

503.

Karnak:  
Porteur14<sup>th</sup> May 90

Sir,

My last despatch went for  
Isis on the 29<sup>th</sup> ult.

2. The shipment by that  
vessel was the largest yet despatched by  
our steamer, 1157 bales, and was  
put on board in a day and a half. As  
Mr. Stands has once or twice referred to  
delay in shipping, this should show him  
what we can do when the vessel is able  
to receive and store the wool in fact as  
we can deliver it.

3. E. Bender has only just  
told me that he wanted his wool for  
Dennis Brundrit insured against all  
risks; this may now be too late, but  
he only spoke to me last week.

4. Mr. E. Parker has written  
to say that the Company would deliver  
the goods for (or) free of local freight

A. Colman Esq.

Secretary,  
London.

at San Diego. I see that the offer  
 was made, but not accepted, and  
 Mr. Sacks shipped direct through  
 Messrs. Langridge at 40% + 5%. I  
 have explained to Mr. Goodhart, and  
 he sees it clearly, that had the goods  
 been shipped through us, we had a  
 rate of freight which would have  
 allowed us an ample margin to  
 pay our schooners, but that he really  
 cannot spend labour on discharging,  
 warehousing & re-shipping, and then  
 carry out free of charge goods upon  
 which we make absolutely nothing.  
 I will take them from the Dave to  
 San Diego for 12¢ a ton.

5. The Beigette left on  
 the 11<sup>th</sup> inst., and was unable to  
 take about 150 bales of Mr. Cameron's  
 wool from San Carlos, which I am  
 now asked to carry. He and Mr.  
 Greenshield are the last two on this  
 island who hold out against the

Shipping arrangements that are giving such general satisfaction, and it is for ~~to~~ to take advantage of his agents' miscalculation by charging him anything I like. I consider, however, that a magnanimous policy will best serve the Company's interests, as being more likely to induce future business, and as the wool, which measures about 120 tons, is just a cargo for the Castalia, and will give her at £100 a ton to be for about a week's work, I shall charge the usual 40/ 10/.

6. I hear that the Bengist and Leo have arrived at Port Howard, and that freezing operations have begun.

7. The Dove arrived on the 6<sup>th</sup>, and is discharging. I fear from the appearance of the first lighter load that the cargo is damaged a good deal. The Captain says from sweat, but in any case I believe you are only insured £750. Since I begin this paragraph, the Stockpiles

has shown me the first barrel  
 of biscuit opened, which turns out  
 wet and mildewed throughout, ab-  
 solutely unfit for anything but pig  
 food. We have been waiting for  
 this biscuit for months, with none  
 in stock, and this is only another  
 instance of what I am continually  
 insisting on, viz: - that whenever  
 you ship stores intended for general  
 consumption by a sailing vessel,  
 the stores suffers in one way or  
 another.

8. I shall be obliged by  
 your ascertaining what oil is best  
 suited for lubricating the bearings  
 of shafts and machinery generally,  
 and sending some out for our use.

The cheapest kind that will not  
 clog or freeze should be got; I have  
 allowed some kerosene oil to  
 be used, but I think it is too  
 expensive.



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Harrak (cont.?)

9. I have been into the Land question with the Governor, and find that I can make more favourable terms with him than I expected, subject to confirmation by the Secretary of State. I first tried to confine the proposed purchase to the 70,460 acres mentioned in your statement, but the Governor pointed out, as I knew he would, and justly too, that the acquisition of the Choiseul Sound land would shut off sections 75 and 411 from access to the sea, so that if we threw them up they would not be worth acquiring by any one else. I agreed then that these sections, containing 22,000 and 6,000 acres respectively should be thrown in, making 99,460 acres altogether. The Governor then stated that he would be prepared to recommend the sale at 3/ an acre, leaving such surplus balance of the purchase money as might be

agreed upon at interest at 2%,  
 subsequently changed to 2 1/4%, <sup>fixed</sup>  
 enough it seems to us. The cost  
 of 99460 acres @ 3/4 would be  
 £14919, against £14092 for 70460  
 acres only @ 4/4. The yearly rental  
 of this land when all the leases are  
 renewed at £20 per 6000 acres, will  
 be £331.10.8. Sections 75 and 44  
 are inferior hill lands, but this  
 purchase should not be stopped  
 through them. A fence runs from  
 the <sup>river</sup> Litzyog, round section 44 to the  
 Wickham Heights, and thence along  
 the range till it meets the one from  
 Port Success to Mount the horns, would  
 Enclose a compact block, just as  
 much as we want to buy outside  
 Laponia, within a few acres of 100,000.  
 As to sections 38 and 35, they are  
 comparatively worthless to us, as  
 the land is not good, and they are  
 too far from Darwin. You will

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see however that they lie right into  
Captain Dachs, and I would suggest  
transferring the leases to him, provided  
suitable arrangements can be made for  
the sale of the houses and other property.  
I have mentioned the matter to Mr. Dachs.  
With regard to your remarks,  
I am not sure that it would be politic to  
say anything about the 100 acre freeholds,  
for there is a general impression that the  
land has been undermeasured, and were  
the proposed purchases surveyed we might  
have to pay much more. As regards  
the value of the improvements, I think  
you will see that Ordinance of 1862, clause  
3 would not apply to this case, and  
with the reduction of the price to £. 100  
allowance could be expected for rocks, lagoons,  
&c., which are certainly within excess.  
The Government reserves are as stated,  
but should not be deducted from the  
freeholds 25,058 acres, which are quite  
distinct from them. 1872 was a Govern-  
ment Reserve formerly, but is not so now.

I am endeavoring to prepare you another sheet, but have only the lines in pencil yet.

10. Enclose Mr. Kenton's order for shipment to Keyport, and also enclose copy of a letter from him asking to have a hypericli press ordered and shipped, to which I request your particular attention. This will, of course, come in the Orissa with the other goods. In the statement you will see a payment ordered of £ 800, which is to take up a mortgage on his house at Brighton, and he requests that you will procure and send out through me a proper legal receipt for the money, which, you will see, is payable on application to Mr. J. K. Byg, Solicitor, of Brighton.

11. A large number of passengers are going this mail, including the Rev. Mr. Philip and family, Mr. C. W. Dean & children, Messrs. Barnes, H. H. Cobb, & friends,



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(cont.)

J. C. Nicol, G. Michie, A. Walker,  
and A. Fraser, shepherds, W. Clarke,  
driver of the steam press and fireman  
at Grouse Green, and a number of labourers,  
returning to Aboukir side. Fraser and  
Clarke will return, their places being  
reserved for them, of course at their  
own expense.

12. I have just returned from  
the funeral of our Cooper, Mr. Canby, who  
has been dying of consumption for some  
months. He was a most excellent man  
in every way, one of the hardest workers  
I ever saw, cheerful and obliging to all,  
and a splendid headman. I had a  
very great regard for him, and shall miss  
him much. I have been trying to get a  
substitute for the season in Aboukir side,  
but Messrs. Humphreys could not find  
one, and we go through with the stock  
Mr. Canby had prepared before his  
illness supplemented by a number of

her casks. We have all the  
 shooks that came for Dennis  
 Bunnit, untouched, and all  
 the empty kegs and lime barrels  
 come back on our hands, so there  
 will be no necessity for sending  
 out more for a considerable time.  
 Mr. Carthy's work as a Cooper  
 consisted in his power of turning  
 the most apparently useless old  
 second hand casks into sound  
 ones, replacing broken staves, and  
 work of that kind. We have had  
 coopers here who consumed a whole  
 shook for one broken stave, and  
 you may find plenty of men who  
 are good at new work, but would  
 be entirely at sea in dealing with  
 old casks. I propose now to ask  
 Messrs. Humphreys to let you know  
 if they cannot find a man, and that  
 you should then engage one, who  
 should be named Schuller say,

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and would occupy Mr. Carthy's house  
in Stanley, going out to Gosport  
for the season when required. You  
can explain that he would make his  
base of operations here; I prefer this to  
stationing him at Gosport, because  
he will be under my eye, and because  
we have so many lines and other works  
that constantly require attention in  
Stanley, (a work can be half spoiled  
in the opening) that this is a saving in  
the end. You can explain this  
class of work, and you must get a sober  
man, one who gets drunk is no use here.  
Mr. Carthy had £10. 10. 0 per month,  
carpenter's pay, and if the man gives  
satisfaction he must ultimately get  
the same, but you might engage one  
for less, and stipulate that he must  
pay his own passage, as the Blacksmiths  
have done. Low wages and a free  
passage leads to less satisfaction, according  
to my experience. If the Carpenter can

and will engage to make himself  
useful as a Carpenter in such  
time it will be an additional  
~~advantage~~; Mr. Parry was grati-  
fied at anything I gave him to  
do.

13. I have received from  
Fraser at Darwin a bill on John  
Moore Esq for £ 500. 9. 2, which  
I forward for collection, but as it  
is entirely a private matter I have  
not passed it through our Bills book,  
and shall be glad if it can be  
kept out of our accounts. As you  
will see by copy of letter enclosed  
I have arranged with the Governor  
that the amount is to be paid at  
maturity to the Crown Agents, for  
transmission to the Savings Bank  
here on Fraser's account. Being  
drawn by J. Saunders, his partner  
in a farm near Sandy Point, it looks  
as if the business was prospering,  
and may perhaps shadow Fraser's departure  
from here at no distant date.



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(cont.?)

114. The gold for Oron is rapidly melting away, and the first thousand will hardly last us this week. There is the heaviest month in the year usually, owing to the number of Camp hands being paid off all over the island. After struggling on from hand to mouth for some months, until our balance on 30<sup>th</sup> April was £221. 19. 9, we had cheques presented on the 13<sup>th</sup> & 14<sup>th</sup> inst. amounting to £999 odd, so that the delay of the gold was in one sense providential. Some of these we exchanged for cheques on London, but we were none the less liable to be called upon for the money. The gold will find its way to the Vides, as the small traders importing from there have no other means of remitting, and send it up on freight at 10%. The Swiss Plate Bank keep our

bills at the current rate, and debit  
 us with payments at the fixed rate  
 of 4.70. The rate at which they  
 have purchased appears to have  
 varied the last year or two from  $51\frac{1}{8}$   
 to 52. If I knew the rate at  
 any time I could draw when the  
 exchange is low, place the proceeds  
 to our credit, and then could not  
 only make a small profit by giving  
 cheques on Montevideo charging  
 1%, but keep the money in the  
 Colony. You will see that if I  
 happened to send up a bill when the  
 exchange was 52. I should lose  
 nearly 2%, but at  $51\frac{1}{8}$ , or under,  
 the charge of 1% would more than  
 cover the difference. I therefore  
 suggest for the consideration of the  
 Directors that we should always  
 keep a balance in Montevideo, say  
 of £300 or £400, but that instead  
 of my drawing you might arrange  
 for the Bank to draw themselves

when the exchange is under 51/2.  
or make some equivalent arrangement  
with the head office. Interest on  
current accounts is always allowed, so  
the money would not be there at a loss.  
I am making several payments this  
month, a month's wages to Campmen  
returning and others.

15. I shall be glad if you  
will make a point of sending me all  
measurements of cargo that I may have  
anything to do with. In discharging  
the  $\text{P.W.}$  I am doing the work for most  
of the consignees, charging them  $2/6$  <sup>per ton</sup> for  
labour and wharfage, placing the goods  
at the head of our jets. You will see  
at once how easy this makes the work  
here, if we have the weights and measure-  
ments, and, on the other hand, how  
troublesome and slow if we have to take  
them ourselves, over again. It is so  
unnecessary too, for the freight has  
already been computed in London. May  
again remind you that I have been

furnished with no particulars of  
 freight, dock charges, &c. to enable  
 us to charge sundry invoices of  
 stores sent out for stores during the  
 last six months or so. It seems to  
 me that it cannot take five minutes  
 to extract these particulars from the  
 freight notes you have, and you are  
 unnecessarily burdening us with  
 extra work, while Mr. Hamilton and  
 I find that it takes us all our time  
 to do what four people attended to  
 before we took over Messrs. Davis's  
 business.

16. Writing now on the  
 17<sup>th</sup>. I am sorry to say that the  
 Kermack is still out, and that a  
 furious gale which has been blowing  
 for four days is greatly delaying  
 our schooners, the Castalia is  
 overdue from this Cove and Shelter  
 Bay with 200 bales, and the Hornet  
 which left for Johnson's Harbour on  
 the 14<sup>th</sup> has not back with sails split,  
 and cannot get away yet. However  
 I have 1154 bales wool ready.



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(cont.)

17. 21<sup>st</sup> May. The steamer is signalled, and before receiving the despatch, I write to say that I have completed the chart, and sent it by parcel post. It is rather neatly finished as I could wish, but the lines are correct, and I have coloured our land blue and Captain Tackin's yellow, which shows very clearly how completely 35 and 38 are an encumbrance to us, and at the same time would be of advantage to him. The Government reserves are coloured green, and the fences are marked with parallel lines of red and black ink.

18. I hope that you will see that very accurate and minute returns are sent of freight on produce to be credited to the Island establishment. In the most part they were given fully enough last season, but the last entry on Dec. 31. "Freight charged ships - less paid Thomas G." only enabled me to divide the amount

approximately. When receiving  
 orders from outside consignees,  
 please state — ft. @ 12 $\frac{1}{2}$  or 6 $\frac{1}{2}$   
 as the case may be, not simply,  
 as on 26<sup>th</sup> Sept. last, "by cash from  
 Mr. Dean for difference in freight on  
 W. S. O. &c." You will understand  
 me when I explain that I wish to  
 place on record the measurements of  
 all the different bales in the Islands,  
 so that in arranging to collect them  
 it will be comparatively easy to judge  
 what vessel to send to each place.  
 This is a matter that requires no little  
 judgment. The division of freight is  
 a kind of cleaning house business,  
 and is extremely simple if full details  
 are given.

19. The steamer turns out  
 to be the Pentam, the Hamak having  
 passed by full. It seems rather  
 cool, and it has cost us fully  
 £15 for extra board of the Maori  
 labourers, besides stopping the sale

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of a number of tickets for the South,  
due at Monte Video 25<sup>th</sup> inst. However  
no good could be done by complaining.

20. Def. 736-3. Various  
flocks distinct from one another, have  
been dipped in Little and Cooper, and  
sent streaming will decide the question.  
Ticks were alive on those dipped in  
Cooper a fortnight after dipping, and  
Mr. Williamson knows it; those dipped  
in Little died instantly. As to seal,  
fortunately we had nothing to experiment  
on.

21. North. The first £1000  
bag is empty, and the £4000 bill is still  
nearly absorbed by rents and duties. We  
have had some windfalls that enabled  
us to carry on, but these cannot be de-  
pended upon, and if you could send me  
by the next for outward steamer £1000  
you will soon see from the copies of the  
Cash book how nearly that would balance  
our requirements. You have a lot of  
produce in hand, much of the proceeds of  
which I may be called upon to pay in cash.

22. Nov. 6. I think I have  
 already said that I intend to des-  
 patch the *Orissa* shortly, perhaps in a  
 fortnight. She has the *Port Stephens*  
 wool on board, ready to be trans-shipped  
 to the *Perth*, and as I am not  
 risking the delay of sending her  
 to Darwin this year, and the *Thornet*  
 will bring in the remaining bales  
 in one more trip, having run two  
 already, I hope I may load her in  
 the time named. As to the bridge,  
 I am keeping a larger staff of  
 labourers at Darwin than usual,  
 owing to the increasing difficulty  
 of getting men in the Spring, and  
 they will get the approaches ready;  
 your suggestion that it might be  
 shipped in the *Orissa*, would mean  
 deferring its erection another season.  
 As after 1<sup>st</sup> December not a man  
 could be spared. I pointed out some  
 time ago that the tonnage is not  
 much, and having already given  
 particulars I hope shortly to receive



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Ventures (cont.)

it by steamer.

23. Parry. I believe they are doing well with the brig at Port Howard, but it remains to be seen whether it will pay, and she is absurdly behind time, as will probably be the case with a sailing vessel. I still believe that if she shows you the advantages of her species in return for an undertaking not to interfere with our wool carrying and coasting business it might suit Messrs Spearing to accept our terms. I hear Mr. Matheson for Spearing and Waldron is buying up wethers at £1. 18/6. The true solution of this question as far as you are concerned lies in the establishment of refrigerating works of our own. With reference to the weight per sheep, 18 3/4 lb. last year, showing them to have been a poor lot all round, you will see that 1/3 of them were ewes, and some of them old serags, so the average was not bad. You must remember that

I am jealously guarding every  
 matter that I can keep for wool,  
 having regard also to the miserable  
 price of tallow, and the possibility  
 of turning them into paper or cotton  
 before they are too old. Regarding the  
 Stores which are mentioned in this para-  
 graph, I ask your attention to what  
 seems to me an incorrect practice, that  
 of putting species in a general, ~~miscellaneous~~  
~~of merchandise~~. For instance in your  
 list of consignments of Stores to Stanley  
 you enter £2955 as the price for  
 Ours, but the actual amount should  
 be £955, as it contains the 2000 lbs  
 weight, and taking the freight and  
 charges at £315.5.9, they amount to  
 about 33%, instead of 11.6%, as you  
 make it.

24. Par. 11. I am greatly  
 relieved at finding that the Charter  
 wool is covered against all risks from  
 the shed, this policy I presume  
 will cover such a case as reported this

morning by the Captain of the *Thornet*  
viz: - the rolling of the bale into the water  
when shipping at Johnson's Wharf the  
other day.

25. *Car. 22.* I shall make up  
a list of all deeds before I leave, such a  
schedule, in fact, as I received from Mr.  
Foster in 1867. The deeds of the  
Dean's land with, I presume, be on the  
same footing as the other title deeds of our  
freehold, and be placed in the Manager's  
safe here.

26. *Car. 24.* The Director  
will, I hope, excuse my saying that in  
making arrangements in London, too little  
regard is paid to the season out here. If  
I had thought in my wildest dreams that  
they were going to rush the thing like  
this, and send out a man to arrive in  
the very middle of the winter, when nothing  
is going on, and travelling means floundering  
about in the mud, I should at once  
have pointed out the inexpediency of the  
proposal. The idea was that he was to be  
here, if sent, six months before my

departures, so I never thought he would be ~~coming~~ up before next September, which would be a very suitable time. I do not suppose that any delegations for Isis will stop him, as the arrangements ~~with~~ have been made for his departure, still, as his engagement has been decided upon, it may be possible to delay him for ~~some~~ ~~months~~.

27. Nov. 15. When I left England Isaac Idid ~~is~~ will be some out for more than two years, and Mr. D. ~~will~~ ~~remember~~ ~~my~~ ~~undertaking~~ to give twelve months' notice before leaving. The two years was meant to be an ~~exact~~ term, as I naturally wish to see the accounts for 1890 completed, but as they will be ~~complete~~ <sup>ready</sup> in February I hope nothing will occur to prevent leaving in March. In fact it will be a serious inconvenience to us if Isaac be home in April.



28. Contd. You have stated  
the Mat Coi dividend as  $10\frac{1}{2}\%$ , instead  
of  $10\frac{1}{4}\%$ , my share I have asked to be  
paid into the bank.

29. Contd. The house  
lately used by the Ministers at Orono  
was originally the Managers, and was  
given up by me to Mr. Spoman. The  
Church was started by subscription, and  
the building was to be used for the  
combined purpose of a Church and school.  
The subscriptions in all amounted to £165  
and the Company gave the freight for  
Humbledon; after some years a balance  
of £79.4/1. was, by order of the Directors,  
written off to Dispositio. Thus we were  
by far the largest subscribers, and of the  
remainder the majority have left the  
islands. The building was never rented  
in Tructers, and it stands upon the Coi  
own land, which the Directors some years  
ago declined to alienate. I enclose  
Mr. Philips' last inspection, received

yesterday. He goes by this mail.  
 It is no exaggeration to say that he,  
 and, I am sorry to add, his wife have  
 been a source to the place, one of the  
 practices to which they have been  
 addicted having been the circulation  
 of gross and unfounded reflections  
 upon the personal characters of others,  
 not including myself, too contemptible  
 to be noticed. All the offence I have  
 given them has been in letting them  
 severely alone, since I found them out;  
 you cannot touch filth without being  
 defiled. Should you see them it is  
 necessary to bear these facts in mind.

30. Sum pro Sum obligis  
 to you for the trouble taken about my  
 glasses. J. Bowditch was a friend  
 or relative of M. S. S. to whom you  
 should apply. He came out as a  
 carpenter, but was unsuccessful in  
 getting work here, and his story to me  
 was that his old employes had offered  
 him constant work if he would return,  
 and that he would liquidate his  
 debt by degrees. Could not stop here

for a debt. under £20, and thought it  
best to take the acknowledgment he  
offers.

31. Par. 18. Mr. Call has  
nicely put the defective ram with some  
Ewes by himself, and we shall see if  
he gets stock. Mr. Call agrees with  
me that we have better put in part more  
rams of any kind, until we see how the  
young ones bred in our own stud flock  
increase, and then we might look for  
improvement rather by buying in the  
Islands than importing; it is really  
very confusing and bewildering getting  
such a mixture of breeds.

32. Same par. Tibbets' also is  
good average stuff no doubt; but  
Kend's Oosthens stands on a level dis-  
tinctly above any other bowlers', and I  
see commands a much higher price in  
the Australian Colonies.

33. Par. 19. The refusal of  
the Hon. Mr. C. to collect our local freight  
for us is so monstrous an imposition  
upon our understanding, that I cannot  
believe they are acquainted with the



circumstances. The agreement com-  
 prises wool shipped by us, and does  
 not allude to that consigned to us;  
 in every Bill of Lading our name  
 appears as the shippers, and last  
 year the differences were returned  
 without question. I have spoken to  
 Mr. Schlouffeldt who entirely agrees  
 with me, and will write to Mr. Stands.  
 Meanwhile, in order to circumvent  
 them, I will make the Company con-  
 signees of all cargo henceforth, there  
 shall be separate Bills of Lading for  
 the lots going to Messrs. Dean, Packer,  
 and Hoare, and you had better  
 write those gentlemen that in con-  
 sequence of a temporary misunderstand-  
 ing we have to collect our own local  
 freight and charges, which are com-  
 prised in the 35% or 40% rate, as  
 the case may be, that you will recover  
 from them, and endorse the Bills of  
 Lading over to them. In the case of  
 Captain Packer, by the way, I will see  
 Mr. Packer before closing, and ascertain  
 whether it will suit him to have the



shipment goes to them Eden.  
 bought direct. This move of the  
 Kosmat's is the most astonishing, as  
 they have made use of us to match  
 our 1000 bales for them away from the  
 opposition, and propose entirely to ap-  
 propriate to them from us all our local  
 earnings and expenditures.

3d. I think that it may be  
 desirable to send out a coal vessel from  
 a northern port before the end of the year.  
 The same Kosmat's cargo is cleared out,  
 and we are now delivering the Ideals;  
 there will be no actual need of house  
 coal for a long time to come, but of  
 Blacksmith's we shall run short. Lewis  
 considers the question before next mail,  
 but on a rough outline I may say that  
 250 to 300 tons house coal, 100 Swedish,  
 lime, cement, and wood will be about the  
 cargo, all of which I presume you could  
 ship from the Lyne. Our busy season  
 begins in December, when schooners are in

and not every few days with wool.  
To ensure quick discharge the vessel  
should be here in November, and  
loading in fine weather the coal would  
probably be dry.

35. Referring again to  
the West. Co., can you ascertain what  
has become of E. Wilson's claim, as  
he is sure to ask me?

36 I have to draw your  
attention to the necessity of paper  
envelopes, as shown by the portion  
returned herewith.

37. Telegraph "Broom  
Kandavato Amualing Kuntford.  
Paeagoni: i: i: Dear buy at three  
shillings subject to approval (of Lord)  
Kuntford, have sent full particulars.

Yours, Sir,

your obedient servant,

Edward Lovv.

Manning.

Enclosures.

Duplicate Despatch #0002

" Letter to Mr. Coleman

" List of Wool for 'Ais'

" Statement on pgs.

" Ques. for "Adolph. Harboe"

" " " "Janet Lawson"

" " " "Cambrian Duchess"

" " " "Hannover"

" Indent #99

2<sup>d</sup> Exchange £10. 10. 9

" " 63. 1. 0

" " 198. 19. 8

Cash vouchers, East & West Stores.

Cash Book & Journal for April.

Completed hearing acct.

Coasting Insurance for April

Ques. for "Bn. Birgitte"

Letter of Advice from Capt. Hansen

1<sup>st</sup> Exchange £14. 4. 8

Copy of correspondence between Mr. Cobb & Col. Secy.

Loc. etc. 1888/9 to 1889/90.

Indents #100 and 101.

Sambo put in block 1890.

Mr. Williamson's Ac.

Dr Dale's Drug List.

1<sup>st</sup> Exchange @ 90 p. £683. 9. 2

List of Bertrand's goods for Roy Case.

Return of Establishment, etc. to 31 March, 1890.

Mrs Dean's cheque £50.

Copy of W. W. Bertrand's letter re Hydraulic Press

" " Mr Cobb's letter to Col. Secy re Kruger's bill,

Reply to above

Enclosures, contd.

1<sup>st</sup> Exchange \$ 347. 16. 5

Letter from Revd W. H. Philip.

Shipping List

Statement on Accts.

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504.

Abydos.

10<sup>th</sup> June, 90.

Sir,

This vessel was seen at anchor at daylight yesterday morning, and took everyone by surprise, having made the passage from Dartmouth in 27 1/2 days. Your despatch 707 arrived in order.

2. Par. 2. I believe that the back of my hat is visible in the photograph, but my face and figure are not in *vista*.

3. Par. 4. I hardly think I need say any more than I have done about cash; if you like the idea of my suspending payment temporarily, you will be gratified at no distant time. I suppose the farmer's engagements will run to £35,000 this year, and you might let me have a large slice of this for them to draw against when you are doing. Your remark that the £400 monthly bills may keep me pleas shows that you do not at all grasp

A. Colman Esq.

The situation: the bill received yesterday was settled three hours after arrival and added to £1844. 4/ to make a cash payment of £584. 4/ for Customs duties on the Abydos's cargo. Writing at 11 a.m. this morning I may mention that we have also <sup>since yesterday morning</sup> paid cheques, &c. in cash amounting to £360, an amount that may be doubled by the evening. In sending cash in future I am sorry to be obliged to say that you had better send silver. I have tried without success to keep gold circulating, but I fear it is impossible.

