

Nº 5.

FIC ARCHIVES

STANLEY
TO LONDON

No 1 to No 115

16 January 1894

to 3 March 1899

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'Setas.'

January 16th 1870.

Mr. Montevideo.

Sir,

My last despatch No 90 left here for "Osiris" on December 29th.

2. No 92. Dec. 2. Mr. David Smith has decided to have a screw press and will be glad if you will kindly order one paper Commis for him.

3. The "Thetis" sailed for the West on the 4th instant, and should now be on her way from Hill base to Spring Point. The Acting Collector of Customs has sent L. Poppy round with her as Customs Officer, but I have instructed Capt. Patmore to insist on his leaving the ship at Port Bay as soon as all her cargo is discharged. I enclose copies of my letter to the Acting Collector on the subject and his reply, which I have, as far, left unanswered, as I am anxious to see how they deal with Capt. Symmons of the "Ruth Alderson" who is going to make a similar charge for Kiroan's subsistence. They summarised the latter vessel a few days ago, but

adv. to. Cobb
Damaging Director
London.

are

are nevertheless sending Kierwan round in here
 as Customs Officer. As you will gather from the
 enclosed copies of my correspondence with the
 Acting Collector of Customs, it is really a waste of
 time and energy to attempt to assert our rights on this
 side, in fact, I am sure, it only makes matters worse, and
 apparently increases Goldworthys' indifference and
 blind prejudice against us. His contention as to our
 not having the right to use our own jetties is simply
 monstrous, and he would like to control the manner
 in which we conduct our business - as shown by the
 Acting Collector of Customs long letter of the 12th inst,
 which I am treating with silent contempt. Our lighters
 were not discharged at once, because McDougalen and
 his men were engaged in getting the remainder of the
 cargo out of the "Phetis" - to enable her to leave for the
 West without delay; in addition to which the Store-
 keepers were in no immediate hurry for the goods as
 "Deiris" owing to stocktaking. I had hoped to have
 been able to send you a photograph of the stone jetty -
 showing the waves dashing over the bulk on which we
 are made to land most of our goods, but Turner has
 not yet succeeded in taking one; even when it is com-

8
practically calm, the water is flush with the bulk's deck
at all high tides. When the "Miner" was discharged,
McDonald had to place planks from 15 to 20 feet
long from the bulk to her deck in order to get the goods
out whilst she was on the ground. Wilmer, the Government
pilot himself, said on seeing her: "there must have
been a bank there". All this unpleasant correspondence is
most trying and a serious hindrance to my work
during stock taking. It appears that one of Goldsmith's
great grievances in the matter is the fact of my not
having laid down rails from the east entrance of the
Customs shed in connection with our new line and
I am told but cannot, of course, assert it positively
that on seeing a quantity of our goods lying on the
green, Mr. Schlottfeldt was heard to say that "it serves"
"the Company right for not meeting the Government"
"by putting down train rails."

24. The recently appointed Board of Health
has soon made its authority felt by the issue of notices
to numerous parties requiring them to forthwith
fence in certain plots of land in the settlement.
I enclose herewith a copy of the one served on me,
as also copy of a letter from Mr. Geo. Parker and
myself to the Secretary of State on the subject. I

should state that the meeting of the Board of Health, at which the issue of the objectionable Notices was decided upon, took place during the absence in the camp of both Dr. Pelton and Father O'Grady, the two members who would most certainly have opposed the scheme. I shall not move further in the matter until I receive the Secretary of State's reply to our letter.

5. The three Norwegian Whalers, returned here from the Antarctic and Beagle Channel on the 12th inst., having met with little or no success. The "Pacem" got as far south as $68^{\circ} 10'$, but saw no trace of the Black Whale; they have not got more than 300 seals between them and simply put back here in order to coal. The four skippers (3 whalers and the store ship) studiously avoid this office, except to make their report to me as Norwegian Consul. Dr. Schlottfeldt has been requested by the Hamburg Agents to "interest" himself in them, which may possibly account for the fact that they buy their sheep from Mr. Batteloff and a few stores from Chas. Williams. In any case they make use of Dr. Schlottfeldt's house, in his absence, as a "pied à terre" when they come up to the settlement from their anchorage in the gharache.

b. Be good enough to effect the following Insurance on Wool:-

For account of C. Bender, 20 Bales @ £100. per B.

" " " A.C. Felton, 100 " " 10. " "

" " " I. I. Felton, 200 " " 17. 10/- " "

" " " Holmsted Blake } 200 " " 20. " "
" " " " } 100 " " 10. " "

" " " Speedwell Ltd., 160 " " 13. " "

" " " Henry Waldron } 60 B. Wool 14. " "
" " " " } 6 " Skins 10. " "

" " " Mrs C. Hansen 90 B. " 11. " "

" " " Nordland (Hansen) 100 " " 10. " "

7. With reference to your Remarks on Wood per 'Bechid', dated November 1893, Biggs merely asks me to state that a few of the Birch Pine slabs which came over as high as 10^{ins} in thickness and were of various lengths and breadths, but none came which exceeded that. The following logs never came at all, viz. 1 pec. 8^{ins}, 1 pec. 8^{1/2}^{ins}, 1 pec. 8^{3/4}^{ins}, 1 pec. 10^{1/2}^{ins}, 1 pec. 9^{1/2}^{ins}, 1 pec. 6^{1/2}^{ins}, 1 pec. 6^{3/4}^{ins}. - Biggs says further that the 2 1/2 x 6 yellow decking will not fetch more than 3^d per running foot, it being full of decay.

8. Great disappointment has been caused by the non arrival of the Letts' Cases for 1894, insured by Alfred Wilson on September 29th and which should have been insured in one of Pearson's stationary cases.

9. January 19th. The 'Sitos' arrived here last evening, bringing me your Despatch No 43 of December 9th, with all enclosures in order.

10. Par. 3. I note what you say with respect to the 'Biceps' passages, etc., but you will have gathered from recent correspondence that this matter is settled.

11. Par. 5. The Master of the 'Mamel' hopes to finish the work of ballasting his ship in 8 or 10 days and will then proceed on his voyage. I will not fail to speak seriously to the foremen Carpenters and Blacksmiths relative to the detention of vessels here.

12. Par. 9. You are right in concluding that, when I referred to the large accumulation of Savings Bank Deposits, I meant that we had to find the money for the bulk of such deposits and were consequently frequently left short of cash, as shown by the low figures representing our cash balance at the end of most months. I have had to give the Acting Col. Treasurer a draft upon you for £1000. quite recently and should there be much Customs duty on your next shipment, I shall probably have to give them a further one, as Clients' rents to the amount of £1400. fall due in the course of February.

13. Par. 9. I much regret that my want of experience in such matters, should have caused you any trouble with the Underwriters of the "Castalia"; your remarks are carefully noted and will be, as you say, useful to me in the future, should a similar case unfortunately occur. I think, however, that the Underwriters have hardly made sufficient allowance for the distance from Stanley and difficulty of communication with Weddell Island.

14. Par. 11. I read with regret and much concern your remarks relative to Governor Goldenroth, and the probable duration of his stay in the Colony. His conduct has, to all appearance, certainly improved, and I feel sure that he will take very good care not to give us the chance of bringing any charge of misconduct against him. It is quite certain that he is as bitter and vindictive against us as ever, and all I can do is to keep as quiet as possible and defend the interests of the Company, to the best of my ability, whenever they are assailed by him.

15. Par. 12. I am sorry to hear that the "Fortune" will be so late in leaving England, as it is a difficult matter - in fact, impossible - to keep our three ships clear with only the "Hornet" and "Fair Rosamond".

but if the "Thetis" does as well as I hope and think she will in her trip round the West, she will be able to give me considerable help before the March mail. Whilst on the subject of the collection of Wool, I must inform you that on Dr. Schlottfeldt's arrival here in the "Setos" yesterday, he told me that, being unable to provide a sufficiently large steamer in March, the Rosmos Company intends, after all, to send an intermediate steamer, probably the "Pantane", to be here for Wool on February 20th. I have now in the "Great Britain" 1233 Bales of Wool and 55 Bales of Sheepskins, of which this steamer will not take more than 1000 or 1050, so I may reasonably expect to have another 900 or 1000 by February 20th, and 700 or 800 more for the ordinary March mail.

16. Dec. 14. Keltner & Guillaume did send Robson 20 Bundles instead of 20 coils of Wire as ordered, but the latter has no objection to take the larger quantity.

17. Dec. 15. I referred in my last despatch to the fact of our still having an ample stock of dip on hand, but it is good thing that, in spite of the extra freight, you are shipping 50 bbl. of Ole by the January mail, as otherwise we should have been short

before the "Orchid" could arrive out. Should the "Thetis", as is probable, be unable to carry home the whole of our Tallow, I would ship the balance, together with our clients' Tallow by the "Orchid", and in that case we should have to collect Mr. Peltan's stock (about 2500 bales).

18. Dec. 16. I am glad to hear that the "Sir George F. Seymour" has at last reached England, and trust that her cargo will realize well. Your instructions as to dealing with her produce in Paris Account are noted. With reference to the sale of our Tallow, Messrs. Hengstenberg & Co of Antwerp, who call themselves the largest importers of Tallow in the place, have written asking me to send them a sample of our Tallow and to quote a price in sterling, cost and freight Antwerp. I think that it might be worth while to send them three or four casks as a sample, and ask them to let me know what price they would give for it.

19. Dec. 17. As regards the subdivision of Paris Account by keeping separate ones for each section, I am most decidedly of opinion that the plan is not worth the candle, as I cannot possibly see what advantages

advantages we should gain in return for an enormous increase of labour. I have told Mr. Nichol that I did not think that he had the faintest idea of what his proposal really meant for us in the Stanley Office, and that if he wished for definite results as to the working of the three sections, he would have to keep a set of Books himself in Quorn - but felt sure that, even then, his figures could not possibly have the merit of accuracy, however interesting they might be to him. My impression is that Mr. Nichol will not persevere in his idea and I shall most certainly not encourage him in it.

20. Mr. Hind, of Burdon & Ball's, returns home by this mail, and I have much pleasure in being able to telegraph to you the word 'Faith', announcing the complete success of the Machines; Mr. Noble has throughout rendered invaluable assistance and had constant work in connection with them. I would respectfully recommend either that he should be given a gratuity or his salary permanently increased, according to the promise made him on the renewal of his Agreement; and further he will have a very long season at Horse Green, as Mr. Nichol intends

11
to have some 20000 sheep boiled down.

21. Dec. 10. I am pleased, but not surprised, to hear of the prompt settlement by the Royal of the two claims against them. As to the disposal of the £10000., we have transferred £500. of it to the credit of G. Pirago's Estate, and Mr. Tolton, the Administrator, is writing to inform Mrs. Pirago that she can call at your Office and draw the money as she likes. As to the other £500. it must stand over for a few months, as Thos. Watson, Attorney for John Bean, the owner of the property has written to the latter at Sandy Point, asking him to come over here by the March mail in order to settle up his affairs.

22. I am glad to say that Noble has found time to do the necessary repairs to the boiler of the "Sissie", and she is running again as usual; but I shall feel more comfortable when I hear that you are sending her out, not only a new engine, but a new boiler also. I shall then see about converting the "Wasp" into a Water boat again, as she will be of great use to us in that capacity.

23. The "Ruth Wildron" sailed today for San Carlos en route for Port Harwood. Kinnear, we

being told by Capt. Symmons that he would have to go in the fore-castle, struck work and left the vessel. He passed the remainder of the day in Williams' bar with the result that he narrowly escaped spending a night in goal for being drunk and disorderly. As the Government discharged him from his duties as Customs Officer, it may possibly create a breach between Goldsworthy and him; but that is almost too much to hope for, as he is too useful to the former. I sent you a copy of Capt. Symmons' letter to the Acting Collector of Customs. I should think that Mr. Spearling will, after this, be careful of what he does for his friend Sir Roger. I was nearly omitting to mention the primary cause of Capt. Symmons' disagreement with Goldsworthy. The latter had arranged privately with Spearling to purchase about 50 tons of the "Beith" Baldwin's coal @ (I believe) 45/- . When 4 or 5 tons had been landed on the jetty, Goldsworthy said that it was not good enough and wanted to have nothing but Lumps. Whereupon Symmons refused to deliver any more, and offered me the remainder of his cargo - 60 tons - which, mainly to annoy Goldsworthy, I bought from him at 30/- a ton - and at once discharged it into the "P. D. Smith."

I am, Sir, your obedient servant,
 Andrew G. Neillson.
 Secy. &c.

List of enclosures in despatch via Santa Vitoria

Second of Exchange N^o 1499 on R. M. Gaynor by £ 20. 3. 9

" " " " 1500 " W. B. Jones by £ 169. 4. 7

Drafts N^{os} 1502/3 on U.S. Treasury \$ 403.08
101.03

McDoran's cheque on London Joint Stock Bank £ 62. 19. 4

Art. J. Sturtevant's cheque on Messrs. Finlay £ 2. 18. 6

First of Exchange N^o 1507 on D. D. G. Ramos £ 43. 15. 0

" " " " 1508 " J. M. Moran by £ 972. 15. 7

" " " " 1509 " J. M. Moran by £ 323. 0. 8

Store Indents N^o 154

Coasting Insurance, December

S. A. Missionary Society A/c, 2 originals

Cy correspondence re Customs + Board of Health

Remarks on accounts, 11 January

Statement on accounts

Letter to Mr Cobb

Shipping Report.

Passes of list of enclosures sent by "Seta" direct

2.

"Pentance".direct.February 10th 1893.

Sir,

I have the pleasure of transmitting to you herewith the Balance Sheet and Profit and Loss Statement for 1892.

Although the result of the year's business does not show quite as much profit as the previous one, viz. £787. less, it will, I trust, under the circumstances, be considered satisfactory.

Farm Account shows an increase of about £2000., which would have been considerably greater, had the whole of the proceeds of produce from the "Sir George F. Seymour" and of the 860 Bales of Sheepskins shipped from "Herodot" been credited to it. Mr. Nichol has decided upon reducing his working staff, which, with the certain increase in the weight of our clip this season, should ensure a very material improvement on the above figures at the end

of the year. Should any question arise as to the correctness of this year's figures,
 Managing Director,
 London.

to a discrepancy between the "Farm Wages" amount paid and due to men. I deem it better to inform you that £152. 5. 10 is the sum which has been lodged with the Quarrist Storekeeper during 1893.

Store Account. As fully anticipated, I regret having to point out a falling off of nearly £3000. in the profit shown on this account. The sales have been £3950. less than in 1892 and the Store accounts of the few ships which have put in here only amount to £1527. as compared with £4031. in 1892. These two facts, combined with the all-round reduction in prices, already approved by the Directors, and further the absence of ships requiring the use of the Smithy, etc., account to a large extent for the falling off referred to; but it is useless to ignore another fact bearing on the question, viz. the large number of people who now import goods direct, either for home consumption or for sale. It is therefore quite certain that if the Board wishes to smother the growing competition - if so it may be termed - they must be good enough to authorize me to further reduce prices all round, where necessary - consistently with showing a fair trade profit - and no

longer look for the very large profit shown on this account during the last few years. Freight and all charges are much lower than they used to be and we can certainly afford to come down in price in order to meet competition. It will, of course, seem to you that although the Store account will suffer by such reduction in prices, there will be a corresponding gain for our Schooners and the other departments of our Establishment. I apprehend that the reduction in the amount of stock, more especially in provisions at the West Store and the Millinery goods will meet with approval.

Sabine's Coal Account. I regret that this account should still be open in our books and show so small a profit. It is however easily explained by the fact there not having been a single man of war here but the Kosmos steamers will not lose the time necessary to coal here.

Debtors of Store. The balance of this account is a few hundreds less than last year, and I am able to say that the Store ledgers are gradually getting very clear.

Buildings. The bulk of the expenditure on this account has been for the barn and considered indispensable by Mr. Nichol. The additions and improvements to Ogilvie's house were certainly needed, owing to his large family, as well as giving us going him no ground for complaint or jealousy with respect to Chaplin's new dwelling.

Rent Account shows a slight increase.

Interest and Commission Account. Not.

withstanding the very small amount of ship's business last year, this account shows also a slight increase of profit, owing to the amount of interest, etc. charged to our clients being about £100. more than in the preceding one.

Company's Shipping and Schooners. I

regret that the former account compares so badly with the previous year's result, and I have again to advance the absence of ships from the port in part explanation of the fact. The "Hornets" figures are of course due to the Dennis Brunditt's salvage money - otherwise she and the "Fair Rosamond" have done

about as usual. I much regret the cause of the
"butcher's" low figure.

General Charges and Consumption Account

Both these accounts show a slight decrease of
expenditure.

In conclusion I trust I may be
allowed to remark that my task in closing the
yearly accounts has been rendered considerably
lighter than usual by the admirable way in which
Mr. Harding has carried out his share of the work.

I am,

Sir,

your obedient servant,

Andrew C. Millon.

Donegal.

Enclosures.

Balance Sheet.

Profit and Loss Statement.

London Office Cash Account.

Statement of Deposit Account.

Inventory of Stores at Quimper Harbour.

Inventory of Stores at North Arm.

Balances due to and from Camp mess.

Consumption Stores on hand in Camp.

Building materials on hand in Camp.

Fencing materials on hand in Camp.

Summary of Stock East Store.

Summary of Stock West Store.

General Summary of Store Stock.

List of Additions to Plant and Utensils.

Statement of Schooners' earnings not credited.

Copy of Stanley Cash Book for December.

Copy of Stanley Journal for December.

9.
"Scrapis".
via Sandy Point.

February 16th 18.

Sir,

This Steamer arrived here at 6 pm. last evening, bringing me your Despatch No 99 of January 15th, with all enclosures in order.

As Mr. Schlattfeldt assures me that the "Pentane" will be here for Wood on or about the 20th inst., nothing can be gained by sending letters, etc. by the "Scrapis" to Sandy Point, as the former Steamer is certain to reach Montevideo in time to anticipate by several days the Pacific Steamer due to leave there on March 5th, so I shall defer replying to your Despatch until next week and merely forward to you with this the duplicates of the yearly accounts, etc., and trust that the arrangement will ensure and meet with your approval.

Wm. C. Cobb Esq.
 Managing Director
London.

I am, Sir,
 Your obedient servant,
 Andrew C. Baillou.
Manager.

Enclosures.

- Duplicate Balance Sheet
- " Profit and Loss statement
- " London Office cash account
- " Statement of Deposit account
- " Inventory of Stores at Darwin Harbour
- " Inventory of Stores at North Arm
- " Balances due to and from Camp men
- " Consumption stores on hand in Camp
- " Building materials on hand in Camp
- " Fencing materials on hand in Camp
- " Summary of Stock East Store
- " Summary of Stock West Store
- " General Summary of Store stocks
- " List of additions to Plant and Utensils
- " Statement of Schooners' earnings not credited
- " Copy of Stanley Journal for December
-

Enclosures.

Second of Exchange No: 1505, £1430. 11. 10 on W. B. Maltman by
 " " " " 1506, £316. 14. 1 - W. B. Maltman by
 " " " " 1511, £843. 1. 0 - Messrs Litch & Muir
 " " " " 1513, £94. 19. 1 - J. M. Dean by

Duplicate Despatch No: 1, 16 January

" Letter to Mr Cobb, 23 January

" Particulars of shipment per "Seta"

" Store Index to No: 1574

" Remarks on accounts 11 January

" Statement on accounts 23 January

" Accounts per Mr "Brund"

" Stanley Wages Return 31 December

" Cpy of correspondence 1884 and 1885 relative
 to purchase of Forrester by F. J. Company.

Letter from Mr Nichol

2.
"Pentance"
direct.

February 10, 1880.

Sir,

I have the pleasure of transmitting to you herewith the Balance Sheet and Profit and Loss Statement for 1879.

The result will, I trust, be considered satisfactory, showing, as it does, an increased net profit of £214. more than last year, or £40,743 as against £40,529.

Farm Account shows an increase of about £2000., which would, no doubt, have been considerably greater, had the whole of the produce by the "Sir George E. Seymour" and the 160 Bales of Sheepskins shipped per "Herodot" been credited to it. Mr. Nichol has decided upon retaining his working staff, which, with the certain increase in the weight of our clip this season, should ensure a very material improvement on the above figures at the end of this year. Should any question arise

J. E. Cobb Esq. Director
 Managing London.

again arise as to a discrepancy between the "Farm
 Repts." amount paid and due to me. I deem it
 better to inform you that £152. 5. 10 is the sum
 which has been lodged with the Quinn Storekeeper
 during 1893.

Store Account. As fully anticipated, I
 regret having to report a falling off of nearly
 £4000. in the profit shown on this account. The
 sales have been £3959. less than in 1892 and the
 store accounts of the few ships which have put in here
 only amount to £1529. as compared with £4000. in
 1892. These two facts, combined with the all-
 round reduction in prices, already approved by the
 Directors, and further the absence of ships requiring the
 use of the Smithy, etc., account to a large extent
 for the falling off referred to; but it is useless to
 ignore another fact bearing on the question, viz. the
 large number of people who now import goods direct,
 either for home consumption or for sale. It is therefore
 quite certain that if the Board wishes to smother the
 growing competition - if so it may be termed - they must
 be good enough to authorize me to further reduce prices
 all, where necessary and consistently with drawing a

38
fair trade profit, and no longer look for the very large profit shown on this account during the last few years. Freight and all charges are much lower than they used to be and we can certainly afford to come down in price in order to meet competition. It will, of course, occur to you that although the Store account will suffer by such reduction in prices, there will be a corresponding gain for our Schooners and the other departments of our Establishment. I apprehend that the reduction in the amount of stock, more especially in groceries at the West Store and in the Millinery goods will meet with approval.

"Sabin's" Coal Account. I regret that this account should still be open in our books and show so small a profit. It is, however, easily explained by the fact of there not having been a single steamer of War here this summer, and that the Buenos Ayeress steamers will not have the time necessary to coal here.

Debtors of Store. The balance of this account is a few hundreds less than last year, and I am able to say that the Store ledgers are gradually getting very clean.

Buildings. The bulk of the expenditure on this account has been for the house, and considered indispensable by Mr. Nichol. The addition and improvements to Ogilvie's house were certainly needed, owing to his large family, as well as giving him no ground for complaint or jealousy with respect to Chaplin's new dwelling.

Rent Account shows a slight increase.

Interest and Commission Account. Notwithstanding the very small amount of ship's business last year, this account also shows a slight increase of profit, owing to the amount of interest, etc. charged to our clients being about £1000. more than in the preceding one.

Company's Shipping and Schooners. I

regret that the former account compares so unfavourably with that of the previous year, and I have again to advance the absence of ships from the port in part explanation of the fact.

The "Hornet's" figures are, of course, due to the "Jenny's Brander's" salvage money. otherwise she and the "Fair Rosamond" have done

See page 19

4.
"Pentaur".
via Montevideo.

February 20th 1914.

Sir,

The "Scrapis" left here at day-
 light on the 18th inst. and we are hourly expecting
 the arrival of the "Pentaur".

2. Please to effect the following in-
 surances:-

Corn and Ammon, 200 Bales @ £10. per Bale.

A. Pitalunga, 180 do. " 17. " "

Packe Bros. & Co, 250 do. " 18. " "

William Bell, 40 do. " 17. " "

R. Kilson, 20 casks Penguin Oil @ 90/- per cask.

3. Mr. Bell of Bleaker Island requests
 me to ask you to be good enough to order for him
 a Hydraulic Press, 6ⁱⁿ diameter with 2000 lbs. as
 per H. Tyler's estimate of April 19th, 1914. This firm
 supplied a similar press to the Company in Sept. 1910
 for £211. 8. 0 - which I am told was later sold to
 Mr. John Bower. You will, no doubt, remember all about
 it. Mr. Bell would wish his press to come out by the October

Wm. G. Cobb Esq.
 Managing Director
London.

