by water, as soon as the iron works  
start with the old ones that have to be  
boiled down.

21. 29<sup>th</sup> March. The Stones  
has arrived this morning, bringing  
your despatch 684, and she has the  
Mene's outward mail on board, but  
this is of no consequence to us, as I  
sent all my letters by N.M.S. Watchful.

I am sorry to hear that the despatch  
for Shelton had not arrived, the office  
book shows that it was duly posted.  
I sent it that way because it was  
uncertain whether the Ruby and her  
mail would be admitted into Monte-  
Video.

22. Par 2. In writing about  
the steam coals being necessary to  
ballast chartered ships, I think that  
you overlook the fact that the ship  
was wanted because steam coals  
were running short, and that they  
were the most important part of the  
cargo. The other goods might have  
been got in Cardiff, but the coals  
could not have been procured of good  
quality except in a South Wales port.

As for the Success Books I must remind  
you that we do not burn coal there now;  
however, the Sumatra took it all, and  
removed the difficulty.

23. Par. 3. It is satisfactory  
to me to find that I have anticipated  
the Director's instructions by sending the  
Great Britain's effect in the C.C. Company.

24. Par. 4. Respecting the Sec.  
I seem to me that the cost of telegrams  
that have been sent to Cassa on the owner's  
account must have been charged to  
us in error, as the business is not of  
the hands of the Island administration.

25. Par. 7. It is quite clear  
that the poor Fatality was missed by  
Humphreys to show that there would be  
an extra chance for Stanley on that day,  
M.M.S. Swallow being about to leave, this  
was according to the previous arrangement.

26. Par. 8. I must be in the  
same with the Camp chief when last  
I was in. With the same meaning

condemned. Mr. Call goes for the  
 half bred Cheviot & Leicester, or Border  
 Cheviot, while Linsayson and Am-  
 strong swear by the Cheviot, pure and  
 simple. I thought, with Mr. Call, that  
 Hobbs's sheep were what we require,  
 being good both as to wool and size  
 of carcasses: we had some of the  
 Cheviot's down, and detected what  
 kempy hairs in most of their fleeces.  
 I am writing to Mr. Parkly and  
 will let him know what he owes

me.  
 27. Par. 11. I conclude that  
 a dero or hand will be essential for  
 Selenbric, after the one for the Siles  
 has been despatched. It seems to  
 me that to have bags out for 200  
 tons coal would add to the cost of  
 the coal we have left, roughly speaking  
 about 5p. a ton, or with the labour  
 for filling quite 7p. per ton. I cannot  
 recommend this expenditure without

seeing the prospect of regular sales.  
but if the Hornsby would advance  
their price to 30¢ or 34¢ provided we  
undertook to have ready each month  
2000 bags of 2 cwt. each, which they  
could whip in by steam in a few hours,  
then it would be worth while, and they  
could easily do this, paying 3¢ or more  
in blank space.

28. Same for Mr. Stander is  
under a delusion about their steamers  
going alongside our bulk & immured  
rick to discharge. I am not sure  
when the last outward steamer did so,  
but I am within the mark when I say  
that it was at least three years ago,  
and that not six outward steamers  
in all have discharged into our bulk.  
The homeward boats go alongside for  
wool for their own convenience, not ours.  
The usual course is to send off the  
lighter Fairy at 6 a.m. with half a dozen  
or ten men, and find by midday either  
that they have not got a package, or

that she is the full price with other people's  
goods. When subjected Britain's  
subjects such as these will be  
no difficulty in receiving a loan  
Everybody's ready for a small change.

29. Par. 12. I cannot say  
more about the project than I have  
done, until Rowland has tried her  
for a month or two. A reference to  
my 344.7 will show you that the  
objection raised was to the cutting of  
the "hornet's" mast; seeing that her  
yards were also taken off, meaning  
that the former might have been  
left the original length.

30. Par. 13. I quite gather  
from this that my dealing with  
Captain Smith will have been ap-  
proved of by the Board.

31. I am obliged for the  
remarks about my illness, and I can  
only say that it has been a source of  
great regret to me to have been  
unable for such active work this  
season.

32. More enquiries have been made about the money remitted to Italy, about which you give no explanation beyond saying that it has not been paid. An Comptroller's order is a cheque was given, but the two amounts for Italy were to be remitted to the persons whose names were given.

33. I have sent a small one to Frank for cigars and beans.

34. I have bought 2000 ~~per~~ from Mr. Bennett at Panama, Panama to be killed for the Selenbia, on condition that I may send a man to select them, that I may make suitable arrangements with Mr. Anderson for receiving them, and that I am not compelled to take more than the Selenbia has time to kill. The price is 5¢ a head, which, with ears, is 6¢ a head, and I shall put the Opuntia and Spinosa to the work of shipping them. You will please arrange about payment, if necessary to be cautious.

35. When this has been done I expect to see the Spinosa to Estaboga for \$400 each.

The *St. Thomas* is coaling,  
 (30<sup>th</sup> June), and the Engineer is so  
 much pleased with the coal that  
 she is going to work till midnight,  
 by which time there may be 120 tons  
 in. Capt. Sunders wastes his mis-  
 sion yesterday in trying to beat me  
 down to 15<sup>th</sup>!! but told me today that  
 as they pay 36/6 in Monte Video it is  
 a good thing for them. I declined to  
 give any labour but the use of the  
 steam, sails and donkey masts, and  
 eventually agreed with Mr. Schell-  
 felat that, as the *St. Thomas* has a small  
 crew, my men should do the coaling,  
 and I would charge him with the  
 labour. When I write tomorrow  
 for Mr. S. Swallow I will tell you  
 what it has cost for ton. I mentioned  
 to both Schellfelat and Sunders  
 my idea about bags, to which they  
 seemed favourable. I am now able  
 to review the position. Allowing the  
*St. Thomas* to have taken 120 tons and

putting the Swallow down for 50  
 tomorrow. Oran for 300 and the  
 Granite for 300, we shall have parted  
 with nearly 1000 tons, or more than  
 a third of the cargo. It is time now  
 that we began to play the Admiralty  
 and the Norman Company judiciously  
 against one another. I was anxious to  
 get the Oran to coal yesterday, just  
 for effect; and what I want to say  
 upon Captain Kennedy through the  
 Captains of the Ready and Swallow  
 is this: - "Here are the Normans, ~~at~~  
 coaling, and likely to coal merrily, now  
 is your chance: secure your 1000 tons  
 at a cheap rate while you can." And  
 to the Normans, let that negotiation rest  
 with you: - "The Admiralty demand has  
 enormously increased this year, and  
 Australia and other ships are affording  
 a new supply: you pay 36/6 in all, I will  
 take mine at 24/ or even 21/ 6, and  
 we have 200 tons waiting for you in  
 any way you wish, if you will undertake to

'receive them.' But the two must  
 not check, and I therefore beg you  
 to wait until the return mail from  
 Montevideo, when I will let you  
 know if there is any success. After  
 that you might work the Admiralty  
 and Stammers together if Captain  
 Kennedy will not come to terms,  
 and I would rather get 37/6 than  
 what we can squeeze out of the Stammers  
 Co. for, as I said before, there is a  
 spirit with the latter at which it is  
 cheap to buy at Lota.

37. You did not send out  
 the Cooper's ship, intended for some  
 time since, and it is worth mention-  
 ing that I have today been asked to  
 supply 600 packets for the West  
 Settlements, but have only 300 in stock.

I am, Sir,

your obedient servant,  
 Geo. G. G. G.  
 Manager.

## Enclosures

Dup<sup>s</sup> Nos 430 2.

.. Cobb to Goldman

copy .. .. Brunne & Watson (2)

.. .. Capt. Andersen

Dup<sup>s</sup> Stock of Groves

.. Remarks on cargo for C.C. Horning

.. Weight of Mutton

.. Indent. Statement.

.. Wool & Tallow for "Selenbria"

9 1/2 "Selenbria"

4 .. "C.C. Horning"

Brunne & Watson's acct & draft £120.0.0.

& V. Britains certificate

Stanley Jnl to Book & Vouchers Feb

2<sup>nd</sup> ex No 057/61

Approximate Statement 1887<sup>Product</sup>

Land Conveyance

above in separate envelope

Shipping Report

Indent

Statement

Reply to Remarks on Mene's Cargo

& .. Statement re Vetroholm's draft

Ready's coal certificates

434a

Mr. S. Swallow

274

302 31<sup>st</sup> March. 1

Enclosed duplicate of despatch per *Solmes*, which sailed this morning.

2. She took 132 tons coal, and should I can get the account of wages from Mr. Lanchlin, who has been coaling the *Swallow* since daylight, I can nearly estimate it. On the 29<sup>th</sup> 7 men and a boy worked from 1 p.m. till midnight, and on the 30<sup>th</sup> 8 men and a boy from 6 a.m. till midnight. The wages and overtime amount as nearly as I can reckon to £9.7.5, or 1/5<sup>th</sup> per ton. Mr. Lanchlin's and Hilary's wages and overtime are about £2.15.9 or 3. per ton, and adding the small quantity of coal consumed in the donkey bails you have the cost to us, the steamer paying the first named charge for labour.

J. Coleman, Esq.

Secretary.

London.

It appears to me therefore that we might safely reckon on bagging coal for 24. a ton, exclusive of the cost of bags.

3. The Swallow is only taking 50 tons though she has room for double the quantity. It may appear to observe that a low price to ships <sup>was</sup> ~~was~~ affords no inducement to them to fill up: we should have sold just as much at 60/. Quality in these days is the sole thing looked at.

4. The Navy Bill for the Navy's and Warlike coal is enclosed.

I am, Sir,  
your obedient servant  
Wm. Pitt.  
Manager.

5. I have just seen Mr. Schlotfeldt about a bill for the coal, but he says that you will get the £132 upon production of the enclosed receipt, the wages he will settle. Sent a Navy Bill for £75 at Swallow ~~among~~ the enclosed, which, however, may be ~~separately~~. *Wm. Pitt.*

Enclosures.

Ship acc<sup>t</sup>. 431/v

Dep<sup>t</sup>. . . 433

. . . Inquest

. . . Statement. 1-1

. . . Sub<sup>d</sup> & Carl. Booklet by

. . . Thomas statement

. . . Reply to memos. on stores

1<sup>st</sup> Es. p. 856 for £. 183. 15/ ap. Stanley

Thankful

. . . 867 . . . 75 ap. Swallow

2<sup>nd</sup> Es. . . 862

Receipt for coal taken by Thomas.

Which is forwarded to D. Henderson.

495.

Mr. S. Read

299  
3104<sup>th</sup> April, 1

Sir. Enclosed duplicate of my despatch for Mr. S. Leacock, which sailed on the 31<sup>st</sup> ult. for Southey, &c.

2. The stock of house coal will hardly carry us through the winter, but I hesitated about sending for more until I found that the demand for match lining has of late been so great as almost to run us out. Captain Anderson of the S. S. Harmony is very anxious to return, and if you can arrange a charter with him for a voyage out on as easy terms as the present homeward one, you will do very well. She carries 280 tons dead weight, and weight and measure must I suppose be 300. I would have 150 tons house coal of good

A. Coleman Esq.

Secretary,

London.

quality, 100,000 running feet, match-  
 lining, filling up with sundries  
 as per order. Complaints have often  
 been made to me, and passed on to  
 you, about the quality of Mr. Arnold's  
 wood, and Biggs always upholds  
 the superiority of Miller's from  
 Markose, the difficulty being to  
 get it to London. I would suggest  
 chartering the *C.C.* homeward to load  
 at Markose, ballasting her, partially  
 at least, with lime and cement, (she  
 will go there with 30 tons), then load  
 Ballena coal which you can get  
 up there cheaper than in London,  
 and fill up with wood. If not  
 already shipped for Columbia you  
 could put on board the rough bulky  
 cooking orders some time ago. I  
 don't suggest round charters,  
 but there is a chance in the Spring  
 of getting something from a  
 vessel in return, for instance,  
 Ada Brown, and S.P. Smith.

108  
3. The U.S. ship Berlin is  
here with cargo shifted, and the Capt  
Victor of ~~George~~ <sup>Greenock</sup> with four of her  
boats conveyed to Deane, whose time  
is coming again after one year of  
year. The owners of the latter have  
some fine accels, and their agency, as  
well as that of a few more ~~boats~~ <sup>boats</sup> ~~boats~~  
would be worth having.

4. The Quaker is back from  
South Am, and Captain Rowland's  
report is not favourable. He says he  
wants a lot of provisions to get under way  
in, and so many he often detained at  
South Am, where a smart breeze  
will work out. He is with a fast  
sailer, 8 knots under the best  
favourable circumstances being his  
staunch speed, with a head wind and  
sea but little progress can be made to  
windward, although in quite smooth  
water she can beat fairly well. But  
smooth water is a luxury not much  
enjoyed here. Surely do not know

what to say about this vessel. For  
 she had she was built for she is  
 without doubt eminently suitable.  
 but for this place she is a total fail-  
 ure. and were I to go into all her  
 defects I should be only repeating  
 myself. I wish I could conscientiously  
 say anything in her favour, but I  
 really cannot. She can go round the  
 coast at a moderate speed when she  
 has a fair wind, that is all. If  
 she lives 20 years I should not like  
 to calculate she has run many she  
 will be lying in harbours. The  
 Directors will only get confused if  
 they listen to anything Captain Smith  
 may have to say: after his return  
 from the West, with Rowland as  
 pilot, he told Mr. Langdon that Row-  
 land was astonished, and has said  
 him of as he was that he (Smith) was  
 on board, for the vessel would have  
 run away with him. Only mention  
 the rubbish to show how entirely  
 untrustworthy Smith's word is. If  
 some Rowland man said anything

of the kind, but I am not at the point.  
 I will only mention one point that I have  
 not laid stress upon before. I am going  
 to use her in the winter for shipping  
 sheep from Saunders Island to the  
 Selkirk. As it will be easily under  
 load that, after carrying sheep, it will  
 be just as it is after a sealing cruise.  
 Every ton of ballast must come out, or  
 the vessel would be unmanageable. That  
 is to say, no dirty cargo can be carried  
 without going to the expense of discharging  
 and taking in 100 tons of ballast. Do  
 you cannot get over the fact that this  
 quantity is required: Mr. Skelton in his  
 letter dated 3<sup>rd</sup> Feb. says that the quantity  
 should be the same as the Western Lass,  
 but that in tempestuous weather 100  
 tons would be ample. True so; but we  
 must always be prepared for tempest.  
 our weather here; we never know  
 from one hour to another what it is just  
 coming. I myself have been caught  
 in very tempestuous weather three times  
 at least, after leaving port with a light

joins in the morning, and here  
 after this happens to a schooner  
 that is constantly running heavily  
 south east. After this get up  
 with the constant annoyance this  
 vessel will be, I would like the  
 first reasonable offer if she were  
 mine, and make the first loss  
 the least: but the decision does not  
 rest with me.

Yours Sir,

J. M. W. W. W.  
 Manager

Enclosures.

Sup. no 433

Dep. - 424

Sup. no 8667

Copy of memorial to farmers about the  
 Imperial Institute

Statement of Selkirk's survey  
 amount for coals, wood, &c.

187

473

Stanley.

6th April, 1887.

Dear Sir,

In reply to your Excellency's letter of this day's date, I beg to say that I accept with much pleasure the commission with which you have honoured me, and will at once take steps to bring the subject of His Royal Highness the Prince of Wales's communication before the inhabitants of Stanley.

In addition to the circulars which have already been forwarded to twenty-nine of the most influential inhabitants, comprising the whole of the Lessees of the Crown or their managers, I have today forwarded a notice to the Company's employes in the Camp, under

His Excellency

Governor Kerr,

to. to. to.

Yours

copies of a letter to the Stockholders  
 at Dawkins Harbour, of both of  
 which I enclose copies for your  
 Excellency's perusal. I have every  
 hope that the appeal thus made  
 will meet with a general response.

I beg to remain,

Dear Sir,

Yours most obediently,

Edw. Fox.

4.26.

312

Via Sundry Point.

340

18<sup>th</sup> April. 7.

Sir,

I should have mentioned in my last that the missing cylinder for the South News press was brought from Nalparaiso by the *Lotus*.

2. There was a bale of cheepskins marked S, in the Bill of Lading for *Lotus* October 1856, this was an error of Mr. Schlottfeldt's, who mistook the 1 in S for p. 1. the bale being from Spawell Island. The brands E and C at Goosegreen having been used for Felton's and Cameron's hatters, EE and CC were burnt on sacks containing shab from Fell and W. G. Cobb, which came afterwards. <sup>DS</sup> <sub>GI</sub> means David Smith. Great Island.

3. The Postmaster at Sundry Point has excused all the previous achievements of his predecessors by returning here, not only the mail for Europeans, but

J. Coleman Esq.

Secretary,  
London.

all the letters for Sandy Point, itself, including mine to Uchuhahm & offering coal to great Britain, and to John McLean with cheque for cash deposited by him here, about which he naturally writes with some anxiety.

As Mr. Gouvier says, the condition of affairs over there is simply hopeless, and I really do not know what to do for the best, but I intend this time to send all my letters in a parcel to Mr. Stukeman, and shall be glad to know whether this course meets with the Directors' approval.

4. The Argona, chartered again in Monte Video for Deans, has arrived, and will take a cargo of wool. The Stationer barque Argonauta has sailed with the remainder of the manganese ore to S. P. Smith. The Berlin, previously reported, is discharging into the S. P. Smith, and the Cape Boston is putting a portion of her cargo into the Charles Cooper.