4. Par. 5. In your statement of cargo for others for Abydos you note "cubic inches of tobacco on board," if this were so it would be all inquiries but it is not, and it is a matter of which I am constantly complaining. You mention that you do your best to give the information asked for, but you will find that you have never afforded any at all; in Hamburg bills

of having give the weight is avoided, and the Autwerp ones in kilograms, which is a very good guide at all. I have been unable to make any charge for the numerous consignments for others or our bills of lading for the last six or eight months, and I must ask you to be good enough to go through the measurements which you undoubtedly have in your office, and extract those relating to these goods. Attached to a copy of the Autwerp Bill for Volmer the measurements in c. meters, from which I have made the necessary charges, but this was a solitary exception.

5. Naib. No one here can have present of such an absurdity as a bridge over Godin Creek. I have been trying to get one for Darwin to cross to the woodshed ever since I came out; in fact, we talked over the question in London with Mr. Call. What further details, dimensions, & particulars shall I have already sent do you want? I have since that the bridge is to cross a piece of water that at

low tide is 90 ft. across (depth 474. 3610) - unfortunately I wrote "yards" for "feet" in no. 500, but the previous advice would show this to be a clerical error - I said the footway should be 8 ft. above the ground level, <sup>the</sup> making an allowance for the ~~lowest~~ <sup>highest</sup> possible tide, and I sent a photograph of the place to be bridged over, showing the kind of beach. I also said that it would save an immense deal of time in getting the men to and from work, and that the practice of taking 40 men over in an old flat bottomed scow was hardly safe. (This by the way, could scarcely have been taken as referring to your bridge over Bodid Creek.) I now put these together on paper, and hope the drawing will remove all difficulties. I am keeping a large gang of labourers at Dawson this winter, and they will get the approaches to the bridge ready. The bridge Co. say in their letter of 31<sup>st</sup> May 1889 that they can deliver a bridge in three



week, and I wish to urge upon you the vital importance of sending it by September mail, so that it can be erected before steaming time. I think that you had better get a 100 ft. one ready, giving us a little over the extreme low water measurement. If this is not done I cannot be responsible for the serious loss delay and danger that postponing it will involve.

5<sup>th</sup>. Par. 7. I have received at present two bundles of papers by post, and the later ones in the despatch. The early April ones may turn up in a case later on.

6. Par. 8. I find that I gave Mr. Bridges a few shillings for the quinine skins, so they belong to us.

7. Par. 9. I learn that Mr. Stockbridge went you, and enclosed a stamped envelope for the reply, so I am sure she must have mistaken your address.

8. Par. 11. No gully can be erected at Gougen in sufficient water for steamers, and unless the Directors

adopt Mr. Cott's plan for adding  
to and insulating our buildings  
although it appears to me that  
a hulk will have to be stationed there.  
The question is, will not the cost of  
getting her there, insulating her,  
and providing her with machinery  
be more than that of the other plan?

9. Part 13. I knew about  
the heavy hoop iron, it came out  
years ago by mistake, and I thought  
it desirable to use it up. In future  
8" x 15 will be ordered. I have put  
on this incident a quantity of ready cut  
hoops to be punched for studs, just  
as it is: if the expense of preparing  
it is not out of the way you might  
send enough for 2000 hals, and  
take the weight of this extra quantity  
off the plain iron ordered, the balance  
of which will be kept for sale.

10. Part 16. I am very  
sorry that my telegram was such  
a bomb shell, it was sent with the  
best intentions, and I am sure that

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The Director, with moderation, that it  
was prompted by a, perhaps, own anxiety  
about the Company's future after I have  
left the Islands. What I said was  
no contradiction of my previously expressed  
opinion, for I only advanced an alternative  
plan in the event of your not finding the  
proposals of experience I have always looked  
upon as the ideal, ~~plans~~. I was thoroughly  
glad when I heard from Mr. Forchard  
of the spots you had in tow, and remember-  
ing the terrible failures who have been  
selected in honor from times to times, I  
decided that it was best to act as I did.  
From what I have seen of Mr. Nichol I  
feel much confidence in your having  
got hold of the right man this time: he is  
staying with me at present, but will go  
out for a look round shortly. His agree-  
ment mentions a house with certain furniture;  
then a few whatever, and it may be diffi-  
cult to find any.

11. Part 18. I surely show this  
out as a suggestion - would it not be  
better to wait for an expression of opinion  
or a wish on the part of our people for a

Social Ministers before deciding to  
 face you them a person, they may  
 be obnoxious to them. There is no  
 doubt that Free Church ministers  
 are recruited from a low class,  
 and persons of this description are  
 apt to be meddling and mis-  
 chievous. Why cannot the Committee  
 put their man in Stanley or anywhere  
 but on our ground? Learning  
 to keep dip in this paragraph, I am  
 careful only to enter what you had  
 paid for. The auditing was de-  
 clined by Mr. Dean on his return  
 from Fort Stephens, and I asked Mr.  
 Tilton to undertake it. He was some  
 times in the Camp, but has been  
 through the books since his return,  
 and has, I believe finished today.

12. In my last I omitted  
 to except the 2 wool from Class  
 B; I told Mr. Anson last year  
 that it consequence of the delays and  
 difficulties at his exposed anchorage  
 I could not do it under 50/6 5%.



please therefore charge that freight in  
the account sale, and the Quico will  
get 20% per ton out of it.

13. In returning our sheets  
the Great Cor dividends, did you take  
into account the expense of pushing and  
protecting the dishonoured bills?

14. I regret to say that Mr  
Philip left all his luggage behind him,  
and Lar. forwarding it per Quico. He  
came to the office the day before leaving  
to ask what the charge would be for taking  
it on board, and was told that, as he had  
been connected with the Company, he with  
his family and luggage would be put on  
board by the Quico free of expense, which  
arrangement was communicated to the man  
in charge of the launch. Naturally we  
supposed that he would bring it with him  
as all the other passengers did; but it  
transpired after the steamer had left that  
what he took was only what he had brought  
for present use, and that all the heavy  
baggage had been staid in one of our sheds.  
As he took no trouble to see that either

before leaving a dinner, she two hours  
 after embarking before the Princes  
 sailed, and, further, said nothing to  
 anyone here as to the whereabouts, the  
 inconveniences that will have arisen  
 is entirely through his own fault.

15. I send you an estimate  
 of the Quince's earnings, which if correct,  
 will show a very favourable result.  
 She will have grossed about £1750  
 in about 10½ months; and as Capt.  
 Mearns tells me his monthly expenses  
 including ~~insurance~~ do not exceed  
 £80 per month or £840 for that  
 period, if you add a couple of hun-  
 dred for repairs and taxes, she will  
 still pay for herself in less than  
 two voyages. I am very much pleased  
 at this, because she fits into my  
 scheme for working the wool with  
 profit to herself, and leaves me as  
 soon as we have ~~no more~~ employment  
 for her. Without her I could not  
 get all the wool in, and though I

think that the hands of a more pushing man she might have made one more voyage. I confess that there is not, in the face of the figures, room for much dissatisfaction. If you will be guided by what Capt. Winches advises, as to repairs at home you will perhaps accordingly: the bill last time was terribly heavy. I should like to get rid of the deck house, substituting for it a small galley, and providing room for a suitable cargo boat. I also think that the beams should be supported by stanchions; two have given way, but have been secured in, I believe, a sufficient manner, and may not have to be renewed. I think myself that the weight of that useless deck house is against her: still, it would be possible to take it off without tearing the deck to pieces. I should think.

16. On looking further into the question of freight, to be returned by the Honors B. I am more than surprised to find that they run on last season's shipments, independently of the present ones.

our £120, as per estimate enclosed.  
 I found a copy of correspondence with  
 Mr. Schlöfeldt, in which you see I had  
 assumed that the return was made last  
 year, and it was only on searching further  
 that I discovered that it had not  
 been attended to. Mr. Schlöfeldt  
 clearly remembers not saying that in  
 the case of consignees other than our  
 selves, it would be better not to let  
 people into our business arrangements,  
 and asking him to collect the full  
 freight and return our shares, to which  
 he assented. Every penny due  
 must be paid without question. In  
 connection with this I draw your  
 attention to the supposed loss on the Orissa's  
 voyage home last year. You credited her  
 by weight, as I remarked before, with earnings  
 £77. 8. 6 on the coast. I give her, by  
 measurement, £191. 5. 6, added to which  
 the Home Co. owe her about £58. 16/.  
 Total earnings £250. 1. 6, or £172. 10/.  
 more than you show, turning the loss  
 of £120. 16. 2 into a profit of £41. 16. 10.



17. I think you should send a sailing vessel to be here not later than October or early in November. As I have already explained, it is difficult later to find labour enough both for discharging a ship and attending to the schooners as they come in with wool, and everything gives way to them; we should, therefore, have the ship discharged by the first week in December. Our most pressing want will be Smithy coal, of which the last supply came in the *Thames Helen*, and it is desirable to have the kind she sent. *Prancepeth*, as the *Blacksmith* approves of it; and it saves grinding to get the right thing. This and the house coal you would of course ship in the *Lyne*, the latter should be some kind of *Watteend*, and if it costs a shilling or two more to screen it, it had better be done, as with the handling it gets it is rather small by the time it is in the shed. You will of course use your discretion as to whether you can get the wood and other cargo shipped at the

same place, or whether the ship will have to fill up in London. By <sup>our</sup> old Charter parties discharge was at the rate of 20 tons per working day; later ones have increased this to 35 tons, and although this is all right with coal, which we can receive as fast as the ship can discharge, it is another thing with general cargo, particularly when the Captain will not come alongside the jetty, and lightering necessitates two landings. For a mixed cargo of coal and general stuff, 25 tons should be the maximum.

18. An order for old car axle requires explanation. Chaplin says that they can be bought at the price of scrap iron, and that the best seems steel is exactly what he requires for making tools for the Steam hammers, and other purposes. Early this year some small chain for ship purposes was ordered, but has not been sent, and we are much put about for the want of it in repairing the Victoria.

19. Owing to the unusually  
bad weather that has prevailed the last  
month, the discharge of the *Dea*, which  
will be completed today, has been a  
tedious and unsatisfactory operation.  
In the arrangement of this charter the  
usual good nature of this Company has  
been somewhat severely tested. We are  
the consignees of the ship, although we have  
a comparatively small cargo of our own  
on board, and we are put to the trouble  
of carrying out the discharge, with all  
responsibilities attached, not only without  
one half penny of address, commission,  
but have actually to find cash ~~of~~ <sup>to</sup>  
~~\$200~~ for all disbursements free of ~~the~~  
interest and commission. This can  
hardly be called good business for us,  
and the matter is complicated and  
made worse by a premium of 35 tons  
per day for discharging, which has  
been an utter impossibility, and the  
Captain gave notice of demurrage  
last week. Some of the cargo has been

destroyed by rats, and there has been much damage by sweat or salt water. Altogether the whole thing has been most unsatisfactory.

A case from Rowson's, 950, was so badly packed that most of the contents are ruined, I shall send some of them by the Orisco.

20. Are William Brown & Co the only commercial stationers in London? If not, you had better try to get a Ledger from another firm, as they seem unable to execute a plain order. The one received today is simply a paper journal of about single pages, utterly useless to us. Can you not get what I have ordered for, ready made, viz. an ordinary ledger, folio 2, which I believe is the right way of expressing it, that is, the debit side page 1, a whole page, followed by the credit side also page 1, a whole page, then debit side page 2, credit side page 2, and so on, up to 550, or 1100 actual pages. Size and ruling as



sent. By compressing accounts we  
 can still find room in the old ledger, but  
 there will not be time for many more  
 mistakes. I cannot see why, when I  
 specially asked last September for the books  
 to be sent quickly, you should have com-  
 mitted such an idiotic like known to be  
 it, and take nearly 9 months in getting  
 it here from the date of the order, only to  
 bring out after all for no value whatever.

I am, Sir,

your obedient servant,

Wm. G. W.

Manager

## List of Enclosures.

- Duplic. Despatch No 503  
 " Statement on Mes.  
 " Mr. Williamson's Ac.  
 " Cash Book & Journal for April.  
 " Indents No 100 and 101.  
 " Coasting Insurances for April.  
 " Darnin Hbr. Wool Weights.  
 " Completed Steaming Mes. 1889/90.  
 " Loss Ac. 1888/9 to 1889/90.  
 " Lambs put in block 1890.  
 " Copy of correspondence between Mr. Bobb & Col. Sec.  
   2<sup>d</sup> Exchange £347. 16. 5  
   2<sup>d</sup>       "       14. 4. 9  
 Copy of Mr. Bobb's letter to Schlottfeldt re Kosmos freight  
   "       Schlottfeldt's reply to above.  
 Mr. Blake's Order for Hill Cove & Shulla Bay.  
 Remarks re cargo by Steamers.  
 Cash Vouchers - East & West Stores.  
 Mes. fr. Sch. "Sarah W. Hunt".  
 1<sup>st</sup> Exchange £51. 6. 5  
 Letter of advice from Capt. Washington  
 Summary of Dipping Mes., 1890.  
 Sheep killed at House Green, 1890.  
 Coasting Insurances for May.  
 Cash Book and Journal for May.  
 Abstract of "Orissa's" log - Coasting 1889/90.  
 Estimate of "Orissa's" gross earnings.  
 Indents No 102.       Shipping list.  
 Cheque for £200. on W. F. Robinson.  
 Sketch of proposed Bridge at Darnin.  
 Statement on Mes.   2<sup>d</sup> Exchange \$ 683. 9. 2

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Abyssos.

12<sup>th</sup> June. c.

Sir,

I continue my despatch by this mail, having sent 50<sup>l</sup> by post, this goes in charge of Mr. Holmsted.

2. In order to demonstrate the blunders made over the ledger I return both Messrs Brown's mistakes in a case under Mr. Holmsted's care. In the first and second folios of the one last received I have pencilled some remarks, and corrected the paging; it seems ridiculous to have to give such elementary instructions about such an ordinary thing as an office Ledger, but after these two gross mistakes I do not see what else can be done. Never mind the cover, or the Co's name on it if delay will be caused; but let it come without fail by the first mail. I enclose some further remarks which I trust will clear up all doubts and difficulties.

3. The Church has a Store account amounting to £500, and it  
 J. Colman, Esq.,  
 Secretary,  
 London.

is more than probable that the money subscribed will not cover the cost of the building. Please state what credit the Committee are to have, and whether I am to make any stipulation about payment: I have given them every facility over the discharging of the Duo, and granted the use of two sheds for storing the materials.

4. Enclose the Auditor's report:

5. Since writing for hoops to be cut in lengths, Mr. Nichol has shown me the sample of Galia bands, and after conferring with Mr. Call who is here, I have decided to ask you for 500 bands 1" x 13, two feet rivets 99" long, to try on 100 tubs at North Oms next season.

6. I have been calculating the loss of time in the winter months in the Carpenters' and Blacksmiths' shops occasioned by the darkness after 7.30 a.m. and before 4.30 p.m., there being the time we pay for, while in ordinary dull winter weather the men



cannot see to work properly for half an hour in the morning and three quarters in the evening. Reckoning two blacksmiths with their mate, and eight carpenters, we have £50 to £60 per week, and when ships are here as now, the loss to them with the high wages is much more. I give these figures for the consideration of the Director, and should like to know the sort of putting up an electric light installation. The blacksmith's shop is 50 ft. x 40 ft.; the Carpenter's 70 x 26, and the span between them is 12 ft. Paraffin is dangerous and gives an insufficient light. I have some estimates for lighting Com Green given some space back, and in one the advisability of lighting up the office as well is mentioned; could the dynamo work not only the shops but carry the light along the office and Store? An independent motion power is required and steam is not always up could the dynamo be driven with advantage by a Dunsin's oil engine? And could the installation be erected, safely worked, and kept in order by an intelligent

mechanic with no special knowledge  
of electricity?

7. Referring to the establish-  
ment of refrigerating machinery  
at Springfield, I suppose Mr. Windsor  
gave you Mr. Cott's letter and plans,  
but in case you may not have it I  
send you the former, and the plan  
you could get from him.

I am, Sir,

Your obedient servant,

Wm. H. Fox  
Manager.

Enclosure.

Auditor's report-

Remarks on budget

Letter from Cott to Windsor.

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Orissa,

direct.

20<sup>th</sup> June.

Sir,

I beg to enclose Bills of Lading and Manifest of this vessel's cargo, together with other papers as at foot:

2. The only passenger in a man sent by the Shipping Master, for whose passage you will be paid by the Board of Trade at the rate allowed by law.

I am Sir,

your obedient servant,

Wm. G. Love

Manager

Enclosures.

3 Bills of Lading

Manifest

Specification of Tonnage

Remarks on cargo

Remarks on packages

Letters (open) for Mr. Dean, Dunning &amp; Coob.

and John Hoare &amp; Co.

Letter for Curwich from Mr. Dean

Orissa's account.

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Penderab.

12<sup>th</sup> July. o.

Sir,  
I enclose duplicate of my last despatch per *Prisca*, which finally sailed from Fort William on the 25<sup>th</sup> ult., having been detained by head winds.

2. In giving particulars of her cargo, I think I should have entered 4 instead of 3 householders among our own, and the 390 sheepskins should be 450, as I found out, after she had left, that they had put ashore and taken 70 from the slaughter house to fill up.

3. In the return of wool for Turkey I find 238 NA and 129 DH bales of wool, she cleared the Great Britain out, so that I am very much confident that they were 237 and 130, as the numbers received up to that date and tallies three times have were

A. Coleman Esq.,

Secretary,

London.



648 and 4524 respectively. This  
~~does not~~ matter much; but the  
 error in Bonner's is more serious,  
 as we have undoubtedly shipped out  
 less than we received. Mr. Hamilton  
 thinks the sea must have taken  
 110 instead of 109, but his tally  
 and the ship's agreed, so we have no  
 claim. This has been the only  
 mistake in all the shipments this  
 season.

4. Mr. Blake points out  
 that he has not been charged for  
 the maize shipped for him & Quies.

5. I send some correspon-  
 dence with Mr. Brooks relative to  
 the registration of the Company's seals  
 on the grants of land from the  
 Queen. Eventually he registered  
 them; but the Governor desired him  
 to point out that as the deeds pur-  
 ported to have been executed on the  
 17<sup>th</sup> May 1837, and the seal was  
 affixed on the 15<sup>th</sup> July only, a legal  
 opinion should be taken as to the

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validity of the documents. The registration of the signatures in Stanley having to be done <sup>within</sup> 10 days precludes the possibility of having the deeds completed before registration. It seems however that as long as the seller's signatures were registered no one could hereafter lay claim to the land, and if it would have been sufficient for me, under my Power of Attorney, to sign for the Company, the enormous cost of these stamps would have been avoided. I know that the Corporate Seal is necessary in selling land, but whether I am, as Manager, accept it, is doubtful, and in this case where such large sums were involved, I prefer not being on the safe side, though in less important cases I have signed several times. See ordinances of 1833 no 3, sec. 1 & 2 and schedule 1, and ~~no~~ <sup>no.</sup> 9 sec. 2.

6. We are constantly having cases of pilferage in the cages by the steamer. Since last week the Steamer has brought in a remarkably fine black

of coal which had been substituted  
 for six tiers of brown brans, and  
 a bundle of straw which replaced  
 a dozen tiers of lobster. The thieves  
 suspecting the case so much that the  
 robbery can be detected. Another  
 form of cheating lately under my  
 notice was the substitution of 2  
 empty bottles for the same number  
 of flasks of St. Jacobi oil, taken  
 by the Customs for revenue purposes;  
 a legalized swindle I suppose; but  
 why two bottles out of the same case,  
 unless the examining officer was  
 generally stupid?

7. Dr. Young writes me that  
 his sister-in-law, Miss West, may be  
 coming out by mail shortly, and  
 that if so he will be obliged by  
 your advancing the passage money  
 on her account, and asking Messrs  
 Gollins to take her on board at  
 Dartmouth. The bus money is our  
 hands.

8. We have been hard on

for money again, as you will see by the copy of the Sum each basket in which the payments appear on £ 6647, although some of them were cross entries. I have had one or two manifests, however, including one £ 600 from Mr. Brooks, who is leaving this mail, this one being on condition that I gave him a bill at shorter sight than the payment would, which I mention to explain and excuse my drawing at three days.

9. It is now quite clear to me that importing gold is useless, and must be stopped, it drains away all work as fast as it comes. I therefore recommend your shipping now five shilling pieces and double florins, if they are still coined, the advantage will be comparative quickness in counting, and we have a plethora of smaller coins.

10. The result of the dipping, as seen when the coins were taken off the over, is now placed beyond doubt; none of those dipped in Cooper are free



from ticks, while the little dipped  
 ones are. As we dip solely for  
 ticks, it seems consistent with  
 common sense to say that the dip  
 that kills them is the one we should  
 use. I must say that I am disap-  
 pointed at this, because the cost of  
 Little is about double that of Cooper.  
 That is to say Cooper costs about 1/2  
 per sheep and little 1. I am afraid  
 that it must be admitted that  
 Cooper is superior to this cheap  
 kind, and if it fails to kill ticks,  
 notwithstanding the assertion of  
 the makers, how can we be sure that  
 if we can get such again it will  
 not prove equally useless? Doubt  
 on this point may be nervous. I am  
 in unhappily managing the North  
 camp this winter, having got hold  
 of Messrs Cameron, Greenhill,  
 and Tetton; their neighbours are  
 of course in great danger, and if  
 Captain Facke gets it, he will in-  
 fallibly pass it on to us. I am

already consenting measures to meet  
 it; and have arranged with the British  
 that, should it appear, a rigid quarantine  
 shall instantly be re-established at Darwin,  
 and not a sheep from outside Laforce  
 shall under any circumstances be allowed  
 to pass inside the fences there. In this  
 way you can be sure of it to a certainty, and  
 as the dipping returns show that out of  
 a flock of 18459 there were only 36077 out-  
 side Laforce, this station has an outlook  
 as it would have been ten years ago. I  
 propose, and the idea meets with general  
 concurrence, to leave the whole free of our  
 establishment, between 70 and 80 mounted  
 shepherds and various trigonometrical  
 men on at a suitable time, and make  
 a thorough sweep of the mountains, where  
 the few warblers scatted over, that have  
 caused all this mischief. With a thorough  
 shearing like this, killing & burning  
 all infected ones will work wonders, and  
 I hope lead to the extermination of the  
 disease on this island. In the meantime,  
 however, should it appear among our  
 sheep, we have only this doubtful remedy

about 200,000. To ship 200,000  
 sheep will take nearly 2700 gallons  
 of tittle: I have already ordered  
 5000 gallons, mostly for sale, and  
 to this you should add another 2000  
 at least: after this season company  
 will be using it; and I fear I shall  
 be unable to dispose of the quantity  
 of Cooper's on consignment. Out of  
 this, however, we might supply  
 Holmsted & Blake's special order, if  
 Messrs. Cooper will agree to lose the  
 difference between the freight for  
 Orissa and Meru. The Director  
 will see the necessity for acting  
 promptly: unfortunately the Home  
 Company to ship tittle unless carried  
 on deck; but could you not arrange,  
 for a specially large quantity in casks,  
 not drums, that they should be stowed  
 in a place where they would not touch  
 other cargo?

11. The outbreak shows clearly  
 that the same ~~reaction~~ retreat  
 within the boundaries lately suggested

the better. Mr. Facke cannot get his  
 Pat Louis and other sheep to Litzgen for  
 shearing and dipping without passing  
 our no. 38, and this in case of an out-  
 break could not be allowed.

12. Until scab is cleared out  
 of this island, I would entertain no  
 foreign project that contemplated our  
 receiving foreigners at our expense. I  
 believe, however, that we could make it  
 answer with the number we can supply  
 ourselves.

13. I enclose a copy of Mr.  
 Nichol's report on the Camp, after travelling  
 round it. I need hardly say that it  
 is exceedingly gratifying to me, and hope  
 that the Director will consider it equally  
 so.

14. Mr. Nichol has been in  
 Stanley lately, and left a few days ago.  
 I have had much talk with him about  
 Camp matters, and am pleased to find that  
 he is quite alive to the differences in  
 management of stock which the climate  
 renders necessary, as compared with that  
 of Australia; and seeing that he is a



man of great intelligence, and brings  
with him a number of new ideas, which  
he will gradually endeavor to work,  
I take a most hopeful view of the future.  
In short: I believe that in the short  
future, on this occasion at least, you  
have hit the bullseye, and gained a  
valuable prize.

15. In order to complete  
furniture for Mr. Nicholi's house it  
has been necessary to add a few lines  
to the indent this mail, i. e. for sit-  
ting room & bedroom furniture, in-  
cluding 2 mattresses for 3ft 6 bedsteads  
supplied here: I particularly  
behave I should like you if possible  
to send them by return mail. Mr. Nicholi  
would like his sister to choose the  
furniture at Naples.

16. In sending goods bought  
for our clients by mail, would it not  
be better to make out the invoice, as  
from the London office including all  
charges and commission, instead of  
including the manufacturer's invoice  
with our store goods? Is it usual

to charge commission upon the amount of the manufacturing price only, as you did upon the Orisco & Pennit Permit shipments, or upon the total disbursements, including freight and charges? This is a matter outside my experience of course, but there must be a recognized practice one way or the other, and I can recollect that in the Manchester office where I was 25 years ago it was the custom to charge on the gross.

17. If you can get good sound potatoes shipped in baskets from Hamburg or Antwerp it will be cheaper and safer than getting them from Valparaiso at this time of year. I buy them sometimes from the outward bound Captains, and they are always in good condition. I have put some on the indent; they should be of a good keeping kind.

18. I enclose some notes on the telegraph between the Stores, it is in use every ten minutes during the day, and before I go I should like to make this improvement I have written about; perhaps such a small thing can be attended to by return mail.

19. Since receiving a hydraulic press to come for China Mr. Berkeley has written to ask you to send, instead of the dumper, "a thorough good hydraulic steel press, with cast iron tubes and leathers for pump," from the makers mentioned. I told his partner Mr. Felton that, if he could countermand it, I should recommend him to get an exact duplicate of our press from Typer, so that in case of breakdown we could probably lend him a spare part, and he authorizes me to say that if you can arrange a moderate compensation with Messrs. Moulins, you can ship a press in every respect like the one received for Venezuela, February 1884. Should this be impracticable, or too late, try to get from Moulins one with a tin ram, and then you can probably spare leathers for him, and the box should be stowed like Typer's and not be made with a hinged door like Captain Parker's, which prevents the ends of the tubes being even, which in the press, the result of which is a bulging at both ends.