Yours faithfully,
 [Signature]

mail, in order that he may have it up in plenty of time for next season's shipping.

4. The "Barnet" left Port William at last on the 2^d inst. and I enclose herewith the accounts and the Master's draft on his Owners for £ 942. 1. 0

5. I have further the pleasure of handing you the following drafts:-

£ 1430. 11. 10 and £ 316. 14. 1 on W. B. Waldron and £ 94. 19. 1 on J. M. Pease. These will compensate you for my draft upon you for £ 1000. in favour of the Bureau Agents, rendered necessary by the heavy outlays due this month, customs duties for "baptis" and Savings Bank deposits.

6. I enclose an indent for Parsons & Co which Messrs. and Stickney has asked me to see to for her. Will you kindly give the matter your attention, as she is particularly anxious to get the goods out as soon as possible. The sum of £ 13. 14. 4 is sent by this mail, through the London Office Cash account, which will probably be sufficient to pay Parsons's invoice, as well as the freight and charges.

7. I send you herewith copies of some

interesting correspondence I have recently had with the Acting Colonial Secretary relative to the removal within our boundary at the east end of the hulk "Egeria". From what I can gather the Governor thought that he was imposing a herculean task upon us - as it was supposed that the hulk had several holes in her bottom and was fast embedded in the mud, etc. However McLachlan was quite equal to the emergency and moved her about 40 feet to the eastward with the greatest ease on the first high tide, where she is now securely and permanently moored. We can now proceed, at our leisure, with the construction of the new jetty - which will be little, if at all, interfered with by the altered position of the "Egeria", as her port opening still comes opposite the after part of the "William Shanks" dock and it will only entail the construction of a substantial platform over that hulk as far as the "harbour wall" and a slight deviation or curve in the course of the tram line.

8. As you will see from the Government Gazette No 5 of the 1st instant, the Governor does not mean to be done on the Customs Officer question and has introduced and passed the Ordinance as it there stands,

Mr. Pelton and I sent, of course, through the force of dissenting and enclosed you will find a copy of our letter to the Governor stating our reasons for such dissent, as also a copy of our letter to the Under Secretary of State for the Colonies transmitting another copy for the information of Lord Ripon. I shall, of course, contend that this Ordinance had not become law when Popham was first on board the "Thetis" and it cannot therefore apply to him.

9. I have had further trouble respecting the notice to fence in certain plots of town land, which was followed up on Febry. 3^d by the service on me of a summons for non-compliance with the aforesaid notice as regards the plot of land to the westward of Christ Church - no mention being made in the summons of the portions of land situated on the south side of Pelham Road, etc. as they had evidently discovered in the meantime that they had made a "faux pas" in attempting to compel me to fence in the said plot, as clause 9 of the By-laws of August 19th, 1888, says literally: - "all lots lying to the westward of the boundary of the hamlet extending westward to the Government Reserve, north to the sea shore, and

2.) "South facing the North of Fitzroy road. etc. etc."
 whereas the plot of land I was called upon to fence
 in - most certainly faces the South side of Fitzroy
 road. However I put in an appearance and on seeing
 Mr. Fraser alone on the bench, I at once raised an ob-
 jection to his trying his case as, being a member of the
 Board of Health, he could not be both Prosecutor
 and Judge. After a short pause, Mr. Fraser held that
 my objection was perfectly valid and adjourned the
 case until Tuesday the 13th inst. - On the 12th inst. I
 received a "Notice of further Adjournment" until
 Tuesday the 20th inst. (evidently to await the arrival
 of Judge Thompson). I again put in an appearance
 on the morning of the 20th inst. when the Judge at once
 adjourned the case "sine die", as he had not had time
 to study the local Ordinances, By-laws of the Board
 of Health, etc., and there the matter stands. - If I
 have to appear again - I shall raise a small technical
 objection on the ground that the Notice - for the non-
 compliance with which I was summoned - misquotes
 the sub-section of Section 2, - of Ordinance 3 of 1891,
 which should be 11 and not 12; of course they came
 at once around the Notice, but as it is the Governor, and
 not the Board of Health, presenting me - I wish
 to

to contact every inch of the ground. Whichever the case goes, I shall fence in the plot to the west of Christ Church as soon as I can conveniently do so.

10. Stickney Bros. of Spring Point would be glad if you would call Boston's attention to the fact that they have sent 9 cwt. of Edwards' preserved Potatoes instead of only six 14 lbs. tins as ordered. I have not got a copy of their indent, so cannot verify Mr. Stickney's statement, which is, however, no doubt correct. Then again Mr. Benson writes me from the Chartres: - "Walter H. Hindley have sent out the wrong bales for two years running. When Squash opened the bags at the beginning of pressing he found that they were all much too small and had to carry some overland from Shallow Bay. I opened those up which came per "Pandora" and found them exactly the same. Luckily I only brought one bale of them from Stanley and went you to send the other two bales which are in the hulk back to London as they are of no use whatever to me and they can send me the right size back. It appears to be Hindley's mistake as their '91 invoice gives the dimensions as 3.3 x 2.4 x 3.6; in '92 they are 2.3 x 2.4 x 3.6. In '93 Benson was at home and ordered the bales from his '92 invoice, which accounts for the goods per "Phetis" coming all wrong. The correct measure

ment is 9.9 x 2.4 x 0.6

11. Mr. L. G. Cameron told me recently that he had received a sample Box, made I think of tin, which is admirably adapted for carrying Sallows or Hils; they are not made up when sent out, but can be fixed up by any one in a very short space of time, and should therefore be more economical than shooks. The makers are Mr. Fredk. & Geo. Harris, 59 & 60 Wilson Street, Pittsburgh, Pa. and it would, I think, be worth your while to call upon them and have a look at the boxes.

12. Nov 9 48. Dec. 18. Mr. Johnson thanks you for sending him the dock measurements of his two last shipments of wool and is perfectly satisfied. I return them to you as requested.

13. Dec. 5. I send you herewith a detailed statement of the late R. B. Howard's account. It had already been sent to Mr. Hannah and it was he who furnished me with the father's address.

14. Dec. 9 your instructions on this subject are noted, but of course the new Sallow operations will take precedence.

15. Dec. 10. Goldswoorthy has, as yet, made no sign whatever, nor has he published anything fresh in connection with the amended Regulations for the sale

of land, but there seems a general impression abroad that he got some positive and definite instructions by the "Scorpion" as regards the renewal of the leases, etc. I believe Pichegu's leases have lately been renewed, and it is doubtful whether the Governor will even retain the portions of his Cape Rachel section which he had surrendered. Goldsworthy is most dissatisfied at the slow progress made by the Surveyor, who is still at the Botany Bay, surveying Packer's land and who says that he never had such counting to survey and that it will take him a life time to do the lot. One of his assistants, H. Grant, who was recently in England, got very drunk in Hobart the other day and was unable to go out with his gun - whereupon Kinnear immediately applied for the billet. Grant had been getting £9. per month, but had just been raised to £9. a month!

I have to thank you for the copies of your two letters to the Colonial Office, which will, I trust, bear fruit, and which have already done so to some extent, judging from the copy of the Despatch sent to Goldsworthy on the subject from the Colonial Office. However I do not anticipate that he will take any extreme steps on any important question now, as he appears to be much less aggressive and a good deal tamed down lately.

16. Dec. 11. With reference to the boundaries of our land, I wished, if possible, to avoid having to inspect the grant and lease books at Government office. I have, however, found the "ground plan of Dean's premises" which happens to give me fairly the information I require. I enclose a copy of my letter to the Acting Colonial Secretary - respecting the copy of the plan of Stanley, the terms of which you will understand, on knowing that the surveyor was absent from Stanley at the time. He has, since the receipt of my letter by the Government, paid a short visit to Stanley, but I am, as far, without any reply to it.

17. Dec. 13. I am pleased to hear that you have succeeded in finding a successor to Dr. Dale, and trust that the selection may prove to be a happy one. I presume Dr. Castment will come out by the April mail. Dr. and Mrs. Keay arrived by the "Scrapis", and stayed at Government House until their departure for the West in the "Result" this morning, the 20th inst. -

18. Dec. 14. I note your remarks as to the late departure of the "Thetis", and shall impress upon all our clients the necessity of getting their students home as

as early as possible.

19. Para. 16. I very much regret to hear that the cargo for ^{17.} "George B. Leguano" has given you so much trouble, more particularly as it is owing, in no small measure, to my want of experience and the fact of my having unfortunately overlooked your instructions relative to not sending bone ash home in bags. It was sent in bags to act as dunnage, the stowage being rendered particularly difficult from the fact of the vessel having an extremely sharp bottom. As to the marking of the hides, I must, however, respectfully refer you to Para. 19 of your Despatch No 964 of Decr. 9th, 1891, in which you say:—"The marking with knots is also condemned as laborious to distinguish, and some better plan will have to be devised." Schuchler assured me that the print marks would hold perfectly and, no doubt, they would have done, had it not been for that awful bone ash. I carefully note your remarks on the shipment of tallow - viz. by weight if a shipper, by measurement if an owner. I cannot remember exactly now how I understand why I sent imaged Bills of Lading by the ship - knowing, of course, that

they would be valueless, had the other set been lost. However I hope and trust that I shall do better with the shipment for "Hectis."

20. Dec. 18. I certainly thought that I had replied to your question about Harper's bridge. I have, at repeated intervals, mentioned the matter to Messrs. Pelton, Greenhields and Cameron, who have all in turn, politely declined having anything to do with it, on the ground that it would be nothing like firm nor substantial enough to drive horses, sheep, etc. across it, the main object for which it would be used.

21. Dec. 19. I will communicate your remarks and Mr. Harper's letter to Kilson, who is, as you know, a somewhat troublesome customer. As to my having taken half of them off his hands, I made him understand that we were in no way responsible and that I simply bought them because it suited my purpose to do so, as I knew we should not have too many, even with the large quantity ordered for, and as it turns out from the last reports from Goose Green. We shall, of course, have sufficient, but I do not think that it would have been wise to have missed the chance of getting Kilson's.

22. Dec. 22. As soon as the "Porter" has left, I will go carefully through your list of insurances on stores, and send you the result of my investigations by the Sarah mail.

23. Dec. 23. I have written to Mr. Henry Waldron on the subject of his insurances, the consignment of his wool and his account generally.

24. Dec. 24. I am sure that Turner considered himself thoroughly justified in making the remarks he did concerning the Mid-Haut joins from Rowe, White & Co, nor would he, I think, have made such a charge without good grounds. He is sending a line or two back to you in support of his assertion.

25. Dec. 25. Note is taken of Somersell Bros.' letter respecting their small shipment of boots, which shall be reported upon by next mail.

26. Dec. 26. I have communicated the extract from the policy on the North River woolshed to Mr. Nichol, who will reply to you on the subject by this mail.

27. Dec. 27. The delay in the departure of the "Orchid" is much to be regretted, although my recent advices will have set your mind at rest as to our having an ample supply of dips for the present.

28. Jan. 29. The further delay in the sailing of the 'Fortuna' is most disappointing and trying. I have, so far, managed to effect the collection of Wool fairly well, as is shown by the shipments per 'Atlas' and 'Pentamer', but I have had to employ the 'Chance' pretty regularly lately or I should have been beaten. It is simply wonderful the trips she has made lately - but I suppose that is accounted for her master being Omani also. I cannot understand how I omitted to mention, in my last Despatch, the fact that Mr. Arson had chartered the 'Pentamer' to take them and their stores out; but she made an awfully long trip of it and only brought in 20 bales of his Wool; I shall send her for two or three short trips, but not keep her in commission after the 8 months have expired, viz. March 29th - as she is not satisfactory - as it will not be necessary to insure her. She would make a capital Pilot boat, but that is about all she is fit for. I shall indeed be glad to see 'Rowlands' and the 'Fortuna' available for work here; the 'Beatrice's' loss has, as you say, certainly been followed by a cluster of accidents. However the 'Thetis' after a fairly successful trip round the West, all of our clients having landed in this process as to the capital conditions in which all her cargo has

has been delivered, ought to be more at North Star where she will find some 250 bales of Wool ready for her, and I hope that she will be able to get a few hundred more in time for the March mail.

29. Pers. 30 and 31. Your remarks on the indenting for and disposal of stores, materials, etc. are carefully noted once more and you may rely on my coming to a clear and definite understanding with Mr. Nichol as to the season's supplies, etc. The goods wanted by sailing vessel shall be ordered in a general indent after the Camp season is over.

30. The "Pentaur" arrived at noon on the 29th inst.; she will take all the Wool I have, viz. about 1100 bales and, I trust, about 150 tons of steam coal sailbines."

I am,

Sir,

your obedient servant,

Andrew C. Maitland.

Manager.

P. S. I think I may point with satisfaction to the fact that Mr. Harding is able to send his Journal and Cash Book for January by this mail.

Coating Insurance, December

1506, 3/6, 14, 1

1511, £ 843. 1. 0

and exchange No 1807, £ 43. 15. 0 . S.D.G. Kano

1508, £ 472-15-7 - Labranth

1869. £ 323. 0. 8

Stanley Journal + Cash Book January

Coasting Insurance January

Store Indents No 155

Cash Vouchers Cash & West Stores

Accounts per Bk "Prunel" and letter of Advice to Owners

East Store account of S. J. Howard

Letter addressed to Secy of State for the Colonies (McGowan)

Recipitation of Chartris Wool

Collyer correspondence 1884-1885 re purchase of Forestville

Order from Mr Bernard Stickney to Lawson & Co

Stock measurements of T.R. Wool

of correspondence with Col Secy re moving of bulk "Exria"

Adm. to F. J. Co 25 January

J. H. Co. & Assoc. 5 February

22 Sec: - H. O. 6

7:10 PM, CH Sec: 9
12:00 PM, 7:10 PM 12

At sec. 2 S.E. 1/4 T2 N

7. J. Co to Col Secretary applying for tracing children of Stealy

Memorial from Disfranchised Members of Council re Customs amendment

Continuation of correspondence re facing stone by Board of Health.

Chas E. Bullen 1 February

Mr. Baillon to Mr. Sney

Memorial from inhabitants to Secretary of State

Mr. Turner's remarks on Fred Kent James

Remarks on accounts

Statement on accounts

Shipping Report.

5.
"Hydros".
via Montevideo.

March 14th 45.

Sir,

My last despatch left here
 per "Pentance" on the 24th ultimo.

2. The "Thetis" after doing very well as
 the subject of her trip round the West, has met with
 a persistent run of very bad luck during the last
 month, the particulars of which you will gather from
 Captain Patmore's letters by this mail. Having 358
 Bales of Wool on board, collected at Spring Point,
 Weddell Isld. and Port Stephens and being afraid
 of missing the March mail, he came in here last
 Saturday, without having got been to Port Bag. This is
 of course, much to be regretted as far as the con-
 delivery of Mr. B. Stickney's stores are concerned,
 but without the 358 Bales brought in by the "Thetis",
 I should have been considerably short of the quantity
 promised to Mr. Schlottfeldt for this Hammer. I made

Wm. C. Cobb Esq.
 Managing Director
 London.

quite

quite sure that she would be able to collect the balance of the Wool at North Devon (nearly 500 bales), but this she will now do, after she has been to Poole Bay and discharged the stores and boat. She will, I trust, make another trip to the West before going to load at Goose Green, more especially as it is imperative that her bottom should be cleaned, before she sails for England. I do not think that she will have done very badly by the time she gets home.

3. At 994. Par. 25. As regards the Insurance on Stores, etc. in Stanley Buildings and Rulkes, I have been through the figures carefully and send you herewith particulars of the alterations which I suggest should be made.

25. For your information, I send you copies of a letter received by me from the Colonial Secretary and my reply thereto, with reference to telephonic communication between Stanley and Cape Pembroke.

5. I have to thank you for kindly sending me the Billiard Room mats, which suit admirably.

6. I have been most closely into the question of the cost of the coals and find that the very largest discount we can afford to allow our people on the 50¢-per ton is 5%, which is being done accordingly. 49¢ per ton for good house coal is certainly not excessive for this part of the world.

7. I have beaten Goldworthy on the compulsory fencing question, as coming to Judge Thompson's opinion that he doubted very much if the Board of Health had power to pass any such By-law, thrust withdrew the charge against me. I hear that after the case, Thompson told Dr. Hamilton that the Board of Health must be perfectly independent of the Governor and not do his bidding in such matters.

8. I enclose, for your information and edification, a press copy of the so-called reply to the unofficial members' memorial on the condition of sale of the land. It is instructive, as showing how Goldworthy distorts, for his own ends, everything and everything we say or write. Now is it that Mr. Bettloff's

opinions and ideas occupy such a prominent place in this strange kind of reply to the unofficial member's Memorial? Goldenroth again, of course, what do ~~you~~ care about Mr. Betteloff and his opinions?

9. The question of the position of the "Egan" being now settled, Biggs has started work on the new jetty and will, I trust, make some considerable progress with it before the bad weather sets in.

10. I enclose an indent from Dr. Nilsson of New Island for shipment per "Thetis"; also one from Dr. Henry Waldron of Beaver Island, for shipment, if possible, by the day mail. This gentleman is most incal at his stores, etc., as "Thetis" having been landed at Weddell instead of Beaver Island and concludes it must be a mistake, as the Bill of Lading says distinctly "to be delivered," etc. at the aforesaid Port of Beaver Island". Dr. Williams are also annoyed at the arrangement, as it has filled up their buildings - just at the busy season. However I shall be able to arrange for some schooner going Westward to take the things across to Beaver Island.

March 16th. The "Abydos" arrived at day-
break yesterday, bringing me your Despatches
No 795 of Feby. 3^d with all enclosures in order.

12. I am glad to hear that the shipment
per "Setos" is considered satisfactory, and think
that, considering the way the Schooners have been
handicapped by adverse winds, etc., we have done
fairly well to have shipped some 3000 bales by the
middle of March. Having only 90 Bales of our
own in the "Great Britain", I am keeping them back
to ship with the balance of the North American clip, either
by an intermediate Steamer in April or the day mail,
more especially as some of our clients are growling
at not getting their wool home for the early sales.
However when once the "Portuna" is at work, they will,
I trust, have no further cause of complaint - and I
shall then be able to dispense entirely with the services
of what is commonly called "the mosquito fleet".

13. Par. 3. I note the new arrangement as
to the freight rate of 40% in full on goods for our clients
by mail, which will, I trust and and think, prove a
satisfactory one; it is certainly an advantageous one
for

for our clients, more especially for those on the West as it will cover, as you say, carriage costwise. I trust, however, that there will be no difficulty in being able to give our shippers the full benefit of any freight they may thus earn.

14. Par. 4. I note what you say respecting Mr. Norman's objection to seeing men's store accounts appearing on the L. A. S. S.'s general account - and I will communicate with Mr. Thwaites with a view of obviating this in future, thereby saving you any further annoyance in the matter.

15. Par. 6. I quite agree with your remarks as the shipment of Mr. Pelton's wool; the justice of which, I think, he himself admits; the best proof of which is that he has asked me to collect and ship his Wool home by steamer this season.

16. Pars. 8 and 9. The delay in the sailing of the "Portsmouth" and "Orchid" is most trying and disappointing; there will be little or no wool for the former to collect by the time she is available - and the running in the latter is much wanted.

17. I have to thank you for the copy of the "Conditions of sale" which were, however, as you will see from the Gazette of March 1st, already made public here, and have since passed the Legislative Council and become law. The leaseholders cannot well complain of them in their present form and they are quite stringent enough for any would-be purchasers. The fact of the land having to be surveyed - fencing, dips, etc. erected - before any stock can be put on the land by the coming year and other conditions fulfilled - makes the whole thing a very remote contingency, and Goldsmithy admitted as much at the last Council. I enclose copy of a letter received by Mr. George Bonner relative to the renewal of his mother's lease, but it remains to be seen what they will do when her other leases expire.

18. I enclose copies of some correspondence between the Col. Sec. and myself relative to my taking a tracing of the plan of Blantyre. I this afternoon inspected it at the Surveyor's office, and it is clear that the frontage between our West Wood Shed and the Dockyard bears no lot numbers, thus

proving, I should say, that it was always intended to be "an open space". I will send the tracing as soon as the Surveyor can get it done.

19. The three Norwegian Whalers have returned from their second trip to the Arctic, having had somewhat better luck this time - about 12,000 seal skins and a quantity of blubber between them - but no black whales. The "Jason" unfortunately lost three of her crew, by the capsizing of a boat.

20. Mr. Nichol will report to you the serious loss we have sustained in getting away from Spring Point to Canton Harbour per "Result". Have you any Policy of Insurance covering such a loss, and if so, do you require any particulars from us? I shall be glad to know how all our stores, materials, furniture, etc., shipped for the Farm in our own bottoms are covered?

I am,

Sir,

Your obedient servant,

Andrew C. Baillou.

Damaged.

List of Enclosures per "Myra" to Tilbury direct

- Duplicate Despatch No. 4
 " Stanley Journal & Cash Book January.
 " Store Indents No. 155.
 " Coasting Insurance January
 " Mr Turner's remarks on Mid Kent Jams
 " Remarks on Accounts, 24 January
 " Statement " " "
 " Order on Messrs Shearing & Waldron from
 D. Paterson for £ 13. 17. 8
 " Particulars of Shipment per "Pentaur"
 " Letter to Mr Cobb, 24 February.
 " Mr Nichol's report & enclosures, 23 February

Stanley Journal & Cash Book February.

Cash Vouchers East & West Stores

Replies to remarks on stores

Indents for stores for St. Waldron & E. Milson

Specification of Speedwell Island wool

List of Enclosures sent via Monte Video

Second Exchange No: 1521 on D.D. G. Kama for
£148. 15. 0

Store Indents No: 156.

Letter from Mr. G. Turner requesting payment to
C.M. Dean on account of A.Pitalaya
Remarks on Insurance of Property in Colony.

Coasting Insurance February.

Cy letter from Col Secy to Mr. G. Bonner re leases.

" " " " " Mr. F. J. King re pricing of
Town lots in Stanley

" " " " " Unofficial members of Council
re Memorial as to conditions of sale of land.

Cy comes with Col Secy as to telephone to Cape Pembroke
lighthouse. (2 letters)

" " " " " as to copy of plan of Town
of Stanley (3 letters)

Statement on Accounts

Shipping Report

Press copy of list of enclosures per 'Mydra' to Albany direct.

6.

"Kermack".via Sandy Point.April 13th, 11.

Sir,

This steamer arrived here at daybreak this morning, bringing me your Despatch No 996 of March 9th with enclosures in order, your letter of March 13th as also your Despatch of Feby. 6th per "Fortuna", which is likewise numbered 996; therefore the one of March 9th should, I conclude, be No 997. I began to number my Despatches 1 etc. at the beginning of the new year, as I had just filled the old Despatch Book and thought it better to make a fresh start in the new one.

2. I notice that in your account of Return freight per "Herodot" received by postmail you only credit us with 10/- instead of 20/- on 93 bales Wool 2s from the Charters.

3. The ship "Delville Island" from San

Francisco to Queenstown put in here on March 29th
 Fredk. G. Cobb Esq.
 Managing Director
 London. owing

owing to the serious indisposition of the Master;
after a few visits from the Doctor and the purchase
of a few stores, she proceeded on the 3^d instant and
I enclose a draft for £90. 2. 4 on the Owners,
signed by the Master's wife, which will, I trust,
be duly honoured at maturity.