5. I am very much pleased with Mr. Costello, who is a quiet, business-like man, very attentive to the machinery, and methodical in his ways. He gets on well with the Meath Coi people, which is satisfactory, as an obstinate disliking Engineer in his position would be able to cause a lot of friction. He is the worst paid man in the employ, and I do not think that the Directors would lose if they advanced his wages for the second and third years as an encouragement. Martin with his commission had over £200 a year. Miller £180, to rise to £200. Wagner £20 a month after first year, had he stopped, (but no passage), Costello has only £150 for the year, rising to £10 a year to £200. I would suggest giving him £180 the second and £200 the third year, and thus, as he will have saved more money, he may be inclined to stop longer. He has made no application on the subject to me, nor do I expect him to do so; but I think that an increase of pay has always a better effect when given voluntarily.

b. Killins has begun at  
 Coon Creek, where from 3500 to 4000,  
 principally old cows, will be boiled  
 down this season. I had packed up  
 to <sup>to Danzig</sup> go in the Hornet, but bad weather the  
 whole of last week prevented her from  
 sailing until the 10<sup>th</sup>, when I decided  
 that it would be running the rail too  
 close, and had to abandon my trip. I  
 particularly wish to go, but I am used  
 to have to say that my leg is still so  
 weak that riding is out of the question,  
 and even a little extra walking knocks  
 me up, or, I should say, sets my leg  
 aching. This I should not mind so  
 much, but for the fact that all the  
 Doctors I have consulted warn me that  
 any impudence for some little time  
 may bring the whole thing on over  
 again, and this I must avoid, as I  
 understand that if the erysipelas has  
 gone up instead of down I should not  
 now have been sitting here writing this  
 despatch. I have made every pos-  
 sible arrangement by letter for carry-  
 ing on the Camp work, and I believe  
 that things are going on as smoothly as

could be wished.

7. To everybody's surprise the mail turned up at 5 p.m. last evening, such a thing as to read on the 17<sup>th</sup> April the London newspapers of 21<sup>st</sup> March has never been known. Your despatch 605 with enclosure has arrived, but as the scho did not call at Montserrat there are no telegrams, which is a great disappointment.

8. Par. 3. I shall not press for the appointment of a Seal Inspector, but if the West Falklands are in a blaze again this winter and a strong desire for one comes from that quarter, I do not think that the Directors would wish me to oppose it. We have had a shearing among the thick head flock this autumn, but it was taken in time, and as Mr. Bonner has cleaned his sheep, and our <sup>other</sup> neighbours are clean, we may feel comfortable. In South Arm and Dalby Creek we are, and have been for some years entirely free from seal. The information about the pay

of a New Zealand inspector will be  
 useful, in case any thing should be  
 said on the subject. I do not myself  
 think that the farmers would agree  
 to the appointment of any local person,  
 or that a sheep farmer would neglect  
 his business to take such an injudicious  
 position for a year. Mr. Herbert Tilton  
 is a very respectable young man, but  
 he has a number of relations and  
 connections in the islands, and is hardly  
 a man of sufficient standing to  
 command obedience on the part of people  
 who knew him as a boy. - I am hardly  
 so inclined, imagining his sitting with  
 much effect upon his brother James.  
 His brother is far with Mr. Bertrand (who  
 has lately had scab) or Mr. Waterson.

9. I am a little  
 puzzled at the approval the Directors  
 express about my having tendered  
 to supply coals at 60/- and at their  
 hope that the offer will be accepted,  
 when it must have been well known

that my tender had been extinguished  
by their offering them at 30/. The scho  
is sailing today, and I understand that  
she bears to take 260 tons, but I suppose  
you have not given way to Mr Stande's  
movements, demand that we should deliver  
it at 20/. a ton. That means that our  
net realization, after deducting 1/8% labour,  
Mr Lanchester's Helms' time, and the profit  
for the engine would come to something  
like 17/6<sup>d</sup> a ton, although we are perfectly  
free from competition and there is no  
probability of any arising so long as the  
Great Britain's stock lasts. I have placed  
you in possession of all facts, and on this  
subject I am for the future absolutely  
dumb. I have said too much already;  
in fact, since my accident and during my  
subsequent slow recovery, I have in connection  
with this question, the objects, and any-  
thing that has worried me pained at every-  
thing and everybody, and expressed  
myself with a degree of irritability that is  
scarcely excusable. Capt. Robin has sent  
achon two charts, but I do not see any to

be presented to Captain Gurnee.

10. I am, I have not, your further remarks on Dixon's point, in answer to mine which have crossed this despatch.

11. I am, The Great Britain's masts ~~are~~ are built of wood, and the main and foreyards are kept up for convenience in discharging as they can be swung almost fore and aft. I have just sold the foremast yard for £17, and two second hands to pencils for £30 to the Berlin, making with the two sails taken by the Elizabeth just £47 more to the G.B.'s credit. The main topmast and topgallant mast I have sent to Dawson to be used as a flag staff, as the old one was rotten, and blew down years ago, and it will now be convenient to have some means of signalling to the Columbia. Copy of letter to the Admiralty was not found enclosed. I took some photographs of the G.B.'s deck last week and was printing them when the Echo unexpectedly arrived so they may not be

ready. Perhaps you are not aware that there is ~~an~~ photographer from Brighton here, a Mr. Gustav Schuly, from whom advice I am deriving much benefit.

12. Par 7. I will try to find out what Williams wants for his business. James has taken James Petton's place at Ocean's, which for that firm is not a change for the better. Personally, I cannot say that retail stockkeeping is a business that has many attractions for me. But the Company would benefit by ~~absorbing~~ absorbing Williams at a reasonable price.

12. Par 8. The Quetzal is depressing. I have tried to find out what she has some good qualities, and make the most of them. But I can only see strength and weight carrying, neither of which can be looked upon as essential, while on the other hand she possesses every disadvantage as a *Tathlana Solana* coaster that can be crammed into her. It is very good of the Director to say that they will be satisfied with my decision, but this

makes it all the harder to arrive at  
 one. There she may even I would look  
 at it in this way. The cost, say £2250,  
 and I must assume that it <sup>is</sup> correct that  
 Mr. Peadar's schooner, coppered, and with  
 good cabin accommodations, would cost  
 £1500, or £900 less. This sum at 10%  
 percent would make a large reduction in  
 insurance to come off the working  
 expenses. I would also assume that a  
 fore and aft schooner would be worked  
 with one hand crew, eating no wages  
 and food by the seaman. The schooner  
 I suggest carrying less ballast would  
 have more room for cargo. Then, if  
 you can sell the goods for £500 less  
 than she cost, you have still money  
 in hand and to spare to pay for the  
 necessary, and although, ship for ship,  
 you possess one that is of less intrinsic  
 value than the other, still, for all  
 practical purposes she will be worth  
 her money. Let us say, however  
 from 110 to 120 tons register, built and  
 fitted according to the ideas of fully dis-  
 creets between Captain Fowler and

myself, and communicated I believe  
by him to you and Mr. Rudolf, and let  
me send home the Opuscula, you arrang-  
ing beforehand for a price. What a  
chance there was of making a good  
voyage with manganese to St. V. Linnich  
or Trieste or Adria Brevini, for to save  
bulk here I could have charged a  
rather high freight. The schooners can be  
loaded with an assorted cargo of wood  
that ~~would~~ <sup>with</sup> come in very useful and  
pay a good freight. I do not think  
there is a market for the Opuscula in  
North India at a price that the Directors  
would care to accept.

114. Par. 9 & 19. I am naturally  
anxious to give the East Co. all the  
help I can, but I can really hardly  
advise shipping any more wether  
this next voyage, looking at the ne-  
cessity of keeping up the shipments of  
wool, and considering the number that  
we are compelled to kill besides for  
mutton here and in the Camp. If I can  
see my way to throwing in another 1000 I  
will do so, but I doubt it very much.

15. Par. 11. The waspi, boiler  
is leaking again in one of the seams, but  
I believe that it can be stopped. I hope  
the anticipation of expense held out will  
be realized with the new prospectus, but I  
fear that 220 revolutions are unat-  
tainable.

16. Par. 12. I am sorry that the  
wool for March was less than expected,  
it was all I could get in 5 bips of the  
Mount. I was afraid that there  
might be a shortage of funds, but I  
hope that the remittances since the  
beginning of the year will enable you  
to tide over until the Columbia's next  
return, when she will take the balance  
of the produce, if my proposed arrange-  
ments are considered suitable.

17. Par. 13. I have said before  
that to every theory about the disease  
there is a fact falsifying it; so with  
yours. Quarantining is disproved by  
the careful experiment with our own  
flock in December 1884, in which  
case the mortality was terrible; besides,  
it is quarantining supposed to have been  
resorted to all over the islands 2 1/2 years

286  
ago, suddenly and never to have been  
heard of before? The tendency each year  
is, I think, in the direction of more care  
in handling rather than less. What about  
the cases that occur in the fur Camp, where  
the sheep have not been driven at all?  
Paddock, devoid of grass. The mortality  
is just as great with the first flock as the  
last, in fact; Mr. Birch, who has it this  
season on the coast, writes me that it was  
worse with him while the rich grass lasted.  
Cold weather. Unfortunately this is not a  
new experience here, why did the cold  
weather bring on the disease 10, 15, or 20  
years ago? You speak of the great mor-  
tality in ours as though it were some-  
thing special; but as our losses have  
been, they are nothing in comparison  
with some - in percentage. I know  
no place, however isolated, is secure,  
and the very people who have been there  
one year, and flattered themselves upon  
their superior management, have suf-  
fered the next season as badly as any.  
When you remark that losses from all causes  
should never exceed 6 to 7 per cent., I

can only say that you have much  
 underestimated it: I have just  
 had a conversation with Mr. Baines,  
 and he scorns the idea. You would  
 do well to have a conversation with  
 him on the subject of sheep farming  
 generally. He goes to England this  
 month. I have thought for some  
 years that it would be a good thing to  
 engage a practical ditcher in Scotland  
 to work at the steams, providing in  
 his agreement for any kind of labour-  
 ing work. A shepherd is a man who  
 has no fixed time and no overtimes.  
 I may be mistaken, but I have an  
 idea that Mr. Baines has been  
 once or twice lately within 100 miles of  
 Greenhumb St. Can. etc. In this  
 you are approaching a proper com-  
 prehension of what I mean lately  
 about sheep that are carefully shep-  
 herded within boundaries, not putting  
 on mutton and fat like those that  
 are left unattended.

14. Can. of Mr. Hemmings

statement about cooking utensils was  
in reply to Dickie's enquiry whether the  
Company provided them at the shepherds'  
houses, and I think that the context dis-  
proves your suggestion that the passage was  
was referred to. for he says: - "There are  
plenty of dogs on the Islands, cooking  
utensils are supplied, take a good sup-  
ply of blankets and clothing with you."  
- blankets and clothing for the voyage! If  
not, why cooking utensils? I shall make  
him no allowances, as he is with a very  
satisfactory man, and I only sent the memo.  
to show you that Mr. Fleming sometimes  
promises too much.

19. Par. 19. Mr. Briggs has  
written to ask me to call him a cargo or  
two of young ewes on credit, which I  
am declining.

20. Same par. I am glad to  
see that a station has been purchased  
and will make preparations to receive  
him, and have him properly tended.

21. Par. 20. Copy of Mr. Stande's  
letter was put among the enclosures.  
Dr. Anderson has always a good balance  
as I draw his pay monthly. I regret

more for his own and his family's  
 sake than for that of the West India Company,  
 to say that he is in a rapid consumption,  
 and that Dr. Parrington of St. Neas  
 told me that he could not live long.  
 I will write to Mr. Call about training,  
 and suggest to those the propriety of  
 communicating with his father. Re-  
 garding the Loan, I am afraid that  
 you have let the owners off too cheaply.  
 You know that our fixed charge on  
 ships' bills is 7 1/2% com. interest  
 if paid in London, 10% if on the  
 Continent, and that as German Captains  
 cannot pledge their owners' credit, we  
 invariably insist upon taking a Re-  
 ceiving bond in the first instance, a  
 which, though we receive, we certainly  
 cannot be sure of. The Bond  
 for the credit of the port, we allow to be  
 omitted, provided the owner agrees to  
 meet the bill with the usual 7% or 10%  
 and pay all expenses, including  
 insurance and cost of telegrams. It  
 is a great consideration to him and  
 the Underwriter, and it is a loss in

a way to us. The difference in fact between 35 and 7 1/2% less expenses. Which we should be foolish to voluntarily submit, were it not for the fear that difficulty about money would keep German ships away altogether. In this case the owner has the assurance to demand both entire premium, and you not only let him off a portion, but omitted to charge him the 7 1/2% that our English ship would have paid, so that had I not taken a commission of 5% in addition to the 1/2% premium the business only had been done for less than nothing. Enclose copy of letter Lord Capra's Transcript, which states clearly the terms on which the bond would be cancelled.

22. On 21. I have given much consideration to the question of appointing a Chief Manager, and the Directors may feel sure that any suggestion coming from us this side would be willingly adopted if I could see my way clear. To sift the question thoroughly I must go back over 10 years. Some of the Directors who were on the Board at that time will remember.

his that a man's impulses must through  
 them be seen not with Clay as Camp  
 Manager in London, and I remember  
 hearing with some amusement that  
 the Secretary went down, as a kind of  
 Sister Anne, to hail from the upper  
 windows of the hotel at Gravesend the  
 first sight of the ship that was bearing  
 the Company's deliverer. Well, Clay  
 was engaged for 2000 years, and of all  
 the people ever met, not I think he was  
 the most useless; I am sure that the  
 Directors long ago recognize this fact.  
 I believe you know that they were  
 mistaken, but misled by his own  
 gossip that was more fictitious, when  
 than now: however I gave Clay while  
 he was every assistance and support.  
 He went away in 1881, and I then  
 was his Overseer, Treasurer, Super-  
 intendant over North America and  
~~the~~ <sup>the</sup> sections, knowing neither  
 but independent man Finlayson,  
 who is well qualified to manage it.  
 Then your move passed, and I then  
 show up his place in a huff, coming

home while I was in England in 1884.  
Before leaving I had told the Officers  
to carry on, pending arrangements, that  
would be made at home, and they were all  
prepared to hear of some one coming out  
to take charge. I told the Board that I  
had some loose conclusions that the place  
required a gentleman permanently stationed  
in the Camp, not a rascal like Clay, but  
one who knew his work and would be re-  
spected, not laughed at; and I strongly  
recommended Mr John Birch, whose  
long experience in the State rendered him  
well qualified for the post. I believed  
and believe that I was right, and had the  
appointment been made at the time it  
would have come as a matter of course,  
and no one would have been upset. The  
Board, however, took another view, and  
only offered me another promoted step-  
here like Patterson to take his place;  
this I declined, and said I would work  
with the men I had already, Amstrong,  
Lindsay and Mr. Call, each responsible  
to and corresponding with me directly.  
I see this as part of my duty to say that

the Board was wrong; but I find  
 them now adopting, with regard to the  
 Breach, the very idea that they scouted  
 when brought forward by me three years  
 ago. How what ideas of the Breach  
 he is just the sort of man I wanted to get  
 hold of then. But in dealing with  
 Camp matters and our Camp was being  
 interests are involved, and we must be  
 cautious. One of our greatest drawbacks  
 until lately has been the reported or  
 actual instability of the Company's  
 appointments. As our authority was  
 less respected, for any one newly appointed  
 was looked upon as certain of dismissal  
 within a limited time. I remember the  
 popular verdict about G. W. Call when  
 he went to South Am. "Poor fellow!"  
 "He is too good to go there and he kicked  
 'em under a year." But he has been  
 there four years, and he is one of the  
 ablest and clearest men among sheep  
 dressers now; having, too, the South  
 Am. section in such cases, without  
 a hair of a comb. - a condition it was  
 never in before his time - it would

be an immense pity to do anything like  
 disparaging him, or lowering his  
 position in such a way as to take away  
 his interest and pride in his work. Any  
 say the same in scarcely less qualified  
 terms of Fairbairn, who has held his  
 position longer, ~~was~~ <sup>has</sup> been indepen-  
 dent of every one but myself since 1880.  
 He has not Mr. Call's education, but he  
 is a man of great energy and force of charac-  
 ter, ruling his men with a rod of iron.  
 Now there are men there in Lapland  
 today, in round numbers, 100,000 sheep  
 without a spot of scab, a state of things  
 largely due to the co-operation of the men who  
 was put in place to be more useful, and  
 consequently are more contented and work  
 better; would the Director wish to pull  
 this? I have not mentioned Armstrong;  
 he is painstaking and conscientious, but  
 he lacks the intelligence of Mr. Call and  
 the vigour of Fairbairn, not being what  
 you will understand by the term a "practical"  
 "man"; but I am pretty often in  
 contact with him, and can keep him  
 straight. The Director must not suppose

that I think our own systems are  
 perfect; far from it; no doubt many  
 things may be altered for the better  
 and I am always ready to adopt any  
 improvement; but what I believe is that,  
 all round, we work more systematically  
 than any of our neighbours, and that  
 never in the history of the Company has  
 the place been so tranquil and the  
 sheep so clean. Scab was the enemy  
 fought for a quarter of a century, and  
 until that was conquered successive  
 changes were necessary. But the  
 disease, you will say? True, but is  
 that the result of the management?  
 I don't think that there are two stations  
 in the Falklands free from it; as the  
 state of the farmers, with their caprices  
 of grain, had managers? How does  
 this scourge, which was never known  
 until 1884 fly from station to station,  
 and even across the water to islands,  
 to which no sheep from a diseased  
 station has ever been taken? Why did  
 it never come before, although the  
 conditions of climate and of manage-  
 ment have been the same? If you

me if you see your Doctor, if a farmer  
has diseased stock he goes to a Veterinary  
Surgeon. That is my opinion is the chief  
to do. I have preached this senselessly for  
two years, here and by despatch; many  
are now of my way of thinking, and I  
can see more earnestly suggest it. Then  
you would have your opportunity, supposing  
the Veterinary correctly diagnoses the disease,  
attributing the cause to a fault in manage-  
ment, what more natural than to send  
out a responsible man to carry out his  
recommendations? Such are my opinions,  
imperfectly and hastily expressed as well;  
as far as I can write; but I believe they  
are correct; and I will be no party to  
recommending any change at present,  
though the Directors may be assured  
that if they think differently I will  
loyally so my best to carry out their  
wishes.

23. Par. 22. Returns which  
you shall be made up and sent, though  
India just know that any July statement  
had been sent annually, were there  
any more of it in this office.  
et. The Godwone took 1500 cows

from Tebbel Island to Gassago for  
 Captain Eberhard, and he returned  
 with most disastrous news. The  
 sheep began dying as soon as they  
 got on board, 700 were landed alive,  
 over 500 died the first night, and  
 in the end just 20 out of the 1500  
 reached the station. The symptoms  
 were those of the disease; Mr. John  
 Dean told us only a few days ago  
 that it had not appeared on Tebbel,  
 and that he had allowed no strange  
 sheep to be landed there since its first  
 appearance, nor had he dipped for  
 two years: no doubt it was latent  
 in the sheep. And yet there are  
 people yet who put it all down to  
 Liati's dip!