20. The *Queen* has left in ballast, and Capt. Terjesen drew upon Messrs. M. Langridge & Co for his account. Had I known what a troublesome business this would be, I should have thrown up the gratuitous consignment of the ship, and let consignees discharge their goods as best they could. On complaining of the whole arrangement to Capt. Terjesen, he told me he had paid address commission,  $2\frac{1}{2}\%$  on the outward freight to them Langridge, and I really think it was a trifle too smart to throw all the trouble on us, and pocket the commission themselves! Further, I find that the £2000, for which you paid £15.15 $\frac{1}{2}$  freight, and £1.1 $\frac{1}{2}$  extra to their Clerk for helping to see it on board, was carried in Capt. Terjesen's own cabin free of charge, and he told me that had you gone to him he would have willingly brought the money out for a guinea or two, as his private ~~drawings~~ were in no way under the control of the Charterers. I enclose a letter from Capt. Terjesen on these subjects. I had some difficulty in apportioning the cost of discharging: the Captain said his total



weight and measurement amounted  
 to 660 tons, and taking the known  
 amount charged to the Church as 426  
 tons we measured the Chapel 46, Tacks  
 24, and volutions 21, and the  
 2, R.C. Tacks at 10, and the  
 and W. Tacks at 5 between them. I  
 arrive at 137 for ourselves. But as  
 you stated, in 731-11, that you were  
 offered a cheap freight, 20p, and yet  
 it is lumped at £292.10p, or apparently  
 over 40p, there is something wrong  
 somewhere. All this trouble would  
 have been saved if I, as enquirer,  
 had been furnished with proper details.

21. In your letter to the  
 Church of 18<sup>th</sup> March you say that  
 the chapters subscribed a small amount  
 to the Church, but many did not pay  
 their subscriptions to; this is incorrect,  
 all subscriptions were paid, but we  
 had to make up the balance, on a  
 late despatch. If they insist  
 on sending out a new man, perhaps  
 Mr. Cameron or Mr. Greenfield, would

domicile him on the other side of the mountains.

27. In my statements on account I have several times referred to balances discovered in Mr. Langdon's cash account, which have shown in balance a considerable sum over. I have lately discovered another; there was a balance standing to the credit of the Rifle Club of £43. 2. 9, which I find he paid without entering it, and I mention it here, because I hardly know how to enter it - except by debiting the Club and crediting Deposit account, as a further sum found over. I cannot understand this matter, and can only conjecture that he had a sum of money of his own in the safe, which he was never conscious enough to speak about; or else that he received an amount on deposit without entering it; in which case we shall be asked for it some day.

28. I enclose a copy of a table relating to the shipment of produce, which I have prepared for my own use, with the figures filled in as far as I have got them; and I shall be obliged if you will see that the accounts of freight sent out

enable me to complete it before the close of the year.

24. I now send you the tracing of proposed addition to the Green Green buildings referred to in Mr. Cott's letter ~~promising~~ last month.

25. The Orissa should arrive about the same time as this, and I trust you will do your best to hurry her off a few weeks earlier than last year. In ballast boxes built are ordered which will be sufficient stiffering to return from the West with on her first voyage with wool, and she will then take on board the pig iron she has lately put out. 5000 pig iron have also been ordered, but would be better by the other ship, as they will be wanted before the Orissa can put them out. Cargo should be allowed to be landed as before at Shallow Bay, Hill Cove Bay Cove, Weddell, Port Stephens and Fox Bay, that for Salvador, San Carlos, Johnson's Harbour & D'Arville to be on the top to be landed here.

26. 19<sup>th</sup> July. Mr. Deane  
arrived this morning from camp late  
and brought your despatches 738 1739.

27. Owing to Mr. Baillon being  
laid up - in bed for the last three days -  
with a painful enteric complaint, I am  
very hands driven indeed, and with the  
constant interruptions in the office I really  
cannot do more than attend to the most  
important points in your despatches. I  
have made the statement set from Mr.  
Baillon's notes, and hope it is correct, but  
if there are any shortcomings you must  
excuse me. Mr. Baillon is fortunately  
convalescent.

28. 738-9, 739-2. Of course  
I never breathe a word to Mr. Call or any  
one about my ideas, and I feel sure the  
right thing has been done. As there seems  
to be an opinion that I changed my mind  
on the subject, I may say that it is a  
mistake. I always believed in a capable  
gentleman being the right man, and my  
alternatives proposition was put forward  
because I thought that such a person would



be most difficult to find. The idea  
of a Settlement without Colonial  
experience would be an of yours desperate  
scheme from the end. You will not  
find that the death will decrease  
below the present ~~of~~ before the  
same as, but you will find that the  
School will improve the world and  
get it up in better style for the world.

29. Jan. 11. Mr. Schuyler is  
in complete accord with me as to the  
return freight, and says it will be put  
right. Read my letter to him of this  
day. By all means recover the  
best if they recover their reason, if  
not, establish another judicious flite-  
tion with the Greenock Co., a promising  
I advise as best Britain's coal, with  
advantageous result. But do it quickly.  
I mean be sure you are off with the  
old love before you are on with the  
new.

30 August. Having drawn so  
much, but. Sampson coming in  
have made two short. I hope

to settle with the Secretary tomorrow morning, and send her bill, about £1000.

Astoria's next week, also fairly large. I hear from Newark you have settled the Attorney bond.

31. D. Dale writes you as to the children coming out, I said I thought you would only charge actual expenses.

32. I think I may earnestly complain ~~about~~ about receiving a copy of the report, which I hear was in print some time before the mail left.

33. I was anxious to send a complete statement of the Orison's account, showing some coaching earnings, but it must go post-mail. I have also been struggling to make up the quarterly balances for Mr. Baillon, but my additions did not come right the first time, and I have no leisure to go over them.

34. There was a bag belonging to Mr. H. H. Cobb on board the Orison, which you did not notice on the inspection of the despatch.

35. Enclosed is a report on the alterations now from Messrs. Deans, Mr. P. M. Deans will see you about making a claim on the insurers.

36. I am hardly any what firm if  
 we shall be able to do this year, but  
 I think we shall have a hand 30  
 miles for you and sale, and as the quantity  
 of this year I have in out my  
 price in an order form, and you can  
 modify the quantity of paper which paper.

37. I enclose a letter from your  
 returned today, which at last explains  
 how we got let in the Indian's coat  
 last year.

I am Sir;  
 your obedient servant,

Thos. Love.  
 Manager.

Enclosures.

2nd Exh. of S. B. S.

Exp. despt. 20/4/96.

- Statement on a/c.
- May Cash book & Journal
- Schedules 102
- Summary of shipping a/c. 1890
- Sheep killed at Gore from 1890
- Abstract of Orison's, ~~accounting~~ log
- Estimate of Orison's earnings
- Sketch of proposed trip
- Explanatory note on lease
- Remarks on return freight due by Thomas
- Coasting ~~insurance~~
- Copy of Blake's order
- Memo. for earnings for Orison
- Orison's manifest
- Receipt for packages for Orison
- 3/5/6 D.
- Specification of Lallow
- Remarks on cargo for Orison
- " " " packages " "
- Orison's a/c.
- Copy letter Cobb to Registrar 20 June
- " " Registrar - Cobb 21 "
- Particulars of hides & wool for Orison
- Copy of my list of shipments 1889/90
- Orison's accounts
- Letter Langridge to Surgeon 19 Dec.
- " Surgeon to Cobb 27<sup>th</sup> June
- Cash & vouchers Cash & West Store
- Copy of Cash book & Journal June
- Summary of plan for h. g. shed
- Remarks on Telephone



Makes additional new  
Copy of Nichols report.

Statement of differences a TB wool  
Letter note to Blanton.

Counting minimums same  
Order for Sharp which

Amount vs. 180 In separate covers

P. Slickney's notes

Specification of West point wool  
" " " " " "

Shipping Report

Copy letter to Sellsfeldt 19 July

Letter to Combings from Jones

Statement on amount.

Publicans certificate as to the

1<sup>st</sup> Co. £ 77. 3. 4

M. L. with \$ 532.56, 403.08, 55.99.

Mr. Davis's cheque £ 50 + £ 150

Specimens of heading for letter paper

Letter note? W. Humphrey

Order for printing.

506.

Paris. (Neko)

20th Aug. 0.

Sir, I continue my reply to your despatches 738/9, partially answered per Deserub.

2. 738-2. This ~~is~~ <sup>is</sup> ~~is~~ <sup>is</sup> while continuing an argument as to the quality of the same ~~is~~ <sup>is</sup> ~~is~~ <sup>is</sup> from Droyholes, were certainly much above the average, but taking the imported ones as a ~~is~~ <sup>is</sup> ~~is~~ <sup>is</sup> with the ~~is~~ <sup>is</sup> ~~is~~ <sup>is</sup> in considering them rubbish. Every precaution is being taken against scab, and no sheep from an infected flock will be allowed on our lands. You appear to ~~is~~ <sup>is</sup> ~~is~~ <sup>is</sup> that scab will really be stamped out as soon as it is decided which is the best dip; no greater mistake could be made, for at ~~is~~ <sup>is</sup> ~~is~~ <sup>is</sup> most of them if properly applied will kill scab, the efficacy of the dip lies in the application of it, and, since

A. Coleman, Esq.

Secretary.

London.

further, depends mainly upon the  
 care taken in gathering the flocks  
 without leaving stragglers behind.  
 I am organizing a raid on the snow-  
 birds next summer, which will have  
 the effect, I hope, of sweeping them  
 clean, and I am proposing to lend  
 our neighbours all the assistance you  
 can spare to help them to get their sheep  
 into order. Mr. Spink and the  
 Superintendent have taken kindly to  
 the idea. As things stand at present  
 we could receive no sheep for killing  
 down, or freezing from November,  
 Cameron, Greenhills, or Letton, and  
 I am beginning to fear that without  
 a stringent seal act seal will not  
 be stamped out of the Colony; for,  
 although we may clean this island,  
 the condition of the West is hopeless.

Nov. 3. P.M. The shell is  
 this piece was heavily again.  
 I was however aware that the freight-  
 and charges would be higher, but-

hoped that we should be compensated by higher prices.

4. Par. 12. I do not remember when Quibell's powder was sent, and I should say that it has not been used. I must point out that it is extremely ~~inconvenient~~ and obstructive of work at a busy time to conduct small experiments at the instance of ship manufacturers, we have no seal to try their preparations on, and it would be much better if they could be induced to send them to people who need them more than we do. As regards Waterley's Machine, I understand that to be practically useful they must be driven by steam. Mr. Spindel seems to think Bugey & Bull's the best.

5. Par. 14. The £1000 paid in on account of Mr. Williams has been already slightly overdrawn.

6. 739-7. I observe that in your new mail table you have put all the homeward dates a fortnight later than they should have been, now reduced to 12 days in the amended S.S. & C. table.



7. In order to show you that you were mistaken in writing to Mr. Stande on 19<sup>th</sup> May that his letter of 22<sup>nd</sup> Sept. 89 put in the word "consigned" to us, and that neither you nor I noticed it, I return you the copy you forwarded to me of that letter, in which you will observe there is not a word about consignment. Had there been I should at once have vigorously protested.

8. I have to suggest to you that all sales of our Client's produce should come by the first mail after the expiration of the "Prompt", and should bear that date. In view of this because no sales have been received from several consignments for Limerick, at which should be due 19<sup>th</sup> May, and your last despatch bore date 18<sup>th</sup> June. If delays like this occur, we shall have our people consigning direct to the Brokers more than they do already. As to giving credit for the proceeds, do you consider that it would be right to do so on the date of receipt of accounts here?

9. I observe that the Darwin bales have so far averaged 30ft. 3in. and the Wacker Creek 29. 5 this year according to the London measurements. Last year they were about 2ft. less, but I know for a fact that they are actually smaller this season, because the schooners have been able to stow more, and it stands to reason that with lighter pressure they have not bulged so much between the hoops. This matter is worth looking up, because 2ft. on a bale is a loss to us of nearly £150. Are the measurements checked by any one in our interests?

10. I should have reported last mail that a small bale of wool from A. V. Sutton per Wendenah was addressed to R. Houston & Son, Rock Bank Woollen Mills, Greenock, but it was no doubt observed.

11. The coils of fencing wire are so large that they come by measurement instead of weight, which should be avoided. It would be a great economy to nest a more tightly wound coil inside each of these, and perhaps even a third

inside that, leaving as little vacant space in the centre as possible.

12. At Mr. Spicholi's suggestion I have to ask you to procure and send out copies of some of the Colonial fencing acts, which can be obtained in Downing St., or from the Agents-General. In Australia a very famous provision to fence a boundary can call upon his neighbour to share the expense, and such a law should be passed here. We must fence, and as soon as practicable, the boundaries between Greenhills, Letton, and ourselves, the mutual of seal will not admit of delay. The total length will be about 27 miles, and Letton will share with us as far as his land runs. Greenhills, unfortunately in some senses, there are, is in England; had he and Cameron been here this winter things would not have got into such a mess as they have.

13. I think I have passed the mistake about Bonner's missing bale of wool. p. 1148 same for fastation

25<sup>th</sup> April, and there is no record of its  
having been shipped, although all the  
other numbers came in and went out  
correctly. I believe therefore that the 50  
mark for Dentons will turn out our own.  
For it can have gone no other way.

14. I can now report decisively  
that the sheep dipped in Cosper are swarming  
with ticks, while those treated with  
Little are comparatively free; there can  
therefore be no longer any doubt that  
the latter must be used in future.

15. I have told Mr. Anson  
that I see no reason why we should not  
ship his goods for him on commission  
as we are in funds through having his  
wool; unfortunately he delayed sending  
it in, and I fear it will be too late for  
the Orissa, but there may be a chance in  
a sailing vessel. Advise him, however,  
that I could not deliver it in the same  
vessel from London, as I can only afford  
to send the Orissa to the Chamber once a  
year. As to coats, if you will let me  
know the London price at the time you  
ship I can charge at that rate plus the



freight, instead of sending the coach out. Casper's dip is also named, with regard to which you may be able to make the arrangement I lately suggested.

16. I enclose some remarks on the goods shipped by mail for Stent, not yet changed for price of transport of information about freight. This must be put right before we close our books in December. I have never had a word of information about the freight from London to Thamesing or Antwerp, but believe it to be 10% per ton or cubic metre. The only provision made up, that of paying for Stent & Blake, copy enclosed, seems not to be wrong. Surely the simplest way will be for you to send out all these provisions without mixing them up with the shipment to the Store.

17. I enclose some correspondence with reference to Mr. Waldron's account. I lately wrote Mr. Mathews about owing to the great falling off in his dealings at the Store it no longer paid

us to continue to act as his bankers on  
 the terms of advancing money at the rate  
 of 5% interest only, without any commi-  
 sion; he complains in his reply of unfair  
 treatment; and asks for six months' notice.  
 This I refer to the Directors, who with no  
 doubt confer with Mr. W. D. Waldron on the  
 subject. Since Mr. W. D. Waldron ceased  
 sending his wool through us, and imported  
 his supplies direct to Fort Howard, his  
 business would not have paid us to keep,  
 had he not still continued to be a large  
 purchaser of Stores, and now that the  
 management is in the hands of Mr. Mathews  
 those purchases have dropped just as sud-  
 denly as my new proposals have been made,  
 and the one having ceased without notice.  
 I see no reason for Mr. Mathews' discon-  
 fidence <sup>at the other</sup>. I send you a statement of the  
 purchases made by Mr. Waldron since 1880,  
 and wish to draw your attention to the fact  
 that as the amount of them has decreased  
 so his demands for cash have risen, until  
 his drafts from January to June last  
 actually amounted to £2275.15.3 of which one  
 cheque alone £896.10/- was for sheep sold

by Holmsted & Blake for freezing on  
 bonds she brought; so that what the  
 Merchant expects to do, without  
 charge or profit, is not only to advance  
 all funds without security for carrying  
 on the ordinary station business at  
 Fort Howard, but even to finance his  
 speculations in mutton. This is not  
 good enough in my opinion; a large  
 account like this worries us here for  
 money, and no doubt causes you to  
 know more largely than you otherwise  
 would. The remedy lies in getting  
 all checks of this kind into the way  
 of placing money with you to be  
 drawn against, we still charging on  
 this side a commission, say 10%, on  
 all cheques cashed. Mr. Waldron  
 cannot pay <sup>in</sup> freight and insurance on  
 specie, much ~~under~~ 2 1/2% Simons,  
 and therefore this arrangement ought  
 to suit him. I think you should  
 ask him for \$2000 against this half  
 year's drafts, and I hope you will ar-  
 range terms with him without further



reference to us. You remember, of course, that Mr. Mackenzie is carrying the business on on the mortgage of Mr. W. S. Kearns, the mortgagee.

18. Notwithstanding the most ~~ful~~ ~~manipulation~~, the gold in the Colony is draining away to Patagonia and the Plate; whatever paper among nothing like five per cent goes comes back to us, and the only plan to adopt is to ship as I suggested new four and five shilling pieces, which I saw in a paper lately have been much in demand for the purpose of paying work people. On this will be recognizable it will be interesting to watch their circulation.

19. There is a good deal to report in shipping this mail. The Dutch Lloyd Castle for Panama has put in with damage to timbers and fore and main lower rigging paid away. There is one instance of the necessity of keeping a large stock of necessaries for ships, one that seems unavoidable. We have had the one repeating for that ship for eight years, it cost in 1854 22/9, and we



now sell it at 55% for cost. Of course  
 the Captain groans at the price. There  
 was not had that case the rigging must  
 have been sent from England, the ship  
 kept waiting, and we deprived of profit  
 on her business. The bel whaler of  
 Oronoco has lost a large number of seals,  
 and she is very considerably thinning  
 our stock of canvas. The Singapore of  
 Bremen, Gildemeister & Sien, owner, has  
 lost rudders, and her crew have suffered  
 singular hardships; she was actually  
 driven down to the South Shetlands, has  
 four feet of ice on her decks, had four  
 temporary rudders, and only got in here  
 after they had almost abandoned hope,  
 and consumed their last drop of water,  
 150 days out from Barry. She will  
 have to discharge most of her cargo, as  
 all the quays are but one one gone. The  
 Melander has wealthy owners, in whose  
 yard Chaplin worked for five years, and  
 was engaged in building her; the  
 Breukelen Larch is in small shares, and  
 I hope you will arrange for a satisfac-  
 tory credit; the Singapore being German,  
 must miss for credit, while I hope will

catch the next mail. While I have  
 been writing this paragraph the Captains  
 have been making such a raid upon  
 rope, canvas, and iron, that our  
 stock is very much shaken up indeed,  
 and the B. Storekeepers will have to indirect  
 largely by this mail for fresh supplies.

20. The American ship, *Stirling*  
 with a large and valuable general cargo  
 from New York for San Francisco was  
 wrecked on the 10<sup>th</sup> inst. on the reef close  
 to Elephant and Hunt Islands. Keep  
 Lagoon. I sent the *Hunt*, at the request  
 of the U.S. Consul, for the crew, and have  
 since arranged sailing with the *Catalin*  
 and *Hunt* at 40%. The former left  
 yesterday, the 19<sup>th</sup> inst. for the wreck, and  
 the *Hunt* will join her shortly, after  
 delivering a cargo at North Arm. The  
 working will be difficult, as the place  
 is an exposed one, but if the ship holds  
 together the salvage will be a large one.  
 I hear that there are 200 bales of Malabar  
 Coffee in the between decks, and the cargo  
 also comprises hundreds of barrels  
 carpets, 20,000 cans of Kerocum oil, and

(also!) 500 barrels of Bourbon and  
Manoughala Whisky. I am afraid  
that Schmitt will receive any ~~news~~  
time to report it by this mail.

21. The concourse for the  
bridge at Darwin has been rapidly  
progressed with, and will shortly be  
completed as far as it can be until  
the materials arrive. I am now hoping  
that it may have occurred to you to  
send the pieces by the incoming mail  
in advance of the rest, in which case  
such valuable time will be saved.

22. I am sending you by boat  
post a photograph of the Store buildings  
showing the new Blacksmith's shop and  
boiler houses, as well as one of Murrumbidgee  
Row.

23. There has been an extraordi-  
narily mild winter this year: we had  
a few days' snow in May, but it has  
kept away ever since, and we there-  
fore can be nothing to do any harm. Reports  
of the stock are good: I expect Mr.  
Nicks is tomorrow, and will give his  
report of Camp matters since last mail.



088  
24. A gross mistake has  
been made by Teller & Quilley  
on the late shipment of poplar pins. The  
short leg of which is not long enough.  
Such throughs are junk droppings. I send  
a sample of both kinds, the longer one  
being what I wanted. We must use  
them as we have no others, but T. & Q.  
should replace what we may have left  
at their own expense. I have of course  
not seen the 105,000 now being discharged.

25. 20<sup>th</sup> August. The Atlas  
arrived this morning with your despatch

740. The Lloyd's Register was opened  
in the center and laid flat in the bundle  
of newspapers, treatment to which such  
a handsome book should not have been  
exposed, and from which it will never  
recover.

26. You do not acknowledge  
receipt of my letter of 25<sup>th</sup> May, sent by  
hand on board the *Centurion*, and although  
you report Bonner's bales at 38 in  
number. I observe that taking off the  
11 bales would 28<sup>th</sup> June from the 50  
as per catalogue 17<sup>th</sup> July, the missing  
bale is apparently accounted for.



27. 740. 2. I am writing  
Capt. Facke about the freight ~~under-~~  
~~standing~~.

28. Jan. 5. I am the proposal  
to exchange land with Capt. Facke is  
amusing, to an irritable man like  
him it must have been galling, for  
his Manakoua land is some of  
the best in the Island while that of  
Fitzroy is the worst. No doubt the  
intention was innocent, but it looks  
like pulling his leg. I will take  
the matter in hand, and do the best  
I can with the Governor. Probably he  
has made no report, for in the letter  
of 9<sup>th</sup> May Mr. Becket states that  
the terms were what the Governor would  
be prepared to recommend should any  
definite proposal be made to him.  
I agree with Mr. Mortimer's previous  
suggestion just to part with 38185 in  
view of the possibility of Capt. Facke's  
settling altogether at some future  
time. If we were purchasers on  
outside would be distinctly a show  
in our side.

29. Pa. 9. I do not understand  
 the credit for £500 opened with the  
 New York Bank, as I have already a  
 long standing credit there upon which  
 I have frequently drawn. What I wanted  
 was to see if a sum could have been  
 placed at a time when the exchange was  
 low, against which I could draw from  
 here without loss, and accordingly I thought  
 I had explained myself, but will put  
 it into figures. Suppose I draw for  
 £100 and the exchange is 51, the Bank  
 credits our account with \$470.59, and  
 I have misinterbales, and the standing  
 Exchange in Montevideo being 4.70 I  
 can, if I wish to pay £100 there, give the  
 bank a draft for \$470. leaving nothing,  
 or even making something if I charge him  
 a commission. But if the exchange on  
 London is higher, this is no longer possible,  
 and, as a fact, the Bank has credit  
 on with the £500 at 51 1/2 - \$2324.46,  
 showing a loss of \$25.34. Reading  
 this and what I previously wrote, you will  
 see that we are still no further forward.

30. Part 11. The Honorable  
 having paid up I have engaged to ship  
 out your produce on the late steamer, as  
 per correspondence enclosed. You have  
 still to receive 10% per ton on some ship-  
 ments in 1889, and 2% extra on one of the  
 late steamers as pointed out.

31. Part 12. I know that it would  
 be a good thing to ship wood with coal,  
 but if you have not a shipload of either  
 the best has to be made of the circumstances,  
 and if you exercise your excellent judgment  
 in the matter probably you will not go  
 wrong.

32. Part 14. I also should like  
 to see the stores reduced, but when we have  
 to keep such an account of ships' neces-  
 saries, what can be done? We are now,  
 as was up to last week, able to presentable  
 every possible kind of repairs needed on  
 ships about the waterline. If we reduce  
 our stock the attention will be that  
 we shall see half the ships coming into  
 the port stuck for the necessary materials,  
 and waiting until they can import them

ready prices from England. You had  
better keep the rates in view, and  
I can look into the matter, no doubt can  
have a heavy stock. D. Dal. will be pleased  
to act as showman. I have no doubt,  
and you have certainly taken care that the  
London slides are sufficiently improving.

33. Jan. 15. Coals at 55¢ will  
not pay, but this is one of the cases that  
can come off, so it does not matter.

34. Jan. 17. I will communicate  
with Mr. Bridge.

35. Jan. 20. Writing by Deane  
Lewis I impeded to dispatch Mr. Deane  
shaily, which I thought was sufficient, and  
as your anticipation of the sailing day was  
about exact it appears to have been so.  
As to Anson's order I thought you would  
know that it was ~~correct~~; if shipped,  
please deduct from it the goods ordered  
shown enclosed, and I will settle with  
Mr. Anson. 24¢ would be a cheap freight  
for coals.

36. Jan. 21. I do not understand  
about Timber being required for the bridge,



London to the price to include all  
materials.

37. Par. 24. The ledger you  
mention 129.695 is half the size it  
ought to have been, imperfect of the  
partly paging. I do not see the use  
of sending the ridiculous maps printed  
both Successive yesterday; for on both  
Sides it will answer in time, but for  
Office use is an absurdity. Of course  
it is now known that Office ledgers are  
not kept in Stock in the whole length  
and breadth of London. By using up  
the available space at the bottom of  
each account. Mr. Baillon will  
make our present ledgers spin out until  
December, and I trust that the positive  
intelligence of the London Office will be  
<sup>set going</sup>  
~~carried~~ to secure a proper book before  
January 1891.

38. Par. 25. Full particulars  
about Betty shall be sent Par. 27. At-  
tention shall also be paid to the matter  
of Hari's sale.

39. Par. 27. Will you kindly  
explain how forwarding a print of sheep

did ~~not~~ advance Messrs. Cannon's  
interests?

40. Jan 28. Mr. Deane sends  
reply to your letter.

41. *Amir*, specification,  
freight etc, or any kind of information has  
arrived with Mr. Blake's machinery by this  
steamer, nor is there a general invoice of  
the cargo, or any mention of *Amir* in the  
enclosed list. The log asked for freight  
particulars are still withheld. Both the  
timony, and that Mr. Deane knows named  
in March and April ~~has not~~ arrived.

Specimens ~~are~~ expected in this way we do  
not get a fair chance on this side. The  
stone sales up to July were £2300 ahead  
of 1869, but the good ~~minerals~~ we have  
of iron, cement, carbide, pulley supplies are  
perfectly kept up.

42. In the first time since the  
year 1868 you have failed to send me a  
copy of the report and accounts, either as  
manager or shareholder. Last year I  
complained that it was ~~unnecessarily~~ delayed,  
and this is apparently the result of my  
complaint. I do not like to think that it  
has been done on purpose. If I say little

about it it is because I might say too  
 much. I first proposed amalgamating  
 with them. Done in 1875. I helped  
 to carry it out in 1888, and have for  
 months been looking for the first  
 report with intense interest.

43. The brackets just sent  
 are. I hear of the old, small, wooden  
 kind. It is odd that our supplies  
 cannot record our standing, present  
 and stick to them.