4. Two of the Norwegian whalers have
already sailed for home, via South Georgia and
the third whaler with the store ship *Örnen* are on the
point of leaving. I purposely refrain from saying
much with reference to these vessels, but feel it im-
pudent to report that all four Masters have been on the
most intimate terms with Mr. Schlottfeldt and daily
visited him; that I have very good reason for con-
cluding that he has financed them, as they have paid
for everything in English silver and that what stores,
etc. they have purchased, have been supplied to them
by Messrs. Williams and J. Pettiford.

5. I regret to say that the amount of store
sales for the first three months in 1894 is £1998.
less than in the corresponding period of last year,
and I am afraid that we cannot look for much
improvement in this direction at present. Messrs.

35
Humphreys & Co, however, inform me that H. A. L.
"Racer" left Montevideo for Stanley on the 12th inst,
which may bring us a little business.

6. Fred. King has made up his mind
to give the Auctioneer business another year's trial,
and obtained a fresh licence last week without any
difficulty. Last year his commissions, after de-
duction of the cost of the licence, amounted to
£29. 14. 0 and as his salary was reduced by £15,
he only made £14. 14. 0 and would have actually
come out on the wrong side, had it not been for the
week of the "Bastille" and the Shamrock fire.

7. The Surveyor sent me down a large tracing
of the Plan of Stanley a couple of days ago, but I
have had to return it to him as useless to me, as he
had omitted the all important work of numbering the
different lots. I hope, however, to be able to send it to
you by the day mail; more especially, as Mr Geo. Dean
sent for me the other day, being much upset at being
told that Goldsworthy fully intends to at once fence in
the strip between the harbour and our respective properties,
with the view of leaving plots to Smith, Timson and
others. Goldsworthy will, no doubt, be more solid the

over now that the Secretary of State has decided that the Bye-law re the fencing-in of Town lots is not inconsistent with the functions of the Board of Health. We shall shortly see what the Judge has to say in the matter, but I feel sure that the President, Dr. Hamilton, will stick to his colours; only yesterday he assured Mr. Pelton that he did not intend to move from his position.

8. Mr. A. C. Pelton of West Point Island intends to go home by the day mail and informs me that he has requested his brother Mr. Charles Pelton to pay £200. to the credit of his account into our London Office.

9. I much regret having to report that the "Thetis" has had a persistent run of bad luck lately, culminating in her getting on shore at North Arm during a terrific gale which raged throughout the Islands during the whole of Sunday last the 8th inst. As requested by Capt. Patmore, I send you herewith a copy of the letter by which he reported the casualty to me. I have not heard from him again, but Jones, de lauchlan and others assure me that she is on a soft bottom and should take no harm. She had 200 Bales of wool on board from Fox Bay, and when she has

discharged about half of these into the "Hornet"
 and a portion of her water ballast, she ought to come
 off all right at the next high tide. I have, at this
 moment, received a letter from Capt. Patmore, dated
 April 12th in which he says:—"We have not as yet succeed-
 ed in moving her. This morning I have layed out"
 "a bower anchor (the fifth in all) and we are now"
 "waiting for the water to rise; if we cannot get her"
 "off with this, I shall have to send down the top-
 "and girds; this will enable me to lighten her to a much"
 "greater extent than I can without danger with the masts"
 "up. We shall of course get her off sooner or later, but"
 "it is hard to tell how much trouble we shall have"
 "over it. I thought the stream anchor and a 6 in."
 "line would have done it, but the holding ground"
 "is not good and the anchor came home before the"
 "strain on it was sufficient to move her". - all this
 is far from encouraging and I shall be very anxious
 indeed as to her ultimate fate, until I know that she
 is actually off the ground. It will, of course, seriously
 interfere with the collection of the remainder of the wool,
 and I can only hope that the beautiful "Portuna" (for
 the

^{the} photographs of which I have to thank you will make a second trip out and be shortly available for the completion of the season's work.

10. Dec. 1. I note what you say relative to the management of the mails, registration, etc., but if I understand you rightly, will it not entail both the original and duplicates of the despatch and statement going as far as Montevideo in the same steamer - a course attended with a certain amount of risk?

11. Dec. 5. I will communicate the Board's decision to Rogers and shall know how to deal with a similar case in future.

12. Dec. 6. Ogilvie's Agreement has been renewed on precisely the same terms as Chaplin's, as I was under the impression that their cases were absolutely identical, the passages home being guaranteed in both cases under the "perfect satisfaction" clause - and he had already shown every desire to reduce the amount of his store account and live more economically. I trust that I have not erred.

13. Dec. 9. I have to thank you for copies of a quantity of official correspondence, which I really have not time to digest now, as this steamer will probably leave

tonight (the 14th inst). There is to be no intermediate steamer this month after all, but the "Neko" will be the flag steamer and will have room for about 2000 Natives.

14. Dec. 7. I am glad to say that the "Lissie" is in good working order now, although she cannot be pushed as formerly. From what Noble said, I gather that - getting up steam too rapidly in her is the chief cause of the weakness; then again she was very severely taxed whilst the "Murch" was here and latterly the few ships which have put in here have anchored as far down Port Williams as they possibly could with safety; the "McNeill Island", for instance, having given the "Lissie" a six mile run each way, every time she went down to her. I will impress upon Kelway to be most careful in handling her.

15. Dec. 8. As you say, when the "Portuna" is in full swing, I ought to be able to lay up either the "Hornet" or "Fair Rosamond", although the expectation that the "Thetis" would do twice as much as the "Priscilla" has, as yet, been far from realized. She was nearly a fortnight getting from Stanley to Fox Bay on her recent trip, but I suppose that we may look for better things from

~~the "Hector"~~ ^{the "Hector"}, now that she has got a somewhat cleaner bottom; she ought to do better, as Charlie Gibbard, the Pilot, gives a good account of her.

16. Dec. 9. I have received by this mail a long letter from Capt. Paulsen, asking all sorts of questions and making all sorts of conditions, stipulations, etc., which will take a good deal of replying to. They are, I consider, somewhat exacting and have certainly no right to complain of their treatment by the Company, the "Allen Gardiner" being what is termed a colonial vessel, the carpenters refused to work on her under \$46 per day, which Biggs and Johnson say has always been paid.

17. Dec. 10. I am much afraid that the other boat is now beyond recovery, and regret to hear that she is not covered by your insurance policy on our floating property. I will, however, think over your suggestion about salvage tenders on the "no cure, no pay" principle. What you propose should be done with the "Wasp" is, I am glad to say, precisely what I had already decided upon doing. The "Hector" has been able to lift her boiler out bodily and she is now in process of being converted into a sort of barge.

into which we can put several 4000 yellow tanks,
 as occasion may require, or use her, on an emergency
 for the transport of fencing, stores, etc. She will be
 extremely useful in the latter capacity, as she ought
 to carry as much, if not more, than the "Hadarach".
 I have had to take her mindless from her to give
 to the Queen cutter "Flora", as Biggs is indenting
 by this mail for a new one for her, which I trust
 that you will send out as soon as possible.

18. Par. 11. I note the Board's decision
 and your instructions relative to Jean Brandon's
 application to either purchase or lease the piece of
 land belonging to this company situated between
 Christ Church and Queen Street.

19. Par. ¹³/₁₄. The Indent for our season supplies
 shall be forwarded to you without fail by the day
 mail, and trust that we shall give you no further
 trouble on this score. I quite see how the mistake
 occurred relative to the 5 tons of hoop iron, but Mr.
 King assures me that he has never been in the habit
 of putting "for sale" or "for use" when indenting for
 materials.

20. Par. 18. I note what you say about the
 Quisies

Diaries, respecting which there seems to be some mystery. One of the cases, No. , was opened in the Customs shed and later unpacked by Mr. Harding, who wanted something out for Carrion and he can vouch that they were not in that case; T. King unpacked the other and he asserts positively that they were not in that one either.

21. Dec. 19. Your remarks on the subject of sending letters to Valparaiso are noted.

22. Dec. 22. I shall have much satisfaction in communicating to Noble the Board's wishes as to the recognition of his services in connection with the shearing machines, etc.

23. Dec. 24. I am glad that the fact of Kinross having been drunk on the "Ruth. Waldron" and consequently discharged was reported to the B. O. by Mr. Spearling, as it will bear out my statement in Council on the subject. As to my purchase of the coal from Capt. Symmons, I was guided to a great extent, by supposing that, owing to the strikes at home, the price of that article might have increased to such an extent that it was really good business to be able to buy at the figure I did.

24. Dec. 25. Mr. Langdon's death is much to be regretted, more especially on account of her numerous young family. According to your request I have obtained from Fred. King the deeds, (three in number) belonging to her Stanley property, and send them to you herewith. There are no other papers.

25. Dec. 26. I will communicate with Mr. Humphreys concerning the resuscitated Richd. Howard, and ask Cummings why he has not paid in the ~~10~~ 4.

26. Dec. 27. The payment of \$17. 10. 0 was for a horse purchased by Mr. Nichol from G. Poole for our camp. He made a similar purchase from A. DeBall, he tells me.

27. Dec. 28. I had also requested Humphreys not to delay the posting of letters for the sake of having them registered.

28. Dec. 29. I regret to say that I have ^{not} ~~not~~ present, ~~anything~~ satisfactory to report about the "Bertha". She is still in the same position, although I am told that she is gradually embedding herself in the sand. You know how I have been fixed for schooners during the last summer, or I should have

certainly made another attempt at salvage which I hope to be able to do when once I have got the "fortune" at work.

29. Dec. ³⁰₂₉. After consultation with Mr. Nichol, we agreed that he should refer to the question of the exchanges of our Pitroog and Bluff base sections, knowing, as he does, more than I do as regards the houses, stock, etc., and he accordingly did so at some length in his letter to you of Febry. 23^d last. We intend, however, to shortly approach the Government again on the subject, as Mr. Nichol is anxious to make arrangements about gathering the sheep, etc.

30. Dec. 31. I regret having omitted to reply to your question in despatch 20991.19, about getting kerosine oil from Montevideo. The fact is accounted for by the very greatly increased demand for paraffin, etc., and the absolute necessity of our having it in cases, in order to supply small orders in the camp, etc.; having nothing to put small quantities, with as 10 or 12 gallons, and everyone says that the kegs leak. The cost of the kerosine oil from Montevideo landed here does not exceed 4/- per case of 8 gallons. Our last importation of 100 kegs has already disappeared.

31. Dec. 22. I am much pleased to hear of the sailing of the "Fortune," and have now the intense gratification of informing you that this splendid vessel has as far well sustained her reputation by making a remarkably fine passage out to the Islands, having sighted the Islands on April 5th and anchored at Queen's Head on the morning of April 6th! 149 days, 12 hours from port to port as Roundels puts it. Captain Dixon's report is: - Exceedingly fast vessel and a good sea boat. Longest day's run 27 1/2 miles!! This is indeed a brilliant start and, I trust, an omen of her future success and luck in the Company's service. I am in hopes that she will be able to make a trip for Wool after coming in from Fox Bay before the day's sail, which will compensate for the "Phetia" being temporarily hors de combat.

32. Dec. 24. Dr. Eastment and his wife arrived in good health and spirits, and I am most favourably impressed by both of them. I received them as well as I could in the unfortunate absence of Dr. Brillon, who is detained at Quersin by the fact of the "Hornet" having had to stand by the "Phetia" for a few days, instead of getting back as I hoped, four or five days before the arrival

arrival of the mail. However I have managed very well so far and they appear to take great interest in everything concerning his future work. He has already shown us his willle, by writing through to Quaker the first day after his arrival here, Dr Cole having sent in an urgent request that he would proceed there at once owing to Mrs Cole's critical condition. He returned last night (Sunday the 15th) with Mr. Baillou in the "Hornet", apparently none the worse for his trip and having left Mrs Cole, I am happy to say, much better. This should, I think, be considered a most promising debut for Mr. Castonant. He is much pleased with his first look at Quaker.

23. Dec. 25. I note your remarks as to Stearns & Waldron having chartered the "Hornby Grange" and that they may possibly want to get sheep from us. Your instructions as to price and the mode of payment, etc. shall be carefully carried out, if necessary.

24. Dec. 27. One note is taken of the interest from the Keweenaw Company's letter with reference to delay in shipping wool. I admit that it is unfortunate

~~the~~ Christmas Day fell on a Sunday last year, so it made the holiday a somewhat lengthening one, but I think you will bear me out in the statement that, if the steamer could take the wool anything like as fast as Deane's can give it them, there would be very much less detention here.

35. Per. 39. I will ask Dr. Dale to assist me in getting some specimens of kelp for Dr. Stanford, and he will no doubt take charge of them when he goes home in Aug.

36. I send you herewith an Indent for stores, etc. per "Thetis" from Messrs. Baillout Stearns, and will endeavor to forward the others as soon as possible.

37. I have got W. C. Turner to take a photographic view of the new Betty in course of construction here in order to show you, as well as possible, its height above the old one, etc., and send you a copy by this mail. The extent of Betty completed so far is 129 feet from the south end of the Wood Shed, with the exception of the iron cross steps which will be fixed as soon as they are ready. As you will see the two East sliding doors of the wood shed have been shifted up and fitted to the level of the Betty.

I am, Sir,
your obedient servant,
Andrew B. Baillou.
Manager.

Enclosures.

- Duplicate Dispatch No. 5
 " Stanley Journal + Cash Book February.
 " Coasting Insurance February.
 " Store Indents No. 156.
 " Replies to Remarks on Stores.
 " Remarks on Insurance on Stanley property.
 " Statement on Accounts 17 March.
 " Letter to Mr Cobb, 17 March.
 " Particulars of Shipment per "Myra"
- Stanley Journal + Cash Book March
 Stanley Ledger Balances 31 March
 Stanley Wages return 31 March
 Coasting Insurance March
 Accounts per ship "Melville" 22nd with letter of advice to owner.
 List of exchange No 1532 for £80. 2. 2 on Messrs Stuart
 Ann. Glasgow.
- Drafts No 1528/31 on Washington.
 Mr Dean's cheque on London Joint Stock Bank, £100.
 Cash Vouchers sent to West Stores
 Auditor's certificate 1893.
 Store Indents No. 157
 Store Indent from Messrs Baillie + Mackay
 Remarks on Stores
 Specification of S.A.M.S. Wool
 " Spindwell Island Wool
 Copy letter from Capt Roberts 9 April.
 Deeds relating to Mr Langton's estate.
 Press copy of S.A.M.S. account 31 March
 Letter from Capt Rowland to Mr Cobb.
 5 Sets of Patent Stamps
 Mr Nichols' report and enclosures.
 Shipping Report
 Remarks on accounts
 Statement on accounts

7.
"Denderah".
via Montevideo.

May 12th, 1871.

Sir,

My last Despatch left here
 per "Karnak" on the 16th ultimo. H. A. S. Ricci
 arrived here on the 21st ulto. and left again on the
 27th instant, but as she had to call at several ports
 on the West coast, it was useless writing you by her.

2. No 6. Par. 2. With reference to this matter,
 I quite intended to call your attention to the further
 fact that in your account sale of the 92 bales Wool
 2 per "Herodot", your charge Messrs. Deane & Co.
 only 40% - & 5% freight instead of 50% - & 5%.

3. As Mr. Passer, our only friend at
 Buenos Aires, is leaving the colony by this mail, I deemed
 it prudent to apply for an order on the Mint for
£2000. silver specie for export; a request which
 has been granted as you will see by the enclosed

copies of correspondence.

Wm. G. Webb Esq.
 Managing Director
London.

4. Noble requests me to tender to the Directors his grateful thanks for the very substantial way in which they have marked their appreciation of his services.

5. The "Orchid" arrived here on the 29th ultimo and the whole of our cargo is already discharged in good order and condition. Capt. Thomas is very much disappointed at being unable to get any homeward freight and intends to sail for London in the course of next week.

6. Mr. Anson of the Chartres has written to Russell & Co, ordering some tanning, which he is most anxious to have shipped by the July Steamer and has referred them to you for payment, shipping instructions, etc.

7. The "Fortuna" arrived here on the 9th inst. with 220 bales from Packer Bros. & Co, and will discharge them straight into the Steamer. She could, of course, have carried another 100 bales, but Rowlands followed my instructions in running no risk whatever of missing the mail. I must congratulate the Directors on the acquisition of such a splendid craft.

and I sincerely trust that their ~~directions~~ 'pluck
and enterprise will meet with the reward it
deserves. The differences between Captains Quain
and Rowlands are much to be deplored, but as
the former is leaving, I have advised him to let
bygones be bygones, as an inquiry into the matter
would probably only lead to a scene of ~~mutual~~
recrimination. I fancy it was a case of Greek
meeting Greek as regards violence of temper, etc.

9. No 996. Par. 39. I am sending you a
small bag containing specimens of kelp, which
Dr. Dale kindly procured for me. I have given it
into the care of R. Allan, the carpenter, who is
taking an invalid child home, and has promised
to deliver it to you on his arrival in London.

9. No 996. Par. 5. I communicated your
remarks to J. B. Fraser, and enclose herewith
a copy of his reply. As Mr. Nichol is on his
way into Stanley, I have not yet been able to
communicate with him on the subject, so shall
have to refer to this again.

10. I enclose herewith an Indent for Stores, etc. per "Thetis" for account of Mr. C. H. Williams of Weddell Island.

11. I have had some correspondence with Messrs K & Co of Valparaiso, who I discovered were charging us 3% and 5% for freight, etc. on the West coast shipments of Flour, etc. - whereas in the copy of the Agreement with the Kosmos Co, dated October 6th, 1890, it states distinctly: - "The Kosmos Co agrees herewith to convey by all of their Steamers destined to load Produce at Port Stanley for the Falkland Islands Co at the reduced rate of thirty shillings (30/-) per ton weight or measurement" and in support of this, I referred them to the following of their Bills of Lading, in all of which they only charge 30/-, whereas since their shipment per "Herodot" in April, 1892 they have miserably charged 3% and 5%: - "Isis", February 27, 1892; "Scorpius", April 20th, 1892; "Rameses", September 1st, 1892; "Totimus", January 2nd, 1893. They reply to me thus: - "The Kosmos Co writes us in reply to your claim on"

2.) "freight overcharged on shipments of produce
 "from Valparaiso that the freight of 40% & 5% less
 "20% allowance for your company is quite correct
 "and in conformity with the stipulations between
 "your London Office and them." To this, I am
 now writing them via Montevideo that I have refused
 the matter home, to be settled by our respective Head
 Offices.

11. Amongst the sundries ordered by "hiring
 vessel", you will observe that Mr. Nichol has asked for
 600 shocks but, considering how costly the said
 shocks are, would it not be advisable to wait until
 we can learn something definite as to the merits or
 otherwise of the boxes for Valparaiso referred to in my
 Despatch No. 44, Par. 11 of Feb. 20th last? Mr. Dathens,
 who is now here, has offered to send a sample box in
 from Port Howard, which, should it reach me in time,
 I will have filled at Goose Green and sent home per
 "Thetis" for your inspection, etc.

12. The "Thetis" arrived here all well from
 North Arm on the 6th inst., bringing 464 Bales from
 there

there and 215 from Ice Bay. I discharged her at once and, as the Bellows will not be ready until well into June at Goose Green, I put what clients' baltans we had here for stiffening, supplying her at the same time with a lot of old wood to protect the boat and she left on the 13th inst. for Saunders Island, Mill Cove and Shallow Bay, calling at San Carlos on her way in, if she has time. I do hope that she will be able to redeem, to some extent, the persistent run of bad luck which she has so far met with.

14. H. S. S. "Satellite" and the "Pendergast" arrived within half an hour of each other on Monday the 14th inst. The former, as you know, is on her way to the Pacific to relieve the "Garnet"; unfortunately, owing to the "Skinner" having sprung a bad leak we had only 60 tons of coal bagged of the "Sabin's" cargo which she took as per enclosed receipt which will enable you to collect the amount due, viz \$120, from the Admiralty. They would not, in any case, have been able to take more than 60 tons in all, as they were in a great hurry to get away, and actually left at daylight this morning, the 16th inst.

15. I regret to say that Chaplin finds that the knives sent out for "Oasis" from Roumou for the Punch & Shearing machine are not suitable, the counter sinks in the lower knife being too shallow and will not fit the bolt; further the holes in the upper knife are drilled too near the centre of the blade and will not fit the machine. I am therefore sending you a template of the upper knife in order to show where the holes should be, as also a bolt showing how deep the counter sinks of the two knives should be.

16. The "Hornby Grange" left Port Howard for Buenos Aires with just under 12000 carcasses on April 20th; the "Hengist" left about the same time in order to load up at Punta Delgada, but Captain Beclandorf of the "Canderah" reports that she has been wrecked on Cape Quingones, at the entrance to the Straits.

17. The "Canderah" brought me your Despatch No 999 of March 31st, with all enclosures in order. She will take about 1900 bales and the following large contingent of passengers:— Mr. and Mrs. Cole, Mr. Dalton and family, Mr. Hennish and family, Mr. G. A. Bruce, Capt. Dixon, Mr. Dixon, the Port Howard Engineer and

several 1st class passengers including old John
 Mc Kinnon and wife. The 2^d class accommodations
 being extremely limited on the "Condorah", I have
 paid Mr. Schlotfeldt in cash £5. for Capt. Quian, and
 he will travel 1st class; a step which I trust you will
 approve of. Mr. Mathews has had to do the same thing
 for Quian, the Engineer. I omitted to give Mr. W. D.
 Pearce's name amongst the list of passengers. I
 am sending two Pianos home, one belonging to Mr.
 Blake, the other to Mr. A. Cobb - the latter insured
 for \$60. but both addressed to the care of the Company.
 Mr. Miller gave me no instructions as regards Mr. Blake's.
 The number of passengers just referred to will
 easily explain to you the reason of my drafts being
 so heavy by this mail.

18. I received from the Colonial Secretary
 on the 12th inst. a renewed lease to Mrs. Harmer of the
 barracks and Beacon Islands, made out, by the strange
 irony of fate, in the handwriting of J. Kinnon - the
 very man who applied for a lease of these very islands
 in conjunction with the great Pastor. The rental is, of
 course, doubled viz. £200. but in my humble opinion
 the Royalty to be charged, viz. 5/- on every year and

3.)

4.- on every fair seal killed by the lease, is decidedly
 but little short of extortionate. I am, of course, at present
 in the dark as to whether the said rate of Royalty has
 been fixed under instructions from the Secretary of State,
 or whether Mr. Hansen has come to terms with the Government
 on the subject without reference to me - a thing I am
 loath to believe - but I do know that L. Bagg who has
 left Mr. J. H. Davis's employ and bought the "Penguin"
 for sealing purposes, has obtained a sealing license
 from Cape Oxford to Pebble Island and only pays
3/- and 1/6 Royalty for fur and hair seals respectively,
 and probably Kinnear pays less still under his license
 for the Volunteers, &c. You will have noticed that in
 the Government notice relative to sealing licenses,
 applicants are requested to state what Royalty they
 are willing to pay - but I suppose that this would hardly
 apply to Mr. Hansen's case. In sending Mr. H. the
 license I shall certainly advise him to protest against
 the proposed charge for Royalty. Whilst on the subject
 of sealing, I may mention that L. Bagg - referred
 to above - has applied to me for a sealing license
 from the Blenheim Bay - N.E. of Spencewell Island
 to

to Fitzroy, and is willing to pay the same Royalty to us as he does to the Government on his other license, but unfortunately I am not in a position to give him an answer as, having neither original nor copy of any of our Island licenses, I do not know how our licensees' rights and privileges would be affected by the granting of such a license. I shall therefore be glad to have the Board's instructions on this matter.