25. Mr. Bonno's wishes you to  
 procure 224 bullock wood, 8 bullock  
 skins, 70 hides and a little butter  
 for Granville.

26. I have decided that I  
 must resign the Station Comptroler;  
 I have a letter this time which I have  
 not had time to translate, but from  
 what I saw yesterday of glancing through

it the Minister apparently is passing  
my attention to some enormity, ~~committed~~,  
of course with the best intentions, in  
sending home the crew of the Luigia S.  
I pored over the Laws and Regulations for  
hours together on this subject, but not  
knowing Italian and having no one to  
interpret for me I am working all the  
time in a fog, and I had, unfortunately  
what I cannot understand. The business  
of the week would have come to me, as the  
same, as I was instructed by cable to  
protect the interests of the Salang Associa-  
tion, and I should have had the satisfac-  
tion of looking after one set of interests  
which would have been, instead of two.

27. I should be glad if the  
Directors could see their way to allowing  
me to carry out the suggested boarding-  
house scheme for children at Darwin.  
Thomas Watson, one of our oldest shepherds,  
is leaving and coming into Stanley,  
simply because he cannot get his family  
educated any other way. I am Sir,  
your obedient servant.  
W. E. Scott,  
Manager.

Enclosure.

Orig. despatch 433

- insert

- letter to Secretary

Copy letter to Capt. Scamper

Shipping report

Statement & accounts

Insert

P.S. Since I began this despatch  
the Government has told me that he  
intends to send the mail to Mr.  
Stukensmich this time, so I shall  
put the letters as usual.

✓  
540  
Fort Stanley,

10th May, 1887.

Object.

Barque Liguria S.

to.

Sir, I have the honour to acknowledge the receipt of your Excellency's despatch (A.G. No. 73454) acquainting me that an error was committed in allowing the payment of wages to the crew of the Liguria S. in preference to the expenses of board and passage home, and requesting me to return the sum paid in excess of the proceeds of the ship and freight.

In reply, I have the honour very respectfully to state that, owing to a mistranslation of that portion of the law bearing on the subject, I was under the impression that wages

His Excellency

The Minister of Foreign Affairs,

to.

to.

to.

Rome.

would be

would be due to the crew if there should be sufficient proceeds arising from the property saved to pay them after defraying the cost of board and passages, and, as the quantity saved was large, I did not consider it my duty to interfere when the Captain presented the wages accounts for payment.

I need hardly say that the error pointed out has caused me very much regret; but I would venture to ask Your Excellency to refer to my letter of 14<sup>th</sup>. August, 1876, in which I expressed a feeling that I could not satisfactorily fulfil the duties of my appointment owing to my imperfect knowledge of the Italian language and the want of an interpreter, and stated my desire to resign my position, and to the reply of 15<sup>th</sup> October, 1876. (Bureau du Personnel n. 931) in which I was informed that

correspondence

correspondence would be addressed  
to me in future in the French language,  
and was requested to reconsider my  
decision. To this request I succeeded;  
but I have not found my difficulties  
decrease, and I beg, therefore, to say  
once more, with great respect, that it  
will be impossible for me to hold  
the position any longer, with any  
satisfaction to myself or with any  
benefit to the Government, after  
receiving Your Excellency's reply to  
this communication.

With regard to the subject of  
the letter under reply, while again  
expressing my regret for the mistake,  
I beg to point out that it was commit-  
ted in all good faith; and I trust  
that, in view of the explanation now  
afforded, Your Excellency will not  
think it necessary to press the demands  
made upon me, the amount of which  
I may observe, en passant, far exceeds  
the total fees of the Consulate from

all sources

all powers since the date of  
my appointment.

In anticipation of an  
enquiry as to the name of a  
possible successor, I have the  
honour to state for Your Excellen-  
cy's information that there is no  
person in this place of any position  
in the least acquainted with Italian;  
and that, although I have, I  
believe, during the last 18 years,  
been the means on one or two occasions  
of protecting the interests of Italian  
writers against fraud, there is  
not, as a rule, for several years at  
a time any Italian ship in these  
waters, or any business that calls  
for the intervention of an Italian  
Consul.

I have the honour to be,  
Sir,  
Your Excellency's most obedient  
humble servant,  
A. J. J. J.  
Consul.

437

Letos.

310  
55611<sup>th</sup> May. 7

Sir,

In my last despatch, writing on the subject of Camp management, I laid plain to working, all round, more systematically than any of our neighbours. It may be interesting to the Director to hear some of the details of Camp work as carried out at the present time.

Beginning with the early spring, it becomes necessary in September to look about for additional labour to bring the working staff up to the proper strength for finishing shearing by the end of January, and to do this an estimate of the number expected to be shorn has to be made, and statistics of previous years examined. Having made my calculations I ask the Councils to let me know the number of men they wish for, and if, as sometimes

A. Coleman, Esq.

Secretary, London.

happens, they ask for a less number  
 than I have put down, so much the  
 better. They know that they are respon-  
 sible for getting the work done within  
 the prescribed time. As all the other  
 farmers are on the look out for hands  
 also I have to try to get my staff in  
 good time, so as to avoid sending to  
 Monk's side, and, beginning early, I  
 am able to reject any applicants I  
 know to be objectionable in any way.  
 The Company's pay for labourers is  
 £5 per month: I never give more,  
 while others offer £5.10s. or £6; but this  
 is the case, mostly, with those who  
 are late in the field. It is cheaper to  
 engage early, than to send to Monk's side,  
 the passage money coming to the  
 amount of more than 2 months' wages.  
 Labourers engaged in September are  
 employed at fencing, peat cutting,  
 and a number of odd jobs until  
 lamb-cutting, when some of them are

told off to assist at that. It begins  
about the second week in November,  
and is time to be over by the end of  
the month, so that shearing may com-  
mence on the 1<sup>st</sup> of December. This is  
the great harvest of the year, and every  
available hand is put on to ensure  
the work being done in the proper time.

In December are shorn the wethers  
and all "wile" sheep, and if they are  
finished before the end of the month  
there is a pause until after a few days  
day, and being concerned pursuant to  
shear the breeding ewes until then. The  
clipping is time to be finished in the last  
week of January, and if at any station it  
runs into the first two or three days of Feb-  
ruary it is through an unforeseen accident.

Baling and shearing go on together, con-  
sequently when the latter is over, the clip is  
ready for shipment, and the labourers are  
free to go to any other work. This is why  
our wool is always the first in the market.

During February there is the feat  
 to be started for the winter, probably  
 more fencing to be erected or repaired,  
 and numerous calls are made upon  
 the time of the labourers until the  
 dipping begins and goosegreen starts.  
 This start (independently of the  
 Columbia of which I will speak pre-  
 sently) takes place about the time  
 the ewe flocks are handled, <sup>the beginning of April</sup> when the  
 ewes part the previous year and kept  
 separate while the rams were out-  
 an drawn for boiling down and  
 drawn to Goosegreen, to which place a  
 number of the labourers have now  
 found their way. At this time  
 ewes are cart for the following  
 season, and the wether lambs  
 drafted out for new flocks or to fill  
 up existing ones, the whole of the stock,  
 beginning with the wethers in March,  
 being dipped before the last week  
 in April, when the rams go out and

not being further disturbed except when the rains are taken off. As soon as the boiling down has been finished it has been customary to discharge the labourers engaged for the season, and reduce the staff to its winter level. The principle upon which the work is based is to do everything at one, and a prescribed time, by which all the seasons operations fit into one another, the labour directed for the time being where it is most required, and the best made of it. I hold that it is better for the stock to do this even if a little more has to be expended in labour, than to drift along, as some do, with no definite aim, trusting to the weather and a chapter of accidents to keep them through before the winter. Many, the majority of farmers, do not shear during shearing time, but stack their wool, and get it baled quite late in the season; so do the sheds out of all preparation are required, and they do not turn their wool into money until late in the year. To finish their shearing

at the time we do, and it is quite common to hear of their rabbeting miserably during the winter, the practice having the worst possible effect on the sheep. In shearing we are always the first, and our sheep are able to put on a good coat before the cold weathers, while others through what I consider an utterly mistaken idea of economy will employ an insufficient number of hands and carry on drearily during February, March, and even April, thereby exposing newly shorn sheep to the first snow, with the result of showing a percentage of mortality that I should be very loath to see among our sheep.

Such, as I have described it, is our plan of work, and I believe myself fully entitled to claim for it that it is, generally, more systematic than any to be found elsewhere in the islands.

The establishment of the present

48  
Company has had, and will send  
further to certain modifications, of  
which I cannot at present see the  
extent. From what I have already  
said, it will be understood that any  
interruption of the ~~work~~<sup>person's work</sup> must, until  
fresh arrangements are made, upset the  
whole routine, and the Directors will  
clearly see why I have made such a  
point of getting the Company's sheep  
taken by the Selumbria in February  
or March, and at no other time, i.e.  
after shearing, and before the old ewes  
have to be got out of the way. Last  
year we got into an awkward juncture.

The Selumbria began working about  
the end of April, by which time the  
old ewes should have been all dis-  
posed of. Difficultly w. 1, they had  
all to be kept until June. But the  
wethers, which in the haling down days  
would have been killed in March, were  
kept waiting until they could be turned  
into mutton, and here arose difficulty

as 2 and the worst, for thousands  
 of lambs had to be headed day after  
 day at South Hill, for weeks after  
 they should have been at rest for  
 the winter, because the ground to  
 be cleared by killing the wethers  
 was not available for the fresh  
 stock. Now this year we got on  
 better, because the sheep being  
 not arrived at Darwin until the  
 24<sup>th</sup> January, and foreseeing the  
 necessity of having labour avail-  
 able for working Goodpines I had  
 in the Spring sent about half a  
 dozen more men to the Camp than  
 I was asked for; consequently the  
 South Hill shearing was over  
 on the 22<sup>nd</sup> January, and I left  
 on a couple of days afterwards,  
 which enabled me to throw labour  
 from both those places into Good  
 Pines at once, and we went through  
 from the beginning without a hitch.

But imagine what it would have  
been, what a total upsetting of the  
whole season's work, had it been  
decided to begin killing at Goosepen  
on 1<sup>st</sup> January, instead of on the  
West Falklands. How the West people  
put up with it I don't know; it is  
fortunate that they are less tied, now  
to times and seasons than we are;  
but it must have been very inconvenient  
all the same; and I maintain that I  
am right when I say that in the long  
run it will never answer for the  
Sclumbria to be here in the shearing  
season, and that the only convenient  
time for shipping sheep from the  
Falklands is from the middle of February  
until April.

I have said that as soon as  
the killing is over at Goosepen it has  
been customary to discharge the extra  
labourers, and it is in this that one  
of the principal modifications of

the arrangements had to be made.  
 There was always this difficulty: the extra hands were engaged for the season, to finish up at Goose Green: they were for the most part seafaring men, runaway sailors, longshore loafers, and the like, they knew they would have to leave in any case: and, though they generally got through the shearing and pressing without disturbance, when it came to Goose Green with its blood, grease, filth, stinking meat and other abominations, the advantages of hitching up a row and getting discharged were so obvious, that it was no wonder that the less scrupulous among them took advantage of it season after season, and we were upon the horns of a dilemma, either we had to send them off and get that done, or put up with any violence for the sake of getting the work finished. As this was most

unsatisfactory, and I felt that when  
the interests of the Great Company were  
also involved it would not do to trust  
the Apaches work to chance labourers  
picked up for the season, but that I  
must give the staff there an interest  
in the employ. I therefore made it  
known that any man ~~would~~ who went  
through the season to the satisfaction of  
the Engineer, might have the privilege of  
remaining in the employ during the  
winter, providing he declared his inten-  
tion beforehand of remaining during  
the following season also. In this way  
I kept sufficient hands last winter to  
attend to the skins, keep the place in  
order, cut the peat, bale the skins  
when dry, &c. &c., and at the end of the season  
I made up from them the Walker  
Creek labour gang, a few others going to  
North Hill; from these places, as I have  
said, they came back again to meet the  
Selenbia, and being acquainted with the  
work dropped into their places at once  
without any confusion. As far, good;

but here comes my difficulty; owing to the increased rate of killing I have had to put a few extra hands at Goulburn this year; I cannot show any provisions, and if they all elect to stop I fear I may be paying during the winter for more labours than I can profitably employ. We are in a state of transition; at present we seem likely to have three seasons at Goulburn instead of one, summer autumn and winter, the first and last on account of the ~~Local~~ Company; but this is not certain, and until the next A. settles down to a permanent plan of work all I can do is to keep my eyes open and work to the best advantage. I have gone into this matter far more in detail than usual, in order to bring the working arrangements in the Camp clearly before the Director, and to anticipate any criticisms on the subject of labours.

There is another point upon  
which I should say something, the  
breeding of rams, with regard to which  
I have lately altered the system. The  
stud flocks have been a remnant of  
the old régime, when everything was  
managed from Darwin, and it has  
always been the practice to draw ewes  
for these flocks from the Darwin  
section only, the management of them  
and of the rams being vested in the  
Darwin Overseer. I have thought it  
right to change all that, and have  
directed the three overseers to meet  
as a Committee, all with an equal voice,  
their decisions and differences, if any,  
to be reported to me. As the result of  
their first deliberation, this season,  
it is intended in future to permit  
the stud flocks with the best ewes  
suggested from each section, and I have  
decided to maintain two flocks, in

all about 3000 breeding ewes.  
 one at Dos Comas as at present;  
 the other at Driftwood point,  
 both fenced in, which is not the case  
 at present: the old flock at Bodie  
 Creek shall show into the Walker  
 Creek section, which will give Fri-  
 layson the sole control of the land  
 within the Bodie Creek and Adams  
 San Lucas fenced, and enable the  
 section to carry a good many more  
 sheep. Unless I, much mis-  
 takes these changes will be very  
 beneficial.

Generally speaking, the  
 principle I have adopted for some  
 years with regard to the Camp is to  
 give the owners and those in  
 authority as far as hard as possible;  
 I discuss with them at great length  
 the work that has to be done and,  
 when necessary, the details; having  
 done so I leave it to them to carry

about, without interference on my part,  
and I now give orders to the rank and  
file executing through them; then they  
acquire a feeling of responsibility, and  
as a lttle exact an amount of discipline  
and obedience to orders that would be  
wanting were I always personally inter-  
fering. On a few points only I retain  
personal control, which I delegate to us  
ourselves: the power of engagement and  
dismissal, the expenditure of money,  
and the consumption of materials, within  
the limits named each is free to carry  
on his season's work as best he sees,  
and if he fails he has to explain why.

In the lines detailed the Com-  
pany's work is carried on, I think I  
may say successfully; the system  
was not planned in a day, but has  
been built up year by year and, no  
doubt, as I said last mail, it may  
be further improved as time goes on.  
It must not be supposed that because

I do not perpetually weary the Board with details all the work is any the less carefully thought over, planned and executed.

I have written this despatch, partly because I have not for some time been into details of Camp Management and I have now a little leisure between the mails to go into them, and partly because I wish the Board to enter into and appreciate the reasons why I look upon any alteration of our present arrangements with doubt and misgiving.

Dear Sir,

Your obedient servant,

Wm. Pitt  
 Major Genl.

438.

Setts.

340

384

23<sup>rd</sup> May 7

Sir,

I shall be obliged if you will give me details of the amount recovered from the Underwriters on the Thonet, as it will probably be a guide in future cases.

2. The report on 46 bales skins for this dated 8 Feb. contains only 67. — This seems not matter now, as it is evident that  $\text{V}$ 's 9 bales are left out but there is an error I fear in the number.  $\text{V}$ . 15 bales, 1129 skins, should be 16 bales containing 1199 skins, being from Feltan's ship killed at Port Louis last May; H.B. again are entered as 35 bales, in two lots of 26 and 9, but they are 34 that came in from Port Howard for a year or last November. Has one bale been transferred from one to the other?

J. Coleman Esq.

Secretary, London.

I send you particulars of the num-  
 bers of skins baked all upon skins for  
 others, which should correspond with  
 the number of sheep killed by the  
 Meat Co. and either shipped or  
 boiled down. I am afraid that there  
 may have been a mistake here in shipping  
 Cameron's and Greenhild's skins,  
 the G's having been taken for C's in  
 some instances; but if so it may  
 be discovered in London, and the  
 quantities stated on the list are correct.  
 I will have Greenhild's marked JG  
 in future.

3. James Rae and Alexander  
 Walker are going home this mail,  
 and will return in October at their  
own expense to be reengaged here.

Walker wanted to know how old hands  
 had been engaged at home last year,  
 and I explained to him that it was  
 through a misapprehension of the  
 understanding about reengagements.  
 James Rae has been sub-overseer at

102  
I don't know for a good many years  
and it is one of the most respectable active  
men I know, thoroughly well up to  
his work, a rough diamond, and an  
excellent creature when he is quite sober.  
However, in justice to him, I must say  
that he is a greatly improved character  
since his first arrival seventeen years  
ago. Walter is a man of unusual  
promises.

4. Send you a correspondence  
with Mr. Call about fencing Laporia  
and a tracing showing the lines pro-  
posed. I have no answer yet to my  
last, which contains some queries and  
suggestions; I want to know whether he  
can point out any advantage in having  
five divisions instead of four. In  
the plan the black lines are the existing  
fences, the dotted ones Mr. Call's proposal.  
The red ones show those suggested by  
me. I am rather relying upon your  
sending fencing by the Sclumbria, as

mentioned in your last despatch.  
 Section 28 est. of 1<sup>st</sup> class wire for  
 the mile of fencing, 36 straining  
 baskets, 100 posts, 900 palings or  
 swings and 75 lb. binding wire, not  
 galvanized, there are outside quan-  
 tities unless the ground is very un-  
 even. As we stand at present we  
 have about 2 tons wire, 115 baskets,  
 over 2000 posts, 20,000 palings and  
 very little binding wire. Whatever  
 mileage the Directors may decide  
 upon it can all be turned to good  
 account at present: you will please  
 make up the quantities of the above  
 materials of which you may be deficient,  
 and remember that some may in the  
 meantime be sold. Binding wire  
 should be as per Section 1885.