44. Mr. Owen has recom-  
 mendation from the Bankers of Hamilton  
 to confer with you as to sending out  
 some goods by sailing vessel. and,  
 if necessary, please pay for them.

✱

Love, Sir.

Your obedient servant,

W. E. Povey  
 Manager.

List of Enclosures.

Dupl. Copy. to 507.

- Statement on Accts.
- Cash Book & Journal for June.
- Accts to 103.
- 2100. for "Dues".
- 2<sup>d</sup>. Exchange £ 77. 3. 4
- Report on Ale by Stanley Publicans.
- Particulars of Hides & Co's Wool for Quince.
- Copy of Mr Blake's additt. order.
- Mr Cobbe re Telephone
- Statement of differe in shipment of Bonner's Wool.
- List of existing Insurances.
- Copy of Order for Berkeley Street Farm
- Specification of West W. Ireland Wool.
- Accts. for Wks. "Victoria" and "Seaton".
- 1<sup>st</sup> of Exchange for £ 506. 5. 9 & £ 19. 7. 7
- Letter of advice from Capt. Dequell.
- W. Coleman to Standa, Augt. & Sept. 1889.
- Stanley Ledger Balances, 30 June, 1890.
- Returns of Stanley and Camp Establishments.
- Mr. "Quince's" Acct.
- Cash Vouchers, East & West Stores..
- Continuation of Produce Statement 1889/90.
- 1<sup>st</sup> of Exchange £ 644. 5. 6 & £ 153. 11. 1
- Cash Book and Journal for July.
- Darius & H. Arms Wool Weights.
- List of Stores for Charters 1891.
- Remarks on shipments for Charters, 1890.
- 1<sup>st</sup>. Exchange £ 2459. 14. 1
- Copy of correspondence between Messrs Cobb & Matthews.
- 2 Splint pins



Mr. Prandoni's cheque for £200.

Indents No 104 and 3 sample envelopes.

Shipping list.

Statement on A/c.

Boasting Insurance in Italy.

Mr. Nichols' monthly Report.

Correspondence between Messrs. Cobb & Schlottfeldt.

Copy of Mr. Cobb's letter to Mr. Coleman of Aug 23<sup>rd</sup>.

509.

Thebes.

13<sup>th</sup> Sept.

Sir,

My last despatch went per  
Acho via Sandy Point, duplicate  
is enclosed.

2. Copies of the Bakers' scales  
of wool for our clients were not received  
by last mail, but will, I trust, be  
sent shortly. As you forward copies  
of reports and valuations, I shall be  
glad if you will get them. I endeavor  
to give you a separate one for each mark;  
it will not course much more trouble,  
and the copies can be passed on to each  
shipper.

3. Q. Benders complains that  
his scales are among 31 ft 10 in. this  
year against a little over 33 ft. in 1889  
although out of the same press. Probably  
they were not as well made, but I should  
like to be able to explain to people what  
check there is on the measurements taken.

J. Coleman, Esq.,

Secretary, London.

in London.

4. With reference to my remarks on the credit at the London & River Plate Bank, I find that it was opened in 1874, and, as I remarked, it has been constantly made use of since; see your despatch 477-2 of Sept. 1874.

5. The lubricating grease from ~~the~~ is considered most suitable for the hammers, but no fine grease. As to oil for bearings, we ought to be guided by the experience of machinery users in England; it should not require readily solidify & freeze, anything suitable for winter use at home should do here. Messrs. Rowson could give you valuable advice on this point, and tell you how much to send, not as a year's supply for the machinery they selected for us.

6. In the sale of 25<sup>th</sup> June I put in my usual proportion of dam. age rates for Loin, and as you have insured against all risks this year,

I conclude that you will have made a gain.

7. The Catala finished up her season in July with a splendid record of 2958 bales, wool and skins, if Mr. Bertrand's wool had been all ready she would have done over 3000, but he postponed his pressing, and will not ship the remainder of his clip until November. The boat has also done her work exceedingly well.

8. I enclose the annual list of cargo received for the season, Bill of Lading for other people, freight on which should have been charged from London, as full details given.

9. I have the satisfaction to report that the Steamers took care of August amount to £21314 against £18006 last year, an increase of £3278. It is less satisfactory to have to point out that for some unexplained reasons the shipment by last autumn boat did not contain certain very important items urgently needed, which were ordered as



long ago on March and April in  
 indent 97/98 West Store, and  
 99/100 East Store. On the ~~last~~ left  
 in July there can have been no reason  
 for this. The consequence is that such  
 important goods as Crystallized sugar,  
<sup>natural</sup> rice, and boots of the kind named  
 are absolutely out of stock, with other  
 minor articles, and the office is  
 bare of blotting paper and other  
 necessary stationery. I do my best  
 to impress upon you the fact that  
 in many important goods we lie from  
 hand to mouth, and are utterly  
 upset if the orders go wrong. In for-  
 mer days when goods ran out we  
 were usually able to supply ourselves  
 at Deane's; under present circum-  
 stances we have no one to fall back  
 on. I enclose a list of the orders <sup>that</sup>  
 have been ignored.

10. Some ago I have  
 not succeeded in making clear  
 the difference between the wool and  
 for this freight, and the most proper  
 way of dealing with them. The

The charges are 30% measurement for  
 wool and best weight for skins. In bringing  
 them in and shipping them we have charged  
 in some cases 85% for the latter, being 21%  
 for ourselves. But finding that the skin  
 freight is much cheaper than the other, and  
 being <sup>at liberty</sup> obliged to charge 40% or 45% for  
 both wool and skins, as Townsend and  
 others do - we have only contracted to work  
 at their rates, not below - I had arranged  
 that the Horns Co. should return you the  
 difference between their best rate ~~and~~  
 40% as for Bills of Lading for London, whereas  
 they appear only to have given it between best  
 185% meat, which does not pay us. To illustrate  
 this by actual figures, say the Antelope has  
 a full load of 180 bales of sheepskins measur-  
 ing 30 ft. each, and weighing 5 cwt., she  
 earns at the wool rate on 135 tons @ 10/  
 £67. 10/ and on shipping @ 2/ £13. 10/..  
 while if you divide the skin rate, 21%, in the  
 same proportion, she should only get on 45  
 tons @ 11/6, £39. 7. 6. and shipping @ 3/6,  
 £7. 17. 6. In the mean time it might pay  
 well in the other way. Now if the Horns  
 take their sheepskins home ~~measuring~~ to

contract at best. you pay them on the  
 45 tons @ best. £144. and you should  
 earn on 135 tons @ 40/ + 5% £283.10/  
 showing a profit of £139.10/; that is  
 the most profitable way of working it,  
 and the next would be to get the Homes  
 to change the wool rate, I can understand  
 why the skin rate was so entirely out-  
 of proportion to the other. Of course as long as  
 they will carry for us so cheaply, it is  
 very kind of them, and I am not anxious  
 to point out to them their generosity; but  
 when it entails on others who are carrying  
 skins at an unremunerative rate you  
 must do something to prevent it, in this  
 way I have been urging for a year or  
 more, but I am afraid without making  
 myself understood. Look at any of  
 the Dennis Bunnell's at sale of sheep  
 skins, and see how much less the price is  
 by <sup>weight</sup> ~~measure~~ would have been, and  
 the matter will appear clear.

11. After closing my last  
 despatch I found that Mr Dean had  
 a copy of your report, which I saw only

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able to secure humbly, as she was returning it. I see that £2000 was written off for purchase of goods; in the minutes of the Board meeting of 5<sup>th</sup> Nov. 1888 there was a note, I think, that I was to be entitled to commission on any profits written off in this way instead of being appropriated as dividend; will you kindly refer to it, and tell me if it applies?

12. On looking through the specification of the Bridge I find that a difficulty will arise about the foundations of the piers. I made it clear some time ago that, except at very low water, they would be under water, and the directions specify the laying of concrete, where one hour or two after the tide will cover it; what sort of cement can be used under water, how it can be moulded into the required shape, and how it can be got to set in water, in fact the question is entirely unanswered. The beach is a long shelving one, and at high water the anchor pits will be covered, whereas in the drawing there is a convenient rise in the bank which does not actually exist. Further, on one



side the beam is a soft yielding m.  
 and I want to know whether piles should  
 be driven to get a foundation, or whether  
 a broad square footing of concrete could  
 be laid down and set under water of  
 sufficient strength to carry the weight.  
 The ~~best~~ materials, including wood  
 work, arrives we cannot get it up this  
 season, although the approaches are  
 practically finished. I can hardly  
 believe that you have left the wood  
 to be supplied and filled here, where  
 labor is so expensive, but I am  
 in doubt whether "i. and w" means  
 "iron and wood" or "iron and wire."

13. The Shubers arrived last  
 night with your despatch of 7th of 5th  
 August, and letter of 7th id.

14. Par. 2. I will commu-  
 nicate the Board's decision about  
 the Church to Mr. Brandon.

15. The merchants have  
 written to ask for samples of tallow.  
 Large quantities used to go to Valparaiso  
 from the State, but difficulties arose  
 which prevented the shipments being  
 continued regularly, and consequently

have lately even been made from Europe. Messrs. Spruce suggest that a direct shipment from here <sup>would</sup> ~~might~~ save two freights, and with the low price ruling at home the matter may be worth consideration.

16. Jan. 5. I do not present the remark about punched iron: the lengths ordered are what we cut and punch here at greater expense: but perhaps you refer to the patent bounds only. Regarding Sarnon's dip I can only repeat that we ourselves have nothing to try it on, and makers had better address themselves to people who breed and cultivate seed. Well as it is a question of ticks, which Little will kill and Cooper won't. Ferguson's Louis' Whisky is too good and dear for general use here.

17. Jan. 6. If you will refer to my 503. yet you will see that I gave a strong reason for having the vessel here in November, and I am therefore sorry to see that the *Dominion* cannot arrive before December, and that she will probably be discharging during State-taking, just the very time of all others when it will be most inconvenient.

and convenient. We are cleared out  
as we have never been before of nearly  
all kinds of useful building timber.

However I may take advantage of  
the delay to wire for a little cement.  
The charter of the Speedwell is very moder-  
ate.

18. Miss Blake and one of  
my daughters go home by this steamer.

19. Respecting your letter  
of 9<sup>th</sup> ult., the separate dimensions of  
cargoes which are absolutely the first  
ever received since the ~~the~~ steamer  
commenced running here, I refer to  
the Hamburg Bill of Lading, which  
has always had the weights in avoirdupois  
only. Cargoes of wool have been  
moderately heavy, and we have a large  
balance; but I expect that Sharp  
& Smith will draw the proceeds of their  
wool in cash.

20. I enclose copy of a letter  
I have written about the land purchase,  
to which I have received no official  
reply; but the Governor spoke to me  
about it the other day, and rather  
intimated that the Government might



possibly want a sum paid down to bind  
the bargain, and object to the payments  
extending over so long a time. I proposed  
the first payment to be made in 1894. to  
meet Mr. S. Cobb's suggestion, that we should  
not pay until the leases expire, and the  
first runs out that year; but if the suggest-  
ion were carried out the payments would be  
inconveniently irregular, in one year amounting  
to more than £6000. It is believed that  
the area of the sections is actually more than  
they are reckoned at, being more or less  
roughly defined on the vertical chart; you  
might submit this to a surveyor, and if  
he comes you should not quibble about the  
two acre freeholds. But should be think  
we should be paying for more land than  
the block contains you might ask for a  
survey. However, the estimated area  
of the islands is not far from double the  
sum of the leased land and Lafourie, so  
I think there is reason for believing that  
the individual sections have been very  
liberally measured. It is very unfortunate  
that Capt. Dache has declined to take the  
two sections that run into him, because  
since the chance of our giving <sup>them</sup> up he has



out some people with more land hunger  
 than discretion have actually applied  
 for them, offering a yearly rental of £40  
 a section. I told the Governor at the  
 outset that he might leave these sections  
 out of the block, because I knew they  
 would never fall on the Government's  
 hands for want of a tenant; my words  
 have come true; but I have now just  
 told him that, if there is any difficulty,  
 the Company will not only hold them  
 for 6 and 8 years longer respectively,  
 but for 20 years beyond that, under  
 Land Ordinance of 1880, no. 9, sec. 2.

We can do that safely, as we can  
 sublet them or sell the leases any day.

The Ordinance quoted settled the land  
 question for good, and as it is the same  
 you explain in the preamble that the  
 revenue under the increased rents will  
 meet the Colonial requirements. Still,  
 although the land seekers are men of  
 no substance, who would be a nuisance  
 both to themselves and others, it is a  
 somewhat awkward fact that we are  
 seeking to buy land for which people  
 are prepared to pay a rent equal to nearly

4 1/2% on our price, and the negotiations will have to be conducted with judgment. To meet Captain Fack I would suggest selling him the two houses at £50 and £60 respectively, and asking him for our share of the joint fence only so much as has not yet been written off them, and I hope he may still be brought to see reason in the matter.

21 On the Hamburg Bill for Aches I find a carting weighing 20 cwt., no. 1432, but there is no invoice relating to it, nor do I remember anything of the kind having been landed. If possible I should be glad if you would send me in further a statement or manifest of the outward cargo, as there are many packages at times for which we have no invoices. A specification or <sup>invoice</sup> manifest of Mr. Blake's machinery has arrived, although stated in your letter to him to be enclosed: this is not convenient, as he is in here to receive it; and wanted to compare it with the invoice before shipping it to this Cove.

22. I conclude that Mr. Hinman is the ballastman gentleman referred to in your last. It will be most difficult to

find a place for his family until I  
leave.

29. James Humbly, a relation  
of Robson's, wishes to get his family out;  
he is a carpenter in regular employment,  
and I have promised to ask you to  
assist him by procuring 3<sup>rd</sup> class  
passage by November steamer, and  
interests yourself to get them placed  
as comfortably as possible. His wife's  
address is 17 Harley St. London, W.,  
and I shall be obliged by your advancing  
her £5 to get to Dartmouth. He has  
already paid £35 towards the expenses,  
and being a steady and sober young man  
is worthy of assistance and encouragement.

24. I find that Captain Facke  
is still dissatisfied about the Owen  
freight, and has now raised a question  
with his partners about insurance.  
Looking through the accounts just  
received I find the premiums stated  
variously at 23/ 27/ & 30/, but do not  
see on what principle they are charged.  
Captain Facke's grievance appears to be that  
he was told it would be 26/6 & had  
been charged 30/, & cannot show anything  
about it.



25. Mr. Spiloh is very anxious to run the fence from Fitzroy to Mount Hobson, and as soon as the purchase question is settled it certainly ought to be proceeded with. The distance has been measured as being 22 miles, not 27 as previously estimated.

26. With respect to Mr. Anson's wool, am I right in supposing that you will claim for a total loss, and that Mr. Anson will attend to the salvage? No doubt you have received full particulars from Capt. Weirther. This accident should not be allowed to prejudice the insurance on produce here in the way of paying the premiums, for the Charrier station stands by itself as having the most exposed and dangerous anchorage in the Southlands.

27. I send a small shipment of sundries this time on the Bills of Lading and particulars enclosed, and some wool outside our contract is shipped from Port Howard. Mr. Schlegel seems to think that I mentioned 200 lbs on the probable shipment, but I distinctly remember saying that I must take my chance of proof, as I could not tell when Mr. Buchanan would finish pressing. Probably nothing may be said, but if mentioned this is my explanation.



28. I have spoken to the  
 Storekeeper about the Hens referred to  
 in Messrs. Paris's letter of 11<sup>th</sup> June,  
 and have to report that in the ship-  
 ment referred to, one cask had its  
 head blown out and was delivered  
 empty, and two others were started  
 and lost half their contents, say that  
 the two will make up one head. We  
 may therefore say that our actual  
 loss was cost, freight insurance of  
 two complete hogheads, less the value  
 of the empty casks, which in their  
 damaged condition might be put at  
 8/ each.

29. The *Amis* from Saranaga  
 has put in with sail lost and some  
 rigging started: the *Martha* in half  
 power, and has each on board, but if  
 that will draw upon Messrs. Bollen of  
 Hamburg, which I believe under the  
 circumstances will be safe. I do not  
 write, as the ship will be away before I  
 can get a reply. The *St. Mary* has  
 broken up, and I think the *Castalia*  
 will earn a good salvage.

30. Sunday 14<sup>th</sup> Sept.

I now close this: the Danish mail is not yet in, but there will hardly be any thing to write about, as I have not much to address his report to you in future. I will "Sceverus Sunicato Caligabat," i.e. Ship by sailing vessel 100 (barrels of) Portland (cement).

I am, Sir,

your obedient servant,

Wm. P. 100.

Murray.

## List of Enclosures.

- Dupl. Despatches Nos 008  
 " Letter to Mr Coleman  
 " " " " from Mr. Bailen  
 " Statement on debts.  
 " A/cs. per "Scotcher", "Actoria" and "Orissa"  
 Accounts of Exchange for £1561. 5. 9 £1908. 7. 7  
 £644. 0. 6 £153. 11. 6 £2457. 14. 1  
 Dupl. Vouchers Nos 104  
 " Order for charters  
 " Remarks on shipments for clients, 1890.  
 " Coasting Insurances.  
 " Correspondence between Cobb & Mathews  
 " Return of Establishment at Stanley, 30 June.  
 " Descrip. Hbr. & A. Ann Wool Weights  
 " Cash Book & Journal for July  
 " Stanley Ledger Balances to 30 June, 1890.  
 " Cash Vouchers - East & West Stores.  
 " Cash Book and Journal for August  
 " Copy of Mr Cobb's letter re land purchase  
 " Statement re land purchase  
 " Specification of W. Bridges' & Maclean & Co's Wool  
 " List of goods for "Noko" - no freight also sent.  
 " List of goods ordered - but not yet sent.  
 " Letter to Mr Coleman from Dickie  
 " Shipping list  
 " Statement on a/cs. Cheque for £150.  
 " List of cargo per "Theben".  
 " Mr Blake's letter to Coleman  
 " Mr. Nichol's Report to Directors  
 " 3 B/Lading per "Theben"

510.

Scraps.

15<sup>th</sup> October. a

Sir,

My last despatch went per Theben on the 15<sup>th</sup> ult., and a duplicate was forwarded by the same opportunity to be posted in Montserrat.

2. As an instance of the need of keeping a respectable cash balance here, I may point out that although we had at one time last month over £2500 in hand, we were called upon on the 29<sup>th</sup> instant, ~~paying~~, for £930. 8. 1 in our own men's Camp cheques, nearly every penny of which went into the Savings Bank. The balance at the end of the month was reduced to £422. 10. 7.

3. I forward some ~~papers~~ papers ~~with~~ with reference to an alteration of the seal ~~admission~~, which after consultation with Messrs. Blake & what I have suggested to the Governor. He considers that, in order to grapple with the disease properly, a stringent act, like those in force in Australia, should be passed, and that

A. Coleman, Esq.,  
Secretary,  
London.



until this is done there will be little  
 chance of doing any good. But I  
 have pointed out that in the face of  
 the opposition that such a proposal  
 would arouse, we cannot expect to  
 carry our point, and at the present  
 time I have endeavoured to show  
 that anything that could be construed  
 into obstruction of the pending scheme  
 now on foot would be very impolitic,  
 ill-judged as I think that scheme to  
 be. We have therefore drafted out  
 a very mild addition to the ordinance  
 of 1867, in order to wake up public  
 opinion, and the Governor has had the  
 draft printed and circulated among  
 the farmers. Clause 2 may be useful  
 if a Governor can be induced himself  
 to take strong measures. Clause 3  
 renders clear the one it amends, by  
 showing that the word sheep is intended  
 to be in the plural, a point that was  
 doubtful. Clause 4, if the period  
 of 12 months is adopted, will be useful,  
 and the notice to neighbours under  
 clause 5 should certainly be enforced.  
 I quite hope that we may exterminate  
 scab in this island by joint action.

and as for ourselves, being clean, we must act on the defensive, and rigidly quarantine our infected neighbours. I rely of course on the Commission making no arrangement ~~which~~ which we should be bound to receive infected sheep at once, such a proceeding would be in the highest degree injudicious, and might lead to deplorable consequences.

4. I enclose a list of little deeds and other documents in my possession, upon which you may have occasion to make some remarks in anticipation of my handing over the Company's property to my successors.

5. Your attention is requested to the enclosed copy of a letter from Mr. Anson on the subject of his claim for loss of wool. I think, however, that Mr. Dean has this matter in hand. In my reply I told Mr. Anson that I thought his claim for expenses, which are in reality salvage, extremely low.

6. In one of the orders some wool is asked for by sailing vessel, which I have told the Stockkeeper is very premature. The stock of draft also today 118 hds., just 7 months' supply, so that a vessel next autumn from London would not deliver the new stock in time enough, and it must

comes by steam. I understand that it can only be shipped safely between October and April, which means, if by steam, the November, January or March mails from London. But, independently of the high freight, which is a serious consideration, ale is one of those things that come best by sailing vessel, and as it is very objectionable to have a general cargo discharge in the very busy month of January, an endeavour should be made in future years to send off a vessel with lumber or rough cargo from London in December or January.

7. I forward an inventory of furniture in my house; the list of small kitchen pieces is not complete, but it is otherwise correct. The Company's furniture is supplemented by some of my own, which I hope the Director will take in, most of them being necessary. In consideration of the number of special officers to be entertained, I look upon the business table as an absolute necessity.

8. The question follows. Packer & Bin freight for <sup>you</sup> appears to be still unsettled, and begins me to some ill feeling. If, as I understand, you paid 30% or more upon our own cargo, and undertook to receive them under our mark and to charge them 40% & 5% for delivering at Hong Kong, the case is perfectly plain to me, but the hitch appears to be in the fact that Mr. Parks made the arrangement in the presence of Messrs. Langridge & Co, mistaking them for your agents, and paid them the 42% instead of you, all of which they retained for themselves, which, if they considered they were dealing direct with Mr. Parks for freight to Stanley only, they had of course a right to do. It all hangs on what was the understanding at the time between you three; if Messrs. Langridge agreed for a through rate to Hong Kong they could not expect us to receive and deliver there for nothing, and the fairest arrangement would be for them to bear the cargo as having been carried at the same rate as the Church goods, 30%, and return Mr. Parks through us the 12% local freight



I charged them from the Que's side  
to Fort Bay.

9. An epidemic of hooping  
cough is running through the place,  
and there has been unusual mortality  
among the young children. I believe  
that no family has escaped, the schools  
have been closed for weeks, and scarcely  
any children are to be seen on the roads.  
We are having, after a mild winter,  
a very cold raw Spring so far, with  
a great deal of East wind, which seems  
to retard recovery from this troublesome  
complaint. It is supposed to have  
come from Sandy Point.

10. 18<sup>th</sup> October. The Serapic  
arrived today with four despatches 743,  
and a duplicate of 742. There must have  
been carelessness in delaying the July  
mail in Monte Video, for it certainly  
could have arrived in London per  
Charles on the 30<sup>th</sup> August.

11. Par. 5. I do not under-  
stand your remarks about seal, or rather  
about either Cooper's or Lull's dip  
having full effect upon it. I have  
never written anything that would

cannot such an impression. All I  
have said was that dipping in Cooper  
under the superintendence of their agent  
failed to kill ticks.

12. Par. 7. Mr. Scholmeyer  
has time after the season is over to  
visit the West; but with regard to cows  
I must point out that it will be unsafe  
to buy cows from there without subjecting  
them to 12 months' quarantine.

13. Par. 8. If you cannot get  
dimension in time for one mail you can  
for the next, and you will find you are  
in error about sending little by steamers  
for our shirts, the shipments amount  
to hundreds of pounds, besides which every  
Bills of lading for goods for others, all  
the charges for which are still in suspense  
because I cannot get you to send the  
information I have asked for, mail after  
mail.

14. Par. 12. I thought the matter  
of next year's freight was left in my hands  
as it has been the last few seasons, and  
therefore informed Mr. Seltsfeldt, when  
they gave way about the return freight  
that the contract would be renewed. It is  
in the highest degree improbable that they

will go below what they have declared  
to be their irreducible minimum, 30%,  
and we can make a living at it.

15. Mr. & Mrs. Sherman Humphreys  
having now advised you that they  
cannot get a Cooper I hope you will  
send one. The wife has a house  
in Stanley, but you to go on for  
a time, say a couple of months, when  
required. Being a Mr. Stanley list,  
as Mr. Carthy was, there is no amount  
allowance. If you can get on with  
some idea of carpentering, and willing  
to turn his hands to it, it would be  
well, and I should like to have notice  
the mail before he leaves, as Mr.  
McCarthy still occupies the house.  
Captain Parks will be the best one  
to give information about Admiral  
Lubian's land. It is a pity Mr.  
Smith cannot leave for some time  
now, he is rather cracked on the  
subject.

16. I have your letters of  
15th, 17th & 18th ult., contents of which  
are noted.

17. You have not referred  
to the question of permanent potatoes

and made by steam, and, to my  
great surprise and regret, the March  
orders, referred to last mail, are still  
undelivered and apparently passed over;  
it is the more strange since other lines  
on the same sheet have been executed.  
otherwise I should have thought they had  
never arrived. The steers is doing so  
well this year, that I greatly regret to be  
so long absolutely cleared out of such  
necessaries as sugar and rice; the steers  
keeper deserves credit for the care they  
bestow on their vessels for their regular  
shipments, for we are much indebted  
that of any other excepting through  
failure in London to attend to them.  
C. Williams has opened a store in Sandy  
Point, and I have intends to do most  
of his business there, as he says his  
business here is passing away seriously.  
This probably accounts for the great  
increase in our sales.

18. See that you have sent Mr.  
Lawson's wool to Embourge, it was  
to have been delivered to John Brown &  
as per my letter of 20<sup>th</sup> July, so I conclude  
to have uncharged you to sell it.



19. You submitted a copy only  
 of Mr. Nichol's agreement; I have  
 originals of all others without exception,  
 and must point out that in the  
 very unlikely event of any litigation  
 occurring between the Company and  
 himself, this document is valueless.

20. As mentioned in Mr.  
 Nichol's letter, there were so many  
 difficulties in the way of putting up  
 the bridge, chief among which was  
 the want of cement for the concrete blocks,  
 that we decided on erecting one on piles,  
 using the suspension bridge elsewhere.  
 An additional reason was the doubt  
 whether the wood work has been sup-  
 plied ready fitted or not, and as it  
 appears that it has not been. I once  
 asked about using old spars for pillars,  
 but as for the rest of the woodwork, it  
 was so obviously cheaper to have it  
 fitted by the builders at their contract  
 price, rather than here, where wood and  
 labour ~~was~~ <sup>are</sup> dear, that I never supposed  
 it could be necessary to warn you against  
 such an extraordinary blunder.