19. I enclose an order for druggs, etc. urgently wanted by Dr. Gastment.

20. James Turner will be much obliged if you will kindly send shipping instructions, etc. to Mr. Pearson, 20 Oxford Road, Gunnersbury who is desirous of sending him a grand father's clock by the July steamer.

21. Pars. 2 and 3. It is gratifying to learn that the accounts for 1893 are, so far, considered satisfactory. I can safely say that they are perfectly genuine and will, I think, stand the test of fair criticism.

22. Pars. 10. I expect that you are about right as regards old Pitt being about to incur a very unnecessary expense in ordering a hydraulic press for

his coat, and I will communicate your remarks to him by the first opportunity.

23. Para. $\frac{6}{4}$. I note what you say about the fencing in of our Town lots. I see in my letter to the Colonial Secretary that I said the privilege of free right of way, and wished him to imply from that, that I looked upon it as a privilege and not a right. I have to thank you for the copies of correspondence on this subject - which accounts, no doubt, for a very stormy interview which I heard took place between the Governor and Dr. Hamilton soon after the arrival of the mail. Whilst on this subject I may as well say that there are fresh rumours of Goldsworthy's intention to fence in and lease for building purposes the two lots between our West Coal Shed and the Dock yard - just in front of my house; but I hardly think that he will go so far as that.

24. Par. Messrs. Shickney Bros. will, I am sure, be glad to hear that you have instructed me to take the surplus quantity of the stores per "Hector" off their hands.

25. I enclose copies of two letters addressed by me to the Colonial Secretary relative to our

Sections 35 and 36. The settlement of this question, on the lines suggested by your previous instructions, could I take it be easily arrived at, with the exception of how to deal with the two freehold blocks of 160 acres each. I imagine that we could not do better than to endeavour to have them allocated on the Dominion Reserve, which we are certainly entitled to do according to sub-section 2 of Par. 11 of Lord Ripon's Despatch of January 31st, 1893 - which says: "having such block allocated on another Station leased to him". - Mr. Nichol will no doubt refer to the removal of the sheep from these two sections, but as I reminded him, ^{that} unless we kept the said sections stocked according to the provisions of clause 11 of Ordinance No. 4 of 1891, the land in them would revert to the Crown. On the 20th April I paid the yearly rent of 35 Bluff Cove - the receipt for which is being held over pending the settlement, and do not see what more I can do, until the Government is pleased to reply to my two letters.

26. With reference to Par. 9 of this Despatch - Mr. Nichol said, on reading Mr. Taylor's letter, "let it go before the Directors as it is." - I have the honour to be,
 Sir,
 your obedient servant,
 Andrew C. Millon.
 Secretary.

Enclosures sent with despatch via Monte Video.

First of exchange No: 1537 on Accounts at General of duty

Second of exchange No: 1532 on Stuart Bro £ 63. 16. 3
£ 50. 2. 2

M^{rs} Dean's cheque £ 129. 10. 8

Store Indents No: 158

Store Indent, Weddell Island.

Coasting Insurance April

Drug list from D^r Eastment

Receipt for coal supplied to W.M.S. "Satellite"

Copy letter from L.B. Fraser 5 May.

" " to Col Sec: re Specie required, 20 April

" " from " " " " " 7 May

Replies to remarks on stores

Copies of letters to Col. Secy re Sections 35 & 38, April 16 & May 10.

Remarks on accounts.

Statement on accounts with Capt Dixon's receipt for £5.

Shipping Report

Press copy of list of enclosures sent to Tilbury

Enclosures to Tilbury direct

Duplicate Despatch No. 6

- " Stanley Journal & Cash Book March
 - " Coasting Insurance March
 - " Stanley Ledger Balances 31 March
 - " " Establishment Return 31 March
 - " Store Indents No. 157.
 - " Replies to Remarks on stores
 - " Statement on accounts
 - " Remarks on accounts
 - " Accounts per Ship "Melville Island"
 - " Letter to Mr Cobb, 16 April
-

Stanley Journal & Cash Book April

Cash Vouchers, E & W. Stores

Camp Wages Return 31 March

S. A. Missionary Society Vcs to 31 March (2 originals)

Specifications of Spedwull wool and B Wool.

Letter to Mr Cobb.

Refuse Steapen's letter to Mr Cobb dated 5 March

8.

via Sandy Point.June 18th 1871.

Sir,

My last despatch I left here
for "Cenderah" on the 18th ultimo, and there is, after
all, to be no intermediate Steamer this month.

2. With regard to the Wool press for the
Island of Beaker Island, he writes me as follows:-
"I have come to the conclusion that I will take my
much respected old Master McBobbs's advice and
have a screw press, but I don't know about any
screw press but one that we had at Cairn and it
was very heavy to work. I saw one at Lively Island
it was not so heavy to work; one like it would do
very well. Please what kind of a one is David
Smith of Great Island getting? One that will
suit Smith should suit me. I will leave it to you,
Sir, and McBobbs to send me one that will suit me,
one like the Lively one or one like David Smith is
getting." I cannot therefore do better than leave this

Wm. R. Cobb Esq.,

Managing Director,

London.

Yours truly

matter entirely in your hands.

3. Since last mail I have caused a thorough search to be made for the Patent Quagmire Braces, insured by Russell & Co on 1st September, 1891 and supposed to have arrived here per "Herodotus" in the following month of that year; the result being, I regret to say, that although the cask containing the clips and wedges was at last found in the "Hogier", the 5th day. Braces are most certainly not there, and from Mr. Lushkin's cargo book of the said Steamer - which could not be found until quite recently - it would appear that the goods in question, entered as "4/12 - 12 lots 'Bracing'" were never landed as they are not crossed off in Mr. Lushkin's book. They are certainly on the Bill of Lading, but were they ever actually shipped? I am extremely sorry that this matter should have been so long overlooked and neglected.

4. At Mr. Hamilton's special request, I send you herewith a copy of the evidence in the case of Regina v. The Manager of the F. I. Co relative to the fencing in of certain Town lots, as

he says that he thinks it more than probable that Goldsworthy suppressed the said evidence in reporting on the matter to the Secretary of State. If you have any more correspondence with the G. O. on the subject (which I hope not) you might communicate the enclosed copy for the Secretary of State's information. The Board of Health business has, as you anticipated, brought about a very serious rupture between the President and the Governor, the progress and result of which it will be most interesting to watch.

14. As you will see from Notices in the Government Gazette, the Governor is offering for sale by Public Auction the plot of land situated on the south side of Christ Church - as also the building thereon known as the Social Club. The members of the said club, as also the Church people are, of course, up in arms, the latter contending that it was always understood that the land in question was intended as a site for a school. I have recently found in this office an old chart of the Settlement, unfortunately not dated, in which this very plot of land is marked

and described as Church and School; the plots of
 of grass in front of my present residence being
 called "Grass Waste". However a public meeting was
 held in the Assembly Room last Friday evening,
 at which it was decided to petition the Governor to
 postpone the sale by auction until there has been time
 to memorialize the Secretary of State on the subject.

It was at first said that the Governor was causing the
 sale to take place for the benefit of Kiwan, but I
 hardly think that he could raise sufficient money to
 purchase it - as Dean Brandon would no doubt bid
 high for it and I am told that C. Williams also
 wants possession of the block. The basist black
 people maintain that the building on the ground
 does not belong to Government at all, having
 been given to the people of Stanley and by them
 formerly used as a Methodist Chapel.

5. The mention of Kiwan's name
 reminds me that Capt. Thomas says that he has
 offered to take the latter's house on the front road
 (next to McLaughlin's) on lease at £500. per annum,
 and further that he has offered to charter the Orchid

to bring out coal, lumber and stores for him! where the money is to come from is a mystery to me, as only yesterday the man in charge of the cutter, which R. had to charter to send some men on to the Volunteer rocks for sealing, told me that he would have to summons R. for the amount of hire agreed upon (about \$15. I think) as the latter had said that he had no money to pay him with. In passing, I may mention that Lichtenborg, Scotty Holmes and H. Holders are now doing 6 months hard labour for attempting to bolt to the coast with Kimm's cutter the Earl - after filling her with seal skins from the bears on elsewhere!

b. I have just received a letter from the Hansen of Beresnes Island in which she says that it is absolutely indispensable that she should have a cutter, and that if there is no sailing ship likely to be here in October, she must have it out by the Koomoo Koomoo leaving Tilburg in September. She wishes her to be coppered and two pairs of sixteen foot oars sent with her. She is greatly pleased and very grateful at having a renewed lease of the Beresnes and Looe Islands.

Islands, but considers the Royalty of 4/- for every
 two skins nothing short of exorbitant and intends
 to appeal against it. I hear, however, that Kinnear
 has agreed to pay the said price as Royalty.

7. As you will see from the enclosed copies of
 correspondence, the question of the transfer, &c. of our
 sections 35 and 36 has reached an acute stage. I
 trust that my letter of the 15th inst. will be approved of
 by the Directors. You bid from me to wish or attempt
 to assume what they might or might not intend - but
 even in the face of your letter to the L. O. of March 7/93,
 I cannot possibly bring myself to think that when you
 say "the Directors will be happy to place these blocks"
 "at the disposal of the Government" that they intended
 to surrender them unconditionally, with the chance of
 their being leased to Smith, Kinnear or others - but
 that, being desirous of assisting the Government and
 the Administrator in their efforts to ascertain if any
 real demand for land existed, they surrendered the
 blocks in question on conditions that they would be
 put up for sale, together with the blocks surrendered
 for that purpose by other lessees. I think that I have

already informed you that, owing to the "Lamb" going straight from Europe to Sand Point, without touching at Montevideo, your telegram of August 30th did not reach me until Novem. 15th - a month after Goldsworthy's return to the Colony. When writing your letter of March 7th you probably thought this letter most very unlikely to occur and that we should only have Mr. Delville to deal with.

3. I fully expected to be able to inform you by this mail that the "Thetis" had sailed for England, but I regret to say that, although she left here for Saunders Island, Shallow Bay and Hill on Aug 13th, she has not yet returned. Either from her rig or her size - she is, I fear, anything but well adapted to knocking round these Islands, nor can, I think, Captain Patmore lay claim to be that "vera avis" - as good a coaster as an Ocean Navigator. He is most terribly keen on earning freight for his vessel, and being so far ignorant of her coasting capabilities, I did not like to refuse him the chance he asked for. I should, however, never do it again - and I venture to submit for your

consideration whether it would not be practicable for her to make two trips to and from England in the year, instead of attempting to earn Wool freight here; it would also save you chartering an outsider. Her dates might be approximately as follow:—

Leave Stanley	on or about June 1 st (Galloway)
Arrive London	" August 1 st
Leave do.	" September 1 st (Chiswick House)
Arrive Stanley	" October 1 st
Leave do.	" January 1 st (Sheepst. ins.)
Arrive London	" March 1 st
Leave do.	" April 1 st (Lambeth)
Arrive Stanley	" June 1 st

Of course she might do either better or worse than these dates, but it would, I should imagine, be desirable to give her as few ports of call on the West as possible. I have not yet had an opportunity of talking this scheme over with Capt. Patmore, and I trust that I have not gone beyond my province in making the suggestion.

I enclose herewith Indents from Messrs.

Stuckey Bros., Packer Bros. & Co and Dr. Keay; the two latter have addressed you direct on the subject of their orders.

June 21st. 10. "The Ophios" arrived here yesterday morning early, bringing me your Despatch of 998 of May 21st, with all enclosures correct, as also your letter of May 22nd. I note your remarks as to its being unnecessary to cable the names of ships putting in here for sickness, and regret that I did not acquaint you with the date of the "Fortuna's" arrival as I first thought of doing, but forbore doing so on the ground of economy.

11. Dec. 8. I will make fresh efforts with a view of getting rid of the Russian Bridge before next stock-taking.

12. Dec. 9. I will obtain a report from Noble on the shocks sent out from Liverpool.

13. Dec. 12. I was not altogether unprepared for complaints as to the condition of our clients' wool shipped per "Thetis" before she had discharged all her coals, as Dr. Lauchlin mentioned the matter to me at the time they went into the "Great Britain", but he gave me to understand that it was not serious; this is another very good reason against the "Thetis" collecting a lot of wool on her way round the West, and I think that

that Captain Patmore recognizes this fact.

14. Per. 12 and your letter of day 25th. I have looked up the Telephone question as well as I could in the limited time at my command, but have had no communication as yet on the subject with the Governor who, I am told, is very unwell just now. I sent Biggs down to the Cerrage this morning in order to measure the distance from bank to bank which he gives as 151 yards - but suggests that, in order to reduce this distance, it might be possible to use caissons at the low water line and fix the posts into them, thus gaining 25 yards on each side, as shown by the enclosed rough sketch. In your Despatch No 501 of April 16th, 1890 you state that: "I am just now giving" "all the information I can to the Governor on the subject," "with a view to erecting a line to the lighthouse" - but this you must have done either verbally or by private correspondence, as there is nothing on record in any of the copy books here. However under the circumstances I do not think that I can do better than send you all the correspondence, estimates, etc. which I can find bearing in any way on the subject. A Mr. Wolffe,

Correspondent in Chief of the New York Herald, and bearer of a letter of introduction to me from Humphreys happened to have me mention Telephones when he at once informed me that he thought we could buy suitable posts at a very reasonable price in Valparaiso from a large surplus stock held by the Trans-Andine Company there, with which he has some connection. I have asked him to enquire into the matter on his arrival in Valparaiso by this steamer, and to write you direct with all particulars at once, which he has kindly promised to do. There are two iron spans here which might possibly be utilized as you suggest - but I rather fear that they are not sufficiently long to allow the cutters and other sailing boats to pass underneath the wire when stretched across the entrance. I will endeavour to glean further information for you on this subject before next mail.

15. Dec. 16. As regards the charter of the "Reault" for the transport of the cases from Spring Point, all I can say is that Mr. Nichol being here at the time, I left him to make what arrangements he thought best with Capt. Fugellie; the agreement

having "so much for the trip". I think Mr. Richel reported to you by last mail that on the second trip the loss was confined to a single sack; so the circumstances connected with the first trip must have been exceptionally adverse. Your remarks as to the coasting policy on our own goods are noted.

16. Dec. 17. I will communicate your remarks as to the inside measurement of the Wool presses for Messrs. Bridges and David Smith - who will, no doubt, approve of what you have done.

17. Dec. 18. As soon as the mail has left, I will talk to Robson about his accounts and the ordering of payments home without reference to this Office. I was certainly under the impression that he had advised you as regards the small order he sent to C. Russell & Co, which he would wish to have executed at once.

18. Dec. 28. The "Orchard" sails for England in ballast in a few days more. James Cameron offered him about 40 tons of Ballast - which Capt. Thomas declined to go round to her back as for, as he would not risk the possible detention for so small a freight.

19. Dec. 23. I am sorry that the new engines and boiler for the "Lizzie" did not arrive by this steamer as Noble had come in expressly to fix them up; but as he reports that she is in fairly good order - it is of no consequence. Noble will leave by the July mail with 5 children; on his arrival he will consult with you as to the father and his which figure on Mr. Nichols's indent for horse grass.

20. Dec. 24. I will write to Mr. Neeland with reference to his shipment of Gallus from Port Howard. The thing is of course done before I can know any thing about it; Mr. Mathews being the delinquent.

21. Dec. 25. I had my doubts about Donald Peterson's draft on Sparving & Waldron, which I am sending on to Mr. Stubenrauch for collection and have no doubt but that it will be all right as the man has means.

22. Dec. 26. King will send an indent next mail for T. G. Williams Company's "Victorian" plug Tobacco - of which I have just received sample. I am glad to hear that they intend to confine their trade to us.

28. After sitting in Legislative Council
for nearly a week - we passed a Debt Ordinance,
which I am afraid will strike terror amongst a
good many of the sheep farmers here. I send you,
with the Gazetteer, a draft copy, which passed the
third reading as it is - with the exception of a few
table amendments made at the last sitting. I have
no idea how the said Ordinance will fare now that
the Secretary of State has sent one out. I shall
regret the last time if the one we have passed is
repealed, as I presume it will be.

I am,

Sir,

Your obedient Servant,

Andrew C. Millson.

Donegal.

Enclosures.

97

Duplicate. Despatch No: 7
Stanley Journal & Cash Book April
Coasting Insurance, April
Store Indents No: 158.
Replies to Remarks on Stores
Remarks on Accounts
Statement on Accounts 17 May
Letter to Mr Cobb, 17 May.
Particulars of shipment per "Sunderland"
Remd of exchange No: 1537. £63. 16. 3 on acct paid of May.

Stanley Journal & Cash Book May.

Coasting Insurance May.

Cash Vouchers, East & West Stores

Store Indents No: 159.

Store Indents, Stickney Box & Sacke Box

M^{rs} Dean's cheque on London Joint Stock Bank, £23. 4. 6

Estimates for telephone to Darwin, 1886

Cop letter from M^{rs} Sec: 29 May re Darwin & Port Lacer names.

" " to " 18 June " " " "

Cop of order of ordinance in case of Repria. v. Baillon, Lord of the Hall

Letter from D. Dale

Letter from Mr Cobb

Mr Nichols's Report and enclosures

Statement on Accounts 22 June

Shipping Report

Sent in separate envelope

9.
"Pentamer".
via Montevideo.

July 14th 1871.

Sir,

My despatch No 8 left here per "Hellas" on the 23^d ultimo, and I received this morning your Despatch No 99 of June the 6th with all enclosures in order.

2. Dec. 5. I regret that the plan of standing I sent you is not sufficient for your purpose - as I now recognize. In order to remedy this to some extent, I send you by this steamer in the care of Mr. Henry Waldron the chart which I recently found in this office and to which I referred in my last despatch. I have to thank you for the copy of your last letter to the Colonial Office on the subject of letting and enclosing the foreshore - which is certainly very much to the point and which will tend, I trust, to avert any such disaster as was, at one time, thought possible.

The chances of such a thing occurring are greatly

diminished by the fact that an Executive Council
H. B. Bobb
Director,
London.

Yours
H. B.

held this morning it was decided that Governor Goldsworthy, owing to the very precarious state of his health, is to return home by this Steamer and Judge Thompson administers the Government pro tem. I shall therefore cable to you via Montevideo the two words: "Goldsworthy left".

3. With reference to the getting off of the "Thetis", I cannot reply to you satisfactorily without seeing Capt. Paterson, whom I am hourly expecting back from Goose Green and who will, I trust, sail for London about the 23^d inst. He attended his Protest when he last returned from the West.

4. Your instructions as to the despatches of both originals and duplicates of the Despatch, Statement, etc. by the same Steamer to Montevideo shall be carried out.

5. Dec. 10. I have every hope that there will be no necessity to put the "Hissie's" new engine in until Noble returns to the Colony.

6. In spite of the "Thetis' heart-breaking and
^{Dec. 11} of bad luck, she has brought in about 1030 bales.

7. Dec. 12. I am much relieved to hear that our Chairman and the Board consider that the S. A. A. S. is somewhat exacting - and for your information,

I send you copies of Capt. Paulden's letter and my reply to him.

8. Dec. 15. I carefully note the Board's instructions with reference to the responsibility which rests with me as regards the control of expenditure on behalf of the Company, and I trust that Mr. Nichol will not, in future, give me cause to exercise my authority in such matters.

9. Dec. 16. Providing you can do so well in the matter of price as we do at Antwerp, I should certainly advise the sending of oil in casks by the most sailing ships.

10. Dec. 19. Riggs is making very fair progress with the cargo in spite of the severe weather we have recently had - and it is now completed as far as the 'Snowsqual'.

11. Dec. 20. I will communicate your remarks about Mr. Brown's Wool Bagging to that client, and ^{hope to} ~~will~~ persuade him to get them altered here.

12. Dec. 21. With reference to the communication I am instructed to make to Mr. Fellows as to a resolution of the Board to increase the fees of the Stanley Auditor

to Twenty five guineas per annum, might I be allowed to respectfully suggest that such resolution be reconsidered by them, as it appears to me that there is really nothing in the work done by Mr. Pelton nor the time he takes to do it to justify such a tax on General Charges account. The accounts are certainly considerably longer than they use to be, but I should have thought Fifteen guineas would have ^{been} handsome remuneration for his services and I know that he is perfectly satisfied with his present fee.

13. The N.Y. "Ina" of Liverpool from Newport (Maine) for Valparaiso put in here on June 25th, owing to her cargo of smelting coals being very much heated. She is discharging about 800 tons into the "Parris" and "Capricorn", and will be here for another five or six weeks. She belongs, as you will see to Messrs. Wakeham & Sons, the Owners of the "Bankfields".

14. I am sending you by this Steamer a case containing the connecting pipe belonging to Peck Bros.' hydraulic pump, respecting the order for which Mr. Goodheart informs me he wrote you by last mail. I further send you, herewith enclosed, Indents

from Mr. Vere Packer, Messrs. Bertrand Maltson and Packer Bros. & Co.; the two latter have, I believe, written to you direct on the subject of their orders and Mr. Vere Packer desires me to say that he is in no hurry for the Bagging, Hoop iron and Pipe, but would wish the rest of the things to be shipped by steamer so as to arrive here in October.

14. I send you herewith copy of extracts from a letter addressed to me by Mr. Vere Packer on the subject of a freehold lot of 160 acres owned to the Company by his late uncle and a proposition to offer an exchange of land with us; both of which matters I simply told him I would refer to you, and therefore await your instructions.

15. The plot of land on the south side of Christ Church referred to in my last Despatch was sold by Auction at auction on June 30th and was knocked down to Wilkins, the baker, for £250. being at the rate of about £450. an acre. Mr. Sepinwall bid up to £200. on behalf of Christ Church. I was told that the day before the sale the Governor sent for Chas. Williams and asked him if he meant to buy, adding that he did not care who got it as long as the

the blunder did not.

16. The question of Secs. 25 and 28 and the Reserves remains in statu quo, as I have been unable to get a definite reply from Government on the subject, and as Goldsmithy is leaving I am afraid that nothing more will be done in the matter. I took the precaution of paying the annual rental for the Reserves on June 30th, but the Acting Col. Treasurer has not yet sent any receipt for the same. As regards the Telephone too that question too appears to be hung up, as I have received no reply to my letter of July 5th - as per enclosed copy.

17. I am glad to be able to report an improvement in our store sales, and that we are ^{now} only \$1400. behind the first six months of last year.

18. Captain Rawlands is of opinion that I had better only send you the "Castles" staysail, fore sail and mainsail, as we have plenty of jibs and flying jibs. Please to instruct Lupton to make the mainsail 6 feet less hoist, that is luff and 3 feet less on the head. To avoid any possibility of a mistake being made I deem it better to send you the rough memo. handed to me by Rawlands.

19. Rawlands desires me to thank you

for your letter and the copy of the one you addressed to Captain Dixon. He appears, however, to be having a good deal of trouble with his crew who seem anxious to take advantage of the very loose way in which the ship's articles were drawn up and signed by Capt. Dixon. There is no clause relative to the crew having to work on board or on shore, and one or two of them have already refused to touch a bale on the jetty. Then they are going on the idea that, if they serve for 12 months in the vessel, they will have to be sent home at our expense as the description of the voyage on the Articles is thus worded: "London to Falkland Islands via Gaspot to any Ports or Places within the limits of 95 degrees North and 60 degrees South latitude - the maximum time to be one year trading in any rotation, and to end in the United Kingdom." Can this latter part be got over, and is there any means of getting rid of them except discharging them in case of insubordination or misconduct? The 12 months expire on February 6th, 1895 - so they would have to leave by the January mail. Randalls did not want to begin the Wool season with them, preferring to get a good local crew about the middle of November, so as not to have to change in the middle of the season.