5. The Warpi boiler has  
 been repaired, and this time I think  
 very efficiently by a young Engineer  
 who came out for Fort Stephens, but  
 is returning because there is nothing

for him to do. The new propeller and shaft have been fitted, and she yesterday had a trial with steam at 49 to 50 lbs.

The best she did was  $1\frac{1}{4}$  miles in 10 minutes, or  $7\frac{1}{2}$  air hours, the greatest number of revolutions obtained being 185. This is final: I had up to yesterday hopes against hope, and now I am sorry to be obliged to pronounce the boat a dead failure. It is one of those cases in which people have to buy their experience, and we have done so with a vengeance. We were the pioneers of steam here, and we started with the idea of combining two purposes by having a boat large enough to tow <sup>use.</sup> and small enough for harbour purposes. This was our error, she is too small for the one and too large for the other. As a tug, she can move a hulk about in moderate weather, and she once brought in a piece of nearly 600 tons from Fort William against a light air from the south; on the other hand if

there is any wind or sea she is  
 powerless, and I have been in her  
 when she has been dragged astern  
 by the spruce. For going about  
 the harbour and alongside ships a  
 smaller boat would be more service-  
 able. The next mistake was hav-  
 ing the boat put in frame, to be built  
 here, instead of having her completed  
 in England, this was the greatest  
 fault, though it is easy to see that  
 it was in consequence of the size,  
 which prevented her being carried  
 on a ship's deck. She could have  
 been sailed out, as the *Zillah* was,  
 less than half her size. Again, in-  
 stead of Yarron, Thornycroft, or  
 people of repute, we went to *Milner*  
*Shipp*, very respectable men no doubt,  
 but not a firm who had any reputa-  
 tion for building fast launches.  
 They gave us a boat without any guaran-  
 teed speed, and when she came to be  
 tried she boiler was found to be quite

inadequate for the work it was required  
to perform. There came the expense of  
getting a new one, and half pulling  
the boat to pieces in getting it down. The  
quality of the iron in this boiler is stated  
by all to be excellent, but the workman-  
ship questionable, and there is no doubt  
that one pretty rivet had escaped the  
eye of your inspector. The sale of pro-  
pellers, two blades, three blades, and  
of pitches varying from 5 to 7 ft. 6 in. too  
wearisome to relate. The sum of the  
whole is this; Dean's ship is coming  
through the Narrows 100 yards ahead  
of the Warp, a few weeks ago, was  
moored to this jetty just as the latter  
passed the Great Britain, which lies  
half way between our jetty and the  
Narrows, and so it is every time  
they are out together. I said last year  
that you had the best pit for a time in  
shipping business  
last year, and this continued until some  
improvement had been made in the  
working of their machinery; but the

time the Lizzie was running  
badly was coincident with unusual  
success in shipping business with  
us, while the present is a period of  
severe depression. I don't mean  
to pretend that being able to get on  
board first is decisive, for I should  
only be misleading the Directors;  
but that it has much influence is  
beyond doubt.

When the Warp was grounded  
to have the new propeller put on I  
photographed her, and send you  
a copy this mail. Since I first had  
anything to do with steam launches  
I have gathered that the best results  
are to be obtained from a boat with  
a fine sharp entrance, a very long  
beam run, and the greatest beam  
before the center; there may be other  
desirable qualities, but I understand  
these to be essential. Now look  
at the Warp: bluff bows, a short  
full run, and the greatest beam ahead.

of the mainmast, such a vessel all  
experts tell me could never be expected  
to steam. It is with a feeling of ab-  
solute humiliation that I say we are  
beaten, hopelessly beaten. And I can't  
say that anyone is to be blamed - excepting  
that I should like to have Miller and  
Cuppi's descendants - I dare say some  
as much to blame as anybody: but we  
all went into it without any experience,  
and as I said at the outset we have  
bought it dearly. And yet I don't like  
being beaten, and I see a way out of it.  
First, let it be understood that we must  
have a launch; the days of open gigs are  
over, and if we have not a suitable boat  
to attend on shipping we may give up this  
competitive business altogether. As  
what I propose I speak as an enquirer,  
not from my own knowledge, and I say  
if our machinery, which all unite in  
saying is the best part of the boat, will  
drive a tub like the Wasp 7 1/2 knots an  
hour, what would it drive a boat 150

feet long, of less beams, and designed  
 by a competent naval architect  
 specially with a view to speed in far  
 as it is consistent with stability?  
 Should we not, if the full power were  
 put out, get 13 or 14 knots, and in  
 this put the principle on which torpedo  
 boats are engine'd? If nothing  
 comes of it you could at least get an  
 estimate of the probable cost of  
 such a boat in wood, iron, or steel,  
 and she could be brought out on a  
 ship's deck. I believe that you have  
 the drawings of the *Wasp*, as *Buckley*  
 had only the tracings; if not, I would  
 give particulars. The engine room  
 hatchway should be broad enough  
 to take the boiler down; as for the rest  
 the *Wasp's* cabin and forecabin  
 fittings could be transferred, and  
 instead of carrying the tanks in  
 the new boat, which alone are  
 longer than the 10 ft. purpose to be  
 taken off, the *Wasp* would make a

convenient lighter and launch boat,  
which would enable us to tow a large  
quantity of water stores, and still  
deliver it by steam. The Service has  
been coming money the last few weeks,  
having been engaged to attend all the  
ships in harbours.

6. Reported the Cape Boston  
last mail, and August to say that the  
side of shipping has set heavily against  
us. The Bidston Hall, a new four  
masted ship on her first voyage, has  
put in with the loss of nearly all her  
spars, that is to say she has lost  
three topmasts and most of her yards  
with sails and rigging. This a remark-  
able smash; I send you a photograph  
of her from the deck of the great Bidston.  
The expense of repairing will be enor-  
mous, and the Captain has put <sup>himself</sup> ~~her~~  
into Osari's hands, under circumstances  
that I hope will be the subject of enquiry.  
In this case Mr. ~~Osari~~ happened to  
get on board first: the Captain knew  
no one here, but he came up in the

being to the other hours, and would  
 not come near us for four days.  
 When he called to the great pains in  
 going into anchoring, showed him  
 that with his own spare spars I  
 could refit him without going outside  
 our own place except for some canvas,  
 took him over our workshops, and  
 pointed out the fact that Captains  
 Slap and Baillie of Great Britain  
 and Kingal, with both of whom he was  
 acquainted, had been with Drans on  
 their first visits but changed the  
 second time they came. He is present  
 at Lloyd's, and if ever there was a case  
 in which it was clearly the interest  
 of a man to come to us this is the one.  
 We have plenty of spars, Drans has  
 scarcely any; blocks in abundance,  
 Drans has very few; as much  
 wire rigging as he wants, between  
 3000 and 4000 yards of canvas, our  
 Blacksmith at liberty; Drans's ship  
 engaged in the Cape Bottom; our

06  
Carpenter's shop, 80 feet long, has  
space for working three or four spans  
at once, at Dean's they have, at this  
inconvenient season to work in the open  
air. I sent him a letter the same  
evening pointing out pretty clearly that  
it would not be to the ship's advantage to  
go to people who must buy so much  
from us, and all the answer I got  
was a request the next morning from  
Dean's carpenter for the four spans that  
came out in the *Selumbria*. I had  
suggested that I should have upset  
the business altogether; but this would  
be playing with a two edged sword  
which might be turned against us on  
another occasion, and I contented myself  
with selling the four sticks, as they  
lay, without guaranteeing their sound-  
ness, for £500. Then they wanted one  
of the Great Britain's iron top rail yards  
and the smaller lower top rail yard, wood,  
for these I asked £100 and £60 respectively,  
at which they drew off for some days, but

returned eventually for the wooden  
 one, and unless I am much mis-  
 taken, they will take this other in  
 time. I also sold the green heart  
 log for Selenbrin at about 200% on  
 its cost, but it has turned out useless,  
 being rot from end to end, and I  
 shall have to make some allowance.  
 I shall not sell any blacks at all  
 unless they take some wire rigging as  
 well, as I get them out for the purpose  
 of getting the rigging, but I hear  
 that they will want a quantity. It is  
 a large affair, probably over £6000,  
 and I should not be surprised if they  
 would not take it up, or send a special  
 agent. It is a curious coincidence  
 that the Aphrodite belonging to the  
 managing owners of the *Birden Hill*  
 came in a few days later with their  
 plates carried away and rigging  
 damaged; naturally she followed Capt.  
 Lambert, who appears to be the senior in  
 the employ. In the photograph she is  
 partially seen, the other vessels are the *Cape*  
*Birden* & *Angara*, & the *Birden*'s mast is also seen



returned immediately for the ...  
 ... and ... Long ...  
 ... they ... take the ...  
 ... take the green ...  
 ... for ... at about 200 ...  
 ... but it has been a ...  
 ... from end to end and I  
 ... have to make some ...  
 ... will not sell any blacks at all  
 ... they take some wire rigging ...  
 ... as a ... for the purpose  
 ... of getting the rigging, but I hear  
 ... they will want a quantity. The  
 ... probably can ...  
 ... will be sent ... of ...  
 ... to take it up or send a special  
 ... agent. The ...  
 ... belonging to the  
 ... owner of the ...  
 ... in a few days later with their  
 ... carried away and rigging  
 ... naturally she followed Capt  
 ... who appears to be the ... in  
 ... the photograph she is  
 ... seen in other ... as the ...  
 ... also seen

see 364

1. I have the pleasure to  
enclose a bill for £450 in payment for  
Dean's 300 tons coal, and have the  
satisfaction of announcing that there is  
only the sum of £306.15.9 standing  
against the account, so that when the  
Spanville, duly expected, has taken  
2000 tons at the contract price, we shall  
be exactly clear, with 2114 tons in  
hand to the good.

2. There is a curious hitch  
about the West Falkland mail contract  
which Mr. George Dean signed last year  
with Mr. Barkly, as it appears that  
through singular inadvertence on the  
part of one or both of them no terms were  
arranged for, and no clause inserted  
about giving notice. The Governor lays  
down the law that such a contract is in  
force for ever, until both parties agree  
to cancel it, and holds the Deans to  
their bargain. As the Spanville will  
leave the Islands before long, and  
the West Falklanders' arrangements, with

The Granville have deprived the  
 Deans of the business that made  
 it necessary to fly towards from the  
 West the whole year round. The  
 subsidy was a little assistance, but  
 not enough to pay a small schooner,  
 far less a steamer, to go out regularly,  
 and I believe that if Mr. Dean can  
 get out of it, no other way he will pay  
 the monthly fine of £10.

9. Should it be decided to  
 build a schooner in Nova Scotia  
 I would recommend that there should  
 be at least two and still better three  
 spare cabins in addition to the Captain's  
 and Mate's requirements. I hope that  
 the steamers are off there will be more  
 demand for passages by sail, and  
 there is no vessel here now with  
 any accommodation at all. Last  
 week the boat brought 23 pas-  
 sengers from Darwin, and fortunately  
 did the run in 7 hours, there can  
 hardly have been standing, far less

sleeping room. I have some hopes of taking other besides Stouens away from Townsend's Spanning; - there is a probability of Mr. Bernard Stikney buying Mr. Louis Bailton's share of Fox Bay, and I think he can be secured - and if we have to run to the West, we can take the mail subsidy when it suits us, by the trip Amiens, but if we must have the means of carrying a few people.

10. The Lotus has arrived today (23<sup>rd</sup> May) with your despatch 686.

11. Nov. 2. All the ships did take our coal, and you have received the bills; but as I pointed out before, the lower price did not induce them to take more, and they would have paid 60% for the <sup>you cut.</sup> 10. taken after the contract expired, just as readily as 30%.

Although the Director would instruct you to attend to the subject, I repeat that my remarks on this head were much too strongly worded.

12. Jan. 3. What I meant to  
express about the boarding was this:  
lining is not more than  $\frac{1}{2}$ " to  $\frac{3}{8}$ " thick,  
shelton's wood is 1" and  $1\frac{1}{4}$ ", the  
right thickness for flooring, but having  
a bead on it it is unfit for that. It  
will have to be used for a strong  
partition some time when we are build-  
ing a shed, for no one will buy it:

13. Jan. 5. The Meat Company  
would do best if they could work two  
steamers in the autumn and employ  
them elsewhere at other times, but this  
may be impossible. Although I am  
interested in their success I have my  
doubts; people are now beginning to  
wonder that owing to their losses  
from the disease they will be unable  
to keep their numbers up. As for our own  
shipment, I want to keep a few in hand  
to avoid the risk of having to kill any  
3 year olds next season; but the Direc-  
tors have only to say the word and will  
kill whatever they wish. Ed. L. do not.

want to be told later on that, as agent  
for the Great Co., in order to bolster up  
their cargo I have sacrificed our own  
interests and reduced the ship.

14. Par. 6. I have no time  
to look back, but I do not think that  
I did more than advise you that Capt.  
Kennedy had ordered a survey of the  
Great Britain with a view to recommend-  
ing her purchase by the Admiralty;  
the survey did actually take place,  
but it is quite likely that the Admiralty  
did not order it.

15. Par. 7. The preceding shall now  
be changed to Mohunshed & Blair.

16. Par. 9. Respecting this  
cylinder, which was only returned by  
Mr. Holmes, I can assure you that  
Mr. Archibald saw it and claimed it  
but was ~~assured~~ <sup>told</sup> that it was all for  
us, and it went on. When it returned  
our mark was distinctly visible upon  
it.

17. Par. 10. I will give the Italian  
cheques which are to be void if the money

has been in the mean time paid.

18. Post. I am sorry if I have overlooked Shulgusta's account, but I am under the impression that I suggested a way of arriving at his cost by means of figures which are in your possession. However, the matter shall be looked up.

19. I should buy that land of Wilson's if it is to be had at all reasonably. As regards the other you mention I will find out what I can about it; but as it evidently borders on Captain Packe I would suggest that Mr. Robinson should come to terms with him. In your plan of Stanley in Oregon I have Lumsden's name in no. 18, then we have 19 (formerly Lumsden) 20/25, 26 (C. Moody) in the new piece, 27 (Phillips) the one Williams gave so much for.

20. P. 10. On reading of your remarks about the stock of goods I had an account of deliveries in great

Britain made up, which shows a slight  
difference. 17 tons, in our favour, on the  
calculation made this morning. Coal  
paid for Dean's coal has not been all  
taken away yet. some 150 tons having  
yet to be delivered. I know that the  
Gunnitt was at Punta Delgada last  
Friday the 20<sup>th</sup>. The men, you prob-  
ably know, did not call. We were  
bound to sell the coals but they were  
under no obligation to take them.

21. Jan. 14. I believe that when  
once a sheep has rubbed against a barbed  
fence he will display no anxiety to  
repeat the experiment. But sheep will  
charge fences at times, and charge I can-  
not speak from experience, I should  
expect the flocks to catch a great deal of  
wool and ruin many fleeces. After you  
have seen Mac about fencing and the  
Directors have considered my remarks,  
they will probably increase the <sup>length</sup> ~~fencing~~  
to 20 miles. Regarding rams, I really  
think that sending any more out just

now in an unnecessary extravagance,  
 as there are plenty to serve the stud  
 flocks from which the rams that  
 serve the ewes generally are bred.  
 Over 62000 ewes have gone to the ram  
 this season, and you cannot pretend  
 to send enough to serve all these, so  
 you must work ~~for~~ with the progeny of  
 the imported ones, which are sufficient  
 in number, as I have said. Success  
 seems to be got about Christmas.

22. Par. 15. I do not think  
 that I am in danger of losing sight of  
 the necessity for economy, but if  
 there is any point upon which the Board  
 has doubts I shall be glad to go into  
 it. Meanwhile I will mention a fact  
 that I looked up the other day for  
 my own curiosity when examining the  
 Camp Wages returns for the first quarter  
 of this year. The number of hands on  
 that list employed during the quarter  
 was 143. In the same quarter of 1883

there were 139 hands - four less. Of course a few came or left during the quarter, but for the purpose of comparison the returns are sufficiently accurate. In 1883 the total weight of wool was 5801 cwt. This year we have already sales 7250 cwt., and estimating 8 bales or 40 cwt. more when the complete returns are in from Darwin. I should have had these before, but the men have been fencing, we shall produce this year with four extra hands 160,000 lbs weight more wool than we did four years ago, worth at 6 a lb. £4000. There has been a fall in profits certainly, but it is caused entirely by letting the wool go at 6 and prices over which I have no control, and if expenses here had increased in proportion to the wool you would have had no profit at all. May I remark, with reference to the suggested reduction in expenses of staff, that the recent proposal to increase the staff in the Camp has not emanated from me? Your wool sales will set us all right again.

23. In my remarks on the Lurch  
I would suggest keeping clear of Miller  
Cliff in future, whatever may be done.

24. In forwarding some of the  
shearing accounts I have to mention with  
regard to losses at Dawson from the  
disease last year; the other places do  
not seem to have suffered so much;  
this is our fact; the largest stocked  
ground being the worst. I think the  
work has passed with us; we marked  
48,339 lambs and 44,169 were living  
six months later, a loss of only 4,170.  
Mr. Mearns tells me that out of 3800  
wether lambs he has lost 1200 or 1300.  
If a Veterinary could arrive here in  
October and see the scars through the  
night get at the bottom of the mystery.  
I think that the disease is costing  
the Colony £10,000 a year.

25. I have prepared, as usual,  
a little cargo for the Cetar, but on read-  
ing Kowak's letter I found that the  
Kosmos Co. had ordered them to change  
no 557. again for flour, so I promptly

588  
countersigned my orders. In my view,  
to agree to a certain thing and then annul  
it, as the Thomas have done, without  
giving any warning or notice, is an  
outrage. I have spoken warmly on the  
subject to both Mr. Sedgwick and  
Captain Daniels, and told them I should  
not think of shipping man in such  
stances. It is not as well to let these  
people know that we are not to be played  
with. The quantity was small, of course,  
and will make no difference to you; had  
I received the telegram that I thought  
might come I should have cancelled my  
order and filled the steamer up;  
but I think I may conclude that the  
Directors have fallen in with my proposal  
to keep everything for the Sclumbria. The  
saying about the Thomas Co. is showing  
itself to be more and more true; they do  
play a polite anxiety to enter into contracts;  
but whether they carry them out or not depends  
entirely upon their convenience. I am, Sir,  
Your obedient servant,  
How Saunders has arrived from Valparaiso  
Dear Sir,  
Merrill.