I am Sir,  
 Your obedient servant,  
 Wm. Ross.  
 Manager.

List of Enclosures.

- Duplicate Mr. Cobb to Mr. Coleman.  
 " Statement on A/c.  
 " Cash Book & Journal for August.  
 " List of goods ordered but not yet sent.  
 " List of cargo per "Theben".  
 " List of goods for others per "Akko" - w/ freight "Yes".  
 " Statement re proposed purchase of land.  
 " List of existing Insurances.  
 " S. Amer. Dis. Voy. Accts.  
 " Mr. "Amie", Accts. & 1<sup>st</sup> Exchange £13. 15. 6  
 " Mr. "Malancha", Accts. & 1<sup>st</sup> Exchange £1529. 5. 8  
 " Letters of advice from Capt. Roberts & Pittlojohar.  
 " 13/ Looking for "Theben".  
 " 13/ Exchange on U. S. Treasury for \$403.09 - 92.97 - 2086.45.  
 " Cash Books - Cash & Debt Stmt  
 " List of existing Insurances for September  
 " Copy of bill to Col. Bay. re Cash & Insurance.  
 " Draft of proposed Ordinance re Cash.  
 " Cash Book & Journal for September.  
 " Stanley Ledger Balances to 30<sup>th</sup> September, 1890.  
 " Schedule of Title Deeds, etc.  
 " Return of Establishment at Stanley.  
 " " " Camp Establishment  
 " Copy of Answer to Cobb re Insurance undamaged wood.  
 " Inventory of Furniture in Manager's house.  
 " Mr. Nichol's Report.  
 " Shipping Report.  
 " Statement on Accounts  
 " Letter from Mr. Cobb to Mr. Coleman.

511

Perth.

10th Apr.

o.

Sir,

My last despatch went per  
Seraphin on the 20th ult.; and I  
write in anticipation of the arrival of  
the Perth, which is expected some days  
before the advertised date.

2. I went to the Camp two  
days after the mail left; and only  
returned on the 5th inst. having visited  
all the stations in company with Mr.  
Nichol. At this time of year there  
is little to report; preparations for the  
season's work are well advanced, the  
very necessary additions to the wool  
shed and cook house at North Hill,  
which I saw having put up by car-  
penters from Stanley, being in a  
forward state, and the bridge work  
at D - - - in full hand. For other  
details I refer you to Mr. Nichol's letter.

3. I am Steel Ltd. who is getting

A. Coleman Esq.,

Secretary,

London.

out a young man from Dart-  
mouth, lately a fellow servant of  
his uncle's wife, by the London  
mail, with a view to matrimony,  
will be much obliged by your  
getting her a second class passage.  
They are strangers to one another,  
but the exchange of photographs is  
understood to have been satisfactory,  
and both being well recommended  
the arrangement will doubtless turn  
out a satisfactory one in all respects.  
Her address is given in the statement.

4. At Chaplin's suggestion  
I ordered some La Reunion steel  
car axes for making tools, being  
assured both by himself and Ogilvie  
that they could be bought at scrap  
prices, 3/4. net. per cut. at the outside.  
The ones sent, although marked as  
old, are perfectly new, stamped "Shef-  
field, 1890", have never been used,  
and cost at 9/4. per cut. £18.18/..  
an absurd and extravagant outlay.  
There is a note in some papers about  
this.



173  
5. At North Am the Stas-  
keeper showed me a case of fruit no  
5804, which appears to have been sup-  
plied by Cross & Blackwell in 1888.  
Every bottle in which was blown up by  
fermentation and used. I am told  
that this is not an unusual thing with  
their fruit; is it possible in such cases to  
obtain compensation?

6. I learn from the newspapers  
that the lotter and how ever full price  
has been sold. I have not even seen  
the report on this procedure yet, and try  
to suggest that it would have been better  
if I had obtained this information direct  
from the office. Market catalogues  
might, at least, have been sent.

7. Mr. Blake asks me to draw  
your special attention to the enclosed  
order for supplies still required from Ellis,  
who does not appear to have treated him  
at all well, having been most disrespectful  
and dictating throughout.

8. The price of the flexible steel  
wire rope from Totten, 26<sup>th</sup> June, appears  
enormous as compared with Sullivan's.  
The difference in size can hardly account

for the whole of the discomfury.

9. I regret to say that the sickness reported last mail still continues, and although its severity has somewhat abated in Stanley, it has now reached the Camp, where D. Dale is almost run off his legs. Whooping cough has attacked several families, and many of the men are down with severe colds. The symptoms of which the Doctor expresses doubts, and he is inclined to believe that the influenza has at last reached us. If so it may interfere greatly with the work this summer. Mr. Benson of the Charter has had a sad experience: his wife and two children were in Stanley, and he was summoned hurriedly in, only to find the youngest dead, and the eldest, a boy of four, dying. They were buried in ~~the~~ the ~~camp~~.

10. Hays the Storekeeper of the town at Darwin about his passage home, he came out last fortnight in Nov. 1888, and although I believe a return passage ~~is~~ not guaranteed,

he is differently situated from a shepherd, who on leaving our service here could get employment elsewhere in the islands, which Frazer could not. As he has always conducted himself satisfactorily in all respects, and is a trustworthy and invaluable servant, I think it would be only right to treat his ~~engagement~~ as a new one from Nov. 1888, and grant him a passage at the expiration of five years.

11. To save ~~prejudice~~ ~~prejudice~~, I conclude that you will promise for the insurance of all wool and produce shipped to your consignment this <sup>aut.</sup> year. Send some sheepskins and Mr. Buchanan's wool this <sup>month</sup> year; the wool shipments will commence in January.

12. The Buckley Cash has ~~been~~ sailed, and her bill is enclosed. The Singapore repairs have only just been begun, and you had better get the time for the letter of credit extended a month, although I hope it will come into this year yet. Capt. Miggins has been shilly-shallying up to now, hoping to get his ship condemned.

13. When any wool sales take place I shall be glad if you will see that at least a dozen printed catalogues are sent Mr. Spithal and I want one each, and there should be one for each superintendent, as well as for every shipper who has wool in the sale. This is a detail that has been rather neglected of late.

14. I received Mr. Lloyd's Agency from March next two weeks ago, and am now writing to give up the ~~German~~ *Consulate*; in each case I have recommended Mr. Bailton as my successor, and I have no doubt the Director will use the Company's influence in the same direction. Notice has also been given to the Royal Insurance Co. and the Pacific Steam Navigation Co. the agencies of which I trust Mr. Bailton will be allowed to assume.

15. I have avoided bringing down the general rabble from Montevideo



this season, by engaging at an earlier  
 period than usual a superior class of  
 men, whose qualification has been ability  
 to shear, entirely wanting among the  
 usualy imputations. With these men  
 I believe that the season's work will be  
 carried on better than ever, and there  
 has been so much to do this winter and  
 spring that the employment of a larger  
 number than usual in the off seasons  
 has been no loss. The fact, however,  
 cannot be concealed that if we are to  
 keep our season staff up to the present  
 standard of efficiency, we must keep  
 more hands in the winter than are ab-  
 solutely necessary, and the problem  
 will be how to make the best use of  
 their services. It is one of the difficulties  
 inseparable from the conditions of the  
 labour market in this place, where all  
 available hands, good or bad, are  
 snapped up by the smaller farmers  
 by September at the latest, as a rule. At  
 Orami this year the causeway for the  
 bridge has been built, a most substan-  
 tial piece of stonework, 185 yards in

length on the shed side; ~~the~~ ~~the~~  
~~the~~ this will be of great advan-  
 tage, for when the bridge is completed  
 it will take four minutes only to  
 walk from the men's cookhouse to  
 the shed, against a frequent waste of  
 half an hour in getting across in bad  
 weather.

16. I have had the distance  
 between Dominion & Stanley measured,  
 taking a beeline from each place  
 to the Mount Pleasant house, and  
 find that it is just under 49  $\frac{1}{2}$   
 miles to the office door here. The  
 erection of a wire between the two  
 places is only a question of time; the  
 want of more rapid communication  
 is getting more serious every year, and  
 the saving of time and horseflesh  
 would be enormous. Having the  
 wire available, for whom work must  
 be found, the <sup>expense</sup> of erecting it  
 need hardly be considered as more  
 than the cost in England, plus  
 freight and insurance. I think  
 the whole thing might be done  
 with iron posts for £900.

17. Mr. Call reports that there  
are no lambs from the defective Sheep  
this year, as was to be expected. A few  
Ewes were placed with him, more to give  
proof of his incapacity than anything  
else.

18. I have put two hess tents  
on the indent - this mail, which you should  
send without fail in January, as they  
will be required for the fencing work  
after shearing. If this should get  
home too late to ship per Antwerp, they  
should be sent down to Dartmouth.

19. Upon receipt of your last  
remarks about the Church, I informed  
Mr. Brandon that no more credit could  
be allowed, so that any further supplies  
must have to be paid for in cash. In giving  
him credit in the first instance, it was  
understood that everything should be  
paid for within 12 months, a credit, which,  
even for such a good purpose, was suffi-  
ciently liberal. The expenditures, however,  
has been much over the estimate, and I  
find that they have not only exhausted  
all their available funds, but are already  
having money to pay wages, none of  
which Mr. Brandon is able to devote to



a reduction of the overgrown Stone account, which is just a few pounds over £700. Is he able to give us any satisfactory assurance as to redeeming the undertaking to pay within 12 months. I understand from him, however, that there will be subscriptions in England available, and you would perhaps do well to point out strongly to Mr. Robinson the desirability of paying something on account. As the Company were generous enough to pay their subscription in cash, instead of allowing it to be taken up in goods, it occurs to me that they are not being treated very fairly. No further credit for either cash or goods will be given; but I could not take any stronger measures without stopping the work altogether, which I assume the Directors would hardly wish me to do.

20. I am leaving for the West in a few days in the Castalia, and shall return in time to start her working at wool carrying for the season.



21. 13<sup>th</sup> Nov. The Sentinel has arrived this morning with your despatches 744 (dup.) and 745.

22. 745 - 119. The delay of the goods wanted by Nov. mail may be serious, as they were chiefly things urgently required; I think it would have been better to make a selection of the goods wanted, as the order was in excess for the Dennis's Bunker, and wait a few months to see if any more rough goods were indented for.

23. Par. 3. Islands can only be worked as separate farms, not as parts of a farm; Mr. Spickard and I have discussed this question, and are agreed upon it. With our large area of land, all contiguous, divided by fences, and approachable in all parts on horseback, there is no scope for the energies of one manager, with the harping on with islands that can only be visited by water. I would select the whole of them; of course at an advanced rent.

24. Par. 5. As already explained

Schools & Lanes in order in remaining  
 the contract that had worked so  
 satisfactorily, and I confess that the  
 Honorable Co really appears to be in the  
 position of the proverbial crushed  
 worm, <sup>in</sup> ~~at~~ <sup>turning</sup> at another spring,  
 seeing how much we ~~scoured~~ <sup>scoured</sup> them  
 down in two consecutive years. Un-  
 fortunately the Denton is too deep  
 to take cargo, but I have ordered  
 room for 1000 bales in January.

25. With reference to Messrs.  
 Cooper's suggestion that I should get  
 half a dozen very scabby sheep to  
 experiment on. I may say at once,  
 and I am sure Mr. Wright would  
 back me up, that I would not  
 admit them on to our land or into  
 our pens for ten thousand pounds.  
 You can have no idea of the fright  
 we are in; we are even refusing to  
 take sheepskins from infected runs.

Dear Sir,

Your obedient servant

Wm. E. Fox.

Manager.

Enclosures in Despatch No 511.

- Supr. Despatch No 510
- " Letter from Cobb to Coleman
- " Statement on accounts
- " Cash Book & Journal for September.
- " Indents No 505
- " Letters - Cobb to Col. Secy. 24<sup>th</sup> Sept. & 2 Oct.
- " " Anson to Cobb
- " Schedule of Title Deeds, etc. in Stanley Office.
- " Return of Stanley Establishment.
- " List of Boasting Insurances.
- " Stanley Ledger Balances, 30<sup>th</sup> Sept., 1890.
- " S. Amer. Miss. Socy. A/c.
- " Bk. "Annie". A/c. 2<sup>d</sup> Exchange £13. 15. 6
- " " " " " " 1529. 5. 9
- " List of Furniture in Danziger's house.
- " Mr. Dean's cheques for £50. 75. 50.
- " 1<sup>st</sup> Exchange £20. 6. 10 on P. M. Dean Socy. A/c.
- " 1<sup>st</sup> Exchange £2056. 3. 1 & £75. 6. 3
- " Letter of advice from Capt. Charles.
- " Cash Vouchers for letter. East & West Stores.
- " Cash Book & Journal for October.
- " List of Boasting Insurances.
- " Mr. Blake's order for Ellis.
- " Mr. Dale's order for drags.
- " Mr. Nichol's Report.
- " Indent No 506
- " Shipping List
- " Statement on accounts.

572.

Kentons.

14<sup>th</sup> Nov. 0.

Sir, I find that in closing the  
Buckley Castle account, the cost of  
passage of the new crew from Montevideo  
was unfortunately omitted. I have  
forwarded a supplementary account to  
Messrs. J. S. Brown & Co., of which I  
enclose copy, and have drawn upon them  
for the amount.

2. The Government asked me  
last week to take £1000 and give them  
a bill; this I declined being well in  
funds, but I may have recourse to them  
later on, and you can doubtless make  
arrangements for a larger drawing next  
year, the £1400 a month having failed  
to relieve them of their plethora of cash.

3. Messrs. Norwicks writes  
me that cotton is now being shipped to  
Valparaiso from England, and may  
be a trial shipment for me: I refer them  
to you.

J. Colman Esq.,  
Secretary,  
London.



4. Enclose a copy of an advertisement I have had inserted in the Chilean Times of Valparaiso for 12 months, the printers have omitted "Steam" before "Machinery", and I have written to have it corrected.

5. Capt Bennett of the *Cumberton*, which went back to Monte Video crippled after leaving here last April, writes me that he tried to get in here, but was blown off, and adds, "I may mention that it was no fault of any of the work done at Stanley that I lost my mast, everything was well done, and the best of workmanship, although they took some time to do it. The iron work that has come out from home in my outfit is nothing to compare with what was done in Stanley." This is gratifying. The *Cumberton's* expenses in Monte Video are about £6000.

6. If my summary in dup. 509 - 11 was correct, please pay an

additional £100 to the Central Fund  
on my ac.

7. After succeeding in  
getting the papers out regularly for  
~~some months~~ by registering them, you  
appear to have dropped that precaution,  
and consequently not a single number  
of the Times & Graphic has come to  
hand. My time is so short now, that  
I need make no more words over this  
question; but I must say I wonder that  
you have not long ago recognized the  
absolute inability of your office to get  
papers safely through the post, and that  
you do not place the task in other hands.  
The Lloyd's lists, posted by a messenger,  
have never miscarried.

8. A report or a packet of  
any of Mr. Orissa's cargo have come  
to hand this mail.

9. By parcel post a watch  
is sent from G. M. Case, which please  
have repaired by the makers.

10. Some small papers are  
required for the Marquis's houses, the  
selection of which please place in the



512.

Wendurak.

12<sup>th</sup> Dec. 0.

Sir,

Since last we met I have been away in the Castalia, and only returned two days ago.

2. I have had under my consideration the question of shearing by machinery, and have also conferred with Mr. Nichol on the subject. It appears to be certain that as compared with hand shearing, the gain in weight is from 8 to 12% per sheep in Australia, and as the work here is not so closely done, we may safely assume that we should get more.

But taking it at the lowest, 1% per sheep, and applying it to the South Aus figures, the gain would appear to be remarkable. We expect to shear 90,000 sheep there this season, and 45,000 lb. of extra wool at 6% per lb.

A. Coleman, Esq.  
Secretary,  
London.



will yield £1125. But in addition to this, it appears that machine spun wool is worth  $\frac{1}{4}$ d per lb. at least more than hand spun, and, applying this to the 675,000 lbs. of wool we should expect to get, there is a further gain of more than £700. In one season therefore we have a certain gain of £1100 and a probable one of £1800, against the cost of the installation, which of course means that we pay for the whole thing the first year, and have money in hand. I would try South Am first, and afterwards adopt the machines at the other stations. I should suggest having the boiler of sufficient power to supply steam for both shearing and pressing, as it would be wasteful to have two boilers. The only question to be decided is as to which is the best machine; I hear that Burgon & Ball's is less com-

licated in its working parts, but upon this point you can get information and will be guided by the results of competitions in Australia.

3. In Mr. Nichol's letter he mentions that the lumbering shows a falling off as compared with last year, but does not explain what he means, a lower percentage, as the actual number is 1660 more. In addition to unfavourable weather when the rains were out, we had some cold and bitter nights just in the middle of the lumbering and from the unusual number of very young lumber I saw lying dead in October I should be inclined rather to attribute the reduced percentage to that cause.

4. In Lagerlöf's letter of 3<sup>rd</sup> October they say they have no information about the water pump; this is the independent donkey pump in Miller & Lappi's journal of 21<sup>st</sup> Feb. 1883, and you can no doubt get the particulars from that firm.

5. With reference to putting  
 some ash in sacks, I am asking for  
 a quantity of second hand gunny bags  
 as shipped some years ago from them.  
 bags for handling the Great Britain's  
 coal; they were as good as new for  
 our purposes, and very cheap.

6. The only shipment by  
 Penderon was a lot of paper insulation  
 from Hansen, for which, no class was  
 given, it was at the special rate of  
 67/6 to which you should add 14/6  
 for tax to pay freight for cartage and  
 charges here.

7. The Director will no  
 doubt discuss carefully Mr. Nichol's  
 fencing project. ~~However~~ Unquestion-  
 ably much more may be put  
 up with advantage; but when he  
 asks for 140 miles to be erected in  
 the next three years I am afraid  
 it is rather a large order. The cost  
 at £80 per mile, would be £11200, or  
 over £3700 a year, much more than  
 we have up to the present been  
 spending. Still, the interest at 5%

if the Director raised the amount of our  
 subscription would be only \$500 per annum,  
 and the improvement in the course of a  
 few years would be likely to bring ten  
 times that sum in increase of profits  
 from the Loan. Whatever the Director  
 may decide upon, I think it will be best  
 to let Mr. Nichol have a free hand as  
 to the execution of such pecuniary measures  
 as may be necessary wherever it may be most  
 & most urgently needed, subject to the  
 consideration that if they do not bring  
 the franchise, the greater part of the  
 expenditure should be in Laponia. As  
 to the present I have looked upon 25  
 miles a year as the limit I should not  
 exceed. But if this range scheme is  
 carried out the limit will have to be  
 extended. Perhaps the best way will  
 be for the Board to lay down a man-  
 ual exchange for any one year, and  
 then Mr. Nichol can put his count  
 according to his wish.

3. Captain Hansen complains  
 that he has heard nothing of the cable  
 frame conditions that you reported  
 to have been sold long since, and there



were his seal skins by the Dennis  
 Bondant of which nothing has  
 been heard. I fear there are many  
 appeals for our clients, ~~our~~ our own,  
 and, although you ~~may~~ delay ~~our~~  
 own account sales and entries of  
 produce for a month or two, if you  
 intend to continue settling ~~business~~  
~~on commission~~ I think you will  
 see that it is fairer to our friends  
 their business should be punctually  
 attended to. I was to have asked  
 you to pay Mr. Dean the proceeds  
 of Hansen's 444 bales wool for  
 Leta, but did not do so because  
 in the meantime you had paid over  
 an insignificant balance in his favor,  
 and a further sum would have left  
 us uncovered. Hansen's account  
 now shows that we can make a  
 further payment of £500, and at  
 Hansen's request I write:- "Pastine  
 Dean Portales Acodalar Hansen",  
 i.e. Please pay to Dean £500 on  
 account of Hansen.

9. I left Stanley in the  
 Castalia on the 20<sup>th</sup> ult., and reached Fox  
 Bay on Saturday the 22<sup>nd</sup>, leaving  
 again on the 24<sup>th</sup> and calling at Great  
 Island. David Smith has a nice little  
 establishment here, and as his sheep were  
 put on clean in the first instance because  
 they remain so. Anchoring in Egg Harbour  
 for the night we reached Fort Howard the  
 next morning. Under Mr. Mathews's  
 management this is an entirely different  
 place to what it used to be, everything  
 appears to be in good order, and there is  
 some discipline among the men. We  
 were detained by a gale, and left on  
 the 27<sup>th</sup> for Bell Cove, arriving on the  
 28<sup>th</sup>. From here I sent the schooner on  
 to Dry Cove with some cargo yesterday,  
 and she returned on the 1<sup>st</sup>. Blessed  
 Blake's station is the most advanced  
 one on the West as regards fencing and  
 all kinds of improvements, everything is  
 in good working order, and they are  
 beginning to reap the benefit of their  
 heavy outlay. The fact is worth noting  
 that in proportion to the size of their station

they have far more fencing than  
 we have, the whole station being  
 cut up into paddocks. They  
 shipped some sheepskins and left  
 on the 2<sup>nd</sup>, anchoring at White Rock  
 and by Harbours and reaching South  
 Arm on the 4<sup>th</sup>. We were too early  
 for wool, but I had an opportunity  
 of inspecting the work lately done  
 by the Stanley carpenter, and was  
 pleased to find she shed so much  
 improved by the addition. I have  
 it lengthened by 35 feet, and it is  
 now large enough to enable Mr. Call  
 to deal with the greatly increased  
 number of sheep in South Arm,  
 although next year it must be still  
 further extended at the other end  
 to provide more room for sorting and  
~~licking~~ stowing wool. A large  
 addition has been made to the cook  
 house, and not too soon, for there  
 are 60 men to put up, and last  
 season with fewer men Mr. Call  
 had eight or ten sleeping in his  
 own house. We left on the 6<sup>th</sup>.

and reached Darwin in the afternoon, took some photos on the 8th, sailed on the 9th, and arrived here on the 10th inst. Took some photographs of the bridge at Darwin, of which I will send some prints next mail; it is an immense convenience, and I only wonder now that similar ones occurred to me before. However, without the use of the pile driver belonging to the Government which the Government was good enough to lend me, the work could not have been done, and it has only been out here a few years. One pair of piles was driven 17 feet through the soft mud. The showing may, I fear, be delayed through the epidemic that is now prevailing through the Camp. The Doctor thinks that it is a modified form of the influenza, and there is also an undoubted visitation of hooping cough particularly among the children.

10. In my absence Mr. Hanson has published in his Magazine some gossip he picked up in the Camp about the telephone lines, though requested by Mr. Nichol not to do so; in the next number he will state that his remarks were



Thorized and premature.

11. In case you should want particulars of the South Arm shed with a view to fitting machinery, I send you by book post a plan and elevation. The boiler and engine house with the hydraulic pumps under the same roof stands a few feet away from the side, with a pipe leading to the press, this however is immaterial.

12. The Speedwell arrived on the 5<sup>th</sup> inst., and has discharged more than half her cargo.

13. I find that some of the H & B wool was tallow damaged after all, can you explain how this was? I think that we are bound to make this up to Molamsted & Blake, as I had no cargo to fill the Orissa, and was allowed in a former trip the wool, which would otherwise have gone by steam. Mr. Blake has not asked me to refund anything, or even mentioned it; but it would be the right thing to do. The freight was over

£ 350 for the Queen's letter to the printer for local charges. I have not heard yet of any claim having been received for sea damage.

14. The General arrived yesterday (Sunday) morning, and I regret to report that, notwithstanding the most careful search, your despatch cannot be found, and has evidently gone astray. It is one of the most important ones I suspect ever sent out, and the miscarriage is calamitous. I cannot, of course, venture to say where the fault lies; but if despatches from your office are going the way of the newspapers, the matter must be taken sharply in hand at once, for these accidents must not happen, and the simplest and most obvious way out of the mess is to register every despatch without fail. The whole system of sending out despatches should, in fact, be altered. You post the despatch, and send the enclosures in a separate parcel, which also includes most of the newspapers, with circulars, and sometimes a lot of other trash. You save a few pence on the postage of the newspapers; but if you set that against

the house I have <sup>often</sup> repeatedly lost  
 my way off to search for that parcel,  
 which is repeatedly misplaced, the balance  
 is very much against us. Yesterday  
 for instance, the mail was landed  
 at 8 a.m. and it was not until I  
 had twice visited Mr. Schlotfeldt  
 and sent a boat off to the steamer,  
 that I succeeded in getting the box  
 they were stored in. What I recom-  
 mend is that you should include  
 with the dispatch all important  
 enclosures, and send heavy ones, such  
 as account sales and invoices, by  
 boat post as "commercial papers";  
 registering both; then I should get  
 them at the first delivery, instead  
 of having to wait four or five hours  
 until newspapers and book packets  
 are given out.

15. It is excellent news  
 that the land is bought; but of course  
 I have few details of the negotiation.  
 We pay no rent after 1<sup>st</sup> January,  
 and get no return, except for the  
 rent we have paid in advance for  
 12 months, <sup>one</sup> ~~some~~ as late as the 11<sup>th</sup> Oct.

16. I see you have sent out some fencing of a new kind, and at least I have no better time to look into the matter. I cannot but express my regret that notwithstanding I have told you more than once that we have adopted a type that we find most suitable, and sent you full particulars on an indent form in July, you appear to have varied it again. This is more surprising as in Mr. Nichol's report to me of 7<sup>th</sup> July he wrote, "the specimen of the last fence put up, taking the local circumstances into consideration, will not, I think be improved upon much." In one thing you have sent new specimens forth, which either may do, or may be added to the heap of useless rubbish that came out. I think, in 1888. I cannot see either, what the hurry is, for you must know that nothing can be done until February, i.e. after shearing, and then we shall have the 30 miles of material, made up I suppose by Mr. De Witt, to work upon before we touch any of the new stock.

17. In your letter to Mr. Baillie you mention that any commission on fire



~~premium~~ on the Company's property -  
 and the returned to them. I do not  
 think that you can mean to imply  
 that I have ever received such com-  
 mission, as all passengers are  
 affected by you, without exception; but  
 I may mention that whenever I have  
 handled a commission on the Ori-  
 business I have been scrupulously  
 careful to give them the full benefit  
 of it, for instance, the passage of  
 Stork twice a year ago. However, I  
 have remarked that Leeds do all  
 your insurance, in some cases at lower  
 premiums, allow you  $7\frac{1}{2}\%$ , and still  
 make a little profit!

18. I have received your  
 letter of 27<sup>th</sup> Oct (dup.) and 11<sup>th</sup> Nov.  
 as well as an almost illegible copy  
 for despatch by the Dominion  
 dit. However as the principal  
 information appears to consist of  
 a statement of the Christian names  
 and ages of Mr. Herison's family,  
 I can await the arrival of the  
 original with equanimity.