19. Please to inquire for Geo. account of
 Dr. Henry Pelton, 100 lbs seal skins shipped per
 "Antares" in a box marked H.W. 10.

20. To my intense astonishment I have just
 received the enclosed Indent from Geo. Turner for
 account of A. Piteluga - for shipment per "Orchid".
 My first impression was that it was simply a slip of the
 pen on Turner's part and that he had written "Orchid"
 instead of "Thetis" - but ascertained very soon afterwards
 that Geo. Pelton, Greenshields (I believe) and Geo. Turner
 on behalf of Piteluga arranged with Capt. Thomas to
 bring their stores out direct to Port Salvador and carry
 their wool home from there in the "Orchid"! I admit that
 I was fairly staggered when I heard this arrangement,
 the truth of which I have but little reason to doubt. I
 think it wiser not to say anything at present here, as
 Piteluga being actually a creditor in our books for about
£500. can show himself more or less independent,
 although we know of the existence of the heavy mortgage
 he has given. I shall therefore be glad to know how you
 wish me to deal with this individual's account. I am
 not sure whether Dr. Pelton has sent you an Indent
 direct for shipment per "Orchid" - he has not said
 anything to me on the subject.

21. You will no doubt be struck by the fact that there is another order for Cheque books by this mail, but they are absolutely required, the last supply being very nearly exhausted. They are used, almost exclusively by our clients and cost 4/8 each, not 6/- as stated by you in Resp. of 81. For 89 - the latter being the price for the cheques in London. Do you think it would be advisable to charge, say 7/6 each for them?

I am, Sir,

your obedient servant,

Andrew G. Millar.

Enclosed.

Enclosures

Replies to remarks & accounts for 1893.

Stanley ledger Balances, 30 June

Coasting Insurance, June

Store Indents No: 160.

Reply to remarks on Stores

Supplementary remarks on Stores

Charts Store Indents, Vess. Packs, Pack No: 10.

Dean & Dean, Arstrand & Feltner

Pitaluya's indent for stores per "Orchid".

Agreements with Secy of S. A. M. Society & accounts

Extract from letter from Mr. Sacke.

Agreements with Mr. Secy as to Telephone to Lighthouse

memo: from Howlands as to sails

letter for Mr. Cobb.

Mr. Nichol's report and enclosures.

Statement & accounts

Shipping Report

Press cpy of list of papers sent to Tilbury direct

First of Exchange

No 1548, on Secretary of U.S. Treasury \$ 409.07

" 1549 " " " State \$ 66.72

Trials/Exchange No 1551 on M.D. on by £ 665. 5. 8

" 1552 " " " £ 688. 8. 2

" 1553 " " " £ 130. 17. 4

" 1565 " W.P. M.D. on by £ 80. 0. 0

M^r Dean's cheque on London Joint Stock Bank £ 13. 18. 0

Enclosures sent to Tilbury direct

Duplicates (Originals sent by June mail via Sand Point).

Dispatch No. 8

Stanley Journal & Cash Book May.

Coasting Insurance May

Store Indents No 159

Statement on accounts, June 22nd.

Stanley Journal & Cash Book June

Cash Vouchers, E. W. Stores, June

Stanley Wages Return, June 30th

Remarks on accounts, July 18th

Specification of estimated & Blake's wool

" " Dean & Anson's "

Press copy of S. A. Missionary Society's account June 30th

2 Sets of Stamps and Postcards

Duplicates (Originals sent by this mail via Monte Video).

Dispatch No. 9

Replies to remarks on accounts for 1893.

Stanley Ledger Balances June 30th

Store Indents No. 160.

Replies to remarks on stores

Supplementary remarks on stores

Statement on accounts July 18th 1894

Second of Exchange No 1551 on L. N. Dean by £ 665. 5. 8

" 1552 " " " £ 688. 8. 2

" 1553. " " " £ 130. 17. 4

" 1565 " L. N. Dean by £ 80. 0. 0

10.

"Thetis".

direct.July 21st 44.

Fredk. E. Cobb Esq.,

Managing Director,

London.

Sir,

I beg to hand you herewith

Bills of Lading and Manifest of this vessel's
cargo, with sundry other papers as at foot.

I am, Sir,

your obedient servant,

Andrew E. Baillon.

Manager.Enclosures.

5 Bills of Lading.

Manifest and list of packages.

Remarks on cargo, etc.

Freight (Specification of)

Particulars of Co's lot of hides

"Thetis" Account.

Duplications.

10.

'Thetis'.

direct.July 25th, 44.

Messrs. G. Ball & Co.,

Managing Director,
London.

Sir,

I beg to hand you herewith
Bills of Lading and Manifest of this vessel's
cargo, with sundry other papers at at foot.

I am,

Sir,

your obedient servant,

Andrew G. Millar.

Damaged.Enclosures.

5 Bills of Lading. - 'Thetis' Account. -

Duplicates:-

Manifest and List of packages.

Remarks on cargo, etc.

Specification of freight.

Particulars of Co's lot of hides

Abstract of 'Thetis' coasting log.

Estimate of the 'Thetis' gross earnings.

Specification of Tallow H.W.

11. Peter
Leopold
Widley Point.

August 10th 4.

Sir,

By Despatch No 9 left for
 "Poutar" on the 18th and the duplicate of No 10,
 original herewith, for "Thetis" on the 23rd ultimo.
 As I telegraphed to you by last mail that the "Thetis"
 was on the point of sailing, I do not mention her in
 my present telegram, as you will learn from Lloyd's
 the exact date of her leaving.

2. I request you by telegram to have the
 "blance" issued for £300. Three hundred pounds
 for account of Gustave Pallini, owner and doctor.



3. The "Inca" is now ready to proceed on
 her voyage, and I send you herewith her accounts and
 the doctor's draft on his owners for the amount of the
 disbursements.

4. I regret to say that a slight mistake was
 made both by de lauchden and the date in the number of
 better hides shipped for "Thetis"; but the error is number

Edw. C. Cobb Esq,
 Managing Director,
London.

sp

of 10 or 12 hides above my specification, belonging to the Government but which must be sold with the 352 marked F. I. C.

5. I regret having to report another small error in the shipment per "Quendrah", viz. in the number of Bales of Wool marked  and , the real tally of which should be 167 B. of the former and 206 B. of the latter mark - instead of 166 and 207 respectively as per my specifications.

6. I enclose copy of a letter received from the Acting Colonial Secretary with reference to our sections Nos 25 and 26 and the Reserves.

7. I forward herewith a small supplementary Indent for account of Mr. W. Williams, and a sample Split pine from Mr. Anson which should have accompanied his Indent by last mail. Mr. Anson will have his Woolpacks altered here as suggested by you, and requests me further to ask you to send him 12 saddles and pads complete, from Grant, of the St. Julian pattern - instead of the pads, etc. ordered by him in his season's Indent.

8. August 26th. The "Koko" arrived early

this morning, bringing me your Despatch No 500 of July^{16th} with enclosures in order, as also your letter of July 19th.

9. Par. 10. I note your remarks with reference to Re lands and the "Fortuna", and have much pleasure in stating that he has apparently quite settled down and shows no inclination whatever to resume drinking. However I think that he will be still happier when he has got rid of his present crew and has to deal with local men.

10. Par. 7. I note that there is a certain risk in using our clients' letters as ballast for the "Phetis", and it shall not be done again.

11. The sale of coals to the "Satellite" was made under no contract whatever - but on the strength of a special offer made by me to Capt. Long - when Senior Officer - owing to the difficulty I find in getting rid of the remainder of the "Sabino's" cargo.

12. Par. 12. I have to thank the Board for arranging that I should attend to the renewals of Mr. Parker's insurance on house property instantly.

but strange to say on July 3rd, I had, at Mr. Peck's request issued a Policy for £1000.- on the same risk. However I have written to the "Royal" on the subject and they will no doubt at once communicate with you.

13. Dec. 10. I hope to be able to place the "Fortuna" at Mr. Blake's disposal, on his arrival by the October mail.

14. Dec. 16 Mr. Delville King's proceedings with reference to cheques on this office is really amusing, and he ought to be very grateful to you for the protection afforded his signature. I shall, of course, write to him fully on the subject and put him right.

15. Dec. 17. It is satisfactory to learn the Sec. of State's decision as regards the Ross Road land. I am sorry that he decides against us on the Customs Office's question, but do you not think that we are quite justified in distributing the amount charged for the time on the West amongst our different clients, or at least for the days during which their cargo is being actually discharged?

16. Dec. 18. It is gratifying to hear that there is a sailing vessel on the way - as there has been a heavy run lately on Building materials of all descriptions. We have still nearly 1000 tons of House coal on hand.

17. Rowland would like the "Fortuna's" sails to be sent out by steamer, instead of waiting for the "Thetis", as the old suit is already going ^{way} slightly. Further he says that the main, fore and staysails should have good heavy spencers in the clews and the cringles in the leach ropes should have the strands backed into the leach; which please to note. I am indenting for a few bolts of 18^{line} canvas with which to repair the "Fortuna's" sails when necessary.

18. With reference to the order for tin, etc. for "galvanizing", I was not aware that the necessary materials would run into money. The place for carrying out the work has been erected in the smithy at every trifling cost - the foundation or stand being principally stones out of Chapman's garden and the tubs or baths made out of old iron spars. What started the idea was that Briggs said that the iron steps and bolts for the new jetty would stand much better if they were

was galvanized and Chaplin gave him, at first, to understand that he had all the necessary things here. It would of course have been much better to have sent the measurements and had the stays, etc. sent out from home properly galvanized, which it is now too late to do. You are probably about right as to the Blacksmiths' fondness for experimenting, etc. in their leisure hours, so the order had better be cancelled.

19. As regards the order for the Water hose, I am glad to be able to say that it is not wanted to replace what was sent out for the "Wasp's" steam pump; that is still in good working order and used on board the "Sicri" but we wanted hose to carry water from the tanks to the end of the jetties and outside the bulks. The one we have is constantly breaking badly owing to carts, etc. passing over it and in spite of having been recovered more than once by the sailmaker but I will say no more on the subject by this mail - as I think a 3rd iron water pipe would answer much better and I will go into the matter between now and next mail.

20. I am disappointed at not having received the promised Report of your Annual Meeting.

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

Enclosures.

Duplicate. Stanley Journal & Cash Book June
 Coasting Insurance June
 Items of expenses "Fortuna" incurred by Capt. Seward
 Stanley Wagon Return 30 June
 Remarks on Accounts 18 July
 Statement on Accounts 18 July
 Letter to Mr Cobb, 18 July
Particulars of shipment per "Pentaur"

Dispatch No. 10 and enclosures re "Thetis"
 Stanley Journal & Cash Book July
 Cash Vouchers East & West Stores
 Camp Wagon Return 30 June
 S.A. Missionary Yes 30 June for F.I.C. & S.A.M.S.
 Claim on Howe, White & Co, Statement of
 Mr Dean's cheque on London Joint Stock Bank £200 - 0 - 0
 List of Exchange No. 1554 on W.B. Waldron 1076 - 0 - 1
 " " " 1555 " " 2364 - 4 - 11
 " " " 1569 " Messrs John Howe & Co 200 - 0 - 0
 " " " 1570 " " 200 - 0 - 0
 " " " 1571 " Messrs Wakeham & Sons 302 - 16 - 5
 Accounts per Pt "Inca" and letter of advice to Owner
 Coasting Insurances July, F.I.C. and Chinto
 Copy letter from Col Sec. 4 August re Reservoirs
 Store Indents No. 161
 Store Indent. Mr C.H. Williams Supplementary
 Dean & Anson's store indent last year returned
 Sample split pin from Dean & Anson
 Letter for Mr Reid "Thetis"
 Mr Nichols's report and enclosures
 Shipping Report
 Statement on Accounts

12.

September 6th 1880.

Sir,

My despatch box left here per "Seko" late on the 17th ultimo, and would, I fear, have to remain at Sandy Point until the 1st inst.

2. I hear that Mr. Frank Townsend, who is at present in Buenos Aires, is sending the "Jelia" down here in charge of Capt. Sekles, with a cargo of Bricks, Hay, Lard, Wheat, Horses, Pigs, etc. I have no idea how Government will treat him in the absence of Sir Roger Goldsmith, but I shall certainly refuse him the use of either of our jetties. There is also a report to the effect that Mr. Townsend is endeavoring to arrange a special mail service between Montevideo and the Islands. He expects to be down here in December.

3. Young Mr. Davis, of Davis, Little & Co., who called here a mail or two ago on his way to the Plate, was persuaded by young Cameron, with whom he worked over from Sandy Point, to appoint C. Williams

B. H. Cobb Esq.
Managing Director.
London.

as their Agent here and he is, I believe, to receive
a consignment of their dip for sale. This will, I
presume, not interfere in any way with our dealings
with H. L. Ho?

4. I enclose, for your information, copies
of letters exchanged with the Acting Col. Secretary
relative to the survey of the Telephone line.

5. I send you herewith a supplementary
indent for the "Thebe" from Messrs. Bartland & Peltow;
also an order for Pension No from Mrs. B. Hickney,
the amount of which I would ask you to be good enough
to pay and debit by "Stanley Drs and Crs" each to Pension
No instead of "General Purchases."

6. Mr. Anson of the Charters would be ex-
tremely obliged if you would kindly purchase a
good silver Watch from Benson for one of his men.
Price \$4. 7. 0 - three shillings, and send it out by the
next Parcel Post, or better still enclose it in our Stationery
case, debiting all expenses to the firm of Dean & Anson.

7. Would it not be possible to get the Under-
writers to extend the Policies of Insurance on the "Result",
"Chance" and "Pandora" to the coast of South America as

for North, say as San Julian - for the "Chance" and "Revere" are both away there now, and the "Result" has to make two trips to San Julian before the end of October? It appears to me that there is less risk in going over there, than in knocking about these Islands, and Mr. Harding is under the impression that the Policy taken out by the Crown Agents for the "Hudsons" covered the risk in question.

9. I have not yet received Mr. Nichol's report as to the repairs to be carried out in P. P. Kruger's house, but in a recent letter to me he says:- "I am not sure yet, but I am afraid the addition he wants is not the sort of thing I can recommend." Kruger, on the other hand, in reply to my mention of your remark that the fact of his having made no complaint for 10 years, etc. was not understood, sends me a letter from you dated July 23^d. 1885 in which you say:- "You have apparently misunderstood me about your house. I asked what repairs were needed, and was certainly not prepared to receive a plan of what you 'consider necessary' in the way of alterations. Anything of the kind is out of the question for a long

"time to come; but I shall instruct Armstrong to see that Steel and Kyle attend to the bricklaying and any delapidations that may exist."

9. With reference to the remarks made in your letter of July 17th and the cost of the Water house previously indicated for - you will observe that by this mail Turner is ordering iron piping to take the place of the said house and, in view of its moderate cost, I trust that you will decide upon sending us sufficient to extend the full length of both jetties - as it will be an enormous saving of time, labour and water itself.

10. Capt. Rowlands informs me that he considers it advisable that the "Portians" should have a new suit of sails, in case of accident and that he told you he thought her present sails would bring her out here and probably last through next Wool season. He says that he would only require a standing-jib, staysail, fore-sail and mainsail; this last sail should be the same as the old sail on the boom, but with 6 feet less hoist and 6 feet less on the head as he intends to shorten the gaff. The standing jib and the fore-sail

must be the same as the old sails, but the stayrail should be made with the clew raised one foot. I deem it safer to refer to this matter in my despatch, rather than leave it to go amongst the Indians.

11. September 15th. The "Herodot" arrived here early this morning, bringing me your Despatch of July 31st, with all enclosures in order. This Steamer would, as anticipated, have come about the 6th inst., had she not had to tow the broken down "Raines" some 600 miles on the West coast.

12. Dec. 2. Mr. Bridges' Tool press was re-shipped per "Allen Gardiner" a few days after its arrival per "Koko."

13. Dec. 3. I will go into the questions of the "Loyal" condemnation policies with Mr. Nichol - as suggested - and report to you later on the scheme.

14. Dec. 10. I have to thank you for the instructions from Peterson & Cooper re the erection of the lighthouse telephane, which will be most useful. For your information I enclose copies of letters from Pelparais - with estimate for materials, etc. sent to me, according to promise, by
Mr.

Mr. Henry C. Wells of the New York Herald, has
I am glad to see from the London Accounts just
received that we should not have gained anything
as regards the cost.

15. Having just completed five years
service in your employ, I venture respectfully to
request the Directors to be good enough to allow me
to take a holiday in the course of next year. I
suppose that the most suitable time would be - my
leaving here by the March mail, after the 18 & 19
accounts are finished? That, of course, I leave to the
decision of the Board, as also what arrangements
they would wish me to make for the carrying on
of the Company's business in my absence. I need
not say that I have the most perfect confidence
in Mr. Harding's ability and zeal in the service.

I am,

Sir,

your obedient servant,

Andrew C. Baillou.

Ames P.

Enclosures

Coasting Insurance, August

Store Indents No: 162

Remarks on Stores

Store Indent, V. Packs

Store Indents per "Thetis", V. Packs, Portland & Filton.

Cpy comes with Col: Secretary re lighthouse Telephone

Cpy letter from Henry D. Woolfe " " "

Mr Stickney's indent for Pauson

Letter for Mr Cobb.

Mr Nichol's Report and enclosures.

Remarks on accounts 17 September

Statement on accounts " "

Shipping Report

Press copy of list of papers sent to Tilbury direct

Mrs Dean's cheque for £100.

Second Exchange: —

No 1574 on H.B. Waldron	1096.. 0.. 1
" 1555 " "	2364.. 4.. 11
" 1569 " J. Hoare & Co	200.. 0.. 0
" 1570 " "	200.. 0.. 0
" 1571 " S. Wakeham & Sons	302.. 16.. 5

List of Papers sent to Tilbury direct per "Arctik"

Duplicate . Despatch No. 11

Stanley Journal & Cash Book July

Coasting Insurance . July

Store Indents No. 161

Accounts per Bk "Inca"

Statement on accounts 17 August 1896

Originals sent by August mail via Sandy Point .

Stanley Journal & Cash Book August

Cash Vouchers East & West Stores August

Remarks on accounts 17 September

Letter for Capt Patmore

Duplicate . Despatch No. 12

Remarks on accounts 17 Sep

Stanley Journal & Cash Book August

Statement on accounts 17 Sep

Coasting Insurance August

Remarks on Stores

Indents in Stores for Am Packs

Store Indents No. 162

Originals sent by this mail via Antioquia

13.

'Pentance'.

via Sandy Point.October 22^d 1871.

Sir,

During my recent short trip to the West Falklands, the "Zelus" quite unexpectedly left for Sandy Point, which enabled Mr. Harding to telegraph you the latest shipping news, which happened to be of some importance. It is to be hoped that the said ship. managed to be in time for the Pacific Str. of the 13th inst. You will have seen, no doubt with satisfaction, from Mr. Harding's telegram to Lloyd's that the "Astoria" had got out of her perilous position and proceeded on her voyage. I send you herewith the Master's draft on his Owners for the amount of his disbursements here.

The "Zelus" arrived here late on the 11th inst., bringing me your letter of July 20th, the contents of which are noted. The whole of her cargo has come out in splendid order, and DeLauchlan and his men have done so well that I hope to have it all out before the arrival

of the mail. It is altogether a most satisfactory charter, excepting
 Messrs. G. Cobb & Co.
 Managing Director, London.

everything having gone off with perfect smoothness. I shall make a special report on her cargo by next mail, but may as well now tell you that DeLauchlan's first tally of the sheep skins makes them out to be 2 Bunnies short. Captain Salween seems most anxious to come out here again for the Company - and I certainly think that we cannot possibly improve on his vessel, providing there be sufficient to fill her.

3. I presume that I shall be doing right in bringing down the debit balance of the Portman's Working Acct. in making up this year's balance sheet?

4. H. M. S. "Acorn" arrived here from Antares on the 11th inst. She brought me a letter from Amphreys M^o, in which they communicated to me your telegram of September 27th thus worded: "Antares station. Governor returns." You can imagine my feeling on reading the latter part of your message; it is every great pity, and it now looks as if G. was determined to put in his full time as Governor here. The "Acorn" is expected to be here for about three months, with a view of protecting the seal fishery during the close season and the "Sirius" will probably come down early in January. The "Acorn" will, I am told, require coals.

5. Mr. Nilsson requests me to ask you to insure for his account 40 casks of Tallow for £50. and 2 bales of Sheepskins @ £10. per Bale. to be shipped by the Rosebank Steamer. By the same Mr. I shall ship 200 baleskins for Nilsson - which he also wishes to have insured, but unfortunately has given me no explicit instructions as to the amount. All I know is that there are not more than 4 or 5 baleskins in the lot. Please also insure for account of Mr. Hansen 4 Bales Sheepskins and 4 casks of Tallow per Rosebank Steamer also.

6. Captain Rowlands has at last got rid of brief the date, who has been a thorn in his side ever since he took over command of the "Fortuna" from Dixon, and it ultimately came to a determination on Rowlands' part to leave the vessel, if brief remained in her. The latter gave Rowlands an opportunity of bringing him before the Police Magistrate for taking the ship's boat away without leave, etc. which ended by brief accepting his discharge on payment of the wages due to him at date, viz. £90. 19. 0 plus a sum of £6. 1. 0 in consideration of the enclosed extraordinary document dated London, Feby. 6/90 and signed by Dixon & brief - which the latter sprung upon Rowlands at the last moment, greatly to our surprise.

and indignation, and of which you are cognizant, no doubt, as we were. I shall be most anxious to hear of this. Dixon's explanation of this very strange proceeding, and wonder whether any other members of the crew hold similar documents. Goodlands has made Brickson the only really good man. Boatwain, with a slight gratuity and things are already going much better on board than in Crisp's hire. The "Fortune" is certainly a wonderful vessel and will, I fully expect, do some big things in the Wool season.

7. As the "Fair Rosamond" had an idle week just previous to the arrival of the August mail, I sent Captain Jones to have a look at the "Beatha" to see if anything could be done this summer in the way of salvage. I enclose his report - a most discouraging one, I admit - but I shall not abandon all hope yet. The unfortunate loss of the "Castalia" is, of course, unavoidable in a large measure for the bad luck we have met with in this venture.

8. I greatly enjoyed my short trip to the West and am much pleased with all I saw there. I rode over a large portion of the East and West Coast Bay Stations and was much struck with the amount of lakes,

ponds and water generally all over their entire camp-
 which is really appalling - and it is a pity that Governor
 Goldsworthy could not see it all for himself. ~~Dr. Hestings~~
 side is a model of order and cleanliness, but I cannot
 say as much for the settlement on the opposite shore.
 Messrs Lawrence Hestings, Bucknuth and Anson were
 all kind enough to ride over to Port Bay in order to see
 me. I rode back to the Chantres with Mr. Anson and
 spent one night there; his camp appears to me to be
 better than any other I have so far seen, but I probably
 rode over his best lands.

9. Mr. Hestings's telegram per "Gala" will have
 prepared you for the following shipping news:-
 The American ship "Sterling", Sheldon, Master, Newport
 via Philadelphia to San Diego (California) with coal
 and case oil put back here on September 20th after
 being 40 days off the Horn. Her topsides are badly
 strained and a good length of bulwarks stove in. The
 Master also feared some damage to his rudder, but on
 Mr. Hestings going down, he only found the lower pinle
 working somewhat loose, but, as no bolts had started -
 it will not be necessary to do anything. The necessary
 repairs are progressing satisfactorily and I trust that she
 will be able to proceed on her voyage in about 1 or 2 days.