## Enclosures.

Draft N<sup>o</sup> 436.  
 " Indent  
 " Cobb to Coleman  
 " Statement  
 Stanley Jrl. Cash Books & Vouchers <sup>Mar</sup>  
 " Ledger Balances & Wages <sup>31 Mar</sup>  
 Camp Wages 31 Mar  
 Lambs put in flocks  
 Sheep to Goose Green  
 Statement  
 Complete Shearing account  
 Copy of letter to Capt. Lambert  
 " " " Italian Minister  
 1<sup>st</sup> cc for Lyons. 18. 10  
 " " " 450. 0. 0  
 Sample Letter Paper  
 " Extra wages forms  
 Copy Cobb to McCall 17 May  
 Extract from McCall's letters referring  
 " " Costello's re Wash  
 Indent  
 Sheepskins from G. Green 1886.  
 above in separate envelope  
 Shipping report  
 Another Statement  
 Tracing for fence  
 list of Books for King  
 Coal sold.

439.

General.

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8<sup>th</sup> June 7.

Sir,

As the *Selambie* may be upon us very soon I will anticipate the mail date by beginning a despatch, the writing of which, if left later, ~~may~~ <sup>might</sup> be subject to much interruption.

2. I propose to examine and reply at some length to your remarks in despatch 686, pars. 7 and 15, on the subject of the falling off in last year's profits. I left it alone in my last despatch, knowing full well that you were under a misapprehension of the facts, which a little time devoted to the examination of figures and facts would be sufficient to expose; but I was hardly prepared to find, as I did afterwards, that I had such a complete and conclusive answer on every point.

J. Coleman, Esq.  
Secretary,  
London.

3. You say that you are disappointed at the Store profit being nearly £1000 less than 1885. I think that if this is the conclusion you have come to I may fairly remark that the accounts have only been superficially examined, and have not received the intelligent scrutiny that we always look for at the hands of the London office. In forwarding the accounts I said that the Store was debited with £889.9/- wrongly credited to it in 1885. The profits shown in the two years were £4052. 8. 3 in 1885 and £3571. 18. 9 in 1886. But owing to the error mentioned it is perfectly clear that the real profits were £3162. 19. 3 and £4461. 7. 9 respectively. Again, I have to remind you of an error in 1884 that arose through £502. 4. 6. 1/2 (502 packages) being charged in the general invoice of Stores for Hamburg May 1884. On receipt of the cash it was

at once credited to Head Office in the  
 Cash book, and again, when the final  
 entry came out next month, the whole  
 shipment per Humphreys, including the  
 £502, was debited to the Store. At  
 the end of this year (1884) she was not  
 having been detected, the profit shown  
 was £3258. 16. 3, and it was not until  
 16 May 1885 that you directed my  
 attention to this, and mentioned certain  
 entries that you had made in addition  
 to ours, crediting the Store with £502  
 as in December 1884, and making  
 the profit for that year £3760. 16. 3

The accounts here having been closed  
 six months before, could not be reopened,  
 and consequently with us 1885 got the  
 benefit of the mistake, and showed  
 a profit of £4547. 4. 7 instead of the  
 real amount, £4045. 4. 7. On the two  
 years we righted ourselves:—

	Profit shown	Real profit
1884	3258. 16. 3	3760. 16. 3
1885	4547. 4. 7	4045. 4. 7
	<u>7806. .. 10</u>	<u>7806. .. 10</u>

but here I have detected no undoubted

error in your printed profit & loss statement for 1885, for in the one for 1884 you correctly entered the Store profit as £ 3760. 16. 3, while in the next you adopted our figures, £ 4547. 4. 7, forgetting that you should have applied to them the correction of £ 502, which you had added to those of the previous year. There can be no mistake about these figures, and you will see at a glance that the profit for 1886 being £ 4461. 7. 9, and for 1885 £ 4045. 4. 7 they were actually £ 416. 3. 2 more, instead of, as you put it, nearly £ 1000 less than 1885.

4. The next point is your remark that "Stockpiling dare not pay as it used to do." I am not unreasonable in suggesting for your consideration, whether such an assertion should not be supported by figures? I do not know to what period you refer as the halcyon days of Stockpiling, but in my endeavours to find about I have been at some

pains to examine the figures of the  
 last twenty years, and send you enclosed  
 a statement in detail, the result of  
 which, however, I can give you in a  
 few words. Take the ten years from  
 1866/7 to 1875/6, and I find that the  
 average profit in those years was £2414.9.4  
 a year. Next take the ten years from  
 1876/7 to 1886, and I find the average  
 profits £3865.2.11. And further, I  
 find that the profit last year, £4461.7.9  
 was actually £596.4.10 more than the  
 last average. It, therefore, Stockkeeping  
 does not pay as it used to do, and  
 the disadvantage of <sup>not</sup> being provided with  
 statistics which prove it, and I look to you  
 to be good enough to supply the deficiency.

A statement of the stock on hand  
 at the end of the year would be misleading  
 if carried far back, as circumstances pre-  
 vented the indentments from here being  
 executed in full, and consequently the stocks  
 were smaller than they might have been.  
 But as the stores indented for have not

for some years been fully supplied  
 I may point out that the stocks on  
 hand in 1885 and 6, £14887 and  
 £13969 respectively, compare very  
 favourably with those of six or seven  
 previous years, being some thousands  
 less than the average. The shipments  
 from England too, according to your  
 own figures, were in 1885 £12026, and  
 in 1886 £13217, against £17988 in  
 1883 and £17026 <sup>in 1884</sup>. So that, assuming  
 your account to be correct, we arrive  
 at the remarkable conclusion that  
 with diminished shipments, smaller  
 stocks, and higher profits "Stockpiling"  
 "does not pay as it used to do."

5. I now come to the great  
 and disastrous fall in the Profit for  
 "last year," and here I find myself on  
 still more comfortable ground. What  
 is the fall, and what is the cause of it?  
 I have not to go far for the answer. Our  
 profit in 1885 was £18180. 6. 5, and in

008  
1886 £17493. 8.9. at £686.17. 8  
less. But, bearing in mind the  
£889.9. with which the last year  
was saddled, it turns out that this  
great and disastrous loss, was actually  
an increased profit of £202. 11. 14  
However, had there been a loss, here is  
the explanation. I have been very  
carefully through the Brokers' account  
sales of wool for the last two years.  
In 1885 you sold 679856 lbs. grossing  
£23082. 12. 3, and averaging 3.15 per lb.  
in 1886 it had risen to 742461 lbs.  
grossing £20290. 9. 14 or 6.56 per lb., or  
less in price of 1.59. Now, had this  
wool in 1886 been sold at the price of  
the year before, it is seen by a very simple  
calculation that, instead of realizing  
£20290. 9. 14, it would have reached  
£25212. 14. 9, or, allowing for a small  
difference in the Brokerage, other charges  
being the same, the profits would have  
been nearly £4900 more. The loss in

profits, or, to speak more accurately,  
 the want of entire profits is due  
 solely and entirely to the sacrifice of  
 the wool at last year's public sales,  
 one which I had no control whatever,  
 and for which I am in no way to  
 hold responsible. To this I may add  
 that what I said about the Camp  
 expenses being kept down will be  
 another proof that no want of vigilance  
 can fairly be laid to my charge, not  
 that the Directors have said anything  
 to suggest this, but I wish to show  
 that the exhortation on the subject of  
 economy in your last despatch will  
 be found to have been superfluous  
 when the facts now pointed out are  
 known. If any Director should  
 think that in these remarks I have  
 been juggling with figures I hope  
 that he will be able to spare time  
 to go into them from beginning to  
 end, when I have no doubt that  
 he will be able to satisfy himself of  
 their correctness.

6. With regard to what you say about Missionaries' business, I have tried my utmost to understand your reasoning, but it beats me. Taking the known or supposed facts, and putting them into the form of a syllogism I get the following:—

Storekeeping does not pay.

Competition is the cause of this.

Therefore we should not lay up Competition.

This is a pleasing non sequitur, and I should be interested to know whether the Directors adopt it or not.

Last year's sales, analysed, shows the following result:—

Ships	2229. 8. 4
Farmers	1987. 14. 8
Other Storekeepers	1313. 15. 9
Publicans	618. 2. 9
General public	6671. 6. ..
	<u>£ 12825. 7. 6</u>

You are right in saying that the greater number of ships resulted in better business; in this way, that it prevented a falling off in the profits that might.

otherwise have been expected. Making  
 1883, a very fair year, when the total  
 Sales was here, the sales to Ships  
 only came to £1745. 17. 9, while the  
 Farmers took £4517. 3. 10. The latter  
 have fallen off, for reasons often ex-  
 plained, the general public are  
 falling off because Williams is  
 driving a flourishing retail trade, -  
 the sympathy of the plebs always going  
 with the man who has risen - and  
 because many people import direct,  
 and, unless shipping business is  
 success up or the retail competition  
 disposed of, I do not anticipate very  
 brilliant results from the Store in  
 future years, although, being obliged  
 to import goods in large quantities for  
 our own use, we can always, at the  
 worst, a good deal more than pay the  
 expense of keeping the establishment  
 up. I have nothing to add to  
 the foregoing remarks; I have en-  
 deavoured to make my explanations as  
 clear as possible, and hope that the Directors  
 will be satisfied.

7. I have shipped by the  
Oregon the sheepskins that were  
prepared for the ~~Western~~ Schoos, thus  
clearing last season's produce out of  
the way.

8. Went up to Darwin  
in the Hornet after the mail left,  
calling at Walker Creek to pick up  
the Meat Co's skins, and taking  
them up to Darwin, an operation that  
was performed without mishap. I  
have nothing of importance to report on  
Camp matters, this being the dead  
season.

9. N. Meat Company will  
even succeed here that does not arrange  
to kill and ship sheep in the autumn,  
and at no other time. I say this with  
much confidence, and the sooner it is  
properly understood the better. We have  
already seen the disadvantages of the  
summer slaughtering, with its light  
weights of mutton and tallow, its worth-  
less pelts, and its general interference

with working arrangements, and  
 were not to experience short days,  
 frost and snow, and the delay atten-  
 dant upon all of them. There is, I am  
 sorry to say, a prevailing feeling of  
 dissatisfaction with the Meat Company.  
 The farmers saw a lot of extravagance  
 the first voyage, and they say the price  
 of mutton has been lowered in consequence.  
 Moreover they say, and I agree with  
 them that, when there is land available  
 and people are not stocked up, that it  
 does not pay to sell 3 or 4 year old  
 wethers at 6/6 each, - that being  
 the average West Falkland price -  
 when the same wethers if kept alive  
 will give for several years 8 lbs. of wool  
 worth 5/ or 6/. Looking at it in this  
 way I say it does not pay; but what  
 they to impress on all is that, if the  
 Meat Co. is allowed to sink for want  
 of support, who will be bold enough in  
 a few years' time to start another Meat  
 Company, with such a ruinous precedent

before them? Let us, say, keep  
 the Meat Company going during the  
 next two years, and then, when people  
 must, or prefer to be obliged to part with  
 their sheep for want of rooms, they will see  
 the advantage of setting their meat for  
 meat, instead of boiling down, which  
 will be the only alternative if the Meat  
 Company is defunct. At 12¢ per lb. it  
 paid everyone to sell three year old wethers;  
 at the reduced price it does not. In our  
 own care, we have supplied our guaranteed  
 quantity this year, and we have plenty of  
 room for the sheep now on the ground;  
 they are wethers that with the four year  
 old next October, and are destined for  
 the Columbia next season. If we kill  
 any of them in August we cannot look  
 for more than 70¢, or under 75¢, if we  
 keep them until December we may expect  
 to realize within 2¢ of that sum, and  
 still have the sheep. To what extent,  
 I am anxious to know, are the Directors,  
 in view of future benefits, willing to

in order to obtain present leave in order  
to make up for the shortcomings  
of others? I am anxious not to leave  
a word unsaid on this subject, even at  
the risk of repeating myself; the situation  
must be clearly explained to the Direc-  
tors in order to enable <sup>them</sup> to judge what  
is best to be done.

10. I send a copy of Mr. Collie's  
letter on fencing in reply to yours of  
17<sup>th</sup> May. He has, I think, considered  
the question well, and explained him-  
self sufficiently. The letter will probably  
strike you as the production of a man  
far above the level of an ordinary  
shepherd in intelligence and education,  
and you will not wonder that he was  
marked for promotion some time before  
his first five years had expired. When  
I was at Walker Creek Fairbairn put  
forward a request for about three miles  
of fencing to enclose the Seal Cove  
rincos, the line to run from Seal Cove  
to Low Bay. The ~~width~~ width for the

meat killing season are there, and  
it will be stocked with hogshead meat.  
April, fences it will hold 4000, or  
all the Walter Creek weather lambs,  
and fences it will not carry more than  
three-fourths, and then they will have  
to be constantly shepherded and dogged  
to keep them from the adjoining cow  
flocks. Hinkleyson is quite right, the  
fence is much wanted.

11. I have looked into the  
matter of the ~~quest~~'s accounts, but I  
do not find that I said that I would  
work <sup>it</sup> up ~~the matter~~ after the 1<sup>st</sup> January,  
as you say in 656-11, nor can I find  
anything to add to what I wrote in  
427-22. If you will mention any  
point upon which you want information  
I shall be happy to attend to it.

12. In my last despatch I said  
that I had no time to look up the matter  
of the Admiralty survey of the Great Britain,  
but I now see that I reported only in 425  
par. 24 and 29 that it had been held



002  
the purchase money of the lure, which  
will be more than extinguished if we  
can get an average of 30% a ton for what  
coal remains.

14. With regard to the Cyprus  
shipment to Vasparais, I have further  
to point out that the lure took on from  
here on 23<sup>rd</sup> Oct., and that had the Stam  
Co's officials troubled themselves about it  
it might have been returned by the Idis  
which arrived here 24<sup>th</sup> Nov., when it would  
still have been in time to use, as I had  
the Spain waiting to carry it out at  
once. But it was kept waiting until  
the Tom left Vasparais in March, and  
the undoubted result of the <sup>delay</sup> ~~stop~~ was the  
very imperfect pressing of the Spain  
lure wool, as reported. Mr. St says  
that by accepting their Rich of Lading  
you accept their terms, and that he had  
good reasons to establishing a counter  
claim against you for shipping an object  
over 1 ton weight; this fact is a bold but  
rather random shot. For Cyprus's invoice

by the officers of the Fleet, and that Captain Fox has told me he was reporting upon her. So that, unless I write something more that I have overlooked, the information I gave you was rather slender ground upon which to put a question to the Admiralty as to their intentions. Writing as I do upon every subject that can interest the Board I can give you hints picked up privately about which an enquiry is sure to meet with an official denial, and I would not, whether, in such a case as the one I am referring to, it would not have been more politic to wait for a move on the part of the Admiralty, rather than act upon a private communication, which, strictly, perhaps I should not have reported at all?

13. Cheltenham has taken 320 tons of coal, and Mr. Dear has asked for 200 more to carry the Rance hounds. We have cleared off the cost of the coal and are now reducing

gives the weight of the cylinder as  
17. 3.18, and there is nothing in the  
Bill of Lading on the subject of a  
special agreement for heavy goods.

I say that goods carried on may be  
delivered on the Ship's return or sent  
back at her expense, but this, I imagine,  
should be within a reasonable time.

If all the clauses of the Bill of Lading  
can be upheld the owners seem to be  
responsible for nothing whatever, but  
are there not certain duties which as  
common carriers they cannot evade?

15. I doubt, somewhat, the  
advicability of buying a new style of  
swinging fence by the mile, as you  
have done. I remember Mr. Drew  
remarking that it was cheaper to get  
the wire by the ton, and that has been  
my experience. Over even ground, or  
by the side of a level road you can buy  
out quantities accurately; but over  
uneven land it is impossible to do  
it, as the irregularities of the ground often  
make extra posts necessary.

16. I must say a last word  
on the subject of the *Argonaute* and refer  
to your 685-B. When I went to Davis  
I left orders that she was to load for both  
Ores and other parts, timing her to finish  
her work so as to proceed to claim over the land  
for the sheep. On my return I found  
that scarcely anything had been done,  
because Rowland had not ventured to  
move her while it was blowing; and other  
shoemen, he said, he would have brought  
alongside the jetty, but she wants so much  
room that a collision would have been  
inevitable. This cannot be borne any  
longer. I have given the matter the full  
consideration desired by the Board, and  
I shall send her back by the first  
opportunity, trusting to your receiving  
the schooner from your sister as proposed.  
I have had some talk with Capt. Acker of  
Davis's *Argonaute*, who comes from Leningburg,  
and he fully confirms all that Captain  
Fowler has told me, that the strength,  
speed, and general suitability of those vessels.

17. I have made all my arrangements for the *Selumbria* as far as I can; the *Gyrestea*, after completing her work which I estimate to take about a fortnight, will go to Port Success for orders, and will thence be despatched to Saunders Island if the *Selumbria* has arrived; I have supplied all the Camp wants for two months, and now have the *Spinnaker* waiting with sails bent ready to receive Holmstedt & Blake's cargo expected for *Selumbria*, after delivering which, she also will be on the ground ready to join the *Gyrestea*. Mr. John Dean has guaranteed 3000 ~~miles~~ from Pebble Island, and has engaged the *Perseverance* and *Chance*; if we can deliver the sheep alternately at Port Davis, so much the better. but if Mr. Waldron makes any difficulties the only way will be to throw all four vessels on to one job at a time; any how it can and shall be done, although it will probably

only be possible to arrange details on  
the spot. As an instance of the apathy,  
or worse, of the West Lulblanders, I may  
mention that Mr. Henry Waldron, who  
promised, but failed to send 1000 sheep  
from Beccovs last January, has after  
repeated reminders from me, written (on  
24<sup>th</sup> May) that if he can get to Stanley  
to make arrangements he will send  
sheep over to Weddell, but cannot give  
more than 500. His arrangements should  
have been set and done three months  
ago; but that, I am afraid, is the way  
with most of them, and with people es-  
sentially regardless of every moral and  
legal obligation, what can the Arctic  
Company do? They are simply doing  
their best to draw a heavy coat of sulphur  
with the dragon.

18. I have the satisfaction of  
reporting that I have already 846 bales  
of wool and 216 of sheepskins on cargo  
for the Columbia, besides a quantity of  
baltow, and about 300 bales wool that were  
not ready for the Argonaud.