19. I have returned that

The Victoria could not take all the Whiskey for it was badly wanted for the Christmas and New Year justifications, and there may now be enough to carry on with. As regards cutting timber in half for storage, such a proceeding should not be taken without discretion; for instance, giving boards or  $\frac{3}{4}$ " or 1" wood would work up, but if you saw a spar or rudder piece in two it is necessary to remember that you destroy their usefulness.

19. Letter of 8<sup>th</sup> Nov. I have always looked upon putting down an amount as "entertainment allowances" as an absurdity. You <sup>the allowance</sup> give a salary, and expect and let him to entertain as he thinks proper. The cost cannot be even approximately estimated.

20. As to the telegram "Subarron Legation Regularis," i.e. 8<sup>th</sup> Nov mail arrived and no letter from you the letter should be registered.

21. Mr. Hurm's goods have been shipped by mail I see; without any explanation from you I can say nothing about it, but I shall have shown the order you have in time to catch the Dominion Herald at Victoria.

22. The *Princess* is making  
 a long passage, and will have  
 gained nothing by the earlier  
 start from London.

I am, Sir,  
 your obedient servant.

Edw. J. Fox.

Manager

Enclosures in Dispatch No. 513.

Duplicate Dispatch 511 & 512

- 4 Cash Book & Journal for Oct.
- 2 Indent No. 106.
- 4 afs for "Burdellay Castle"
- 1 List of Coasting Insurance
- 1 Statement on accounts
- 1 Mr Blake's order for Ellis.
- 2 nbs Exchange <sup>Bk to Pentau</sup> £2856. 2. 1 & £45. 6. 3
- Cash Vouchers. East & West Stores.
- First Lambing account 1890
- Cash Book & Journal for Nov<sup>r</sup>
- Mr Nichols report.
- Mr Nichol to Mr Coleman.
- Indents East & West Stores No. 107
- Shipping List.
- Coasting Insurance.
- Statement on accounts.



514

Hamburg.

15<sup>th</sup> January 1.

Sir.


It is said that this vessel will be a week late, but the homeward boats are now so irregular that I begin this despatch on the advertised day.

2. I regret to have to report that the punching and shearing machine has given way, and is absolutely useless. I enclose an engraving showing the place where it cracked right across, in cutting a piece of  $5\frac{1}{2}$ " iron,  $\frac{1}{2}$ " less than its supposed capability. I do not know if the makers guarantee the machine up to  $7\frac{1}{4}$ ", but if they do, there is a clear case for compensation. The machine cost £50, and it has been the least satisfactory piece of our plant: as the gap is only 15", and in the case of the Adolphus barbed, mounted 13", and had to drill the centre holes in her plates. If you could arrange to send a  $7\frac{1}{4}$ " machine, double ended, as on page 2 of Butterfield's list, costing £105, and arrange to give in part payment the broken down machine.

J. Coleman Esq.

Secretary, London.

which, with the exception of the broken  
casing, is in perfect order, it would  
be just what the Blacksmith wants.  
I would suggest adding to the  
cost of your machinery, but for the fact  
that, on the shop and plant which cost  
under £2000, we have earned since  
last January a gross profit of more  
than £500.00, after deducting the  
cost of coal and fireman's wages, a  
clear £600, showing that this outlay  
is yielding a handsome return.

3. In going through  
last year's produce I find that I  
have not received a sale of   
8 bales wool for Dentons, May 25<sup>th</sup>

4. In despatch 512-7 of  
14<sup>th</sup> November I mentioned that the  
newspapers had not come by the mail,  
since then I have discovered the reason,  
— they were never posted! They were  
actually kept back for the following  
mail, and sent in a box with later ones  
by the Dundee. After all that has  
been written on this subject it was  
rich too had to send me papers that

were three months old when Lt. ...  
Invention this is the interest of my  
success.

5. There appears to be a ...  
the about the numbers on our ...  
cargo, which after ... out up to  
9999 began again at 1 for Davis, went  
to 2052 for Ache, then by Dixon  
started at 1 again up to 40, jumped to  
50 and as far as yet for Dennis ...  
continuing an erratic course through  
the Denderah's cargo. Some people, Teller  
Guillaume for instance, seem to adopt  
their own numbers, and the result of all  
this is much trouble and confusion at  
stocktaking, when the hunting up of  
numbers becomes extremely difficult.

6. Having had no despatch  
by Denderah I have no particulars  
about the packing sent out beyond what  
is contained in your letter to Mr. ...  
but having now inspected it I can say  
that full the egregious blunders per-  
petrated in your office this is about the  
very worst; for anything more utterly  
unavoidable I can say. I thought the

fact is recognized that we now have a standard type of fence that has been gradually evolved since we first began, and is ~~now~~ looked upon as being as near the perfect thing as can be. I have explained all this at different times, but will now give you a detailed account of the evolution of the fence of the present day. Posts. After trying and discarding various kinds of iron ones, we started our swine fences with wooden ones from the Stemits, of Pollog. They are not durable, however, and the first advance was the adoption of larch posts, one of which I myself saw taken out of the ground at Spore green perfectly sound after having been out 9 years. In 1866, when in London with Mr. Call, we went to England and picked out for trial two kinds of standards, one of which turned out better than the other, and is the kind at present in use. Dropper. The posts being placed on level ground 20 yards apart, as against the 15 years we started with, the dropper are



704  
2/

fastened at intervals of two yards. At first we used the ordinary fencing palings, 4 ft. x 3 in x 1 in. These however were hardly strong enough, and we tried pitch pins 2' x 1 1/2". but these again were unseizable, although we could see them put down the middle, making them 2' x 3/4". Finally we adopted p. pins, 3 ft 3 in long, 2' x 1", which answer admirably.

Fastening of droppers. A No 6 galvanized binding wire was the first thing used, and our first droppers were badly tied on; the first advance was a better method of using the wire; but the next and final change was the adoption of the split pin, which came out with an otherwise unseizable fence recommended by some one in London, and was at once seized upon as a fastening not to be improved on. The makers, by the by, have since tried to impair its usefulness by shaking and consequently spoiling it, but have returned to the original pattern.

Straining pillars. We have had these of iron, and provided the fence to be erected in a paddock near the beach, they a

good enough, ~~though~~ necessarily  
 expensive; ~~and~~ <sup>but</sup> we have to carry  
 the fencing for miles over a difficult  
 country, and to move such heavy  
 things with facility is a practical  
 impossibility, unrecognized, however, by  
 people in London. In some times  
 we have used the sturtest posts we  
 could get, with straining brackets  
~~at~~ <sup>at</sup> ~~perched~~ on, and although over  
 level country this only necessary to  
 strain every 440 yds. I always  
 allow six straining posts to the mile.  
Wires. I cannot, without looking  
 back and wasting time, ~~necessarily~~ tell  
 you all the kinds we have used; we  
 have had galvanized strand, 2, 5,  
 and 7 strands, iron, black, w. 4 and  
 6, and steel w. 6, but the best and  
 latest is Totten's w. 10 galvanized  
 steel, solid, on which I think we  
 shall not improve. If you will  
 now compare this detailed description  
 of the various parts of our fence, with  
 my indent of 19<sup>th</sup> July last, you will

see that if you had ~~known~~ that, no  
 complaint would have been made from  
 this side. To complete the account I  
 should add that the fence consists of iron  
 wire, at intervals in inches from the  
~~bottom~~ ~~one~~ of 5.  $5\frac{1}{2}$ . 6.  $8\frac{1}{2}$  and 10. Now  
 the standards and chaining pillars you  
 have sent out are for a wire fence also,  
 but with intervals of  $6\frac{1}{2}$ .  $7\frac{1}{2}$ .  $8\frac{1}{2}$ .  $9\frac{1}{2}$  and  
 $10\frac{1}{2}$ , the standards are for one purpose, an  
 absurdity, and the chaining pillars are  
 an abomination. They actually weigh  
 122 lbs. each, and have a foot plate 3 ft.  
 long by 9 inches broad; now, in the name  
 of common sense, could such unwieldy  
 weighty things be sent out to go up the  
 Wickham Heights? The weight of the  
 Larch posts 8 ft. long x 6 in. square, which  
 I got out for chainers for Dennis's Standard  
 is only 76 lbs., and will not be awkward  
 to drag; but these things — we cannot  
 use them, nor we will be fool enough  
 to buy them for us, and I have decided,  
 with Mr. Spilist's concurrence, that the  
 only thing that can be done is to return  
 them as ballast in the Opissa.

7. In doing repairs to the  
 Lyfco's machinery, our Engineer has  
 been several times at a loss through his  
 using a bastard thread of their own  
 instead of a standard one. Learning  
 how many rigs there are, and it is  
 useless to refer to, but if we had taps  
 and dies for the principal ones it would  
 be very convenient. He mentioned to  
 me last week some trouble connected  
 with the lubrication of the engines at  
 Anson.

8. In consequence of the  
 silver lately imported remaining in  
 the Colony there has been no want  
 of plate in settling our bills - but I think  
 that, if convenient, you had better send  
 out £2000 more by return mail in new  
 crowns, which, next to gold, take the  
 least time to count. The Government  
 are letting the mass of coins take away  
 £2000 in gold. Mary and Anne are  
 usually the heaviest monies for  
 payments.

9. We are overwhelmed  
 with work in our Blacksmith's shop,  
 and cannot get ahead of it at all.  
 The ships that come in now want  
 so much more than was formerly the



case, and I have constantly to employ by  
 Sunday a very inferior local smith, who is  
 not up to the mark by any means, and  
 yet the shoe work cannot be overtake.  
 This has now been going on for two years,  
 and in my opinion the time has arrived when  
 a third man should be on the establish-  
 ment. I have spoken about this to Chaplin,  
 who recommends a man named Alexander  
 Patterson, now in Mr. M's Dockyard, Simon's  
 Quay, formerly a boarder to Mr. S. Ruby, as  
 well suited for the post. There will be  
 no violent hugging about it; but Chaplin  
 will write to the man, and it would be  
 better to let him apply. I shall be at home  
 I hope by the time he can write.

10. On looking into Store matters  
 I see that one case of brandy for O'Brien  
 was short shipped; did you receive for it?  
 A large quantity of tinners' mackerel has  
 been received by Deaneval, from Mackon-  
 chin, that was not ordered, and, the  
 Storekeepers tell me, will not sell. Some of  
 the goods invoiced by Deaneval have not  
 arrived, and are, I presume on board the  
 Victoria. Some Christmas cards from Langford  
 that I saw some you cannot have seen, are

too disgracefully dirty and common to  
be offered for sale, and are returned by  
parcel post, to show you what rubbish  
is considered good enough for export;  
probably they are the rejected <sup>portion</sup> ~~contents~~ of  
Thompson's stock, and some of them have  
adorned their windows for months.

11. The Charles Dickens owned  
by N. M. Stoman & Co. of Hamburg has  
just in for a new manufacturing, we could  
have repaired her iron one had we had  
platers' rolls, but we decided in 1888  
that such machinery would be too ex-  
pensive, and not of plain use. However,  
since then we could have done their  
heavy jobs with them. We are agents  
for Stoman, and the Captain will  
draw on the firm.

12. N.M. Ship Cleopatra  
and Basilisk have arrived, and I  
am arranging to have a survey of  
our boundary line made by one of the  
officers. The Beagle is to come  
down later.

13. The Ordnance reduces the  
price of land in bloc' bar passes, and  
thrusts it to Blake and Bentham as

applying to purchase their runs. There  
 has been some misunderstanding of the  
 question among the public, who seemed  
 to think that the Company had been  
 unduly favoured, and there is an idea also  
 that the land has been given away.  
 Dr. Hamilton, who is suspected of having  
 been "got at" by government to this at the  
 meeting of Council, and voted against  
 the Ordinance: for a government officer,  
 a member of the Executive, to vote against  
 a measure ordered to be passed by the  
 Secretary of State is understood to be  
 just what of a hanging matter, and Dr.  
 Hamilton will hear more of the subject.  
 The Government are publishing an  
 official Gazette, to which I am subscribing  
 for your office, and it will be posted to  
 you regularly.

14. I was in hopes of reporting  
 that the Singapore was finished; but  
 the repairs are more extensive than was  
 at first expected, and they cannot be  
 completed for a week or two yet. The  
 Orissa arrived just as the Wenderah was  
 sailing, and the St Dennis Hermit came  
 in three days later. The former left for the  
 Coast 27<sup>th</sup> ult. and arrived on the 31<sup>st</sup>.



The Speedwell has sailed for  
Pernambuco in ballast.

15. Stocktaking is well in  
hand, and if I receive by the mail  
all the accounts that are necessary  
to enable ours to be closed they will be  
hurried forward as fast as possible.  
It has been extremely inconvenient  
having to discharge the Dennis Brn.  
dit just at this time, and the delay  
of the Victoria has been in every way  
fortunate: there should be no ship  
in hand at stocktaking, as it is <sup>add</sup> ~~is~~ ~~too~~  
much to the difficulty of doing the  
latter properly.

16. I have more than 1000  
bales of wool ready for the steamer,  
and shall endeavour to ship the  
greater part of our own clip by next  
month. I cannot foresee as yet  
what I shall have in March, as I  
do not know what the Dennis  
Brn dit will get: it is rather  
embarrassing having her here,  
and had I known she would still  
be running if she should have  
suggested keeping her on charter, or  
making her a receiving bulk at South  
Ams.



17. 22<sup>nd</sup> January. The Han-  
 byes arrived yesterday, and brought the  
 missing despatches 747, as well as 748  
 of 9<sup>th</sup> & 13<sup>th</sup> December. The former bore  
 the London postmark of 8<sup>th</sup> November, and  
 I at once sent the envelope in a formal  
 letter of complaint to the Postmaster, who  
 will transmit it to the G.P.O.

18. 747-2. This journal, as you  
 state, is to make advances, to be repaid on  
 arrival of the season's wool. As regards  
 the date of credit for proceeds of produce  
 the prompt date will be adopted in future,  
 but cannot be altered for 1870; I have  
 gone on the principle of giving the arrival  
 date of the mail bringing the appeals, be-  
 cause, their accounts being kept in London,  
 if a remittance were made from  
 you as our agents, it could not arrive here  
 until that date, which would be the proper  
 one, assuming that the appeals are sent by  
 first mail after the prompt.

19. Par 5. I should like to re-  
 open that terrible fencing question, but  
 it occurs to me to say that very little atten-  
 tion can have been paid to the time of year  
 when it was determined to send out fencing

to arrive in the thick of summer,  
 when any one with a ~~man's~~ experience  
 of work here, ~~would~~ know that fencing  
 at that time was an impossibility, and  
 in such a hurry too that it was im-  
 possible not only to send out the right  
 stuff but to ~~calculate~~ to the measurement  
 properly. To give one instance only,  
 320 coils of wire each measuring  
~~20~~  $\frac{1}{4}$  mile come to 80 miles, these 80  
 miles in a six wire fence would run  
 $13\frac{1}{2}$  miles, and yet you call it 17  
 miles. The standards prepared at  
 short notice are too imperfect to be  
 put up, even if there were enough of  
 them, but as far as I can see they would  
 have to be erected at impossible dis-  
 tances to run out the 17 miles, and  
 then although fastenings for the deep  
 pen ~~were~~ sent, those very useful articles  
 themselves were forgotten it seems. I  
 was looking over Rowell's catalogue  
 a few days ago, and thinking of ad-  
 opting ~~Rowell's~~ <sup>their</sup> brace to our own fence  
 in place of droppers, trying a mile or  
 so as an experiment. As regards the

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immediate future there is no cause for  
alarm; we have as much fencing to go on  
with as ~~the~~ can put up, as I fortunately  
ordered a number of plow posts for the Queen  
Barracks, and if you will send by return  
mail 1000 chaining brackets as per Rouman  
invoice of 3rd May for Ahydas, and 150,000  
split pins it will be all right. P. 6.  
There seems to be a growing feeling in  
favour of fencing out:

19. P. 7. I suppose you mean  
Rouman's Little's dip for Orissa; it  
rather too large an order to take 880 gallons  
out of your stock, but I must do it I am  
p. 8. I fear we shall run short of this dip,  
as the reaction in its favour is great:

20. P. 9. I really do not know  
how to get at the freight for Orissa only  
in the year, as you have still sent us  
particulars: I am many of course well  
those shipments of which you forwarded us  
the B. M. with weights and measurements, but  
I have only one or two of those.

21. P. 10. I see that I allowed  
about 1/2 of the commission on the Orissa,  
which was included in the bill for £100,000,  
the remaining items being for commission

and labors. I had forgotten the return of the third, and can only suggest that there would be no harm in also returning a third of the Embleton's commission if they reopen the question, on ~~the~~ a good deal out of both ships.

22. Jan 11. Explained under what circumstances the credit at the King's Gate Bank would be useful. I have talked lately with the Governor about the legal tender of silver, and he seems to think that as it has so long been the currency of the Colony, the question could hardly be raised. You might as well try to hold water in a sieve as keep gold here.

23. Jan 17. Having been allowed to ship by Orissa as a favor to fill up. I think we are bound to refer to Hester & Blake, even if not insured all risks or their damaged wool by her and particularly the tallow damaged. I have no particulars, as the shipment was raised up in the catalogue with a steamer's.



5)  
 24. Par. 18. The stores you  
 refer to were not shipped, and as I have  
 remarked already there is no brown sugar  
 in the place, and all the blotting paper we  
 are missing is borrowed or stolen.

25. Par. 19 and 20-22. It  
 must be requested that the arrangement  
 with Captain Dachs has been upset. Just after  
 I had persuaded him to agree to it. Fitzgoy,  
 formed a complete apprehension so that we  
 could get to our fields from Stanley without  
 passing over any other land. I could  
 understand it, but that is not the case,  
 and the land is so poor and we have so  
 many sheep on it that I cannot imagine  
 any circumstances under which it can be  
 of the slightest value to us. Mr. Dachs was  
 down only last week and he told me  
 that with our new boundaries there would  
 be no part of our land over which any one  
 could pretend to claim a right of way for  
 sheep. Fitzgoy having to be crossed by  
 Captain Dachs. It is all right now, but  
 in case of seal showings there would be  
 trouble. 26. Par. 23. I think that after  
 reading my description of our fences in par.  
 6 you will admit that so far as our lights

go the type is one to be approved of, we are always a little out for improvements, and are conceited enough to think that in this matter, as in most others, we take the lead.

27. Par. 24. He probably gave Messrs. Packe a rough account up to 30<sup>th</sup> June, but our annuals are always made up to 31<sup>st</sup> Dec., I don't know when Captain Packe got his figures, the small difference is hardly material.

28. Par. 25. You must bear in mind that notice was sent about the ale taken over from Messrs. Deans as soon as its condition was discovered.

29. Par. 26. The stock of steam coals used to be sent when we kept less on board and men fewer, called more frequently, so as to enable the London office to judge when to send more. We have sold none since the ~~steaming~~ was less last year, but shall shortly be supplying about 300 tons to the Neopatia and Bacilite. The quantity on hand is now 598 tons, and as soon as the men fewer have been supplied

for the season we shall know how much should be shipped, and you will then have an opportunity of getting off a few rough goods that have been asked for. The stock of steam coals shall be reported each mail.

30. Nov. 29. I will endeavour to have some tobacco seeds collected when ripe. As to my former statement I send an extract relating to the question you ask.

31. 748 - 2. The suggested seal ordinance has raised much opposition, mild as it was, so it is clear that the farmers are not educated up to a straight one. They are accused of being actuated by malignant feelings towards the foreign project, which, though false, is a charge that I know would be brought against us. Any action on our part with the discrimination in this matter for whom we are fenced in we shall be like islanders. ~~...~~ The Director will take the right view about Fitzroy and Bluff Cove, our only vulnerable point. Certainly, I should say, allow any one to start pinning our own meat at South Bay, but give us permission to



forget everyone else.

32. Par. 3. I see no reason for keeping the little deers here, and should have been glad to get rid of them long ago, so would I have to the contrary I wish bring them with me.

33. Par. 4. I thought the claim for Anson's ~~and~~ ~~was~~ to be made while Capt. Mearns was in London, as I gave you all particulars. It seems that technically he had nothing to do with it, as he was never on board; but practically he had everything, being in fact personally superintending the lighter at the time of the accident.

34. Par. 5. There is no stock of wood of the size asked for. I suppose you refer to the  $\frac{3}{4}$ " oak, &c., you have no idea how ships swallow up such wood nowadays. Again I ought to say a few casks of oak are being returned as saws, what can be done? We can not go on losing money in this way. As to rain, as Mr. Spiller has taken up the job of improving our machinery I have better give him a perfectly free



hands. I understand he is opposed to any  
 more importations, and wishes to breed here  
 by selection.

35. Jan. 7. The potatoes were quite  
 satisfactory, but the price would not bear  
 the freight, and we must return to importation  
 from the States. What is considered the  
 best season for shipping potatoes?

36. Jan. 6. I am obliged to the  
 Director for relieving me of the trouble of  
 parting with my spare furniture piece  
 meal.

37. Jan. 10. Copy of Mr. A. J. S. S. S.  
 agreement is returned herewith.

38. Jan. 12. In Stanley's ledger  
 balances of 30th Sept. you will find an  
 account for Mr. C. H. Williams, i.e. because  
 I have.

39. Jan. 14. Received Mr.  
 Seligman's report about the Singapore. The repairs  
 are much more extensive than antici-  
 pated, and I fear the credit will be  
 exceeded.

40. Jan. 15. The Governor has just  
 written to say that he can spare me  
 £400 a month, and I think you should  
 buy bills for as much as you can get.

41. Par. 17. Can you seriously think that we are such idiots as to be wire fencing into salt water? Of course Messrs Dennis are right in what they say on 28 Apr. - they would be exceptional circumstances indeed! - no, our beach fencing is formed with wooden crates and scantlings. Roberton has written me about his dip, I am going to answer that we may perhaps give it a trial if he will send some gratia; and with reference to his remark that Cameron is agent and orders must go through him, I shall stand upon the dignity of this Corporation, and say that we only deal direct with manufacturers, who will do well to place us upon the best terms, not through an agent living in a remote corner of this island.

42. Par 18. The arrangement about insurance of goods is excellent, though it will lose the commissions of the Lloyd's agent. I may however point out that nearly all our Clerks

284  
and has been insured against fire since  
1<sup>st</sup> Dec., policy declined, and premium  
remitted to Liverpool, so for this season  
you will have to arrange to charge the  
old rates to those on enclosed list. I do not  
see that your policy expressly includes risk of  
fire in the shed, it says 'whilst a shore if  
'landed previous to transshipment', which  
surely refers to warehousing it here?

43. You ask in statement of 13<sup>th</sup>  
December whether local freight was charged  
on WED 19 bales skins per Dundee.  
It was not charged, as the tonnet brought  
them in, but Mr. Dean is probably confound-  
ing them with 25 sacks tallow per  
Ramette 14<sup>th</sup> June, upon which freight  
was paid. Respecting freights please  
note that I have reduced, upon Mr. John  
Dean's representations and my own know-  
ledge of the anchorage at ~~Stirling~~ Stirling Rebble,  
the freight on wool from there brought  
by Richard Williams to 52/100, giving  
in return for hulkings and shippings of  
3/7 instead of 6/9 in his case only.

44. I have received one bundle  
of registered newspapers posted 22<sup>nd</sup> Nov.  
containing the Times of 15<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup> and

and 22nd Nov. and Graphs of 15<sup>th</sup> is. This document even pretends to be a complete week's paper, and then from 22nd Nov. to Dec. 13<sup>th</sup> the date of your despatch not one has been sent, though it is perhaps the most interesting serial received from you. It would, why this annoyance should be persistently kept up to the very last:

45. To the straining brackets and split pins you should add 20 cent. of barbed wire, increase the quantity of wire, to 10 gal. by an inch again, viz: 320  $\frac{1}{4}$  inch bundles, and then you may rest satisfied that we shall be all right for a long time.

46. Messrs. Hamilton and Brandon have sent in a letter memorial in regard to the land purchase, full of misstatements; perhaps you might induce Mr. Minisipatica to let you see it.

47. I have not yet the last weight from Reaction Creek, but they will follow next mail.

48. The price sales for 1890 were \$31,606 against \$27,016 in 1889. It is an increase of \$4,590, this

Dear Sir,  
 your obedient servant  
 Wm. H. Cook  
 Manager.



List of Enclosures.

Dup. Despatch No 810  
 Letter from Coleman  
 Statement on accounts  
 Cash book of [unclear]  
 [unclear] No 107  
 [unclear] insurance  
 First Lambing account 1890.  
 Four Drafts on Treasury \$ 402.87  
   55.49  
   78.04  
   21.50  
 Cash Vouchers East & West Stores  
 accounts current - Pitt Stephens & Bonner  
 1<sup>st</sup> of Exchange for £500 on W. P. Robinson  
 December Cash book  
 Mrs. Jean's cheques £50 & £50  
 up. Pitt. Speedwell  
 Page of Butterfield's Catalogue  
 up of Darwin Dipping to Sale No 321.  
 Mr. Nichols's report with note for Mr. Coleman.  
 Dr. Dale's order for Drug.  
 Draft on Moore & Co for £211.13.8  
 Remarks on stores - Jan. 19. 1891.  
 Return of Establishments. - Camp & Stanley  
 Specification of Darwin, North Arm, & Nether Creek Wool  
 Copy of Mr Nichols agreement  
 Extract from Mr Cobb's Power of Attorney  
 Indent No 108  
 Shipping List  
 Coasting Insurance  
 Statement of Insurances with Royal Insur Co  
 1<sup>st</sup> Exchange on J. M. Dean £1046.6.9  
 Statement on accounts.

515

Penderab.

12th Feb.

Sir,

I am forwarding herewith the Balance sheet and Profit & Loss statement for 1890. I feel myself in somewhat of a difficulty. The result is so good, that I have nothing to apologise for or to explain away, unless it be the monotonous improvement in the figures all round, which might and probably will cause the Directors to think that I have subjected them to a ordinary operation. No more genuine accounts, however, have ever left this office, and on no previous occasion has more care been taken to see that they have been prepared with scrupulous fairness all round. To me the result is not surprising, and I think that on examining the accounts the Directors will see that in the departments affected

A. Coleman Esq.

Secretary,  
London.

The improvement is due to what  
 much feared leap in the dark,  
 which I advocated from  
 the year 1875 up to 1888, when I  
 had the pleasure of assisting to  
 bring it about.

From account of course taken  
 the head with a profit of £23176  
 against £19846 in 1889. This was  
 to be expected from the increase of  
 produce, and I am not sure that  
 the account has even yet received  
 credit for all the year's produce. It  
 is satisfactory to be able to add that  
 the ship just finished has shown a  
 very great advance in quantity over  
 the one dealt with in these accounts.