As the Master cannot draw on 'Barings', but only on his Owners, Messrs J. Rosenfeld's Sons of New York and San Francisco, I shall charge him 10% commission on his disbursements and think that \$4.90 will be a sufficiently high rate of exchange at which to convert the amount of his draft.

The British ship "Spike" (of 2712 tons register) Wainwright, Master, with a general cargo from Antwerp to San Francisco put back here on the 10th inst., having sustained severe damage whilst off the Horn, viz. steering gear disabled, sails split, decks swept, topsail yard damaged and the cement of the waterways showing signs of straining. The mate and two hands were washed overboard and the Master is seriously ill from fatigue and exposure. He is having some new sails made on board by his own men, but Johnson is going on with the other repairs, which will take about 3 weeks more to complete. Johnson estimates the cost at from £300. to £400. The Messrs, Messrs R. W. England & Co of Liverpool will, no doubt, accept the Master's draft on them for his disbursements here.

10. I am glad to say that the "Hasting" will require a fair quantity of ship's stores to replace those damaged by seawater; this will pull up the store balance.

a little, which are, I regret to say, no less than £2000. less than up to September 30th, 1893. However I am sanguine that this falling off is only temporary, as several of our clients on the West told me that owing to the all round reduction in our prices, they would certainly reduce, to a large extent, their orders for stores, etc. per "Hector", etc.

11. Johnson has thoroughly overhauled the "Hornet" and she will be ready for sea in a few days now. It is to be hoped that she will now do a little better than recently. He will take the "Fair Rosamond" in hand as soon as he has done with the "Spoke", but that schooner requires as much in the way of repairs, that I fear she will hardly be ready for the opening of the Wool season. However the "Fortuna" and "Hornet" ought to have no difficulty in keeping our three sheds clear for the first month or so.

12. I enclose herewith an order for Whiskey and Wine from Mr. Eric Parker, who requests that you will give it your kind attention and have it shipped by first opportunity.

13. The drain upon our cashes has recently been such, with other heavy payments shortly to be met, that I have had to give the Acty. Col. Treasurer a draft upon you in favour of the Bureau Agents for £500.

October 29th

134

14. The Pontiac arrived here last evening, bringing me your Despatch No 802 of September 24th, with all enclosures in order, as also your letter of the 25th September, the contents of which are noted. The numerous passengers are all well and they have had a very pleasant voyage - with the exception of some very rough weather indeed on Wednesday last, during which Brown's grandson had a bad time of it and slightly lacerated one of his knees; otherwise he is in capital fettle and very much improved in condition, from all accounts, since he was shipped. Deball will probably lead him to Pennsylvannia. You are right in supposing that I am not altogether unacquainted with this animal's family history.

15. Per. 10. I believe a petition against the sale of land at the back of Christ Church was sent home, but the Queen was the moving spirit in the affair and I did not hear much about it. With reference to your remark that I have said nothing lately about fencing in the land belonging to the Company at the corner of Queen Street, I am only waiting for DeLauchlin's gang to have a little slack time - in order to proceed with the work at once; of course I shall erect a cheaper but not unduly fence.

16. Dec. 5. I am sorry to find that Mrs. Henderson's letter did not reach Hilburg in time - as she is in most urgent want of it, and had sent her last messenger in on purpose to sail her round to Buenos.

17. Dec. 6. I carefully note the Board's wishes as regards our relations with 34 and 35, and much regret that it is considered that this question has been neglected and mismanaged at this side, but venture to repeat the remark previously made by me - that Goldsmith's sudden and unexpected return to the Colony rendered its settlement with Mr. McNeill not only impossible, but will take the matter over with Mr. Nichol before he leaves Stanley.

18. Dec. 7. The Government hereafter is now looking out the line for the proposed Telephone to the Light House and I shall start de Lencastre and his men on the work as soon as ever we have got through this steamer's cargo.

19. Dec. 9. As soon as the mail has gone I will discuss the Local Ordinance, and the correspondence on the subject, which you have sent me with Dr. Pelton and Mr. Nichol; but allow me to remark that the un-official members protested strongly in Council as to the clause limiting the period of infection to 3 months.

20. Dec. 10. The action of the Governor is indeed calamity for the colony. I send you a copy of a short memorial a few of us have signed requesting the Secretary of State to appoint a Commission of Inquiry not only into Goldsworthy's administration of the Government but also into his personal conduct. The whole thing has had to be rushed in order to secure Messrs. Blake's and Atherton's signatures - as they have already left in the "Fortuna"; of course it would take days and days to have formulated specific charges against G. and Mr. Harding is of opinion that, although the Secy. of State is not at all likely to appoint a Commission, the thing can do us harm whatever and will probably furnish us with an opportunity of making the charges in question. I must say that personally I wish we had taken steps in this direction as soon as he had left in July - but who thought that he would ever return?

Dec. 21. Dec. 12. I will go into the question of the freeholds at Port Pleasant and make. 1829 with Mr. Packer as soon as I possibly can. He referred to this very matter only a short time ago. I note your instructions about the consequence.

Dec. 22. Dec. 13. The crew of the "Fortuna" are

still on the wages out of Portsmouth, and I do not think that Rowlands will have further trouble with them; he has already had one of them before the Shipping Master for refusing duty. Whilst on this subject. I had better send you the copy of a letter received in April last from the Shipping Master with reference to the deduction of the Men's Store Accounts when they are paid off. Since then we have entered the amount as "brought forward", of course with the consent of the men, but this might not always answer. Can you suggest a way out of the difficulty?

22. Per. 16. I will endeavour to convince Pelton and Pitelugo, or rather by Turner as he holds a Power of Attorney from the latter and does all his important business for him, of the mistake they make by sending their Wool home by rail.

24. Per. 17. I started accounts with the Government officials to oblige Routledge and Tracer. The extra trouble entailed is not great and it is a great convenience to them. In the case of C. Hamilton. he said he preferred the Company to the Government Savings Bank. The fact of Quince and Schlottfeldt having audited the accounts last year and, I believe, this partly explains

explains their action.

25. Dec. 22. The Royal writes me that the Policy on Indian House and Dr. Packe's effects therein has been cancelled and that the Policy issued by me here remains in force and is effective - for which arrangement I am much obliged.

26. Dec. 23. The "Fortuna" escaped entirely the charge for a Customs Office. Mr. Thompson is extremely liberal and reasonable in his ideas on this subject, and we had no trouble whatever with the "Belos", Capt. Salaszen paying for the 3 or 4 days the Office was employed on his ship.

27. Dec. 31. The quantity of mistakes now committed in the Belos is simply fabulous and I can assure you that the increase for "Belos" is in no way excessive; the same thing with our orders for Wood - the demand for which has enormously increased during the last year or two - not only for our own Camp but for all our clients - both in and out of Hantey. We are quite out of flooring at the present moment - and had hoped that some would have come by this steamer.

28. I much regret having to report the total loss of the "Pandora" at Punta Celgada on Sept. 27, and devoutly hope that the Policy of Insurance, which

I see from the London accounts has been effected
 on her, will hold good, or otherwise, it will be a
 serious thing both for us and McMillen. May
 only sends me a few lines, so I can give you no further
 as to the bargain - but I am writing him by this mail
 telling him to do the necessary before the British Vice-
 Consul at Sandy Point. This reduces the small fry
 by one and I have no doubt but what I shall be
 able to command almost the whole of the trade next
 season. All the outside schooners have drops charged
 10/- per bale - irrespective of size or weight - from the
 extreme Western ports, such as Redell, Bona and
 New Islands and 4/- per bale from the nearer ports.

29. I enclose copy of a letter received from
 Mr. Nichol on the "Endowment Policy" question. I
 quite concur with his views - and most strongly deprecate
 the idea of any increase in the Farm Wages - especially
 with Wool at its present price. It appears to me that the
 Royal's scheme would be by far the most advantageous
 one for the Company and a great boon to our employes,
 if once they could be made to thoroughly understand
 the scheme.

30. Since commencing this Despatch, the
 "Kadassah" has brought in more sealskins and as

Barrels

of seal oil for shipment by the steamer steamer,
thus making in all 613 hair skins and 9 fur skins
which please to receive for account of G. Nilsson.

31. It would greatly facilitate business here,
were you able to send us the invoices by the Captain
of the steamer instead of through the post; but should
this be found impracticable, would it not be possible
to send by the Captain a statement of the packages
of dutiable articles with the mark, number, case or
each quantity and description of contents in which
case we should be able to get the permits as much
sooner?

I remain,

Sir,

Your obedient servant,

Andrew C. Baillou.

Manager.

Enclosures

- Stanley Journal & Cash Book September
 Contracting Insurances September
 Stanley ledger Balances 30 September
 Cash Vouchers E & W. Stores.
 Camp Establishment Return 30 September
 Stanley " " " "
 Store Indents No. 163.
 Mr Baker's Indent for Messrs Meryon & Rogers
 Accounts per Mr "Astoria" with letter of advice to Owners
 Specification of Messrs Dean & Anson's Wool.
 Duplicate, S. L. Missionary Society's "C" to 30 September.
 " Letter to Mr Cobb, 5 October
 Letter from Mr Nichol as to Endowment Policies
 " " " Secretary " " Seamen's Store accounts
 " comes with " " " Lighthouse Telephone
 " Petition to Secy of State against Mr. J. Gladwin
 " Capt Jones's report on "Iritha" Wreck.
 Capt Dixon's written undertaking as to Crisp's passage.
 Statement on accounts
 Shipping Report.
 Mr Dean's cheque on London Joint Stock Bank.
 Draft No. 1578 on Messrs P. Ingham & Porter
 Drafts No. 1579, 1580, 1582 on Washington
-

13.

"Fanny."

via Sandy Point.November 8th 1865.

Sir,

My despatch No 12 left this for
"Porter" on October 30th, and will only leave Sandy
Point on the 10th inst. at the same time as this one.

2. The names of Messrs. Parker and Geo.
Greenwich should have been added to those who
signed the Memorial to the Secretary of State, of which
I sent a copy in my last despatch.

3. Our friend W. Robeson is very much ^{put} out at
you not having yet forwarded the small quantity of
Pineapples - which he ordered by mistake direct from Lowell
a few months ago, and to which I referred in Dec. 19th
despatch No 8 of June 19th last. He says that it is only
a matter of about \$12. and feels hurt at your apparent
refusal to execute this small order for him. Lowell must
have the order, and will know what to send. He will
be careful to send all orders through this office in future.

4. The "beloa" finished discharging on October
24th inst. is now in harbor and taking in about 50 tons

W. C. Cobb Esq.
acting Director, London.

L

of ballast and will sail for H. Thomas (W. I.) with the
 first fair wind. The steam winch on this vessel has, of
 course, materially assisted the very smart way in which
 her cargo has been discharged, and I venture to suggest
 that a similar one would be an excellent investment on
 board the "Phetis".

S. H. Johnson and other of our Publican
 customers are complaining loudly that they are at a
 great disadvantage in our being unable to supply them
 with a cheap beer and whiskey in flasks the same as
 Messrs. Williams who, they say, is taking all the share
 of War's money this time. Would it not be possible to
 find another brewer - making a similar beer to Younger
 and another Distiller who would sell whiskey in ^{first} flasks
 like Burke's? I find that in Par. 24 of your despatch
 No 991, October 14th, 1893, you say Messrs. Carlington
 has sent a flask^{to} but that was Scotch whiskey and only
 a first flask. Would not Jameson put his 3 star whiskey
 into first flasks for us? R. Ross has already transferred
 his liquor custom to Messrs. Williams and we are naturally
 anxious to retain the other publicans and in order to
 do that, we ought to be able to supply them with
 anything they can get from Messrs. Williams.

6. I see that the lath-cutting lathe which you have sent out for horse green costs under £100. at home, it has a 5 ft. lathe bed and one twice the size would be quite large enough for anything Chaplin might have to do and ought not, I suppose, to cost much more than £50. to £90. - if perfect full. There is some work required now for the guide rods of the spoke's saddles which cannot be done without a lathe, and it will have to go as it is, owing to Chaplin having no dies large enough to cut the screws at ^{the} ends of the rods. I must say that I think Chaplin's request for this lathe a reasonable one. He tells me that the price of the one he originally asked for and of which I sent you a cutting from Schischkan & Harrison's Catalogue was only £95.

7. The Bk. "Galperin Castle", Brigants, from Blyth to Valparaiso with a cargo of steam coals put back here from about 80° West, having sustained the following terrible damages:- totally dismantled except the lower masts and her fore and main yards, her hull is severely strained, her cargo after shifting (the primary cause of the disaster) became considerably heaved, she lost a complete suit of sails, her starboard side was swept and she lost two boats, her decks are

badly strained and leaking, her decks and waterways will have to be caulked and her steering gear is slightly injured. A survey on the ship and cargo will be held on Monday, and I may be able to give you the substance of the report, should the "Tennis" not have left. I much fear that the cargo may have to be condemned, as the Master seems somewhat afraid to proceed with it. I shall, of course, do my utmost to avoid such a step being taken. The Master has made up his mind to go up to Montevideo by the November mail in order to place himself in telegraphic communication with his Owners, who I trust will receive the Master's telegram in time to write him by the mail leaving London on November 19th. This vessel had to bring up in 22 fathoms of water, in dangerous proximity to the Seal rocks, but, fortunately, in accordance with the Master's request, H. M. S. "Thetis" at once went to her assistance and towed her safely to an anchorage in Stanley Harbour by about 4 p.m. yesterday. From what the Master says the ship is misnamed, mostly in black, but for a certain amount, he thinks, at Lloyd's. Her value he estimates to be £16,000. Mr. Valentine, the father of the Managing Owner is I am told a Director of the Northern Banking Co., Ltd. Belfast, & they are also Underwriters.

My telegram to you via ~~London~~ is thus
worded: - "Federal Express better Northern"
Shipping Company Belfast."

Sunday, November 14th. The "Tennis" arrived
just after 6 a.m. and they at once closed the mail,
and I have been unable to see Noble yet.

I am,

Sir,

your obedient servant,

Andrew C. Millon.

Manager.

Enclosures.

Statement on Accounts.

accounts for Mr. "Belos".

Indebted \$16.00.

15.

"Condorah".is Montevideo.November 14th 44.

Sir,

My last Despatch, which I expect to have numbered 13 instead of 14, left this per "Genie" on the 11th instant.

1. The "Beloa" sailed for St. Thomas, U. S. on the 11th instant.

2. The "Sterling" sailed on the 11th inst. also, and I forwarded herewith her accounts and Master's draft on his Owners for \$8837. Capt. Whelden objected for some time, as he was paying 10% bounty to a higher rate of exchange than Par. as adopted by Congress, viz. - $\$40.86\frac{65}{100}$, but ultimately agreed to $\$40.90$ and I trust that the draft in question will realize well. This vessel took 1 cask of seal oil from the 1st as I asked you to insure in my last despatch - others will only be 24 for shipment by this steamer.

3. I am sending a sample press wheel to Mr. Burgess, Bunkerood, for Mr. Wilson, to which reference is made. C. Cobb Esq. is
 Managing Director
London.

is made in the Indent sent herewith.

5. I received on the 20th inst. after the departure of the "Gannet" your despatch of 10th 03 of October 1871.

6. Dec. 3. I am utterly at a loss to understand how Captain Patmore or any one else could possibly make a statement to the effect that the "Thetis" had room for 100 to 150 bales of sheepskins - ^{totally} ~~so utterly~~ at variance is it with the facts of the case. When she left here for Goose Green, both DeLauchlan and Brewster, who went to steer her, had very serious doubts as to whether she would take all our "Hornets" cargo. On her return to Stanley, I gave her the "Hornets" cargo - just arrived from North Devon, all the available loose sheepskins from the slaughter house and a few odds and ends. Now both DeLauchlan and Brewster assert positively that, although she could certainly have carried more loose sheepskins, had they been available, she only had about 12 feet space ~~room~~ above the tops of "Hollow barrels" and that in reality she could not have taken ~~any~~ ^{any} bale more. There again the "Thetis" only arrived from Goose Green on July 19th; when the "Pentamer" was practically loaded and her Bills of Lading signed only on the 19th July, the date

of the latter's sailing. It is quite possible that by the time the vessel reached England, her cargo of Tallow had shaken down and settled to some extent and thus given the appearance of there being space to spare. In any case, I cannot but express my surprise and regret that Captain. Petmore should make such a statement, if it be he, after the frequent proofs I gave him whilst here of my intense anxiety to make his vessel's maiden trip a profitable one for all concerned.

7. Dec. 18. As to the oil for the Priestman engine, Mr. Nichol offers the following explanation. Paraffin was included in the list he sent - but with a query as to the quantity required. When he made his list out, there was some doubt whether the inferior quality of the oil was not to some extent to blame for the difficulties with the Priestman; indeed it was uncertain, he says, whether the said engine would be used another season or not. With doubts both as to quantity and quality, Mr. Nichol could not say anything very definite, more especially as both he and I had instructed Noble to talk the matter over with you at his first interview with you and to arrange for the shipment of what he considered

necessary
as to quantity and quality. Almost my last words
to Noble before he left starting were to be sure and
arrange with you about the oil, and I naturally
thought that he would have done so.

8. Mr. Percie Peake objects to the charge I
usually make for conveying his stores and materials,
loaded by us from the steamers, up to his hulk
as he imagines that he is at a disadvantage, as com-
pared with our clients on the West. He is, however,
willing to pay the 40¢ in full rate of freight, and
have his goods delivered for that figure on to his jetty.
Please therefore to charge him the said rate in future.
I send you herewith an Indent from him for ship-
ment by the Harbour Steamers.

9. The "Halpurn Bette" is now alongside
the "L. P. Smith" in order to discharge about 1000 tons
of her cargo into that hulk. As Biggs is extremely
busy on the North River Wool Box and the repairs to the
"Fair Rosewood", the ship's carpenter is fitting up the
men's bunks in the fore-castle which were gutted out, but
no other repairs will be commenced on her until October.
Biggs has communicated with his Owners from
Montevideo. He told me yesterday that he thought it

just possible that his Owners might decide upon
 towing the vessel home; an operation which
 would cost about £2000., but before that it would
 be absolutely necessary to effect certain repairs on
 her. For your information I send you herewith, a
 copy of the first Report of survey - and also a photo.
 of her as she appeared the day after being towed in by
 the "Acorn". Biggs thought at first that the masts of
 the "I. P. Smith" might possibly have done for her, but
 on measuring them, they are found to be 15 feet short,
 and a difference of 6^{ins} in the size of the caps. Chaplin
 is indenting for a sufficient quantity of hoops, in
 case these latter have to be made here. The blacksmiths
 have still a great deal of work to do for the "Spoke",
 the Master of which vessel does not expect to get away
 much before December 20th.

10. The "Acorn" is taking about 90 tons of
 the "Sabino's" steam coal and will take 80 to 90
 tons more on her return from the West, whither she
 proceeds on Monday next. It is indeed a relief to
 be able to move a little of this unfortunate cargo, even
 at 50/- a ton. Judge Thompson and Mr. Hill are
 going over to the West in the "Acorn", in order to
 report

report on the land surrendered respectively by Benj. Holmsted & Blake, Packe Bros. & Co. and Baillon Stickney. Goldworthy could not possibly have made a worse selection, as neither of these officials can possibly pretend to any knowledge of the quality or value of the land for farming purposes.

11. You need not trouble further about Mr. Blake's missing cases, as they have all turned up at last.

12. Be good enough to effect the following insurances as usual for our clients:-

4c. of W. D. Banner	-	145 lb. Wool @ £11. per lb.
" " Mrs. L. Banner	-	250 lb. Wool } £12. . .
		12 doz. skins }
" " C. Kilman	-	35 lb. Wool . £16. . .
" " Packe Bros. & Co.	-	350 lb. Wool . £16. . .
" " Henry Waldron	-	60 lb. Wool . £10. . .
		10 doz. skins . 10. . .
" " Mrs. Packe	-	to follow.

13. November 17th: The "Quanderah" arrived here at daylight this morning, bringing me your Despatch No 804 of October 13th, with all enclosures in order. I regret to say that owing to the prevalence of small-pox on the West Coast and several deaths from that disease at Sandy Point, this steamer is forced

strictly in quarantine during her stay here. I enclose copies of a letter received by me from the Col. Secy. and my reply thereto, but up to now (as far as I know) must have come to no decision in the matter. All the cargo will be discharged into the "Great Britain", where it will have to remain for 11 days. The Wool and Sheepskins, ^{etc.} will be put on board by the Steamer's crew and four or five men who have arrived here from Sandy Point, who are of course in quarantine for the time fixed. I do not anticipate any trouble as regards the Bills of Lading, late letters, etc.

14. Dec. 5. I regret to hear that the "Thetis" bottom was slightly strained when she took the ground at North Arm, but trust that she will not be much damaged and that you will have no difficulty with the Underwriters.

15. I received by this mail from Mr. Sturtevant all the documents relative to the loss of the "Pandora", and which I send you just as they reached me. We have received the full amount of the net proceeds of salvage, viz £13. 19. 8 from which sum Mr. Sturtevant has deducted £2. 6. 2 due to him by this office and transmitted the enclosed draft for £11. 12. 6 our dues. I. Howe & Co. is a settlement. I trust therefore

that you will be able to arrange this matter entire-
 ly with the Underwriters, as it is a very
 serious matter indeed for Naag, who gave £300.
 for the vessel and spent another £200. in repairs
 on her.

I am,

Sir,

Your obedient servant,

Andrew C. Baillou.

Danvers.

Enclosures via Monte Video

- Freight Receipts No: 1586 on J. Rompfeld's Sons \$3897.
 " " " 1591 - J. Moore & Co £ 11. 12. 6
 Second " " 1578 - Indale Porter £ 166. 8. 3
 Accounts per Ship "Sterling" and letter of advice to Owner
 Coasting Insurance October
 Store Indents No 165
 Store Indents, J. J. Filton, Von Packe, Dean & Mason
 Remarks on cargo per "Cloe"
 Copy letter from Col: Secretary, 29 Oct re Memorial.
 Copy corres with Col: Secretary 17 Nov re Quarantine
 Copy report of survey on Stk "Galgorm Castle"
 Papers relating to wreck of "Pandora"
 Note of Protest
 Extension of Protest
 Order for Survey and Report of Survey.
 Account of Proceeds of sale of wreck and Statement
 Mr. Nichol's Report and Enclosures
 Remarks on accounts
 Statement on Accounts
 9 Bills for payment as ordered in statement on accounts
 Shipping Report
 Press copy of list of enclosures sent to Tilbury direct.

EnclosuresDuplicates (originals sent per "Batavia" via Amsterdam Oct 29th)

Despatch No. 13

Stanley Journal + Cash Book September

Stanley's report Balances 30 September

Stanley Settlement Return 30 September

Store Indents No. 163.

Coasting Insurance September

Accounts per M^r "Victoria"

Statement on accounts 29 October

Capt Jones's Report on "Ivika" wreck.

Duplicates (originals sent per "Janis" via Sanz Point Nov^r 4th).

Despatch No. 14

Great Store Indent No. 164.

Accounts per M^r "Celine"Statement on accounts Nov^r 4thDuplicates (originals sent per "Diamant", his mail, via Monte Video)Money Exchange N^o 156 on "Diamant's" bills for \$ 3887.

Remarks on cargo per "Celine"

Coasting Insurance October

Accounts per Ship "Starling"

Remarks on accounts 17 Nov

Statement on accounts 19 Nov

Store Indents No 165.

Originals.