19. I wish to draw the Directors' attention to a very serious question: the accumulation of Camp wages in the Company's hands. By the enclosed statement you will see that the amount due our men has risen gradually and almost uninterruptedly from £900. 3. 1 in 1871 to £5509. 10. 10 in 1886, and I see no reason to anticipate any reduction of these balances; rather the contrary. The Governor has been moved to enquire about a savings bank in connection with the Government or the Post Office, and should the scheme be carried out, it would be inconvenient for you and impossible for us to meet the withdrawals that would at once take place.

A Bank in most Colonies can invest money in good mortgages at a high rate of interest, allowing depositors 2% or 3%, but that cannot be done here, and it will be interesting to learn what

The Colonial Office have to say about the project. I send a statement of balances over £100, amounting to last December to £3946.14.1, since reduced by about £500, but possibly raised to by some who were just under £100.

Would it be desirable to establish a rule that when a man's balance runs up to £100 he must take it, whether he wishes or not? If so, it would entail your sending me out, when you can spare the money, 3000 sovereigns, and then we could make a fresh start, and strictly enforce the rule.

20. Owing to a misunderstanding with Mr. Stocker I incorrectly reported the number of palings available for swingers, when writing last mail. I asked him what stock we had, and he thought I referred to the quantity in pounds last December, but I now find that a large quantity has been sold, and that we actually have not enough for more than 2 1/2 miles of fencing. If therefore, the

Director's decide upon more fencing,  
 you will please take this into account.  
 Show pitch pine swivels, bored ~~and~~  
 six wires that you got from Arnold  
 to March, 1836, according to a pattern  
 sent from here, as suitable, and would  
 pack into small compass, and you  
 should also take into consideration the  
 number of palings, if any, sent by the  
 wood vessel. The advantage of palings  
 is that they can be used for two purposes,  
 while the bored swivels are suitable  
 for fencing only. But I am quite  
 prepared to find that a good iron or  
 steel swivel has been invented before  
 now, although I have not seen one, and  
 this would probably be better than wood.  
 It must be rigid and strong, a good  
 test would be to bend it across your  
 knee, or try to do so, if as stiff as a  
 paling, all right; but if it breaks, or bends  
 without springing back, like a British  
 bayonet, it will not do. I can believe in  
 an angle iron or elliptic swivel, but any  
 I have seen made of flat iron are useless.

21. N. Anderson died at  
 Fox Bay on the 20<sup>th</sup> ult.

22. With regard to cutting  
 down expenses, I have to remind you that  
 I succeeded in dropping the percentage on  
 the dividend without causing any dis-  
 turbance, a thing that I hardly expected to  
 do. This effects a saving of some hundreds  
 a year.

23. I have ordered some brass  
 rails for the jetty at North Cove, so as to  
 run the bales in clean condition from the shore.  
 I have one last-year at Darwin, where the  
 bales were apt to get muddy in wet weather.  
 I have a spare truck.

24. *Chryseus* *pauper* *navidus*  
 is here, with damage to her masts, consigned  
 to the Company. The usual arrangement  
 has been made for *Betting*, to be consigned  
 if you arrange a credit. She is owned by  
 C. G. L. *Walthers* of Hamburg, and is bound  
 to Lisbon for orders. It is too early to form  
 an estimate of the probable expenses, but  
 I will advise you later; she will be here  
 in two months I believe.

25. I have been into the question of Camp requirements for next season, and the quantities are entered on the enclosed indent; the materials to be here by October mail without fail. Of dipping materials we have on hand about 1700 gals Little, and 9 cases or 150 large packets Cooper. As our prices - extreme - estimate of what we may want, allowing  $\frac{1}{2}$  gal. mixed dip at cleaning and 1 gal. in the autumn. Spent down 225,000 gals. To make this at one packet (large) to 80 gals. I want 2812 packets or 150 cases Cooper, or, at 1 to 40, 5625 gals Little. Now 150 large cases Cooper will cost £450, while the Little to make the same quantity will exceed £1050. No fault appears to have been found with the ram wool dipped in Cooper, excepting that some was rather heavy, which to us is not. I imagine, a disadvantage, as I see that that Mr. Manda fetched 9. or  $\frac{3}{4}$  over hogget. To keep a good stock in advance and provide for sales, I

advise the shipment of 150 large cases  
Cooper, less the quantity contained in  
the shipment for Columbia, which I  
cannot at this moment ascertain, as  
the packages are smaller; or 4000 gal.  
Little in full. I see no objection to the  
Cooper dip myself, and it is undeniably  
cheaper.

17<sup>th</sup> June. 26. The Columbia arrived  
yesterday afternoon, the "Hilgong" in  
splendid order, and all the crew alive  
and well. The man in charge has  
been exhibiting in his attention throughout  
I hear. The delay was caused by the  
loss of two blades of the propeller just  
south of the line, and, as far as I can  
judge, Captain Fowler behaved most  
pluckily in coming on at reduced speed  
instead of putting into Rio, acting contrary  
to the advice of his Chief Officer and many  
others on board, and supported only by the  
Chief Engineer, to whom, also, great praise  
is due. The steamer will be lifted here  
to put on the spare blades, and cannot  
leave for at least 10 days.

27. I have received your  
despatch 607 of 10<sup>th</sup> May. Par. 1.

I see that the Stones must have car-  
ried her mail on, as the despatch for  
Swallow anticipated the other by four  
days.

28. Par. 2. I fear that it may  
be too late to make any better arrange-  
ments about coalings, the fact that we  
were willing to accept a low price being  
against us. On the other hand, while  
we have the only coal in the place, and  
sell under the cost of importing, we are  
still in a commanding position, and  
now that we have sold more than a  
third of this large cargo in a little over  
six months, and have already got the  
purchase money back, I think we are  
rather 'in velvet'; every sale will be so  
much to the good, but the Directors  
must not expect them to go off as fast  
as hitherto.

29. Par. 3. I have already  
stated, I think, that the losses from  
disease were heavy at Darwin last

season, and that it does not just now  
 seem to be so violent; but I maintain, and  
 have all through, that we shall not know  
 much more until you send a Veterinary  
 Assistant, I believe, this, and it seems to  
 have been making a good deal of havoc in  
 England.

30. Par. 3. The wool seems to  
 have sold at an average of  $\text{P.}45$ , which  
 would have made a difference last year of  
 nearly £6000.

31. Par. 4. Although I have  
 saved the cargo for the *Selumbia* it seems  
 that she is so overladen with coal that she  
 may be unable to carry it all. I do not  
 speak with certainty, so you had better not  
 mention it.

32 Par. 5. The wethers sent to  
 the *Selumbia* from Northam were  
 6151, from Walker Creek 3106. Total  
 9257; of these 9092 were frozen, the  
 remainder rejected and boiled down; from  
 these 1/99 99 carter Cuttons for *Selumbia*  
 were obtained, I think this will give you  
 the information you want, the hundredth

each was one of last season's kept back  
for coopers, you will tell it by the num-

ber. I can give you no shipping weights  
as we have no weighing machines at  
Cape Green.

33. <sup>Par. 7</sup> R. Murray's affairs shall  
be attended to.

34. <sup>Par. 8</sup> You might send  
the Great Britain's character to Nova  
Scotia for the new schooners.

35. <sup>Par. 11</sup> I am glad that the  
Italian remittances are paid; as they  
are so troublesome I will take no more,  
but make people use the Post Office for  
sums to be paid abroad. R. Campbell  
has gone to Sandy Point, and has evidently  
not made use of his cheque.

36. <sup>Par. 14</sup> I have ~~not~~<sup>not</sup>  
received Lopez's telegram about the  
Great Cape Britain, and shall tell the  
Secretary that he should write to Lopez's  
Agent in North Side. In dia I  
receive the Great C. telegram of 27<sup>th</sup>.

April, although it probably went down  
in the John Elder to Sandy Point. A  
copy of letter to Humphrey was found  
enclosed, in the mass of telegrams I  
believe that he is always attentive.

37. Par 15. John Director  
with Knightley has a mile of barbed  
fence, but the Camp Overseer concurs with  
me in thinking that much wood would be  
torn off the sheep. You asked me before  
about the Nelson's Cove fence, and I regret  
that I overlooked it; I had sought some  
information from Mr. Stancel, as it is  
so irregular that it can hardly be laid  
down on the chart; and that information  
he has not yet supplied me with. Nelson's  
Cove is North Basin, Lybyon, and we run  
as far as we bound Captain Facke between  
35 + 38 on our side and 61 on his. The  
boundary may be taken to be the chain of  
hills, but the rising of the sea that I can  
not describe. The Basin Creek house  
is between the two short arms, the old one  
at Lybyon about 500 yards inland

from the head of the harbor, the new  
 no. put up for the horsebreakers. who has,  
 however, changed with the shepherds, and  
 the Porter Camp we have been erected  
 since I was able to lay down there, & clean  
 up exactly place them, but I am sure  
 would tell you. I will see what I can  
 make of a plan of the harbor.  
 What you say about the condition of the  
 matter bears me out: at these two seasons  
 the Columbia cannot get me back, matter;  
 it will be always either coming on or  
 going off.

38. Par. 7. I can hardly  
 say that I am sure that the Directors  
 have come to a right decision about all  
 these at present, though I regret more  
 than I can tell you being unable to fall  
 in with my cousin's wishes.

39. Par. 10. I am glad to say  
 that the Directors may feel no neces-  
 sity about my ability to get about again  
 as usual when necessary: I shall touch  
 my leg up a bit though deficient circu-  
 lation, but that will improve. We have  
 had the thermometer down to 17° Feb.

440. I have your letters of 11<sup>th</sup>  
& 12<sup>th</sup> May. Regarding the coal having  
convinced that Captain Swendsen's  
statement is a gross exaggeration. When  
the Great Britain was found to be labour-  
some a quantity of coal from the vicinity  
of the hatches was got up into the between  
decks, every one knows that the coal near  
the hatches in every ship runs small, and  
washing it at sea did not improve it: the  
Spanes got some of this the first time, and  
the Spanes also from the upper hatch; but  
as for the undisturbed bulk of the cargo,  
which we have now reached, it is of first-  
rate quality, and for your satisfaction I  
send you copies of letters from Captain  
Fowler and Captain Minister on the subject.  
Mr. Staudt's angry letter says that labour  
being provided by the ship in coaling is  
a thing unheard of: it has been the con-  
vaying coals here with men of war to my  
knowledge for 20 years, with coals at 60s.  
a ton, and Schmale like on the other hand to  
ask Mr. Staudt whether he ever heard of  
getting coal 7000 miles from Antwerp at 20s.

is 87. less than the lowest freight we  
ever chartered for. The whole thing  
is exceptional, and I cannot see what we  
can be expected to sell at 187. a ton.

41. You approve, in anticipa-  
tion, my proposal to ship coal from  
an Eastern port; but, as you will have  
seen, I say Montreal, on account of  
Miller's excellent wood.

42. I send particulars for  
insurance of Darwin stores.

43. 18<sup>th</sup> June. The *Dendrob*  
has arrived this afternoon.

44. On referring to 433-13  
I see I must be missing Store,  
though it is quite right also to insure  
the Darwin one. The queries may be  
answered in the same way, except the  
following: 3. a house occupied by  
I. Russell on the east, within a few yards.  
4. To baggage goods. 5. Lighted by a  
candle for about half an hour after dark  
in the winter. 6. Heated by a coal fire. The  
Storekeeper's dwelling house is in the same building.

45. I now 18 pm. reply to  
your despatch 688, the mail closing  
at 1 pm. tomorrow (Sunday).

46. Par. 2. I rather think  
that the wood and coals will fill the C.C.  
Housing, she will ballast ~~the~~ with  
the usual quantity of cement and lime,  
50 to 100 casks of each.

47. Par. 3. It is quite im-  
possible in the time before the mail closes to  
go into the matter of the schooner with  
Capt. Fowler, which I should like to do.  
The notes you send seem about the right  
thing, except that the length is less than  
I expected, but I may be wrong; I  
remember that the Black Hawk had 90  
ft. keel, 22.6 beam and aft was the  
same register tonnage.

48. Mr. Humphrey advises me  
of a letter from John Elder, with the effect  
of a telegram, which I have not received.

49. I am talking to Mr. Sillit.  
I had an idea that has occurred to me,  
viz. proposing that in consideration of

any guaranteeing the Hoernow Co.  
 half the Company's ship next year  
 they are to take, say, 1500 tons ready  
 bagged coal at an advance on the late  
 price, this proposal coupled with a  
 clear intimation that unless they show  
 us some reciprocity the whole of this  
 ship will be shipped in another way.  
 I have not got the thing into shape  
 yet, but I think it ought to work. Mr.  
 Schläpfer knows the coals are good,  
 and I think Mr. Stände would get a  
 different report from the Veho.

50. After reading this report  
 the Director will probably be relieved  
 to learn that Jimmy will be in Stanley  
 in time for next mail, and so shall be  
 able to inflict them with another so  
 soon after. To make sure that the schooner  
 carry out the island shipping properly  
 I intend to go to the West myself in the  
 Selenbrin, taking two trustworthy ship  
 heads to visit the Saunders Island ship

I am Sir,

your obedient servant  
 W. Storr.  
 Manager.

Enclosures.

Dupl: Job Cash Book March & April  
" Sheepskins, Coal Acct  
" Indent, Statements.  
2<sup>nd</sup> ea Nos 172.3.

Indent

Statement of Store Profits 10<sup>th</sup> 66/86.

Stanley Job Cash Book & Vouchers May

Angaroo's 13/2

Copy McCalls letter 23<sup>rd</sup> May

Postage Stamps £1.

1<sup>st</sup> ea for £55. 3. 5 & account

"Granville's" Coal Receipt

Gonestai's Stores on hand

Campmen's balances.

Statement " over £100.

Shipping Report

Coal Account

Copy Capt. W. Fowler & Winther re coal

Particulars of Darwin Store

51. P. S. The peace with  
 Myles the Blacksmith was only a  
 temporary one, and he has chosen the  
 present time, just as we have a ship, to  
 make himself very disagreeable, impu-  
 dent and obstructive, so that I cannot  
 put up with him any longer. The case  
 is this: Carpenter, who was not on our  
 regular staff, but engaged when wanted,  
 gets 16/8 per day on ships, and our  
 former Biggs, 27 years in the service,  
 who has much responsibility in taking  
 charge of our stock of wood and other  
 materials, besides superintending all  
 work ashore and afloat, in his line, in-  
 cluding ships' repairs, gets as regular  
 pay £10.16.0 per month or 8/4<sup>a</sup> a day  
 with house rent free, and on ship work  
 goes off our list and gets as foreman  
 £1 per day, or 8/4<sup>a</sup> more than the men  
 under him. Myles gets as standing  
 wage £10.16.0 per month with house,  
 and 2/6 per day extra on ships, we  
 charging the ship 20/ per day for his

work, including coats and use of  
 shops, upon which we make a small  
 profit. Myler's grievance is that he  
 is not paid as well as the Carpenters,  
 and says that his trade carries as high  
 wages as the other. It is not of any  
 use my saying that the circumstances  
 are peculiar to the place, and that he  
 should rather consider the difference  
 in his own line between wages here  
 and at home, without reference to any  
 other trade. He says now that he  
 will stick strictly to the rules of his  
 trade and will not touch emitting  
 and plating, which he has hitherto  
 done, unless I give him 16/8 a day,  
 and more still, he says that he has  
 carried out the intention in his own  
 mind for months, and has carefully  
 avoided asking for material, such  
 as plate iron and rivets, to replenish  
 any that have been used, consequently  
 we are short, and I have been obliged  
 to get Bigg to make the hole up.

454  
This is unprincipled and cannot be  
borne: so I must again ask you to  
send another man by the September mail,  
referring you to the very full details of  
the capabilities necessary which I sent  
you towards the end of last year. You  
should fully explain the relative positions  
of the Carpenters' and Blacksmiths'  
trade here: and get a man who will be  
satisfied. Ask it to you whether it  
would not be better to give Myler's pay  
at once, on condition that the man pump  
his own passage; and if you could per-  
suade Mr. Dean to do the same, and  
cancel the ruinously extravagant ar-  
rangement with his own blacksmith  
it would probably lead to more harmony  
in future, and be better for all parties.

Wm. Lloyd.

Stanley,  
22<sup>nd</sup> June, 1887.

Sir,  
I have the honour to acknowledge the receipt of your letter of the 21<sup>st</sup> June, transmitting by direction of His Excellency the Governor a copy of a despatch received from the Right Honourable the Secretary of State on the subject of the administration of Justice in this Colony.

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

Mark Kerr, Esq.

Private Secretary.

Government House.

440.  
Morda.

384  
434

5<sup>th</sup> July. 7.

Sir, There has been more delay than was anticipated in getting the Selenbia tipped and the new blades on the press. but it is likely that we shall get away on the 7<sup>th</sup>.

2. We have had very severe weather, and the winds have been unusually fierce, sometimes calm for two or three days, and again a gale for the same time: the *Perseverance* took 11 days to get here from Spence's Island, about 100 miles: however, I am glad to say that she, the *Opuscula*, *Vincod*, and *Chauce* have all left for Pebble Island, and when they have put across Mr. John Dean's 3000 sheep. I shall send three of them to Saunders, so I now feel fairly easy in my mind about the shipment of these 6000 sheep, which,

A. Coleman, Esq.  
Secretary.  
London.

constitutions as they do, nearly  $\frac{1}{3}$ <sup>rd</sup>  
of the Columbia's cargo, have been  
the cause of some anxiety.