Store. The profits have risen  
 from £8613 to £10869, an increase of  
 £2256. This seems large; but I  
 have been expecting it. I have  
 reported from time to time a gratify-  
 ing increase in the monthly sales,  
 and at the end of the year I found

that they had been £4579 more than  
 in 1859. The profits on them, together  
 with the prolonged use of the new  
 Smithy on ship work, fully account for  
 the difference. The sales have risen  
 for two reasons; firstly through the  
 number of ships under repair, and second-  
 ly owing to revived confidence on the  
 part of the public. When it was first  
 known that the Owen's business had  
 been bought, great alarm was manifested,  
 we were expected to raise prices 100%,  
 and people actually laid in large supplies  
 in anticipation of the rise. There was to  
 be no employment for labouring men,  
 and a stampede to Saragossa actually  
 took place. When it was found that these  
 fears were unfounded, that prices were of  
 anything lowered, and that there was  
 abundance of employment for all, a  
 reaction of feeling took place, and I  
 believe that we have fairly gained the  
 confidence of the public, - hence better  
 business in our shop, and more in  
 the small ones. In taking stock



I have been careful to allow for depreciation where it has occurred. The stock that has been taken over from Messrs. Dean, for which I trust you are recovering, has been reduced to half cost, and other figures have been treated in the same way. Finding that the steam coals may run short I am writing off 50 tons, which ought to be safe. A comparison with last year's stock under the various heads shows the gratifying fact that we have been turning over a good deal; much of the heavy stock has been sold to the ships, as a reference to the canvas, rope, ships' stores, &c. will show. The stock before the late arrival was comparatively low, but it was swelled by the arrival within the last few weeks of the gas ~~by~~ more than ten thousand pounds' worth.

Debit in the Store and Building.

The small difference between the ledger accounts and the books has been adjusted by a transfer to the D. of Store and Loans respectively. Of

will see that I have had the exact amount in each Store stated in the Journal, after writing off the bad debts: I have also made a new entry; on looking through the Store I found that the debts of long-minded customers amounted to about £120, and, though not exactly bad, they may be called doubtful, so I deducted half, and the D<sup>r</sup>. of Store account stands at £60 less than the actual book debts. I may mention that the greater part of the increase on this account consists of supplies to the Singapore.

Buildings. I think it proper to treat this purely as a capital account, and so have opened a rent account distinct from it. The cost of repairs has been much lower this year, as I said it would be. The cost of additions both to this and the Plant account has been reduced.

Interest and Commission etc. shows a profit of £15324 against £757, due to the following items on the Adolphus Harboe and the commission on ship business.

Shoemen and Company's Shipping.

They show good results, and it is  
 gratifying to see that the thorough  
 freight arrangement I instituted  
 enables them to raise a living. The  
 South Capricorn, shown in with the  
 jigs by Messrs. Dean, has been  
 restored at a total cost of £300, and  
 has just earned £200 in hire to the  
 Singapore.

Sundry Debtors have increased,  
 but they embrace all supplies and  
 cash to the Singapore; Post Office,  
 Debtors, & House's accounts, which  
 are as good as cash, and the  
 amount will be materially reduced  
 by wool shipments now almost  
 ready.

The net profit shown by  
 the statement is £34065. 19/1  
 against £25895. 16/1 last year, an  
 increase of £8570. 5/1.

They say, in conclusion, that  
 it is particularly gratifying to see

to be able to send such accounts;  
 just as I am on the point of leaving  
 the Islands. I have not no doubt  
 that the Board will share my satisfaction.

I am, Sir,

your obedient servant,

W. R. P. O. O.

W. R. P. O. O.

Enclosures.

Balance Sheet  
 Profit & Loss Statement  
 London Office Cash etc.

Statement of Deposit etc.

Inventories of Stores at Darwin &c.

" " " " South Arm  
 Balances due to various Companies

Consumption Stores on hand in Camp  
 Fencing Materials on hand

Building " " "

Summary of Stock East Store

" " " West "

General Summary of Store Stock

List of additions to Plant & Materials

" goods taken into Stock in Demand

East & West Stores

Statement of Schemes Earnings with  
 credits

Copy of Stanley Journal for December.



576.

Penderah.

12<sup>th</sup> Feb.

Sir,

I shall send a short supplementary despatch by the steamer, reserving what I have no time to write now until the regular mail next week.

2. The Victoria and the Sir George H. Seymour have arrived. It appears that Teetohopi's invoice of timber is missing but it may arrive per Penderah. The wood Lonsdale has sent is said to be remarkably good, in fact it is said to be better than what we get from Wilson and Watson, as it could not be worse, but I doubt if they can sell such a large quantity.

3. The Cleopatra and David have taken 268 tons of steam coal, and both they and the Seahawk will want more, so that we shall be cleared out. The present whited stock is 274

A. Coleman, Esq.

Secretary, London.

ton, and you should at once ship  
 not less than 600 nor more than  
 700 tons: if you exceed you will  
 go beyond the fair capacity of our  
 two hulk. As to class, I think  
 you should send either Harris's  
 Deep Navigation or Ocean Merchoy,  
 which can be most advantageously  
 bought: Mr. Faulster maintained  
 from the first that the Opportunity  
 was put out 858 tons, and it is  
 worth asking who watches our  
 interests at Cardiff? It would  
 be manifestly to the advantage of  
 the seller as well as the ship to  
 put a short quantity on board. You  
 may perhaps by making the coach  
 take the opportunity of shipping  
 some small work orders on hand, but  
 this is not very material.

Yours Sir,  
 your obedient servant  
 W. P. P. P.  
 Chapman

Enclosure.  
 Statement  
 Remarks on freight &c.  
 List when late  
 Bills of lading separately

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Enclosures per "Landerak" to be posted  
in Monte Video.

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Duplicate Despatch No 514  
" Letter to Mr Coleman  
" Statement on Accounts  
" List of Boasting Insurances  
" Indent No 108  
" Cash Book for December.  
" Specification of Wool Weights: DH, NA, WC.  
" Remarks on Stores of January 19<sup>th</sup>.  
" Statement of Insurances with Royal.  
" Specification of Wool per "Kant yoo".  
" Account of Cooper & Little dipped Sheep.  
Copy of Invoices - Holmsted & Blake, Dean & Anson.  
Capt. Winther's Certificate re Anson's Wool.  
Cash Vouchers, East and West Stores.  
Receipt for Coal delivered to H. A. S. "Cleopatra".  
Indent No 109  
Specification of Wool Weights: DH, NA, WC.

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Enclosures in Despatch No 516 per "Landerak":  
Mr. Dean's Cheque for £100.  
1<sup>st</sup> Exchange for £695. 3. 8  
2<sup>d</sup> " " " 1046. 6. 9  
2<sup>d</sup> " " " 350. 0. 0

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Stanley, 19<sup>th</sup> February, 1891.

517.

Newtown.

19<sup>th</sup> Feb.

1.

Sir,

My last went for General on the 13<sup>th</sup> inst. and I now forward duplicates of the accounts together with the stock returns which were not ready last week.

2. I have sent for a large quantity of wire gauze for meat safes. About four years ago a Colony of very large blue bottle flies established themselves in Stanley from some ship in the harbour, some say the Selenbrin, but it is only conjecture, and they have rapidly spread right through the Islands, until now there is no spot that is not infested with them. The consequence is that the waste from fly blown mutton is becoming very considerable, and a safe for meat must be put up at every house.

3. Mr. Bastin's complaint that his order for books has been entirely overlooked, and sends a copy

A. Coleman Esq.

Secretary,

London.



for execution by earliest possible  
steamer. I do not see on the  
Dean's hundred's manifest the  
stove from Gore for Mr. Stickney.

4. On applying to a  
man named William Bell for the  
balance unpaid of an account  
taken over by us from Messrs. Dean,  
he produced a receipt for the amount  
signed by Mr. Stark for the old  
firm dated 9<sup>th</sup> July, 1888, but there  
is no entry of the amount in Messrs.  
Dean's cash book. The money was  
paid by Mr. Langdon on account of  
Messrs. Blake for whom Bell  
was working, and you will find  
the entry in the copy of the <sup>of that date</sup> cash book.  
I send the receipt which I have got  
from Bell in exchange for a full  
acknowledgment of the liquidation of  
his account, and I presume that  
you will hand it to Mr. Dean in  
exchange for cash.

5. The Chertin wool and  
all produce from there are to be

insured against all risks from the  
washed this season. I am specially  
asked to mention this, but I believe  
your policy covers it. West Point coal  
is to be insured for £300.

6. The Danish herring  
taken 145 tons of coal, the stock is  
now by account 258 1/2 tons.

7. I recommend the shipment  
by coal vessel of 200 more large stam-  
ing posts 8 ft. long, 6 in. square, as  
per Danish Permit from Freebody.  
Also, should it be possible to mount or  
otherwise use the coal but in no  
other case, it would be desirable to  
ship 60000 running feet of yellow  
(not white) match lining, if obtainable  
at Cardiff, as our stock is running out.  
Wilson & Watson give our carpenters no  
more satisfaction than their predecessors,  
as complaints of their work are constantly  
being made.

8. Send me a copy of corres-  
pondence with the Government on two  
matters connected with the land purchase.

The Governor takes advantage of a technical slip in our arrangements, and charges us land tax on the whole of the newly acquired freeholds, including those sections which were free from taxation up to now through paying £20 rental. I say they were virtually paid £24.10s., viz: - 2½% on the purchase money of £900, and this is a sum which, although the amount is small, £25. The other question is about a survey of our boundary on the Wickham Heights. I asked for one some time ago at the Company's expense, but, upon one of the officers of the Occupation being appointed acting Surveyor General, he asked me £60 for the work, which I considered too much, and as it is comparatively little importance I decided to leave it alone. I did not ask for a survey at the Government's expense, because I thought that if they took it in hand they might at the same time rectify the survey to our disadvantage;

But as soon as I get the grant upon  
 receipt of copies of the first payment  
 we shall be safe, and I think you  
 might boldly ask the Government to lay  
 down ~~marks~~. quoting as a precedent  
 the fact that all purchases up to the  
 time of Mr. Bailey's retirement were  
 surveyed by him at the expense of Govern-  
 ment. You might suggest that, as  
 many purchases have been made of  
 late without survey, a Surveyor might  
 be appointed for six months, or a year to  
 get up back work, and you can show  
 us overboard if you like, and say that  
 your Manager had applied for a sur-  
 vey at the Company's expense although  
 he ought to have known that such  
 services had always been rendered  
 gratuitously. If you move at once, the  
 question will be referred here, and the  
 despatch will cross ~~you~~ ~~there~~ on the  
 way home; most likely it won't come  
 off, but it is worth trying.

9. I forward extracts from  
 correspondence with Mr. Sichel respecting  
 a new division of Lapponia I am proposing.



10. For some time past I have carried the mails backwards and forwards between the S.C. and the steamer by means of the Sicca and our carts, charging £1 each day, and endeavouring to make up the balance of the expenses by taking a fare of 2/- between ship and shore. It costs with wages and coals nearly £2 per day, and although the passengers are numerous enough to pay, still as a rule, for reasons you almost want local knowledge to understand we cannot get in our money. The instances, "I have a shirt, you won't charge me?" or "I have just spent 4 pounds at your store, you haven't the conscience to ask two shillings?" are the replies usually made, and when in addition to that I mention that Mr. Schreffelt is not a rapid man, to speak mildly, and the mails frequently are landed or shipped after working hours, when I had to pay in wages alone 2/6 an hour overtime, exclusive of profit, you will see I made a bad thing of it. I therefore proposed to charge for the

boat the reduced sum of £2 per day  
with 5% on her own account, the Honors  
Co. to have the benefit of full earnings  
except the towage of four own lighters.  
which, in consideration of the low charge, I  
revised. It would pay them handsomely,  
as the boat would be practically  
their, and no expense would be of any  
account. However Mr. Schlotfeldt declined,  
and goes off at present in his own boat.  
I mention this, because you may be asked  
about it, and because I hear that he has  
asked for a launch, which on a small  
scale is as likely to be as white as sheet  
as the Malvinas.

11. I enclose particulars of certain  
gear required for the Great Britain's steam  
winch, which should be sent without fail.  
I also remind you of the piston rings for  
Miller & Lupp's water pump mentioned in  
my despatch 513-4.

12. You will remember that  
for some years a gratuity, or dividend,  
was given all round of 10% for  
every 10% over 5% of the dividend, but  
was quietly dropped as having done  
no good. Since then I have given

occasional gratuities that have been specially deserved, though nothing like the £750 or more I should now be paying under the defunct arrangement. I enclose a list of last year's, an unusual number I may mention, and shall be glad to know if the Directors would like to recognize the satisfactory result of last year's business by any further gratuities: if so I may point out our two Storekeepers as richly deserving recognition of their assiduity. If they were not so busy at their work it could not be kept up as it is day after day throughout the year. I have been particularly pleased with the way they have struggled with the stock returns, and got them off by working after hours and on holidays, not withstanding a good deal of special work thrown upon them through the presence in the Harbour of the men of war.

13. The Denton arrived yesterday evening, 24<sup>th</sup> Feb., and I received your despatch 749 with two parcels of cloths.

14. P.S. I should have thought that Messrs. Rowson & Co. would have been more astute than to send the order for old asters to the makers, and as I see small signs of Messrs. steel invoices last June at 11/3, I cannot believe old asters from the scrap heap to be a bargain at 9/. Chaplin and Ogilvie affirm distinctly that they have known them bought from the Railway Company at 2/. However, they will be used, and the Smith will make dear tools instead of cheap ones. Very long experience has taught me the uselessness of making complaints about stores; at the same time it is my duty, as it will be my successor's, to call attention to anything manifestly wrong. Here I may mention that King has just pointed out that about 106 ordered 6 cords sole leather, and that 36 have been sent, costing over £50, a supply that will last 8 or 10 years. He also



says that you appear to have  
 repeated the only order for spirits,  
 concerning a plethora of whiskey and  
 gin, this causes temporary incon-  
 venience in having to lay out so  
 much in duty, but a more serious  
 error is in ordering John Jameson's  
 whiskey from Guild, notwithstanding  
 my reiterated requests that you  
 would obtain it from Day, the sole  
 authorized London agent. Some  
 of this whiskey has been returned as  
 undrinkable; but complaint would  
 be useless I suppose.

15. Jan. 7, 25. It seems  
 hard upon me that Schmitt has  
 served 23% upon without a ship-  
 ping going wrong, and then see  
 such a serious mess over the  
 Bunkley Castle at the last  
 moment. It seems too pos-  
 sible that H. Brown & Co. refused  
 acceptance because they doubted  
 getting a settlement with their  
 Underwriter, within the 60 days,  
 and that they may get pay up.

If you will refer to my 508-19  
 regarding this ship, you will see I had  
 my doubts. The account was a  
 perfectly honest; straight forward one,  
 and so far substantiated in every line,  
 there was nothing in it that will not  
 bear the strictest investigation. Of course  
 it was heavy; we cannot pretend to  
 work cheaply after laying out £2000 on  
 our machinery and building; but all  
 the work was thoroughly done. I  
 send copies of the survey and my  
 certificate, and will try to get a copy of  
 the protest.

16. Jan. 8. I mentioned the  
 French Consulate only, and am sorry  
 if you have approached the Italian  
 Ambassador, as that Consulate is  
 most troublesome me to attend to properly,  
 and I have advised Mr. Baillon not  
 to take it.

17. Jan. 10. I had made a  
 note to write about the Church; the  
 Bishop was here lately, and put the  
 matter in this way. Expenses have  
 been heavier than expected, and they  
 have funds only to pay wages up to com.

petition, and that barely. There  
 are, however, some subscriptions  
 yet to come in. If I insisted,  
 he said, he would use all the  
 money to pay the Company's bills,  
 but would in that case dismiss  
 all the men, and close the work  
 for an indefinite period. This put  
 me in an uncomfortable position:  
 I did not wish, nor did I think  
 the Directors would desire me, to  
 incur the odium of stopping  
 such a work, and what could I  
 say but - that I had missed about  
 the matter, and he had better go  
 on for the present? I also had  
 in view the fact that it will  
 be an advantage to us to resume  
 possession of our sheds and store,  
 at present occupied by the Church  
 materials.

15. If you had let the  
 question of the grant alone I should  
 have got it out of the Governor before  
 leaving probably, certainly if no  
 instructions to the contrary had been sent,  
 as he promised it was last month.

(Later, after luncheon) I saw the  
Governor just now, he said he had  
the grant ready to give me on hearing  
of the fact of grant, but that now his  
hands were tied. Would it not have  
been better to credit me with some of  
his brains enough to think of this for my-  
self? You will see by my letter of your  
note to Sanguinetti that I had some

20. <sup>Jan 19</sup> 19. While she was in going  
on it will be useless to think of sending  
letters to Chile.

20. Part 5. I put more in  
across than in any of my  
successor's account rather than any of  
my own that put into the hands of the  
freight carriers made about newspapers,  
and printers of a kind by registration,  
most of plant-mach' Times' have come in  
a parcel by this steamer. I do not know  
whether it is possible to write in your  
office a series of the minutes, but I  
cannot begin unless the fact that  
the Times of 12<sup>th</sup> November reached you on  
24<sup>th</sup> February. This is an example of  
'grande vitesse' with a vengeance.



21. Pa. 16. I have not answered about the insurance on the West Store, because I do not know what to say. You have by this mail the state of stores on 31<sup>st</sup> Dec. and can see how much there is under Turner's charge; but it is contained in at least four different buildings and the values change so frequently that it is impossible to be precise. I can explain this matter more fully on arrival.

22. Pa. 17. I have been expecting a communication from Lloyd on the subject of the signal station, before replying. Since seeing the Governor today I am for the first time what they are driving at. The Governor and I agree that if there were a wire from the lighthouse the pilot could be called out to meet vessels at the entrance of Port William instead of sending them, as he often does, after all dangers have been passed

1784  
A vessel from the north can be seen  
from Cape Pembroke at least ten miles  
off, while from the hills she is only  
visible on approaching Port William.  
Ships have been known to clear off  
altogether from port for a while. The  
Governor offered to contribute £100 a year  
if the Board of Trade would, as the best  
house in their property, defray the  
remaining cost. No doubt we have  
lost business at times through the delay  
of the pilot: and as the total cost would  
be only £260, it would be public spirit,  
and at the same time to our private  
advantage, to join the Government and  
the Board of Trade in establishing a line.

29. Par. 18. The reason why  
the proceeds of wood co. Settlement. Dawson  
were not ordered to be paid to Mr. Deane  
was that upon an inaccurate estimate  
you had formed of the former's account  
you had much overpaid the balance  
due him. His late produce however  
has enabled him to pull himself  
together.

30. Par. 21. I am, your obedient  
servant

acts to Mr. Nichol. I have no  
time to go into the question myself,  
and it would be useless, as the  
Governor goes next month.

25. Fe. 23. I am afraid  
that your suggestions about ships  
are not of much value: it is only  
on very rare occasions that a  
schooner goes to Monte Video, and  
she difficulty always is that in the  
case of outward bound ships the  
bond is usually collected before  
she hits waters in boarder. With  
homeward-bounders there is no  
difficulty. Is it not a fact that  
according to English Law a master  
can plead the personal credit of  
his owner for legitimate advances  
in respect of the value of the ship?  
If so this clears the ground,  
and is sufficient in the case of  
people of good reports; with limited  
ships or those belonging to poor or  
unknown owners we must take the  
captain's promise to take a bond with  
a draft as collateral security of

there is no time to get a satisfactory credit arranged. You have given no reason for Brown's refusal to accept, nor any of the circumstances, so I am unable to reconcile their action with what you reported in your letter of 18<sup>th</sup> September.

26. P.S. Under your remarks with reference to Elson's thoughts, and with pass the punishment on to the Stockholders. We find that the Stockholders give the greatest satisfaction in this line.

27. Captain Thomas is leaving Stanley shortly for Salvador, where he will ship J. Hutton's wool, and thence to Bristol Island for Mr. J. Davis's. Linnas and North West passes are such dangerous places, (and it is not clear to me whether the final part of departure is or is not Stanley, under our policies) that I will write nothing in her, and you will please see Mr. Hutton's interests duly protected.

28. Mr. Archibald reports that in consequence of the heavy rain that have set in unusually early, it will be impossible to drag out the Hibernia and of other



penes this season, and the only portion that can go up will be  $7\frac{1}{2}$  miles at the Mount Melbourne end, which I have already landed at Dawson Harbour. This is unfortunate; but the difficulties of this climate must be recognized.

24. Mr. Robertson mentions that he heard from you that some of our shareholders had complained that they only got 25% increase of sheep per annum. Surely such a gross mistake cannot have been made. Last season we had 52392 lambs from 66749 breeding ewes counted at the previous dipping in April 1889, or over 78%. This season 57139 from 71287 counted in 1890, or nearly 76%. Surely our shareholder does not take his percentage on our whole stock. For if so I venture to remind him that ewes do not breed, - rather an important fact. You expect greater percentages from Mr. Sichel I think; if so you will be disappointed, and must not blame him;

He told me himself that he was much pleased at the way he found the lamb marking conducted, giving as it did the greatest possible justice to the lambs. It must be remembered that this is a severe climate, and that greater losses must be expected than you would find in a pasture in England; until you recognize and understand that fact you will always be unhappy. Our staff is composed of men of many years' experience, and if you think that they could be much improved upon you are mistaken.

30. I am quite taken aback at not receiving a line on the subject of turning over the Company's business and property to Mr. Bailton: you must have been aware that this mail is the last. I can attend to, for I may be off within 24 hours of the arrival of this mail. I thought that either a new power of attorney would come or that I should receive instructions as to handing on my own. And there is not a word in the way of general instructions to him.

I shall, in anticipation of next  
 mail's arrival, arrange to endorse  
 my P/A. over to him, and lay down  
 for his guidance such instructions  
 and advice as may occur to me.

31. We have up to the  
 present about 72 tons more wool  
 than at this time last season, i.e.  
 the first clip without sheepshears.  
 worth at 6 pence over £4000.

Dear Sir,

Your obedient servant,

Thos. Love.

Murray.

# Enclosures for February Mail. <sup>458</sup>

Duplicate Despatches 515. & 516.

- “ Letter to Mr. Coleman
  - “ Statement on accounts.
  - “ List of Enclosures
  - “ Remarks on Freight.
  - “ Journal for December
  - “ Indent 109
  - “ Specification of wood
  - “ Particulars of Shipment for Dundeech
  - “ Balance sheet
  - “ Profit & Loss statement.
  - “ Statement of London Office Cash Ac
  - “ “ “ Deposit Ac
  - “ “ “ Goodsey Dundeech to last 1/2
  - “ “ “ Schooners Earnings not cred
  - “ Fencing Materials on hand
  - “ Additions to Plant & Utensils
  - “ Building Materials on hand.
  - “ Consumption stores on hand at Darwin  
N. A. W. C. & C.
  - “ Summary of Stock - East Store
  - “ “ “ “ West “
  - “ “ “ “ of Stores
- Copy of Letter from Mr. Cobb to Colonial Secretary re. Linn



Copy of [unclear] [unclear] for [unclear]  
[unclear] of [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear]

Copy of [unclear] from [unclear] [unclear] to [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear] [unclear]

Copy of [unclear] [unclear] [unclear] [unclear] [unclear] [unclear] - 179  
[unclear] [unclear] [unclear] [unclear] [unclear] [unclear]

Index 110

Journal for [unclear]

[unclear] [unclear] [unclear]

Shipping Report

Reports of [unclear] [unclear] [unclear] [unclear]

[unclear] [unclear] [unclear]

[unclear] [unclear] [unclear]

[unclear] [unclear] [unclear]

## Enclosures for February Mail.

- Duplicate Despatches 515 & 516
- " Letter to Mr Coleman
- " Statement on accounts
- " List of Enclosures
- " Remarks on Freight
- " Journal for December.
- " Indent 109
- " Specification of wool
- " Particulars of Shipment of "Denderah"
- " Balance sheet.
- " Profit & Loss statement
- " Statement of London Office of A
- " " of Deposit A/c
- " " of Goodies Denderah to East West Co.
- " " of Schooners earnings not credited.
- " Fencing materials on hand
- " Additions to Plant & Utensils
- " Building materials on hand
- " Consumption stores on hand at Darwin, N.A.: W.C. 1909
- " Summary of Stock, East Store
- " " " " West "
- " " " " of Stores
- Copy of Letter from Mr Cobb. to Colonial Secy. McLand 24/1
- " " " " " " McInry of Lond.
- 2 memos. from Colonial Secretary
- Copy of letter from Mr Cobb to Mr Nichol in Division of Laforen
- 2<sup>nd</sup> Exchange £ 695. 3. 8
- Cash Book for January
- Indent from Roy Cove
- Accounts of Charles Dickson's
- Letter of advice from Capt Meyer
- 1<sup>st</sup> Exchange £ 782. 6. 5

Better receipt for £ 24. from Deane's  
 Coal receipt from W. M. S. Basilisk  
 Press copy of Invoice 80 qrs Cooper Dep for H & B  
 First shearing of 1890/1  
 Mr Nichol's report with 2 enclosures  
 Cheque on Hallett & Co £ 10 £ 5, P.O. 24.  
 List of Coasting Insurances for January  
 Specification of sheep atms for December  
 Completed Lambing etc 1890  
 Copy of Letter from Col<sup>d</sup> Innes to Mr Cobb re ~~land survey~~  
 " " " " " to " re Land tax  
 Extract of letter from Mr Nichol to Mr Cobb re Division of Lafone  
 " " " " Mr Cobb to Mr Nichol " "  
 List of gratuities not included in previous return - 1890  
 " " year wanted for Great Britain  
 Indent No 10  
 Journal for January  
 etc for Bay Victoria  
 Shipping report  
 Reports of Currys for Brunelby, Castle  
 Lloyd's agents Certificate " "  
 Protest for " "  
 Statement on accounts

518.

H.M.S. Beagle.

6<sup>th</sup> March 1.

Sir, I last wrote per Sebastian via London  
Point, but this will probably anticipate  
 short mail, unless the Pacific boat due  
 25<sup>th</sup> ult. was much behind time.

2. Enclose du Singapour  
 account with drafts on the Centrale  
Bank and Gildemeister & Sien, Bremen.

This much higher than anticipated, and  
 the letter of credit for £3000 has been  
 considerably overrun. I had no idea until  
 a comparatively short time ago that it  
 would be so, or would have advised you.

The owners, however, seem to have  
 anticipated it, for they wrote me that  
 should the letter of credit be exceeded  
 the master could draw upon them, and  
 the letter I enclose in case of need. The  
 accounts are certified by the Bremen  
Underwriters' Agent, M. Schlottfeldt, and

J. P. ... Esq.

Secretary.  
 London.