Stanley Journal + Cash Book October

Cash Vouchers to M^r Stores

S. A. Missionary Society's accounts 30 September.

16.

"Herodot."via Sandy Point.December 19th 11.

Sir,

By last despatch left here
per "Canderah" on the 19th ultimo.

I send you herewith copies of a
little further correspondence relative to the Canderah
quarantine business, since when nothing more has
transpired between the Government and myself on
the subject. Owing to the remark made in the Colonial
Secretary's third letter of the 17th November, viz. "that as"
"the hulk 'Great Britain' has herself become in quarant-"
"ine, no further question presents itself as to the adoption"
"of the arrangements discussed with you in person this"
"morning," which means in plain English that Government
did not intend to pay anything for hire of the hulk -
I thought it better not to enter into a lengthy and un-
pleasant correspondence with the Col. Secy. - nor to send
in an account for the £1. per day - and would therefore

ask you to submit the whole matter to the Colonial

Wm. G. Cobbett Esq.
Solicitor General,
London.

Office

Office for their consideration and decision, as it is simply a waste of time to attempt to argue the question with Goldsmithy. According to Clause 25 of the Quarantine Ordinance, No 3 of 1875, the Government must provide, at the public expense, a suitable vessel or building to serve as a lazaretto, so it is absurd for Goldsmithy to attempt to get out of paying rent for the "Great Britain" by the miserable quibble and mis-statement he brings forward.

3. I am reluctantly compelled to call your attention to the following incident in connection with the recent shipment per "Dendurak". When Schuchlen had delivered all the Wool and Skins to the Steamer, he wanted to give her 4 casks of Tallow belonging to Mr. Hansen and 4 casks of Tallow and 21 casks of Penguin oil belonging to Mr. Kilsen, but the Captain refused and said that he had not room for it, as he had received a letter from Mr. Schallfeldt telling him that some few barrels of Sealskins belonging to Kilsen and some Sheepskins and Tallow belonging to Mr. Pettstaff must be shipped and, I believe, but cannot say so positively, brought Goldsmithy's name in. But

eight casks of tallow were ~~put~~ hoisted at the great
 Britain's post and could have been put on board
 in five minutes, whereas Kierman's and Pettiboff's —
 produce had to be hauled up, at considerable trouble,
 from the 'Jillabie's' hold. Captain Beckendorf incidentally
 had his misgivings as to the justice of the proceeding,
 as he told DeLanchester that he would carefully
 preserve Schlottfeldt's letter, in case it should be
 called for, and I think that the Manager of the
 Kosmos & in Hamburg should certainly be asked
 for an explanation of their Agents' conduct in this
 matter. We have shipped 9096 bales this year,
 a fact which should, I imagine, entitle us to pre-
 cedence before any other shippers.

At Mr. Rees's request I send you herewith
 his report and general remarks on the Oil Engine
 at North Cove. I read them with both surprise
 and regret, as it is evident from what he says that
 neither the engine nor the steaming machinery was
 given a fair chance last season. It is, however, a
 consolation to learn that everything is in perfect
 order and working splendidly for this season.
 It is to be hoped that Noble will take a lesson from Rees.

5. The "Hesperus Beetle" has discharged between 1000 and 1100 tons of coal into the "I. D. Smith", and we are now anxiously awaiting the return of Capt. Maguire from Montevideo and news as to the vessel's probable fate. I am afraid that I omitted to inform you in my last Despatch that Mr. Schlotfeldt and Biggs had, at the doctor's request, valued the ship as she now is at \$40000, and Biggs estimates the probable cost of the repairs on her at no less than \$10000! She would hardly cost \$16000, now, would she? I trust that the "Speke" will get away by the end of the month or, at latest, in the first days of January. In any case the ship's accounts will appear in the December Journal. Capt. Wainwright has had further bad luck, as three of his men disappeared last week in his life boat with a lot of chain, as ballast, a chronometer, sextant, chart, etc. in fact about \$750 worth of property altogether. He had a three days cruise in the "Gillies" in search of them, but in vain and, as the Frenchmen can navigate and has been knocking about the Plata for years, they may have made the S. C. coast. Fortunately I have asked Humphreys to send some four seamen for him by the "Herodot", and the

younger brief on the "Fortune" wishes to ship in here, which I shall certainly let him do.

6. H. A. S. "Acorn" has already taken 100 odd tons of Haver Coal as "baling", and may possibly require more when she gets her orders from the Senior Officer next month, as she may possibly have to make a second trip to the West. I am in hopes that the "Scissors" will clear out the "Sphinx".

7. The "Hornet" is just bringing in her second load of Wool from North Devon, and I expect the "Fortune" in at the end of the week with a full load (I hope 200 to 260 bales) from Walker Creek and Querns. The "Fair Rosamund" is still under repairs; she was in a shocking state, but I hope that she will yet be able to bring in a load from Kill Bore in time for the January steamer. If the "Fortune" only maintains her present form, she ought to do wonders during the coming season. Luckily Rowlands seems much happier since he got rid of brief, and he will be better pleased still when he has cleared all the original crew out of her.

8. Please to effect the following insurances:-

20 Bales @	£10. per M.	40. Chas. Bender.
40 do.	" 17. do.	William Bell.
50 do.	" 10. do.	A.C. Belton.
90 do.	" 10. do.	Mr. C. Hansen.
250 do.	" 20. do.	Robinson & Blake.
150 do.	" 17. do.	
170 do.	" 17. do.	Perce Peake.
70 do.	" 15. do.	David Smith.

Mr. George Cobb will no doubt instruct you as to the insurance of the Lively produce and Mr. H. H. Cobb as to that of Speedwell Island. Our clients are, at present, unable to give the probable number of their bales of Sheepskins.

9. Nos 1 & 2. Par. 13. Owing to the chaotic condition of the Government Archives here, I have been unable to trace the transfer of Suburban Lot 103 to the Company, and therefore have to take it for granted that we only paid the usual price for Suburban land, viz. £2. per acre, as you hold the original deeds. I therefore send you a blank Conveyance Form, together with the necessary particulars as to the number and description of the lot, as also the Conveyance from Mr. Peake to the Company of Lot 22, to both of which please

have the seal of the Corporation, returning them to me in due course, in order that I may have them both recorded by the Registrar here.

10. With reference to Sections 35 and 36, I received on the 3rd inst. the enclosed Circular, which had been handed by Boulson to Peter Deane on the latter calling at Government Office on some Savings Bank business. It is not for me to question the Government's right to release these two sections, as the Directors have expressed a decided opinion as to their indifference to what may become of them, but I must say that such action on the part of the Government is inconsistent with and directly contrary to Par. 4 of Lord Knutsford's despatch No 25 of March 12th, 1892 which runs thus:—"The effect of this" "will be that there will be no land available for leasing" "to the applicants for grazing horses, etc. etc." Peter Deane would be willing to lease the two sections in question at a fair rental, on condition that he could be sure of the Company's support. He would like to buy sheep from us at the goose green value, and would be willing to sign a 25 years Agreement

with us, by which he could undertake to look after sheep coming into blanding, but that is, I think, unnecessary, as the sheep will be well looked after by the good enough and sufficient for the purpose. Our freehold will, we hope, be so allocated ultimately as to take in the aforesaid thouty and farms and the equivalent of the Fitzroy freehold might be exchanged for land allocated on the Gannan Reserve. As soon as the Mail has left, I intend to write to the Col. Secy. asking him for a tracing of the freehold blocks belonging to Secs. 35 and 38, and endeavour to have the matter settled promptly. Although the question of neighbours affects, in this instance, Mr. Packer far more than it does us, there can be no doubt that we should be better off and more comfortable with a man like Peter McLean there than Jack Steet, Jimmy Smith or J. Kinnear. I believe Mr. Nichol is quite correct in stating that some of these individuals are prepared to pay a rental of £50. and even more for these two Sections. However as soon as we can get the question of the allocation of the freeholds settled and hold the 21 years leases for the Reserves, we can afford to treat the rest with indifference.

December 25th. The 'Herald' arrived at daylight this morning, bringing me your Despatch No 8005, of December 19th, with all enclosures in order, as also your letter of November 20th, the contents of which letter are noted.

12. Dec. 3. I note what you say concerning Harris, Little Horn and their dip. There is no doubt but that it is at present in considerable favour with the Farmers, although both Robertson and Ales are steadily growing in favour. You are, no doubt, aware that Mrs. J. I. Pelton is at present Agent for Ales.

13. Dec. 7. I shall have to reply to your remarks about the Postum's sails in my next despatch.

14. Dec. Please convey to the Board my very grateful thanks for the extremely kind and generous manner, in which they have treated my application for leave. I fully expect to be able to leave by the next mail, although I see that she does leave as early as the 4th, and I shall, of course, be quite prepared to return by the November mail. I am further obliged to the Board for sanctioning my suggestion as to Mr. Harding assuming the management of the Company's business during

during my absence and will follow your suggestions as to the Power of Attorney, etc.

15. Dec. 10. Mr. Harding desires me to express his gratitude for the very substantial appreciation conveyed in the grant of a free passage for his sister by the "Herodot", and further to assure them that no effort will be wanting on his part to justify their confidence.

(Dec. 14. contd.) Recalling for one moment to the subject of my going home in Decr., I should deem it a further favour and feel proportionately grateful to be allowed to leave the Kosmos Steamer at Montevideo and take either the Royal Mail or Pacific S. S. boat, according to their date of sailing.

16. Dec. 11. I assure you that I pay the utmost care and attention to the accounts of Wool and always keep, as you say, a list of what the bulk should turn out, which makes the mistake in the shipment for "Benderah" a perfect mystery to me. As you know, when any behooner discharges into the Steamer direct instead of into the bulk debouchure does not take all the numbers down - but simply puts in his book - etc - some of behooners - so many bales - and that happened in the case of Parker Bros.' 218 bales,

discharged direct from the "Fortune" into the "Panderah".
 I cannot understand how the 1st Officer of that vessel
 came to give a receipt for 229 bales of Brilliant Sticks
 wool, if he did not receive them on board, although his
 book only gives 229, viz. - 62 ca "Hornet" and 166 ca
 "Thetis", amongst which neither 229 nor 214, the number
 given as missing by Messrs Moore & Co, appears. I am too
 busy discharging the "Haradot" to be able to go into this
 matter with me tonight, but as soon as the Mr. has left, I
 will do so thoroughly and report further by the next mail.
 In looking over the Catalogues of Wool Sales, I notice
 that at the sale held by Messrs Aubrey, Coast & Co on
 September 26th, 53 Bales of the club mark were sold for
 account of Messrs Hinkley Bros, although only 52 were
 shipped from here per "Fortune"; is it possible that the
 club and heart brands got mixed up?

17. Dec. 13. Seaburnhlem was only complaining
 to me a few days ago of being very short of coal bags,
 owing in a great measure to the amount of wear and tear
 they have to stand in being constantly filled and refilled
 on board the "Lekins", and the bad treatment they get when
 used by the men of war in particular.

18. Dec. 14. The "Thetis" might certainly sail

direct from Paris, but could it not entail my going to Grace Green to see to the Bills of lading and other documents which have to go by her? This, Mr. Harding will most certainly not be able to do in my absence. I note your remarks relative to this vessel's coasting trip. As regards Quannox Head, it so happens that I had arranged with Mr. Buckworth for Landlords to put down moorings to enable either the "Thetis" or "Portia" to lay there in safety. Your suggestion, however, that I should send either the "Hornet" or "Fair Lockman" to meet the "Thetis" on the West, deliver the Beaver and Quannox Head cargo & bring in a load of wool, is decidedly a good one. I will do for the best when Capt. Patmore arrives.

19. Dec. 16. I will ask Mr. David Smith to change mark his bales ^{D.S.} C.I. in future.

20. Dec. 18. I note the arrangement as to the sale of wethers for freezing to Messrs. Spearing & Waldron at 9/- per head. Mr. Greenshield is at present instanter, so I shall at once obtain his signature to the required guarantee.

21. Dec. 20 & 21. Captain Magenta has returned from Antisides without, apparently, having made any progress as regards his ship, but it appears certain that no

definite steps will be taken until the doctor's report, etc. reach home, as we shall probably have to wait until the January mail, unless Humphreys receive a telegram in time to come down by N. S. S. Lines, which ship is to leave London about the 26th inst.

22. Dec. 22. I have to thank you for the copy of the Kermanshah time table for next year, but DeSchellfeldt tells me that he has just heard by telegram that the January boat cannot be here before the 14/15th, which is just as well, as far as the collection of Wool is concerned. The Dutch mail is exceptionally early.

23. Dec. 23. Lower coal has been selling pretty freely lately, and I do not anticipate that we shall have a particularly large stock by this time next year; in fact it will probably be necessary to order more about that time. I do not see how we could sell to the West under 52/- net, as taking it from the shed to the schooner would entail from 1/6 to 1/9 per ton for labour, besides which there would be the schooner price of 10/- per ton as well, which would bring the price a good deal above the 49/6 per ton you give as the cost of coal shipped to the West per "Thetis".

24. Dec. 25. I am glad to hear that the "Phetis" had left the Rocks on November 6th and trust that she will beat the "Ruth. Waldron" out this time; I see the latter vessel passed the Wight on the 15th, so she has got a slight start. You will know ere this that the machinery for Port Stephens was not shipped from "Herodotus", also several other cases, etc. for clients. As we are not actually in want of J. G. Williams & Co's tobaccos, we have warehoused the small case, which arrived too late for the "Phetis", until the arrival of that vessel, the charge, as you know, being only a few pence.

25. Dec. 26. I am sorry to hear that Dr. Keap's order has given you so much trouble. I did not look closely into the matter before sending you the Indent. I will arrange with Capt. Petmore as to what to charge also for landing them at the head of his creek. All is certainly worth 5% commission.

26. With reference to the sale of the land surrendered by Greenwich, which ought to have been sold at noon on the 21st inst., soon after the arrival of the Steamer an Executive Council was held, and about two hours later a Notice appeared on the

Gazette board to the effect that the sale would not
 take place until January 26th, as the Government
 have decided upon putting up the land in two
lots. This is, I take ^{it} a gross act of injustice towards
 Greenshields, if not absolutely illegal - as 6 months
 notice of the sale, with conditions, etc. must be given.
 I feel convinced that this is being done, simply to
 enable Goldsworthy's friend, G. Robson, to buy
 the half adjoining part of his present holding -
 without having to pay for any improvements, etc. and
 to saddle Greenshields with a lot of Buildings, fences,
 etc. on a piece of land which is utterly useless to him
 on a divided section. Robson goes out that he wants
 the land for his cows, not for himself; but it is a
 flagrant piece of jobbery.

I am,

Sir,

Your obedient servant,

Andrew C. Baillon.

Manager.

Enclosures

Duplications:—

Stanley Journal & Cash Book October
 Supplementary statement accounts 19 Nov^r
 Particulars of shipment per "Gondarak"
 letter to Mr Cobb 19 Nov^r

Mr Dean's cheque p £100 on London Joint Stock Bank
 Stanley Journal & Cash Book November
 Coasting Insurance November
 Cash Vouchers E. W. Stores
 Store Indents No: 166
 Mr Dean's report on Christman Oil Engine
 Mr Pack's conveyance of land to F. J. Co
 Form for conveyance of land from F. J. Co to Mr Pack
 Circular letter from Col. Secretary re Shuff Cove land
 Col Sec: to F. J. Co 19 Nov: re guarantee of "Gondarak"
 F. J. Co " Col Sec: 20 " " " "
 Mr Field's Report 19 Dec: and measures
 Statement accounts 22 Dec
Shipping Report

17.

January 10th 5.

Sir,


My despatch No 16 left here
per "Herodotus" via Sandy Point on December 24th.

2. No 905. Par. 7. I have talked over the
question of the "Fortuna's" sails with Roundlands and
it turns out that he wished me to have said in the first
instance that the "Castalia's" standing jib was kept back
here, meaning to the "Fortuna" having only one such sail
with her original sails and that is why he asked me
to order another one.

3. No 905. Par. 11. I can, I think, now clear
up the mystery concerning the bale of wool - said to
be short delivered as "Roundlands" belonging to Baillon
and Stickney. Mr. Goodhart now states positively that
he only delivered 68 bales to the "Phetis" and not 69 -
according to the date of that vessel's tally - and, strange
to say, de la Roche's also. Peake Bros. & Co have therefore
evidently been given credit for 1 bale belonging to

Peake & Co. Bobb
dunquing Director,
London.

Baillon

Baillou and Stickney as, although the account sold for Packer Bros. Co only gives 286 bales - the 1st officers of the "Quadrant" gave a receipt for 289 bales of the  mark which proves that that number must have been shipped and de Lauchlan confused the two marks in the deck - so that if the bale in question has evaporated, the process must have taken place in the London warehouse. Both de Lauchlan and I very much regret the apparent carelessness in this matter, which might have been avoided - had the separate numbers of each mark been taken, but which, as you know, is not done when schooners are discharged straight into the steamer.

4. Please to effect the following insurance on Wark: - 24000 lb. at 14. per lb. for etc. of Quaint Anson.
9000 lb. . . 13. T. Robson.

5. The M^{rs}. Thomas L. Stave of Liverpool,

Nicholas, Master, with a cargo of beans from Manillas for Falmouth put in here on December 29th owing to sickness amongst the crew and being short of provisions. One seaman died the day after her arrival and another was discharged as being too ill to proceed on the voyage. The Master gave me a good deal of trouble and owing to the 'hissie' being dismantled,

we had a good deal of difficulty in communicating with the vessel, which was anchored a long way down Port Williams. However the Master proceeded on his voyage on the 7th instant, and I send you herewith the drafts on his Owners, Messrs. Hargrove & Mellors of Liverpool for the amount of his disbursements, viz. £90. 10. 5 and £2. 10 which I trust will be duly honoured at maturity.

6. A somewhat extensive system of pilfering would seem to prevail at the Tilbury Docks, as Deane reports to me that he frequently finds that a quantity of tins ^{have been} extracted from cases, etc. and the empty space carefully refilled with lead or something else, in such a manner as to render it highly improbable, if not impossible, for it to have been done on board the *Phoenix* Steamers.

7. The Surveyor is supposed to be at present occupied in surveying the Bluff Cove Section, and, from all accounts, taking plenty of time over it. I enclose copies of two letters exchanged with the Colonial Secretary re the allocation of the freeholds. I also send you a copy of Peter Deane's offer for a lease of the sections 35 and 36. The individuals he refers

to as not likely to be resident farmers are I. Smith, Rock Street and I. van Mesteren. Peter tells me that they have offered as much as £7. per 1000 acres; the result of the survey will probably give the average of the two sections as near 16000 than 12000!

8. The recent appointments of trustees, members of the Board of Health, Burial Board, etc., indicate clearly enough Goldsworthy's line of policy. Comment thereon is superfluous.

9. It has just come to my knowledge that Schloßfeldt has applied to the Colonial Government, with a view of having a recognized anchorage and permanent moorings laid down for the Kosmos Steamer, owing as he states to the difficulty experienced by the Oceanic Steamer the "Herodot" in coming to anchor in a heavy gale of wind, and the position, at the time, according to Dr. S. of the "Fortuna" and "Belgouwer Castle". Several experts are, however, quite prepared to swear that there was ample room for the "Herodot" to anchor and swing between the "Great Britain" and "Queen of Beas", had her doctor been capable of handling his vessel properly - instead of anchoring her considerably to the westward of the first and last.

in fact, she was ultimately brought up beyond
 the slaughter house. DeSchollfeldt's application
 has had the effect of renewing in Goldsmith's mind
 the idea that our hulks are a permanent hindrance and
 impediment to the incision of the harbour and I
 hear that he intends shortly to call an Executive Council,
 with the view of so altering the Port Regulations as
 to compel us to move the "Great Britain" and all our
 other hulks down into Whitehouse Bay, well to the
 eastward of the Barricos. I am told further that, if
 I decline to move the "Great Britain", the Governor
 intends to have the service of that hulk's cable filed
 in two! I may at once say that should any such
 thing be attempted, I should feel perfectly justified,
 after making a formal protest in writing, in resisting
 by force its accomplishment. DeSchollfeldt suggests,
 I believe, as the most suitable anchorage for the *Revenor*
 a spot towards the north shore in a line with Philmel
 Street, just to the eastward of the Jubilee Pillars, intending
 thereby the removal of the "*Sphinx*" from her present
 position. All I can say about this is that - if the *Revenor*
 Co's Agent is bent on working systematically against
 this Government, the sooner a change is made in either
 the

the line of Steamers, or their Agent here, the better.

10. H. M. S. "Arcturion" left here on the 6th instant, and I send you herewith drafts for the amount of her disbursements, together £619. 8. 10. H. M. S. "Pierres" was expected to leave Monte Video on her way down here on the 10th instant.

11. As regards the "Isalgorm Castle", the only particle of information respecting her fate which either Capt. Bagnall or I have received by this mail, is contained in a letter addressed to me by the Secretary of the London Salvage Association, a copy of which I send you herewith.

12. I regret to say that the work on the "Speaker" is not quite finished yet, but it is so far advanced towards completion that Capt. Wainwright hopes to be able to make arrangements with the coming April Steamer to be towed by her into Port William, in order to avoid any delay in getting out of the harbour.

13. The "Fair Doanmond" has required such extensive repairs, the cost amounting to quite £300. up to now - that I would venture to suggest that the insurance on her might be increased by that amount. I hope to have her in commission again in

about 10 or 12 days time. The collection of Wool has, nevertheless, proceeded very well so far, as I have now 1000 bales of our own and 2001 of our clients' - although, in order to be on the safe side, I only asked owner for 1000 bales. However, in the present state of the market, it would not appear to matter much if it be shipped early or later.

14. I enclose, for your information, a Report received from Lieut. Mann's man, Rca, as to the North American Engine and Machinery which is, I consider, very satisfactory.

Jan. 16th 15. The 'Abgdos' arrived at daylight this morning, bringing me your despatch of December 9th, with all enclosures in order; also Mr. Ogles' letter of the same date.

16. Par. 2. In reply to your inquiry with reference to the Diller family, I am informed on good authority that the two eldest daughters are both already of age, viz. Margolite, born December 22nd, 1892 and Grace born October 1st, 1893; as far as I can ascertain the names and ages of the other children, all of whom are alive, are correct with the exception of the second boy whose name

is Alexander, not Andrew. I am told that the
 eldest girl of all, Mary, was not born in wed,
 lock which is, I presume, why her name is
 omitted from your list.

17. Pars. 4 and 5. Your instructions as
 to the specification of Wool and Sheepskins, and
 the number of their bales for insurance, shall be
 duly communicated to our clients.

^{Pars. 4.}
 18. Care will be taken to include all
 the accounts you have sent and the proposed estimate
 of the balance - in making up the accounts for 1894.

I am,

Sir,

your obedient servant,

Andrew C. Baillon.

Daresbury.

Enclosures (via Monte Video)

Accounts (2) per Rk "Stomer S. Stour" and
letters of Advice (2) to Owners

Coasting Insurance Premium

Whitcomb's report and enclosures

Cop letter from Salvage Association, Store re "Galpern Castle"

" " " J. McLean to Cor Secy, Store re "Hufflon Section"

" " to Cor Secy as to proceeds on "Hufflon Section"

McLean's report on Priestman Oil Engine

Remarks on Stores

Store Indents No: 167

Press copy of S. A. Missionary Society's account, 31 Dec.