3. I enclose copy of a letter  
to Mr. Schlottfeldt making proposals  
for next season. I have put before  
him the necessity of reciprocity, and  
have offered, in consideration of his  
Kosmos C. taking next year 1000  
tons of coal at 30/11, bagged and delivered,  
to ship 700 bales of wool by steam,  
and for every 200 tons more taken, to  
give them 100 bales extra up to 1000 in  
all. I wish to receive 400 bales to  
make sure of having enough for the  
Columbia if she comes. I am reckon-  
ing on being able to use the stoutest  
and strongest wheat, rye, or any  
other bag of the same size that you  
can buy for 4/6 or 5 - bags that should  
hold 2 cwt. or nearly - at least 10 times  
before they are worn out, and if I  
deliver 1500 tons coal with 1500 bags

824  
I only add 4<sup>p</sup> or 5<sup>p</sup> per ton to the labour,  
and so can put them over the side for 2<sup>p</sup>  
per ton; this idea struck me in thinking  
over the expense of buying regular coal  
sacks at 5<sup>p</sup> each, which would be useless  
after the Great Britain is emptied. Since  
I wrote, Mr. Schlottfeldt has called upon  
me to say that he will forward my offer, but  
doubts as to Mr. Staudt's being in the temper  
to accept it. I took the opportunity of  
expressing myself freely on the subject;  
I told him that of the ~~Swedish~~ Company  
afforded the only possible means of shipping  
produce from here they could not carry things  
with a higher hand than they are attempting  
to do; that, instead of give and take, their  
principle seemed to be all take and no  
give; that I made them the first offer as  
being established here, but that fortunately  
I had the ~~Swedish~~ Company and Christian  
lines to fall back upon, and, failing all  
three, I could charter at such rates, in  
Montevideo as left no doubt as to the  
proper course to pursue in the absence of  
the corresponding advantage I sought in

the proposed sale of coals; finally,  
 that unless we came to terms, he might  
 rely upon my assurance that they  
 would not get a bale of wool from us  
 this season. I would suggest at any  
 rate that if you could establish a  
 flirtation with the Greenock Steamship  
 Co. it would be a judicious move, and,  
 if the Kosmos Co. repudiate my offer,  
 try the former with coals at 35% accom-  
 panied by a promise of wool, retaining  
 the price of coals, according to your  
 judgment if they do not take the bait.  
 As to the other plans: the Angara was  
 chartered in Atlantic trade for £950, she  
 carried 1300 bales of wool, or about  
 1350 tons; divide £950 by 1350, and  
 you will see that the freight was a  
 small fraction over 44. per ton. I say,  
 and I submit my opinion to the Board  
 for approval, that the difference between  
 sailing freight and those offered here  
 by steamer has now become so enor-  
 mous, that unless you can secure

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The object we are striving for, making  
the best we can, quickly, out of the great  
Britain's coals there can be no question  
that I should send a ship from here  
with wool by the middle or end of January.  
In any case you should send me 1500 bags,  
they will only cost £20 or £30, and in the  
present position of affairs I can afford  
to keep 100 to 150 tons bagged ready for  
shipping, enabling coal to be delivered  
with greater despatch, and preventing the  
pickings that always takes place when a  
steamer's run does the work. We are in  
a very strong position, for I am purposely  
avoiding putting the screw on the Danes,  
and as long as I supply them freely at 30/  
they are under no temptation to import for  
themselves, consequently I can always com-  
mand what price I like in dealing with  
strong men of war like the Americans, and in  
the case of the Navy I shall ask 50, the  
former contract price, for consideration  
of this question has decided me that it  
would be impolitic to say 60, for if  
cornered, the Senior Officers might make it

with Davis's while to import 400 or 500 tons under a contract, at a lower price, which would throw us out altogether. I should like to be assured that the Admiralty do not hold you to the offer made last January, though their letter seems to imply this.

4. I enclose some remarks on the proposed schooner, and I strongly advise her being ordered without further delay: I understand that she can be built in two months; but I fear she will be late for the wood season.

5. The proposed revival for the Great Britain is entirely unavailing, and will be returned; it is a nuisance and expence continually taking the time out. I send some notes and a rough sketch, showing how it should work, the shape is not exactly correct; but any chain-maker will tell you what is wanted.

6. I enclose a copy of the Secretary of State's reply to the letter of last January on the subject of the administration of justice.

7. In September 1781 I  
 guaranteed the passage out of Mr.  
 Cleburn and two children per ship  
 Queen. the price of which was to be £20,  
 but in your letter borne of 20<sup>th</sup> Sept. you  
 said that it would have to be charged more  
 if the owners looked upon the 2 children as  
 one adult. On 26<sup>th</sup> Sept. you write that they  
 were taken for £6. i.e. £14 altogether, and  
 you charged £25; although the Company was  
 put to no expense for bedding, Mr. Cleburn  
 having taken his own. After paying me  
 £10 Cleburn died of consumption, and I  
 have had the balance charged to myself. I  
 know that I am liable; but I only took the  
 responsibility by way of assisting a man  
 whom I expected to be useful in the Colony,  
 deriving no benefit myself, and as to the  
 guarantee being insisted upon I leave  
 myself to the Director's hands.

8. If the boat is laid up in  
 harbor for you a month, can you arrange  
 for a diminution of the premium of insurance,  
 or a suspension of the policy?

I am Sir,  
 your obedient servant,

Wm. Povey.  
 Manager.

Admiralty Islands C.  
Stanley, 7<sup>th</sup> July, 1887.

Sir, I have the honour to inform you that, in compliance with His Excellency's desire, I am despatching the *Mount* to Jimmy Cove to embark the ~~some~~ survivors of the crew of the *Star of Scotia*, and bring them into Stanley.

The charge for this service will be (£50) Fifty pounds, and, to avoid any complications, the Master of the *Mount* is directed to confine himself strictly to the purpose for which the vessel is chartered, and to undertake no salvage service whatever. I have the honour to be,

Sir,  
your most obedient servant,

Hon. H. B. L. Lumsden,

Actg. Colonial Secretary,

W. E. P. O. B.  
Manager.

L. S. S.

441

Luxor

$$\begin{array}{r} 426 \\ \hline 137 \end{array}$$
11<sup>th</sup> July 7.

Sir,

This vessel arrived on the 9<sup>th</sup> inst<sup>o</sup> bringing your despatch N<sup>o</sup> 689 which will be answered on Mr Cobb's return.

2. The 'Sclombria' left for Darwin early on the 8<sup>th</sup> inst<sup>o</sup> and should now be at Weddell Isld.

3. The 'Luxor' came here especially for coal, the Captain wanted it at 20/- per ton which I declined, he takes from 200 to 250 tons at 30/- we paying the expense of putting it over the Great Britain's side. Capt<sup>r</sup> Brunden just told me the coal is turning out large and good. As Mr. Stude will doubtless try to get a reduction of the price I must point out that the labour will

H Coleman Esq  
Secretary  
London

be heavier than usual owing to having to pay double for Sunday, and to facilitate dispatch over-  
hired which means pay and a half of daily wages.

4. I am to confirm the previous remarks respecting a new Blacksmith and to say that he need not necessarily be a Scotchman, in fact an Englishman of good character would be preferred. He should understand riveting and be willing to do any iron work required, for further particulars I am to refer you to Despatch No 425 Par 15.

5. On the 27<sup>th</sup> ult. the Brit barge "Star of Scotia" Capt. Coates was wrecked near Bull Point, eight of her crew including the Chief Officer being drowned when trying to land, the boat being upset by the surf, part of the

remainder of the crew are sent  
to England in the "Cape Breton"  
which sailed today, four hands  
and the Captain waiting for the  
"Uarda":

6 As this vessel will not  
call at Montevideo I shall keep  
original enclosure for regular  
mail.

I am,  
Sir,

Your obedient servant  
J. Langdon Clerk.

Enclosures

Dupl. Nos 439. 440.

- .. Balances over £100
- .. Store Profits, Jnl. Cash Book May
- .. Statements & remarks on acts
- .. Indents N<sup>o</sup> 63. 64.
- .. Gravelle's receipt
- .. Notes on Schooner
- .. . on Selambria's cargo
- .. Swivel required

B/L Angara

Copy letter to Schlottfeldt

442

Navila

$$\frac{434}{439}$$
25<sup>th</sup> July 7.

Sir,

This vessel and Messrs Dean's coal ship arrived yesterday, but the 'Lucor' having brought the mail, without any despatches.

2. Referring to N<sup>o</sup> 441 Part 3 the expenses delivering the coal amounted to £20.4.3. I have just heard from Messrs Vöwerk that they advised the 'Lucor' to call for coal awaiting themselves of Mr. Bobb's offer of 16<sup>th</sup> Dec<sup>r</sup> which was @ 30s. per ton.

I am,

Sir,

Your obedient Servant  
J. Langdon Clerk

H. Coleman Esq

Secretary.

London

Enclosures.Dupl. N<sup>o</sup> 441

. Duar's coal acct

. Langdon to Secy

Gov<sup>r</sup>. to Cobb re administration of Justice

Notes on Stores

. New Schooner &amp; Sloop

Reply to Remarks on Accts

Indent N<sup>o</sup> 64.2<sup>d</sup> ex N<sup>o</sup> 576.

Camp Blouses &amp; Occupiers

Granville's B/d. To Bonnet

Loughston's invoice

Coal Act

Dupl. Shearing acct

1<sup>st</sup> ex N<sup>o</sup> 581/3 for 1394.16.11

Cheque for 3. 5. 1

Statement

Cobb to Coleman 15 July

Stanley Jtl, C. Books &amp; Vouchers June

. Ledger Balances June

. Wages "

Camp "

Shipping Report.

$\frac{437}{443}$   
 N<sup>o</sup> 443.

Falkland Islands Co<sup>y</sup>  
 Buenos Harbour,  
 De Rosas 6<sup>th</sup> August, 1822

Sir, I received at Port Howard on the  
 23<sup>rd</sup> ult. your despatch n<sup>o</sup> 689 of 31<sup>st</sup> ult.

2. Par. 2. When Arthur &  
 Stanley Lewis arrange for the sale of  
 Suburban allotment n<sup>o</sup> 114, and with duty  
 report all details.

3. Par. 5. When the *Selenia*  
 left Stanley there were 7 bales of hay  
~~unconcerned~~. The rams after a few weeks  
 stay here were put on to Sea Lion Island  
 St. George is kept here in his box and  
 is daily exercised at present; I shall  
 put up a paddock and build a stable  
 as soon as I can. Has he been broken in  
 for riding?

4. Par. 6. I shall make the  
 best bargain I can with Capt. Kennedy,  
 accepting 30% if I can get no more.

J. Coleman Esq  
 Secretary,  
 London.

but shall try for 40/. Of course the  
ships must take our coals as long as  
there are no others, and I look upon  
the threat of withdrawing the fleet as  
a bluff set up to frighten us, for it  
is a fact that while there was no  
contract our coals were at 60/. more  
ships called that we had while it  
was in force, and that from 1883 to  
1886 the demand for coals fell off  
year by year.

5. Respecting the supply to  
the Luas, you may easily see from  
the dates that Mr. Stande had plenty  
of time to warn them & make  
the Thomas agents in Valparaiso of  
the withdrawal of your offer at 20/.,  
and that they sent the steamer to  
coal knowing that the price was 30/  
which indeed is evidenced by their  
letter saying that they were availing  
themselves of my offer at that price  
dated last December. Mr. Stande may  
perhaps, more sue, Chester, and  
hence, but the plain fact remains

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that he could only hold you to your  
bargain in the case of a steamer sailing  
so soon after the withdrawal of your  
offer that neither Captain nor agents  
could be aware of it.

6. We arrived here from Port  
Howard on the 5<sup>th</sup> inst., the trip so far  
having proved nothing but a series of  
disasters from first to last. On arriving  
at Port Howard I found that only about  
half the ship expected from Debb's Island  
were across, in consequence of delay with  
the schooner, and those that came over were  
so bad in condition and so much hurried  
that only 1100 out of 2000 went on board,  
after which Mr. Dean stopped shipping,  
and sent the schooner to Saunders. On  
the main land Mr. Buckworth brought  
up his promised 2000, out of which about  
1800 were taken, and the remainder repaid  
also, Mr. Anson sent 500, Mr. Wallace  
2500, his original guarantee of 5000 having  
been reduced to that number when the  
price went down. Holmes & Blake  
failed altogether, declining to break

their sheep about in the winter, and  
 Mr. Richards, who at first declined  
 to ship, but yielded to my request,  
 got up 6000 muttons, out of which he  
 could only raise 580 in good season the  
 condition to send; these he dispatched,  
 but on the second day's drive they  
 were stopped by the steams, and were  
 taken home again. These delays  
 and shortcomings naturally kept the  
 butchers out of work pretty frequently,  
 and we had to wait for the Saunders  
 shute which were expected once in the  
 schooners. The first report from my  
 shepherds was enough; they described  
 the sheep as small and in poor con-  
 dition, so I sent word to stop, and  
 the Geneta and James left with  
 just 600, picked out of 4000. It  
 would have been better had they bought  
 none at all, for a large number were  
 condemned, and those shipped did not  
 run up to 50 lbs. The skins are good  
 and I expect just to get out of the  
 venture without loss, but no more.

44  
I will be remembered that 3000 were  
expected from each island, and the fattening  
off to lose them a quarter that number  
is a very serious thing for the estate.  
On the 22<sup>nd</sup> ult. I had to send a notice  
across here to the outsiders about getting  
up sheep, and named the 5<sup>th</sup> Oct. as  
the day for starting, which ~~was~~ has  
been right had not my calculations been  
shown out, as it is now a couple  
of days early.

7. Experience now proves that  
I was entirely right in the opinion I have  
expressed about the winter shipment; if  
people in London think they know better  
than we do, and refuse to take advice, they  
must buy their experience themselves.

All that I have said from time to time  
about the weather, the height of the steamer,  
the fattening off, the sheep's condition,  
and the difficulty of handling them in  
the winter has come absolutely true,  
and I add that the present arrangement  
of this shipment is just as it is as if  
it would be to send twice as far to St.

Michael for a year, first when the  
 fruit is ripe, and the next time  
 when it is rotten. From the middle  
 of February to April, there is the  
 time when sheep are in best condition,  
 and the only time when the farmers  
 will ship willingly. There is a great  
 to be seen first some employment for  
 the Columbia in the off season. I am  
 sure that they cannot go on, just  
 after I arrived we saw there about  
 35,000 sheep available at the most,  
 nearly all the farmers abnormally over-  
 estimate their power of supplying,  
 and the Director will not, if they did  
 not before, see that I was right in  
 recommending them to guarantee a  
 number which seemed small in  
 proportion to the contributions of smaller  
 farmers, but which has enabled them  
 to stand in the ranks of the few who  
 have been able to keep their engagements.

8. Today marks an epoch in  
 my life, it being the 20<sup>th</sup> anniversary  
 of my arrival here. I have seen

a good many changes in the time; most  
of them. I think and hope for the better.

9. 8<sup>th</sup> August. Ship arrived  
yesterday from Johnson's Harbour and  
Port Louis, but the full number expected  
could not be got for want of condition. As  
it is the evident wish of the Director that  
I should ship, and believing myself that  
there is a probability of no matter being  
taken next year I have ordered Mr. Cass  
to bring up 3000, which will be here on  
the 11<sup>th</sup> ready for hitting next day. If  
you make any arrangement for supplying  
me next year you should look upon  
these as shipped in advance, and not  
guarantee more than 6000; not that  
I do not expect to be able to do better  
than that, but I wish to remain on  
the safe side.

10. She put into the Roads  
on the way from Port Howard, and took  
the opportunity of walking over to see the  
work of the Star of Scotia. You have  
probably been informed that she was

sold with cargo to C. Williams for £29.  
 It was unfortunate that I was not  
 able to see the Captain, or learn much  
 about it before I left Stanley, however  
 I instructed Mr. Langdon to advise the  
 Captain to go through the usual form  
 of advertising for salvage previous  
 to selling, which he did. & Not knowing  
 anything of the circumstances I told  
 Mr. Langdon not to buy her, because  
 (1) in such an exposed situation I did  
 not expect her to last. (2) because the  
 schooners were engaged elsewhere, (3) and  
 because, if she remained tight and it  
 became possible to save a large  
 quantity of cargo, the sale would ~~be~~<sup>be</sup>  
 considered too precipitate, and great  
 suspicion would be attached to me as  
 Lloyd's Agent, for sanctioning a sale  
 and buying myself when salvage should  
 have been more energetically tried for -  
 so, at least, people would think. My  
 visit, however, set all measures at  
 rest, the ship, being unusually strong,  
 still held together, the sea was breaking  
 over her in mountains, no communication

had been possible for six days, but the  
wreckers told me that she was full of  
water, all the cargo spoiled, and they had  
only saved some sails, rope, boats, and a  
few odds and ends. It is doubtful whether  
the cutter, which William sent out with  
six men, and was anchored in Bell Cove,  
can lie with safety anywhere near the wreck  
to take off the stuff they have been at work  
when the wind is off, she stands, and the  
profit to be made out of the salvage  
will be trifling.

11. I shall now see this short  
sprint at Spanghem out to the east, hitting  
with the west, Santiago, in the evening  
the 16<sup>th</sup>, and we shall leave for Stanley  
as soon as the last mutton is shipped.  
As luck will have it, there is no possibility  
that internal between the north, and I  
cannot be in to meet the incoming party,  
however I do not look upon it as of any  
great consequence, because in all probab-  
ility the Selkirk will anticipate the  
letter that go via Sandy Point, and if  
that is the case no time will have been  
lost. I shall instruct Mr. Langton to

will 3500 plus as our shipment.  
 This will more than cover our power  
 and the Saunders lot.

12. Since I began writing  
 this morning fresh arrivals have  
 taken place which enable me to give  
 you an approximate statement from  
 memory, my papers being on board  
 the Columbia.

	Received	Shipped
Wesley Selous	1500	575
H. Waldron	1000	304
E. Hillson	0	301
Jack. P. B.	2000	1820
John Deane	3000	1100
W. Bunnay	3000	220
Quinn	500	000
A. Waldron	2500	2320
Robert at State	800	0
W. W. Bertman	1000	0
	Others on hand	Brought up
Chas. Smith	500	3110
C. Roberts	500	300
W. DeLahoye	1500	1000
W. L. Hillson	1000	700
		Amount
J. L. G.	0	3000
H. G. Cook	500	0

These figures in themselves are con-  
 demning of ourselves with shipment.

13. My visit to the West  
has more than confirmed my good  
opinion of our own system of working,  
and I have seen nothing to make us  
wish to alter a single detail. I do not  
pretend to have the powers of brain that  
are natural to a West Indian;  
but if we are to be judged by results we do  
not come out second best. The Westons  
are all more or less rotten with scab, and  
there is not one of them who is able to  
fulfil his obligations to the West Co.  
However, if I say any more I shall lay  
myself open to the charge I make against  
them.

I am, Sir,

your obedient servant,

Wm. E. P. O. O.

Manager.