I hope there will be no difficulty.

3. See that Mr. Beckwith's book refers to in 577 - 3 same by the Pentamer.

4. The wool this year is baled in 1871 bales against 1875 last season, (excluding straggles) the gross weight being  $11305.2.4$  against  $9852.2.12$

5. I enclose a copy of recent correspondence with the Government on the subject of payment of interest in advance! I was inclined to write Mr. Sanguinetti that it was a practice understood to be confined to a fraternity in a peculiar line of business in Port Moresby and the neighbourhood; for a Government to put forward such a claim seems to me perfectly anomalous.

6. The Cleopatra returned yesterday from the West Coast, and she has left leave for another day's sailing. Captain Murgess has orders to proceed to the West Coast of Africa

a Senior Officer, and a new South American station under a Rear Admiral is to be established, with head quarters in the Falkland Islands. I understand that the change is to take place forthwith, and as it may lead to an immediate demand for coal I venture to suggest that if some of the Directors could spare the time it would be well to ask for an interview at the Admiralty on the subject. I recommend the shipment of 700 tons a being the capacity of the Viceroy and Phoenix; but should more be wanted I could annex the Capricorn for 4000.

An endeavour should now be made to get a contract: I suppose we may now expect competition, but we are first in the field, and should act with energy. We already hold the contract for fresh provisions. It is uncertain whether the new Naval station will be at Stanley or Port Edgar.

The Barkish having coaled on deck this morning was 152 tons; but the Cleopatra is very considerably reducing it today.

Yours obedient servant  
 J. M. S.  
 Secretary.

List of Enclosures.

Duplicate Despatch No 517.

3<sup>rd</sup> Exchange £ 1648. 18. 9

2<sup>nd</sup> " " £ 782. 6. 5

Duplicate statement on a/c

" a/c Char. Dickens

" " Big "Victoria"

" January Cash Book & Journal.

" Indent 110

" List of gratuities not included in long c/s return 1890

" Completed Lambing a/c

" Bird. shearing a/c

" List of Coasting Insurances

Specification of Speedwell Island a/c

Cash Vouchers. - East & West Stores

List of Coasting Insurances

a/c J. B. Ling a/c

1<sup>st</sup> Exchange £ 3000 £ 1521. 17. 9

Copy of Letter - Coll. Secty to Mr Cobb re Ent. on Land purchase

" " - Mr Cobb to Coll. Secty - " - "

1<sup>st</sup> Exchange 30 upon Mr. Dean. £ 228. 7. 10

Specification of Lucy Island wool.

Letter from Feldmeister & Rio Oct. 3 - 1890

Statement on accounts.

519.

Sis.

16<sup>th</sup> March. 1

Sir,

I hope by this time to be half way to Montevideo; but the steamer is again late.

2. Bailton & Stickney, with their wool, insured for £3700 from the Bay to London. They do not consign to us, and I suppose you will have to do it on a special policy, in fact this is a matter that should be attended to by the consignee. This reminds me what in my despatch 493-18 I asked you to insure their wool for £3000, for which no charge appears to have been sent out from London.

3. The Cleopatra took 44 tons pearl, and our stock by account is now 57 tons; but we have evidently over 100 left, and my caution in writing off 50 at Stocktaking was unnecessary. I encit a copy with this mail amounting to £2076.14.6.

A. Coleman, Esq.  
Secretary.  
London.



4. Mr. Lanchester informs me that he thinks he shipped by the *Quendral* one bale sheepskins H.W. more than on the bill of lading, by mistake for one of Lelli's bales, of which there were 10 entered but one left behind.

5. The *Casper King* appears to be a good Templar with a strong relish for whisky and other stimulants. He may be a good man; but I confess I distrust professed teetotalers.

6. Referring to my 578-5 on the subject of the payment of interest in advance, I enclose copies of further correspondence between the Government and myself.

7. I enclose a list of letters, deeds, and documents that are going to London. The safest way of sending them seems to be by Parcel post insured for £50; it is certainly safer than to carry them loose, or put them in my luggage, which may be stolen or lost.

8. 27<sup>th</sup> March. After an interminable wait the Sai has arrived this morning with your despatch 5750.

9. Pars. 2 & 3. I read these remarks relative to shearing machines and lambing to Mr. Nichol who is here, and will now only say briefly that we disagree with every word you have written on both subjects; reasons to be explained *vis à vis*.

10. Part. Some words apparently omitted under the remarks relative to freight on Hansen's skins skins.

11. Par. 5. A most clear and definitive statement of every portion of our standard fences and the quantities per <sup>mile</sup> ~~rod~~ was sent last July in my own hand-writing.

12. Par. 6. Time, bad weather, and the cost of the Cartage prevented my visiting more parts on the West Coast November; but I considered that I visited as many stations as necessary.

13. Par. 8. I do not see the necessity of repeating or paying into other people's private messages entrusted to us for transmission.

14. Pa. 9. I hope that you have not moved in the matter of the overpaid rents, as I have arranged for their return, amounting to £118.16.3. Such questions are better left to the Stanley office, and then the Secretary of State can be fallen back upon as a dernier resort.

15. Pa. 10. I felt quite sure that the Board never thought that I appropriated commissions which belong to me.

16. Pa. 13. I forward a copy of instructions I had prepared for Mr. Bailton in anticipation of the Board pending round, also one of the transcripts of my Journal of Attorney.

17. Pa. 16. Governor Kern goes this mail, unless instructed to wait; but I rather fancy the Colonial Office do not wish the two Governors to meet.

18. Your surprise (letter of 7<sup>th</sup> Feb.) is not greater than my own in finding that you have overlooked or forgotten my despatch 503-27, which stated in the clearest terms that I

wishes to leave in March. A notice  
was taken of my remarks, and I have  
for months considered the matter  
seriously.

19. If my answer to your  
despatch is brief, it is due to the necessity  
of finally packing up and being ready  
to leave by the Sea tomorrow.

Yours truly,

Wm. Pitt Rivers

W. Pitt Rivers

W. Pitt Rivers



## List of Enclosures.

Duplicate despatch, No. 518

" statement on accounts

" Extract from Geldemiedor's Rio's letter of 3 Oct. 1890

" List of Coasting Insurances.

" also to 13th Singapore.

2nd Exchange £ 3000 . £ 1521. 17. 1    & £ 278. 7. 10

Cash Book & Journal for February

Schedule of little deeds sent home by Parcel post. - insured.

Cheque for £ 15 on Hallett & Co

1st Exchange £ 1459. 2. 9

Schedule of Documents left in the Safe at Stanley.

Auditors report.

1st Exchange £ 617. 11. 9

Indents. No. 111.

Cour receipts from "Cleopatra" & "Beagle".

Copy acting Col. Sec. letter 16 Mar to Mr Cobb re Int. on land purchase

" Letter from Mr. Cobb. <sup>19 Mar.</sup> to acting Col. Sec. re ~~land~~

" acting Col. Sec. letter 18 Mar. to Mr Cobb. re. ~~land~~

" Letter from Mr Cobb. <sup>5 Mar.</sup> to acting Col. Sec. re ~~land~~

Specification of balance of wool weights - Darwin & North Arm.

True copy of letter from Mr. Cobb to Mr. Ingham re Sale of wethers.

Government grant west Cove Reserve.

Shipping report.

Copy of endorsement on G. E. Cobb's power of attorney.

Mr. Nichol's report.

Averages & Summaries of clips 1890/1

Statement on accounts

540.

"Herodot"

13<sup>th</sup> April 1.

Sir,

The above named vessel arrived just before noon today, bringing me your Despatch No 951 of the 14<sup>th</sup> ultimo.

2. I am glad to hear that the Crown Agents have agreed to increase the monthly Stanley Treasury Bill for the next four months, as that, in conjunction with the Silver Specie received by this mail will make our financial position here easy for some time to come, although the Customs duty for "Herodot" will amount to nearly £900.

3. Par. 9. Would it not be as well to increase or even double the order for Split firms, as Mr. Mathews has written for 50000 of those now on order to be sent to him in June. He also wants to know if we have any iron

F. Coleman Esq.

Secretary  
London.

as per enclosed illustration, in which case he would like sample and price.

4. I enclose copy of a letter recently received from Mr. Ingwersen relative to the purchase of 5000 Wethers from the Darwin pens, but as the Darwin mail is not yet in, I have not heard from Mr. Nichol on the matter and do not know what he says in his monthly Report to you.

5. I very much regret having to report the death by drowning on Sunday afternoon last of John Crokes, one of our Engineers, a both good and useful servant. He, and a quattr named J. Witterick, who had formerly been in the "Hornet," went out for assit; but a few minutes after leaving the jetty, the boat filled and sank almost immediately. They were both seen swimming for a minute or so, but no boat could reach them in time. Crokes' body was however recovered shortly afterwards, but they have not yet found Witterick's. Crokes leaves a young widow and a child of about ten months old. Fortunately we have John

Kelway to fall back upon as regards the work connected with the Stearns launch, etc. but Peckes was a very handy man in many ways, and now that Mr. Cobb has left us, positively the only man in the settlement with any real knowledge of Telephones and other work connected with electricity.

6. I am sending to Mr. Deane by this mail Bills of Lading of the Wool etc. shipped per "Bernier Brundich" by Messrs. Pelton and J. H. Deane, and enclose herewith copies of same with specification of Mr. Pelton's wool. (I see I have made a mistake in the above, and of course only send the Pebble Island B/Lading to Mr. Deane.)

7. In the last shipment of Soda water by Messrs. Schuchter, a very large proportion, probably 75%, of the bottles are half empty and the remaining contents flat and undrinkable. They should certainly make some allowance.

8. With reference to our claim on the Government here for the unexpired portion of Rents paid in advance, I received from the Colonial Treasurer on the 10<sup>th</sup> instant the



sum of £119. 16. 3 as per detailed statement enclosed in last Despatch. I will, however, leave this matter to be settled on Mr. Cobb's arrival in England.

9. I accompanied Mr. Lanquar and other Magistrates on board the "Herodot" to welcome him to the Port Sir Roger Goldsworthy to ~~the~~ <sup>his</sup> new Colony, and we are all much pleased with his genial manners and appearance.

10. I must really claim your kind indulgence on the first occasion I have the honour of addressing you as Manager, as I feel somewhat overwhelmed by the weight of my duties, but trust that as soon as I have mastered the many and various details of my new Office, I shall be able to satisfy the Directors. I need not say that no effort shall be spared on my part to do so.

I am,  
 Sir,  
 Your obedient servant,  
 Andrew G. Baillon.  
 Manager.

## List of Enclosures.

- Duplicate Despatch #519  
 " Statement on accounts.  
 " Specifications of Derrin & North Arm Wool.  
 " Cash Book & Journal for February.  
 " Indent #111.  
 " Schedule of Tittle Seeds sent home.  
 " " " Documents left in Stanley's care.  
 " Mr. Nichols' Report.  
 Cash Vouchers, East and West Stores.  
 2<sup>d</sup> Exchange £619. 11. 9 & £1459. 2. 9  
 Specifications of Blecker and Great Islands Wool.  
 Accounts per South American Missionary Society  
 Drafts on U. S. Treasury \$365.00 & 110.71  
 List of Boasting Insurances for March.  
 Accounts per Bk. "City of Canton".  
 1<sup>st</sup> Exchange £158. 14. 9 with letter of advice.  
 Stanley Ledger Balances, 31<sup>st</sup> March, 1891.  
 Indent #112.  
 Illustration of Straining Winder.  
 Copy of letter (April 7) from Ingwersen.  
 Billing per "Dennist Brandt".  
 Specification of Felton's Wool.  
 Copy of Journal & Cash Book for March.  
 Shipping Report.  
 Statement on spec.  
 Duplicate - Private letter to Secretary.  
 Note from Bernard Hickey re frequent.

521

10<sup>th</sup> May, 1.

Sir,

As the mail may possibly be here a few days before her advertised date, I will commence my Despatch, and endeavour to make amends for the brevity of my last communication.

2. No 51. 19. You say that 150000 lbs. fins are shipped, and the B<sup>th</sup> Landing gives 10 casks No 3762/71, but only 1 cask (No 3762) of 15000 arrived, which is in accordance with Pellet & Co's invoice of Novr 10<sup>th</sup>. Unfortunately too, these fins are again the shorter ones, although Mr Cobb has more than once stated that the longer ones are those required.

3. The parcel from Wanger & Co for Mr George Cobb was not enclosed in Cook's case No 3422 as stated on their invoice.

4. The boots in general of the cases from Reynolds as "Herodot" were badly mildewed.

J. Coleman Esq.

probably

Secretary London.

probably from not having been hung up, before packing, sufficiently long to dry thoroughly.

5. In your Remarks upon accounts of March 10<sup>th</sup> you instruct me to make in future all the charges except Insurance on our clients' goods shipped per steamer; but allow me to ask how can I to know what to charge for Wharfage, Lighterage and other dock dues?

6. Mr. Lacer has asked me to request you to be good enough to send him out a galvanised Tank, similar to those in use at the back of my house, to contain not less than 4000 gallons. He trusts that it will be utilised by being filled with Bisquit or some such commodity, in order to reduce the freight thereon.

7. May I trouble you to inform me whether I am to charge Mr. G. H. Williams with the 3 boxes No. 1. 9. 6/203 Apple Rings, which ought to have come per "Orissa", as per Docton's invoice of 24<sup>th</sup> 1. 9. 11, and the amount of which has not been included in my general invoice up to the present.



8. I enclose herewith Indents from Messrs. Baillon Stickney and Mr. G. H. Williams, for shipment per "Vierge", and beg to draw your particular attention to Mr. Williams' remarks as to the packing, etc. of the Flour.

9. No sooner has Mr. Cobb left the Colony than Mr. Schlottfeldt approaches me with the view of hiring the "Sissi" at mail time on the old terms. I at once told him that I should never think of upsetting or altering anything laid down as positively by my Predecessor, and simply referred him to Mr. Cobb's letter on the subject. He thereupon said that he would refer the matter to Hamburg, and that the Cosmos Company would correspond direct with London and probably come to some arrangement with you.

10. A large four masted Steamer passed the Lighthouse on the evening of Saturday the 18<sup>th</sup> instant. The "Bayley" arrived at San Carlos on the 1<sup>st</sup> and sailed again on 5<sup>th</sup> inst., but only took about 2000 frozen carcasses, out of nearly 10000

which were ready for shipment. The "Star of Victoria" is expected at San Carlos on the 15<sup>th</sup> inst.

11. I enclose copies of Mr. Nichol's delivery note and of Mr. Ingwersen's representatives receipt for 4890 of the Company's Wethers, together with Mr. Ingwersen's draft @ 90cts. on Messrs. Sparring and Waldron for \$1956. in payment thereof. Mr. Bobb had stipulated as a condition of the sale that a Bill of Lading (duly endorsed by the shipper) should be handed to the Company as collateral security, but this I cannot, of course, do by the present mail as the carcasses are not yet shipped. It is satisfactory to know that Mr. Ingwersen has written to Mr. Nichol to say that he has started killing our sheep, and that, notwithstanding all the conditions they have lost, owing to the delay in the arrival of the Steamer, he is much pleased with them.

12. P. King has asked me to charge Messrs. Holmstedt & Blake, through this Office, with 4000 feet of Lining Boards, which should have been sent per "Vaisca"; but I do not see how I can do this

without further information from you as to Freight, Insurance and other incidental charges.

13. After a certain portion of the roof of the new Church had been put on, it was found to leak very badly, and for a time Mr. Brandon quite thought of not going on with the style of roofing adopted. However he found that there was so much iron prepared that he decided to continue the work giving an extra lap of 2 inches to the ends, and, if possible, inserting a piece of felt in order to stop the suction. This will probably keep out the heaviest part of the rain. There is still an enormous amount of work to be done; and as regards the financial position of the Committee, they have now barely \$100. to their credit on the Wages or Cash Account, and there is still that terrible Store account of over \$900!

14. I received last week a letter from the Governor saying that it afforded him much pleasure to offer me the seat on the Legislative Council

Council recently created by Mr. Cobb, and alluding in flattering terms to the largeness of the Colony's present prosperity, due to the actions of your Company in past years. I trust that I have acted in accordance with the wishes of the Directors in accepting Sir Roger's offer.

15. You will see by the Falkland Islands Gazette sent by this mail that His Excellency has appointed a Commission of Sheepfarmers, with Mr. Sanguinetti as their Chairman, to thoroughly inquire into the all important questions of Scab, Fencing, etc. Mr. Nichol will, I feel sure, valiantly uphold the Company's best interests at the meetings of this Commission, and will, no doubt, refer at length to the subject in his monthly Report to you. However for the information of the Directors, I enclose herewith copy of a letter addressed to me by Mr. Nichol in reply to my having told him that the Governor had said to me in private conversation that the Executive



Council had arrived at the conclusion that "compulsory dipping" might possibly be a solution of the whole difficulty. At Mr. Nichol's request I communicated the contents of the said letter to His Excellency, who commented thereon at an informal meeting which he called during Mr. Nichol's recent visit to Stanley, at which Messrs. Sanguinetti, Nichol, Pelton, Parke, Dr. Hamilton and I were present, and the idea of the appointment of a Commission<sup>was</sup> first mooted.

16. Capt. Hansen recently forwarded by the "Reault" to Stanley a large case containing a portion of the skeleton of some mammoth animal, of which, I believe, Mr. Cobb has already made some mention to you. Unfortunately no case or box could be found large enough to contain the whole of the skeleton; but I hope to receive the remainder of this interesting object in time to ship it to your address per "Orissa", together with a small bag of Otisch feathers likewise received

for you from Capt. Hansen.

17. The "Orissa" left here for the West on March 13<sup>th</sup>, but I have not heard from Capt. Winther since he sailed. I am told that — neither the Port Stephens nor the Charters wool will be ready before the end of this month, which will, I fear, cause serious delay in the "Orissa's" departure for home. I am much afraid that I cannot possibly get Messrs. Holmsted & Blake's wool in for this mail, which will mean an exceptionally heavy shipment by the July Steamer, unless the Kosmos could send an intermediate boat sometime in June.

18. Rumours are again rife — concerning the establishment here, at no distant date, of an Opposition Store on a large scale. From what I can gather from local gossip, the shippers (a Scotch firm I believe) of the cargo of timber for Sir Geo. F. Seymour are closely connected with the scheme. Should these rumours ultimately prove true, I trust

to be favoured in due time full and explicit instructions as to how to deal with such opposition in the matter of "Reduction of prices", increased discount, etc. Mr. Thos. Watson, the consignee of the "Six Lacs. P. Segoumou's" cargo, and whose Agent in Scotland is a Mr. James Wood, the address of whom must be known to you, is likely, I think, to be interested in the new venture.

19. With reference to Mr. W. K. Cameron's account, and your instructions to charge him and similar clients an increased rate of interest, with a commission on all cash payments, he writes me as follows: "With reference to your proposing money for me at the rate of interest quoted, I do not call it either unreasonable or exorbitant, but I can do it much cheaper. I have money at home which does not pay me much interest, and you will agree with me that it would be cheaper for me to have what money I require here sent out, if there were no other means of obtaining money."

I apprehend that this last remark refers to  
Charles

Charles Williams, who, however, I was told would be glad to dispose of his business here, in order to settle definitely at Sandy Point.

20. It is with pleasure that I am able to report that notwithstanding the absence of ships under repair from our port, the Store Sales are well maintained, the aggregate amount up to the end of April, viz. \$11358. being only \$116. less than the corresponding four months of last year, and \$1807. more than the same period in 1889.

21. Mr. Bernard Stickney who is going home by this mail came into Stanley by the "Castalia" on the 1<sup>st</sup> inst., and is staying at my house until his departure.

22. I much regret having to report the death, somewhat unexpected, of Mr. Harry Bonner. He was buried at Cassin on the 10<sup>th</sup> inst. although his uncle, Mr. Saml. Bonner, was most anxious to have him buried in Stanley; but unfortunately the body could not be got in in time. Mr. S. Bonner wrote to his brother, informing



him of the sad event by the Ste. "Beagle", which, as I have said before, left San Carlos on the 5<sup>th</sup> inst.

22. I have just received the two Indents, enclosed herewith, from Mr. Blake and the Chartres Station, for shipment per "Orissa". Mr. Blake adds a packet of samples, as he says that the nails and split pins shipped last year were not at all the articles required.

23. I enclose copies of letters received from, and addressed to the Acting Colonial Secy. on the subject of my ~~arranging~~ <sup>arranging</sup> to take the Government Pilot out to a vessel entering the Port, in case the "Kadass" should at any time be absent from Stanley. Mr. Kennah's contract to run the West Falkland mail expiring in June, the Governor has decided to employ the "Kadass" in making, if possible, a fortnightly trip to the West, carrying the mails, Passengers and small Parcels. I am unable, at present, to give you details as to prices, etc. but I believe there is to be an Island postage rate of 1<sup>0</sup> per letter.

under the impression that the "Kadasschi" was purchased by Government for the special purpose of a Pilot Boat, but Sir Roger evidently thinks that they ought to have more control over the local mail service, and proposes therefore to utilise her as I have just pointed out. She will, of course, carry no cargo, which will mean an increase of work in that respect for our Schooners; and in anticipation of the coming Opposition, the probable selection of Stanley as the Naval depot, etc., I would respectfully venture to suggest that Mr. Cobb's opinion be asked as to whether it would not be both wise and politic to at once purchase the "Fair Rosamond", which Messrs. Thomas & Rowlands would, I believe, be willing to sell for £650.

I hear that the "Chance" too will probably be on the sale list at about the same price, but there can be no doubt that the former vessel would be far cheaper and more suitable to us at the price.

May 15<sup>th</sup>

24. I must now refer to a most unpleasant and unenviable subject, viz. the dismissal of John Lees, our late Storekeeper at North Brum, in consequence of the recent charge brought against him, as already reported to you by Mr. Nichol. He arrived here this morning in the "Hornet" with his wife and family, and after a little conversation I persuaded him to let me refer the whole matter to the Head Office, assuring him that he would be fairly and honourably dealt with by the Directors. So much turns on what Mr. Cobb says as regards the renewal or otherwise of his Agreement, that further comment on my part would be superfluous, and I simply forward to you all the correspondence which has passed on the subject, together with Lees' original Agreement of 15<sup>th</sup> September, 1854.

I have told Lees that I feel sure that, in case he is detained in London pending the decision

decision of the Directors as regards his claim, his expenses would be allowed him; as he now says that he has been advised to have the matter settled before he leaves the Islands.

All this may possibly suggest to you the desirability of instructing me to have all Agreements renewed in writing every five years, and also doing away, as Mr. Nichol suggests, with the six months notice clause.

25. Gaetano Pallini is shipping by this Steamer about 150 Sealskins, the proceeds of which he has asked his Agent to pay into the London Office for later transmission to him here. This is the result of a month's sealing on the Volunteer rocks; and having only paid £10. for his licence to do so, he will no doubt make a fairly good thing of it.

26. The general cargo of the "Edith Waldron" has all been discharged, and is being surveyed and its present value assessed. There are about 220 tons of Patent fuel still in her, and Captain Hunt is going up to Montevideo by this mail



in order to be able to consult with his Owners as to what should be done with the vessel, he being of opinion that a skilful diser could repair her efficiently, and also to charter a vessel to take the Port Howard produce home.

27. Turner wishes me to call your attention to the fact that the pair of Tailors shears from Ransom on "Dua", which were badly damaged and returned per "Orissa" originally cost 16/- but that the pair sent to replace them per "Pentaur" are invoiced at 20/- . Please ask Ransom for an explanation of this difference, and whether the 16/- pair returned were of no value.

Days 20<sup>th</sup> 1828. The "Pentaur" arrived at noon yesterday, bringing me your Despatches 10752 of March 31<sup>st</sup> and 4<sup>th</sup> ultimo, with sundry enclosures, all of which are in order. Unfortunately this Steamer is quite full, and cannot take a single bale of Wool; but the Kosmos Company are sending two extra boats, viz. the "Herodot" and the "Karnak", the former in about 12 days

from now, and the latter a fortnight later. I hope to have about 1000 Bales for each Steamer. I shall also ship the salvage ca"st. Mary" by the first of the said Steamers.

No 29. Par. 2. It is a pleasure to me to hear that the Directors are so extremely satisfied with the result of last year's business, and although, I can never hope to achieve the same success as my worthy Predecessor, the Directors may rest assured that no effort or trouble shall be spared on my part in order to obtain the same gratifying results in the future. Allow me, however, to express my regret that no reference is made to the remarks contained in Par. 12 of Mr. Cobb's Despatch No 517 of Feby. 19<sup>th</sup>, calling your attention to the remarkable assiduity and attention shown by our two Storekeepers, King & Turner, whom he recommended as deserving of some special recognition of their services, in all of which I most cordially agree.

I am,  
 Sir,  
 your obedient servant,  
 Andrew C. Millon.  
 Manager.

List of Enclosures.

- Check Register No. 520  
 " March Cash Book & Journal  
 " Stanley Ledger Balances.  
 " South Am. Missy. app.  
 " Indent No. 112  
 " Letter to Mr. Coleman  
 " Coasting Insurances for March.  
 " City of Canton accounts.  
 2<sup>nd</sup> Exchange of £ 155. 14. 9 on John Wilson. Glasgow.  
 Return of Stanley Establishment for 1<sup>st</sup> qtr.  
 " " Camp Papers. " "  
 Coasting Insurances during April.  
 Cash Vouchers East & West Stores  
 Baillon & Shockey Indent  
 Wedell Island " "  
 Still Cove " with Samples  
 Charles " "  
 Specification of Wool N. 1.  
 " of West Point Island Wool  
 1<sup>st</sup> of Exchange £ 1450. on Spearings Waldron  
 Journal & Cash Book for April.  
 Copy of letter from Mr. Nichol to Mr. Baillon re Seal Legislation  
 " " admist receipt for 4890 for Freezing by  
 Indent No 113  
 Copy of letter from Cong. Coll. Socy. re Pilot Boat & reply thereto  
 Letter from Hon. Dieck to Mr. Coleman  
 Mr. Nichol's report with 3 Enclosures.  
 Copy of letter from Mr. Nichol to Mr. Baillon re Lees dem. coal.  
 Letter from John Lee to Mr. Nichol  
 Extract from Nichol's letter to Mr. Baillon 9<sup>th</sup> May — " —  
 " Mr. Baillon's letter to Mr. Nichol — " —  
 Lees agreement of 15<sup>th</sup> Sept. 1884.  
 Reply from Coll. Socy to Mr. Baillon re Pilot Boat  
 Shipping report.  
 Statement upon Accounts