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Falkland Islands Co  
Stanley, 8<sup>th</sup> August, 1857

Sir, I have had the honour to receive from the Director of Army Contracts, a letter dated 16<sup>th</sup> May last (C. P.  $\frac{4121}{71011}$ ), with reference to the supply of coals for H.M. Service at the Falkland Islands, of which letter you have doubtless been furnished with a copy.

When stipulated for the sale of not less than 1000 tons at 37/6, I anticipated a great delay in getting rid of the large quantity in the Great Britain (3350 tons); but she unexpected demand, which has already led to the sale of more

Captain W. R. Kennedy, R.N.

Senior Officer,

to to to

South-East Coast of America.

Yours

than half the cargo, and the negotiations which are at present on foot with the Messrs. S. S. & Co. have materially altered my position, and I now beg to repeat the offer at 37/6 per ton, to be taken from the Great Britain, without regard to quantity, or at 40s, bagged and ready for delivery. Should the last offer be considered the more suitable one, I would undertake to keep not less than 100 tons ready, as soon as I can provide myself with the necessary bags.

Although there is no other coal in Port Stanley, I am induced thus to modify my offer, as a compromise in consideration of the withdrawal of the one from our London office, (made under a misapprehension of the circumstances in connection with the supply of coal) and in order to meet the  
objections

objection raised to an advance on the former contract price. With regard however, to a further contract when the coal is exhausted at Great Britain, I may be permitted to remark that the late one actually appeared to have the effect of deterring H.M.'s Ships from visiting Port Stanley, instead of inducing them to do so; for the homeward bound Australian ships ceased to call altogether, and the visits of those on this station and their purchases of coal were much less: from 1883 to 1886, as compared with the years 1880 to 1883. Should the Admiralty hold out no better inducement in the future than has been afforded in the past, I fear that a contract involving, as it does, the use and maintenance of a separate hulk all the year round, will hardly at the late price be made to cover expenses.

I have the honour to be

Yours most obedient servant.

Wm. S. Jones  
Manager.

439  
 454  
 444  
 Rameses

13<sup>th</sup> Aug<sup>t</sup> 7.

Sir,

I am instructed to acknowledge the receipt of your despatch N<sup>o</sup>. 690.

2. I beg to inform you that the mail through the Post Office was delivered before 10 a.m. whereas your despatch being sent in a parcel was only obtained at 11.30.

3. The "Ranea" is to sail today.

I am,

Sir,

Your obedient Serv<sup>t</sup>

J. Langdon Clerk

R. Coleman Esq  
 Secretary  
 London

Enclosures

1<sup>st</sup> ex N<sup>o</sup>. 824 for £ 200. 107.  
 Sale of Coals  
 Indent

445.

*S. S. Columbia*  
direct.

453  
477

23<sup>rd</sup> Aug. 7.

Sir,  
I received at Darwin Harbour  
your despatch no 690 of 9<sup>th</sup> July, the  
arrival of which was acknowledge by  
Mr. Langdon.

2. No. 2. As regards Costello,  
I have always found that voluntarily  
increasing a man's pay when he is  
worthy of it has a better effect than  
letting him ask for it: you say that  
he has good pay, although I have shown  
that it is lower than our Engineer's we have  
had, and that he is content, which he  
certainly is not, as he told me that he  
would not remain on the terms of his agree-  
ment over three years: and as Mr. Costello  
and their son go home by the *S. S. Columbia*  
I thought that putting his pay up to that  
of some of his predecessors might just

A. C. M. Esq.  
Secretary,  
London.

bring the balance, and induce him to settle down and get his wife out again when the boy has been placed at school. However, having given my opinion, I shall not refer to the subject again.

3. Par. 4. I thought that you must be aware that it has been our custom for upwards of ten years to boil down ewes that are too old for breeding; these were the sheep that were killed, in fact. I see that I actually said that they were "principally old ewes"; and these are sheep that the Market will not take at any price.

4. <sup>same</sup> Par. The Colonial Seal Ordinance gives the aggrieved farmer no redress against a scabby neighbour. I have often pointed this out.

5. Par. 5. We have done well to get rid of nearly 1500 tons of seal in less than 9 months. Mr. Shillwell informs me that those supplies to the N. Co. gave great satisfaction, and that Mr. Stande has authorized him

to advance 5% a ton on the price; he has  
to come up a little higher yet, perhaps  
he was wrong to let this out to me, so you  
had better say nothing to Mr. Stande. I  
can now give you dates to prove that you  
should allow no reduction on the Lussori  
coals. Mr. Stande wrote you on 20<sup>th</sup> April  
that he would not accept your short notice  
as he required time to communicate with  
the Agents in Valparaiso. He doubtless  
wrote Mr. Hambroes 25<sup>th</sup> April, his  
letter reaching Valparaiso 14<sup>th</sup> June.  
On 13<sup>th</sup> July Yorwerke wrote me  
"We have given advice to the Captain of the  
"steamer Lussor to call at your port, in  
"order to provide himself with coals,  
"availing ourselves of your offer of 50<sup>th</sup>  
"Dec." That offer was at 30% per ton,  
and if the Lussor people did not write  
promptly that was their fault, not ours.  
I would suggest, as a compromise, should  
the question be raised, that the Lussori  
supply should be reckoned as the first in  
statement of the quantity. Inquire there

to take in return for our wool next season.

6. Par. 6. I will forward Mr. Dixon's seeds. Can you not get a conveyance of this land from Capt. Wilson, to whom it evidently belongs? Dixon seems to be more or less of a humberg. Will Dean's undisputed possession for 20 years entitle him to the land?

7. Par. 8. I have no opinion whatever of the fencing shipped for Selkirk at so much per mile, and have no doubt you would do better by sending the materials out in the quantities specified in my despatch 438-4. I shall send 3 miles of the fencing to Selkirk to Seal Cove, and the remainder to Dr. Lomas for the new stud flock enclosures, this will leave me without a yard for sale, and I have today been asked for half a ton which I cannot supply. It would be a great

satisfaction to me if I could succeed in  
fixing in the ~~mind~~ of the Board the  
fact that the Spring here is the season  
when most outside work can be done, and  
then the mistake would not be made, as  
it so often has been, of sending out  
fencing and other materials to arrive  
in the summer and even autumns. You  
say the additional fencing is to come in  
the December: I should say by first  
mail, for, unless the that are made,  
they will not come here away before  
January. I have examined the sketch  
made by one of the Directors from all points  
of view, from the top, from the bottom,  
from the right and left, and I am  
compelled to say, with great respect, that  
I have not a glimmering of a notion of  
what it means. Perhaps you can furnish  
me with a key. With reference to his  
remarks, is it to be supposed that anyone  
is in a better position to glean information  
about the private affairs of the sheep  
farmers than you are about the sealing?

of people you see constantly meeting in  
 the City? I do not find them at  
 all communicative about their  
 losses and the state of their stock.  
 The particulars cannot be ascertained  
 without much difficulty. But I  
 can give you some facts. There are  
 people in the islands who came here  
 20 years ago, some here: they have  
 sold few sheep if any, and some  
 of them have not boiled down, and  
 yet they are not stocked ~~with~~; what  
 can your losses be compared with  
 theirs? There is another. Mr. John  
 Waldron said, in the presence of a  
 number of West people when I was  
 at Bob Howard, that ~~there~~ was no  
 use in disguising the fact that there  
 was not a farm on the West anything  
 like free from scab, and no one con-  
 tradicted him. Seeing the condition  
 of our sheep, and the fact that we  
 have paid 15% with wool at 6, while  
 we paid only the same in 1874 when

the price was 15<sup>3</sup> - the same price  
would now give us 40% - I would  
not reduce the number of shepherds I  
thought necessary even if it were proved  
that a neighbour worked with half the  
number. For it really means that he  
is not particular about the clean gathering  
of his sheep, and until we had clean gather-  
ing we never got the better of scab. In  
thinking about farm matters it should  
never be forgotten that we have since our  
machinery was erected at Gampress boiled  
down and killed for use in fully  
200,000 sheep of our own. The Director  
(I am obliged to refer to him impersonally  
because I do not know the handwriting)  
is quite alive to the importance of fencing,  
though hardly for the reasons I should  
give; for better and easier shepherding  
I would say boundaries do not require  
shepherding, for by staying in nearly  
an impossibility of falling into water courses  
could only be guarded against by the  
erection of many thousands of miles of  
fencing.

8. P. 9. I imagine that a Boarding house at Darwin would cost £300. Another poor man with a growing family has given notice to leave, and unless something is done we shall gradually lose all our steady hands. One year's interest on the money due our men held by the Company would go far towards meeting the expenses. I think that I have said several times that there is no vacant house at Darwin.

9. I rec<sup>d</sup> your letter of 22<sup>nd</sup>. Yours has not reached me. In the remark about the relation of ships' business to Store profits there is the same strange misapprehension which has been running on for years. I hope that my despatch on accounts has succeeded in opening your eyes; if not I shall drop the subject, which has become wearisome, and shall be inclined to suggest shutting up the Store altogether, and buying everything here, a plan that I think would not last long.

10. Jan. 15. There can be no doubt whatever that if the shepherds do not wind up they must reorganize their business so as to take sheep at the only season when it is profitable to ship, i.e. from February to April or May. This I have foreseen and reiterated in my despatches and letters for the last year, as the Directors will do me the justice to acknowledge.

Our sheep (weathers) killed in May 18th averaged 75 lb. 12 oz., last January they ran 69 lb. 7 oz. and this time 65 lb. but Mr. Moore told me that a month or six weeks earlier they would have weighed 10 to 12 lb. more, and that the carcass fat had wasted considerably. As the Directors content to go on with an agreement which 9000 sheep are likely to weigh 90,000 lb. less than when in good condition, or at 8. for 75 lb. showing a loss of  $\$8000$ ?  $\frac{1}{2}$  430? One condition you should insist upon in that expedition are to be made alive, and that every sheep gotten and excepted, <sup>is</sup> the property of

the meat C. as soon as dead. I do not understand the remark that I am not to reduce our stock to supply them; every sheep killed reduces our stock by one, and the sheep just killed will show us out of 20 bales of wool next season.

11. Jan. 6. I will make up a list of Buildings as soon as I can.

12. Jan. 17. I am much obliged to you for attending to the matter of the sheepsheeters, about which I committed to write to you when I ordered them.

13. Jan. 18. I learn for the first time that Mr. Philips' horse requires repairs, and I have I point out the inconvenience of reports of this kind being made to head quarters over my head. It has been my custom to attend to and complaints about he or any one else has thought proper to make, so why he should choose to ignore me I do not understand. Young horses ~~which~~ can only be obtained

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after the annual batch has been taken  
in the summer, when the matter shall  
be born in mind. Repair to the houses  
shall be added to the already overcrowded  
list, and will be taken in rotation. The  
rule that correspondence on matters concern-  
ing the Company should pass through me  
has been persistently ignored in the case  
of Mr. Philip for some years.

14. Jan. 19. I am surprised to  
hear that the great Britain's beef and  
pork are put in good order, for I made a  
point of having the casks overhauled  
by our Cooper before they left. The Ho,  
264 tons costs £595 outward, while  
the Floke, 334 tons, has come for £500.  
The difference will I suppose be attributed  
to loading at two ports; but it occurs  
to me to ask whether the difference in  
the cost of 150 tons of coal at Montreal  
is sufficient to account for this. The  
Captain of the Floke ordinarily offered  
me his ship to London for £400, and as  
people are always to be had so much  
cheaper on this side of the Atlantic

would trust at some convenient  
time we would make a round  
shout from here, i.e. to London and  
back?

15. Same par. I thought that  
if there was one thing above all others  
that had been laid down as an axiom  
it was that sailing ships should  
only bring out wood, coals, bricks,  
and rough stuff, and that provisions  
and fine goods in moderate quantities  
should be imported for and shipped  
aboard by mail. Only a month or  
two ago I showed you how the stocks  
at the end of the year had lately been  
reduced under this system, and this  
with a feeling of absolute despair  
that I now learn that the checks I have  
written on this subject have been so  
much thrown away that you are actually  
keeping back imports duties last  
March to ship by a vessel that can  
not be here until October. I shi  
presumably many necessary articles  
will pass out, as has been the case over

and over again. I don't like the phrasing  
 but I expect to see the usual expression  
 of surprise that the ship has picked up  
 so quickly that some of the wood has  
 been shot out; this will be sent up to  
 London and stored at our expense; it  
 will get knocked about and dirty;  
 finally it will be shipped at a high  
 freight in one of Deane's vessels. The  
 delivery is in deplorable condition, and  
 eventually sold at about half its cost.  
 This is not a fancy picture, but is what  
 has actually occurred. But the quantity of  
 stores will be the great trouble, and it is  
 one that might have been avoided. You  
 might just as well give a child a pound  
 of chocolate on Monday or Tuesday, and  
 endeavor to make up by supplying a  
 quantity three times as much as he  
 can eat.

16. Dec. 22. At present I do  
 not think that it would advance the  
 Company's interests to make any  
 definite proposal with regard to a new  
 steam launch: I would rather leave it

until I am able to discuss it personally with the Director. I think that the Warf might save £300 a year and some passing money by running the West Falkland mail from Brunton Loch to Port Howard, and her expenses would not be much, as we always have nautical and engineering talent available at Gosport.

17. E. Morrison strongly protests against receiving the dog for Selkirk; he says that he had no idea that it was coming, and that he gave no authority for its shipment beyond saying that if one could be got out free of expense in a sailing ship he would tell his wife to find out. The dog is useless for working sheep, and has cost him over £7.

18. When I last wrote you from Darwin our sheep had just arrived at Gosport. There was some delay owing to deep snow, followed by fog, which made the gathering difficult, but they came

in on the 17<sup>th</sup> and following days. When  
 Mr. Call had sent in 2500 he wrote me  
 that he could get us more fit for shipment  
 without disturbing flocks in which there  
 were hogs; this he would not allow, so he  
 stopped him at once. Mr. Moore rejected  
 between 100 and 200 alius, and shipped  
 in all 2318 sheep and 15 haloes. In  
 order to find this number in fit condition  
 for killing it was necessary to overhaul  
 and handle 6000 to 7000 sheep, so the  
 fact that it is impossible to ship to  
 advantage in a ship that comes twice a  
 year is established beyond dispute. As  
 to what is the best time, the wethers are  
 shown in December, and they steadily  
 improve in weight and condition up to  
 May, so also does the skin; I would  
 say therefore, let us be ready to begin  
 killing on the West on the 1<sup>st</sup> March, and  
 we will put out our own sheep in lack of  
 all at your press.

14. The Glenburnie parent flock  
 is the one that put out Dean's Caprions,  
 and it was suggested that it might be

sold; ~~and~~ <sup>but</sup> on this I put my foot down  
 at once. Having the monopoly of  
 Steam coals I am not going to allow  
 any to get into other hands if I can  
 keep it; and I have preferred taking  
 it on board the *Vicia*, which is now  
 disengaged, at the nominal charge  
 of 1/6 per ton per month. This charge  
 must not be taken as a precedent;  
 if it is arranged to stow coal here  
 next voyage you should not charge less  
 than 2/6 per ton per month, and I beg  
 that you will on no account under-  
 take to receive it in bulk on board the  
*Great Britain*, but rather receive  
 running the bulk, if possible.

No. Having now been this  
 round with the *Siberia* I am  
 satisfied that there will be no ne-  
 cessity to do so again. All arrange-  
 ments for ship can be made before  
 hand, and Mr. Waldron is very at-  
 tentive in sending messages round  
 the West. Whom to trust after the  
 breaking of so many promises is

the difficulty; but in March and April I don't expect the farmers to be back home. I have been informed that Townsend and Spearings are disposed to take up the business if the Meat Co. drop it. If they do, I hope that the Directors will get no killing oblongness.

21. On the statement you will see that W. M. Mays wishes to deposit £300 with the Bank of Scotland in his own name. He would like interest, if allowed on deposits; but that is of secondary importance, and <sup>he</sup> will not hear of investing in Consols, as that would have to be done through a Broker, and Brokers are associated in his mind with second hand furniture and bankruptcy. — I am not joking. Frazer did his best to persuade him to invest, but could not move him. R. Mears asks me to say that he has received your letter with power of attorney, but he is in no hurry for the interest, and will sign it when ~~not~~ in Stanley. It seems that it can only be done before the Governor.

22. The passengers by Columbia  
 are Mr. Myles and family for the  
 Company. for whom I paid \$48 instead  
 of \$116 second class by Thomas, Mr.  
 & Mrs. J. Dean, Mr. Cochrane & son, Mr.  
 Penney, Mr. Anderson & family, and  
 several shepherds & others from the  
 West-Islands.

23. As soon as convenient after  
 next season I should like to make a  
 trip to England; my family will have  
 long soons, as I have a boy old enough  
 to go to school. Breaking up  
 families is a necessity that all people  
 here have to put up with; but it  
 makes life, except for very young  
 people, anything but pleasant.

I am, Sir,  
 your obedient servant  
 Wm. J. Fox.  
 Manager.

I have notified the Meat Co. that  
 we have 29 packages fencing short  
 delivered, particulars of which I am  
 endeavoring to get; but as we have  
 several packages belonging to Fackel Beer  
 it is quite likely that some power has  
 gone to the West. This is the result of  
 discharging in a hurry at night.

Enclosures.

Papers relating to Dixon's land  
1<sup>st</sup> ea N<sup>o</sup> 885 for £ 93. 18. 7

1<sup>st</sup> " " N<sup>o</sup> 886 " 145. 5. 4

1<sup>st</sup> " " N<sup>o</sup> 887 " 210. 16. 0

1<sup>st</sup> " " N<sup>o</sup> 890 " 101. 2. 7

2<sup>nd</sup> " " N<sup>o</sup> 2. 3. 4. 4a

Dup<sup>t</sup> N<sup>o</sup>s 442. 3. 4.

Copy of letter to Capt. Kennedy

" " Star of Scotia acct

Indent

Particulars of Wool & sheeps kind

" " Speedwell Wool

" " Fells & Lively. &c

Stanley Job b. & Book of Vouchers

Dup " " for June <sup>July</sup>

• Ledger Balances &c

• Camp Houses, Coal Accts.

• Statement

Copy extracts from letters re sheep supply

Statement.

Mutton receipts Nos 397/8 414/202

7 13/2. Selentria

Remarks on charges