First of exchange No: 1595 on Harpers & Millon @ 30dps 40. 10. 6

" " 1596 " Acceptance of Harp " 30dps 241. 8. 10

" " 1597 " " " " 378. 0. 0

" " 1598 " Harpers & Millon " 30dps 27. 2. 10

Draft " 1599 " U.S. Treasury " 15dps \$ 25. 11

First of exchange " 1603 " J. Moore & Co " 30dps 20. 0. 0

" " 1606 " J. M. Dean & Co " 10dps 315. 3. 0

" " 1607 " " " 10dps 42. 5. 1

" " 1608 " " " 10dps 57. 5. 11

McLean's cheque on London Joint Stock Bank 13. 16. 10

Shipping Report

Statement on accounts

Press copy of list of enclosures sent to J. M. Dean & Co

Cashmere to Tilbury direct

Cash Bookers Account B & W. Stores
 Specification of Shetland Island Wool
 " " Kippell " "

Duplicates (originals per "Arrol" 24 Dec).

Dispatch No. 16

Stanley Journal + Cash Book November

Coasting Insurance November

Store Indents No. 166

Statement in accounts 22 December

Duplicates (originals per "Myra" 19 Jan via Monte Video)

Dispatch No. 17

Accounts (2) per Mr Thomas S. Sivas

Coasting Insurance December

Remarks on Stores

Store Indents No. 167

Second exchange No. 1595 in Hargrove & Bellon

40. 10. 5

" " 1596 " Scott & Co. & Co.

241. 8. 0

" " 1597 " " "

378. 0. 0

" " 1598 " Hargrove & Bellon

27. 2. 10

" " 1600 " Moore & Co

20. 0. 0

" " 1606 " J. M. Drenby

385. 3. 0

" " 1607 " " "

42. 5. 1

" " 1608 " " "

57. 5. 11

Statement in accounts

18.

February 11th 5.

Sir,

I beg to hand you, herewith enclosed, the Balance Sheet and Profit and Loss Statement for 1894.

Considering the various adverse circumstances, with which we have had to contend throughout the year, I admit being somewhat agreeably surprised at the result, viz. a net profit of £36743. as against £20943. in 1893.

Farm Account, as anticipated, shows a falling off in profit of £2095. as compared with last year, a result no doubt, almost entirely attributable to the very low price of Wool and Tallow, especially when the extra weight of the clip is taken into consideration. There is but little difference in the amounts of the Farm wages and the Balances due to the men, as compared with 1893. For

Wm. E. Cobb Esq.
Managing Director,
London.

Yours

your information the sum lodged by the man with
the Queen's Storekeeper during 1890 was £191. 9. 9.

Fencing Account. I have, in dealing
with this account, carefully followed the —
instructions conveyed to me in your Remarks on
Accounts of November 9th, 1890, both as to the
additional charge of £19. per mile and the amount
of expenses, etc. short charged last year. You will
observe that the expenses of erection this year amount
to about £33. per mile, which, added to £47. as
the approximate prime cost of the Fencing itself, makes
up the fixed sum of £80. per mile.

Store Account. A falling off of £519.
in the profit shown on this account cannot, I venture
to think, be deemed excessive or enforcing, taking
into consideration the following facts: — the increase
in the amounts of Clients' imports per Thetis, etc., the
largely increased number of small importers, the
further all round reduction in prices and the amount
of the Store Accounts for 1890 being under £1000.
It will be observed that the stock at the first store is

considerably less than last year, a fact, however, partially accounted for by blaphin bearing ^{almost} all the iron work in the shed adjoining the smithy.

"Sabino's" Coal Account shows a little better result than 1893, and I trust that this is the last time it will appear in the Balance Sheet.

Buildings. The larger portion of expenditure on this account has again been incurred for the camp. In Stanley, the Boat shed, additional — carpenters' shop and store for de lauchlin's gear are now completed and will prove most useful. The new slip, too is a most valuable addition, as we could, if necessary, haul a Schooner some distance up it for repairs.

Interest and Commissions and Rent Accounts both show a slight decrease in the amount of profit.

Company's Shipping is slightly better than last year, owing mainly to hired hire for the discharge of heated coals, etc.

Company's Schooners. I much regret that,

owing to the very bad conditions in which Miss
found the "Fair Richmond", the repairs on that
boat have considerably exceeded our original
estimate, both as to time and cost. She will, however,
be out of the carpenter's hands in a few days more
and will be almost as good as a new vessel, with
the exception of her decks, which will certainly have to
be renewed within the next twelve months. The
"Honest" shows a moderate profit on her working
account and the "Fortune" will, I am sure, very
soon wipe out the debit balance now standing
against her.

General Charges. The increased amount
of expenditure under this heading is accounted
for by the fact that the Stanley Office messengers
wages have been transferred to it.

I am,
Sir,
your obedient servant,
Andrew C. Baillie.
Dated.

Enclosures.

Balance Sheet.

Profit and Loss Statement.

London Office Cash Account.

Statement of Deposit Account.

Inventory of Stores at Cassin Harbour.

Inventory of Stores at South Cove.

Balances to and from Camp mess.

Consumption Stores on hand in camp.

Building materials on hand in camp.

Repairing materials on hand in camp.

Summary of Stock, East Store.

Summary of Stock, West Store.

General Summary of Store Stock.

List of additions to Plant and Utensils.

Statement of Schamers' catering, not audited.

Copy of Stanley Cash Book for December.

Copy of Stanley Journal for December.

19.

February 12th 5.

Sir,

My despatch No 19 left here
for "Ogden" on January 19th.

2. Please to effect insurance on the
following produce:-

270 bales Wool
3 " Sheepskins } est. of J. J. Pelton.

3. The "Ruth Waldron" arrived here on
the 26th ultimo from San Carlos, consigned to Chas.
Williams for whom she had a quantity of general cargo.
Williams is now passing and Waldron is recognized
Agent, and this firm is making tempting offers to
some of our clients, in the shape of reduced freights,
etc., but as one, so far, seems likely to abandon us for
such an uncertainty as L. & W.'s promises. The "Ruth
Waldron" proceeds hence to Salvador, having cargo
on board for Green Shields, who is sending his Wool
home in her. A Customs Officer goes ~~and~~ in her.

Wm. B. Cobb Esq,
Managing Director,
London.

4.

She likewise takes Cottleff's and Smith's coal from here.

4. H. M. S. "Sirius" towed the "Speke" out of the harbour on the morning of the 7th inst. and the latter vessel ^{now} proceeded on her voyage. I enclose the accounts with the Master's drafts on his Owners & bodys. for £1500. and £1166. 7. 6 and a supplementary one for £44. on demand, all of which will, I trust, be found in order.

5. The Colonial Government have voluntarily paid us the sum of £42. for the hire of the "Hest Britain" during the late Quarantine.

6. After a good deal of unnecessary and unpleasant correspondence with the Shipping Master, (copies enclosed) we have finally got rid of the Porters' original writs; the last three of whom leave for England on board of "Saint" by this mail, as they claim to be paid off in the United Kingdom and their wages until such paying off. This last point has, however, to be settled by the Board of Trade and, for your information, I send you a copy of the Undertaking, which I have given to the Shipping Master with reference to this matter.

7. The steam yacht "Caterina" arrived here from Pernambuco and Montevideo on the evening of the 10th inst. The Earl of Carnarvon, Prince Victor Oulceps, Singh and four other gentlemen are on board. The length of their stay here depends, I believe, on the sport they get.

8. The "Thetis" left for the West on the 1st inst., and arrived at Pebble Island on the 10th, where she landed all Mr. I. H. Dean's stores, etc. including the huge boiler and digester, which proved to be too large and heavy to be transferred to any of our schooners. She proceeds thence to Little Cove, Rag Cove, Weddell and Spring Point, having discharged Rammer's cargo here and the "Fair Rosamund" will leave for the West in a few days in order to take over the Quince Head and Pearson Field goods, as you suggested. Captain Patmore informs me that Mr. I. H. Dean has asked him to collect his wool (about 250 bales) after leaving for Rag and to ultimately take it home for him in the "Thetis", as he wishes to delay its arrival in England as much as possible. Captain Patmore is extremely anxious to be able to

carry out this arrangement, as it will ensure a full
 cargo for his vessel. To avoid all risk of tallow damage,
 he proposes to stow it all up to the deck right forward,
 and separate it from the tallow by a perpendicular tier
 of sheepskins. Captain Patmore proposes to discharge
 the Pebble wool on his arrival in Stanley and to take it
 in again after his second coasting trip, previous to going
 to Goose Bay. I am not aware whether the Ocean insures
 his produce or not; if insured under a sheep's back
 policy, such as we have for our clients. I presume that
 the risk between here and Goose Bay would be covered.
 Be good enough to put Mr. Harding right on this
 point by return mail. Following the precedent
 made in the case of Wool sent home per "Orissa" in
 1840, the "Thetis" would, I suppose get 30% to 5% for
 carrying the Pebble wool home, although if she
 discharges it into the "Great Britain", Comptons' Shipping
 would be entitled to something.

9. I regret having omitted to mention in
 my despatch on the annual Accounts that the Cost
 Petty is now practically completed, and although the
 actual cost exceeds by a good deal my anticipation,
 there is no doubt but that it is a very fine, substantial

and well constructed erection. It improves very much the general appearance of things at the east end and is much admired by all who see it.

10. I enclose, for your information, copies of further correspondence with the Colonial Secretary relative to Sections 35 and 38. I purposely refrained from raising the question of the value of the improvements just made, preferring to wait and see what amount the Government puts on them, and also to have the question of "free access for sheep" satisfactorily settled first. If I hear nothing from the Colonial Secretary within the next few days, I shall write in again and insist on the matter being settled before I leave. I hear that G. McKay, Hect's step son has positively offered £50. per thousand acres for a lease of Sections 35 and 38, Peter McLean's offer being only £40. The Governor recently appointed a Commission of Inquiry, composed of the Colonial Secretary, the Judge, Mr. Hamilton and Mr. Hill, with the view to ascertain the general opinion as regards the sale by auction of Greenshield's two sections and the advisability, or otherwise, of going on with the sale of the lands belonging to Pelton

Bolton and Parks, adjudged for sale on the 23^d instant.
 Bolton, G. Williams, Lewis, Smith, Kinross, Culliffe,
 Summers and others were examined and the Commission
 sent in their report to the Governor a day or two ago.
 From what I can gather here and there, it would
 appear that the balance of opinion goes to prove that
 no genuine demand for the purchase of land exists,
 and that therefore no more land will be put up for
 sale and that the Government will endeavour to avoid
 further discredit, which would be the natural outcome
 of a repetition of the Guineabuilds fiasco. It can be
 called nothing else and I know that more than one
 member of the Commission expressed themselves to that
 effect some little time ago. T. Smith, Popple and others
 are now getting up a memorial to the Secretary of
 State, with a view of having the blocks of land surrendered
 by the different barons leased instead of sold. But it
 appears to me that Par. 10 of Lord Knutsford's despatch
 to 25. of March 12th, 1892, written, no doubt, on the
 strength of the Law Officers of the Crown's opinion,
 effectually disposes of any such pretension.

11. February 15th. The "Hesperus" arrived late last night, bringing me your despatches of 10th of January 18th, with all enclosures in order.

12. Jan. 3. I regret that I did not receive the Board's instructions as regards dealing with the balance of the "Fortuna's" Working account in time to carry them out. Remembering the strict injunction conveyed to me a year or two ago, as to the annual accounts going home by the February mail, I made a special effort to get through with them some days before the arrival of this mail - and therefore it is too late to alter all the figures and accounts. You will, however, be able to deal with it at your end, and we can then make the necessary entries here.

13. Jan. 6. I am very much afraid that the "Bertha" will, as you say, have to be written off. I am sure that Capt. James and Deuchlen would have reported the possibility of getting on board when the wind is off the land - had it ~~been~~ existed. I am, however, disposed to make one more attempt at salvage, in case as there is a schooner at liberty.

14. Jan. 9. I enclose, for your information,

a copy of the Secretary of State's reply to the memorial recently sent home from here asking for a Commission of Inquiry into the Governor's administration etc. It is exactly what we anticipated and I suppose that the matter will have to rest as it is, as I really cannot give sufficient time to it, between now and the March mail.

15. Dec. 14. I got the invoices very soon after the arrival of the mail on Thursday night, which enabled Mr. Harding to get the Permits in good time on Friday morning; he desires me to say that he would be further obliged if you would enclose with the invoices the lists of cargo for surcelacs and ^{also list of dutiable goods,} ~~also~~ ^{clients,} these having of material assistance to him in making out his entries. He also wishes me to say that he hopes you will always give the names of the Supplies on the list of Company's cargo, as it saves him considerable time in making out the Free Goods entries.

16. Dec. 16. I will go carefully into the Mass and whiskey questions as soon as the mail has left, and will procure samples of Younger's beer and Burke's whiskey to take home with me. Burke's flasks only contain half a pint (reputed). With the retro discount we are to get from Mass, we ought to have no difficulty

in under-selling Villiers and increasing loss
 custom.

17. Dec. 18. I very much regret that you
 are still unable to give me any definite information
 as regards the repairs, etc. to the "Galgoner" barge;
 the delay being altogether incompatible both
 to Capt. Bagnato. He had not so much as a line
 from his owners by this mail; and all I have had
 from the Salvage Association is a telegram dated
 January 3^d, which reached me per "Sirius" on Jan.
 26th, asking me to cable them "the best price you can
 get in case we have to sell". My reply by this mail
 is the ^{English} word "Household" - meaning that there is
 no market here for that class of coal. As Capt. Bagnato
 received a letter by the yacht "Catalina" from
 Capt. Ridge dated Montevideo, Feb. 9th, in which he
 states that nothing definite is settled yet, I am not
 likely to hear anything further before I leave, as I see
 the supplementary mail left Lisbon on Feb. 2nd.
 Mr. Harding will, of course, follow your instructions
 as regards securing the advances. Capt. Bagnato has
 just started taking back the coals from the "P. D. Smith",

in

in order to keep as much as possible the expense
of bulk hire.

18. Dec. 19. Captain Wheldon, of the
"Sterling", stated positively that he was not authorized
to draw on the New York house, or I should have
done so.

19. Dec. 21. Brewster has always gone to
Horse Green to draw the Tallow in the "Grisco", etc.
since I have been here, & I have, of course, super-
intending all the loading done here.

20. Dec. ²⁵22. The question of the oil for the
Brewster's Engine is now settled. You will see from
Dr. Nichol's letter that he wishes to keep it until
the next mail - so I shall send him to Lonsdale
only.

21. Dec. 22. I have to thank you for all
the information, correspondence, etc. relative to the
Quarantine business - which looks, as you say,
remarkably like an attempt on the part of the Governor
and Schellenger to get the "Great Britain" quarantined.
Our instructions how to act, should a similar case
occur, are carefully noted. I thought of the lighter
arrangement, but there would have been a little

difficultly in carrying it out, as the "ficer" was dis-
 enabled at the time and it was blowing heavily at
 the time. I quite see the importance of keeping the
 "Great Britain" free for the shipment of Coal, etc.
 Mr. Pepper's final letter is certainly very satisfactory.

22. Dec. 29. He will go into Rowlands'
 account with him as soon as he returns to Stanley.

23. Dec. 30 I note that you have made
 a contract with Hindley for 20000 yards of
 bagging at 18's, which ought to be good business,
 and shall instruct the Storekeeper not to indent
 for any. We have still a little in stock.

24. Dec. 31. I will at once communicate
 the Board's wishes as regards the renewal of
 Mr. Nichol's engagement to that gentleman and
 report to you later on the matter.

25. Dec. 31. Noble desires me to express
 his regret that you should have had any trouble in
 connection with the fragments to Street Booth, of Aberdeen,
 and excuses me that it is entirely owing to confusion
 at the Post Office having omitted to send £30 in
 I. O. Orders as arranged with Noble, and that he
 will see to the matter himself in future.

26. There has been a terrible blunder somewhere in connection with the "Lizzie's" new engine, and which I candidly admit I am, at present, unable to fathom. I can but refer you to Noble's report on the matter, herewith enclosed. I must say that I am at a loss to understand how Sage & Sons could have sent out such an engine for the "Lizzie" - knowing as much as they do about her.

27. H. & S. "Lizies" will probably take from 70 to 80 tons of coal as "Lizies" on her return from her second trip to the West - but that is indeed small business.

I am,

Sir,

Your obedient servant,

Andrew C. Baillon.

Manager.

Enclosures

Duplicate letter to McCobb January 19th with 1/2 per "Logan"
 in Sealskins

Coasting Insurance January

Copy correspondence with Shipping Master re seamen of "Fortuna"

Copy letter from Col. Secretary 15 Feb re memorial to Council Office

" " to " " 31 Jan. " Shuff Cove Sections

" " from " " 1 Feb " " " "

Accounts per Ship "Speke" and letter of advice to Owners

Stanley Wages Return 31 December

Camp " " " "

First Exchange 10/1008 on W. B. McElara by 879- M. A.

" " 10/10 - Messrs. D. H. Shepherd & Co 1500- D. A.

" " 10/11 " " 1166- J. A.

Draft " 10/12 " " 1166- J. A.

Stable's report on "Sissie"

McNichol's report and enclosures

Remarks on accounts

Statement " "

Shipping Report

20.

S. yacht "Batarine".
via Montevideo.

March 1st, 5.

Sir,

My last despatch left here per "Scrapie" on February 19th, and I now await myself of the departure of the yacht "Batarine" to — report to you up to date.

2. I enclose, for your information, copy of further correspondence between the Colonial Secretary and myself with reference to Sections 16 and 34, and I trust that the line I have taken will be — approved of by the Board. In the course of conversation with Mr. Nichol, the Colonial Secretary let out that the Government did not intend to lease the two sections to one man — but to make two small farms. I am much afraid that this matter will not be definitely settled before I leave.

3. You will see by the enclosed printed notice, that we were right in thinking that the Government could not run the risk of another such fiasco as the first sale of land and consequently withdrew the lots announced

by Messrs. Patton and Parke, advertised for sale on the 1st.
 Wm. C. Cobb Esq.
 Managing Director, London.

4. I much regret having to report further trouble with the "Sissie". Noble has fitted up her old engine and new boiler in her old finds, but the latter is of defective construction, running badly and altogether unsatisfactory. He is preparing an exhaustive report on the subject for me to take home, and in the meantime I shall get the opinions in writing of the Engineers of H. M. S. "Plover" and the U. S. S. "Albatross", as it is a most discouraging business for us all through.

5. Messrs. Veltan and Petaluga both intend to ship their wool, etc. home per "Orchid".

6. The ship "Thomas Stephens" from Barry to Bequinsault (Ponape) with a cargo of steam coal for the Admiralty anchored just outside the lighthouse on the evening of Feb. 29th, having put back from Cape Horn, after encountering a hurricane on Feb. 15th and sustaining damage as per the Report of Surgeon hereinto enclosed. The U. S. S. "Albatross" towed the vessel into the inner harbor yesterday, which enabled me to have the Surgeon early this morning. The doctor, Captain Belling tells me that the vessel is not insured. You will, no doubt, easily understand my telegrams.

thus ended: "Federal Thomas Stephens London."

the name of the ship and owners being the same.

I am, Sir,

Your obedient servant,

Andrew C. Baillou.

Manager.

Enclosures

Duplicate Despatch No. 18 (Accounts) and enclosures
 " Despatch No. 19
 " Coasting Insurance January
 " Accounts per Ship "Sheba"
 " Stanley Establishment Return, 31 Dec.
 " Statement on accounts 16 Feb
 " Remarks on accounts 16 Feb
 Remd of Exchange No: 1608 a W.B. Waldron 879. 18. 2
 " " 1610 " R. Heylandt & Co 1500. 0. 0
 " " 1611 " " 1166. 7. 5
 Dupl Draft on demand " 1612 " " 4. 0. 0

Stanley Journal & Cash Book January
 Coasting Insurances January
 Cash Vouchers East & West Stores
 Auditor's Certificate as to accounts for 1894
 Copy correspondence with Col. Secretary 20-25 Feb & Haffner Section
 Remarks on Stores
 Copy memorial to Secretary of State 25th February
 from Unofficial Members of Leg Council
Copy Report of Survey on Ship "Thos. Stephens".

21.

"Dances".

March 7th 5.

Sir,

My last despatch left here
per L. S. "Catherine" on the 2^d instant. The "Dances"
arrived at 1 p.m. on the 14th inst. bringing me your
despatch No 708 of Jan'y. 30th and a memorandum
from your office dated February 2^d, with all inclosures
in order. I have likewise received through Messrs
Lumpkings your telegram of February 28th:—"Bliss
Preschools."

2. I enclose copies of further correspondence
on the subject of Sections 35 and 38, from which you
will see that, in their letter of the 2^d inst., the Government
adopt a very different tone as regards the Preschools. We
now know that the future lessee of the Bliff Combinations
is Mr. Mr. Kay, Steel's stepson, with whom we shall have
no difficulty whatever, as regards a meeting place for our
sheep and other matters of interest to us. We have not yet

Wm. R. Cobb Esq.
Managing Director, London.

Yours

heard who is to get the lease of the Pigeon section,
but having your telegraphic instructions - "not to
exchange the freeholds", Messrs. Harding & Nichol
will, I have no doubt, be able to arrange matters
satisfactorily.

3. I am sending home by this steamer the
top piece of the main cylinder of Packed Brass. Ho's
press - and in order that you may fully understand
what is required - I deem it better to send Mr. Goodhart's
letter to me on the subject. I take the nut of the connecting
pipe with me. I am also sending you some parts of
machinery connected with the Packer Engine - about
which Mr. Nichol will write you, and a box containing
samples of water from both draws, for all of which I
enclose parcel receipts.

4. I am pleased to be able to inform you
that the three seamen recently discharged from the
"Porter" have found employment at Sandy Point and
therefore the Shipping Master has just returned to me
the three Pacific tickets I issued to them - a saving to
me of \$39.1.0

5. Owing to so many people leaving the

belong by this mail, my drafts upon you are exceptionally heavy and, as the Sacars and the Priors want to leave for the States almost immediately, I have, at their urgent request, given them drafts at 10 days sight, instead of 30.

6. The case of the "Galgoon Castle" has become still more difficult and complicated by the arrival here in this steamer of a Captain Adams Smith, the bearer of a letter to Captain Bregante from the Owners of the vessel. at least it is signed by two Directors and Jas. Valentine Esq. - but strange to say Capt. Bregante does not recognize either of the names as being known to him as Directors of the Northern Shipping Co., Belfast. I enclose a copy of the letter in question. Capt. Smith has been sent out, I understand, by Messrs Potter Bros., Insurance Brokers of 112, Poultry Street, but as to where they come in, I am utterly in the dark. Capt. Smith talks of holding another survey - and getting estimates etc. - which he will send to Potter Bros. from Montevideo, whither he hopes to get a passage in the "Lioness" on the 16th instant. In the meantime nothing is to be done to the ship; Captain Bregante

has been entirely ignored all through the piece by his business and every one else - and is utterly sick and tired of the whole thing. The amount of disbursements on account of the ship up to date is about \$690. - including 112 days hire of the bulk "S. D. Smith" @ \$3. per day. Mr. Harding is extremely anxious about this matter, and I trust that by the April mail, all this mystery will be cleared up and something definite known as to how he is to proceed in the matter.

6. I am afraid that I cannot possibly have Table's report on the "Pisces" in time to enclose herewith - as the steamer is leaving this evening, instead of tomorrow morning, as previously arranged; but I shall be able to take it with me I hope.

I cannot conclude without expressing my sincere thanks for the kind consideration shown to me, in the brevity of your last despatch.

I am,

Sir,

your obedient servant,

Andrew C. Billon.

Donegal.

Enclosures

Duplicate Despatch No. 20

Stanley Journal & Cash Book January

Coasting Insurance January

Remarks on Stores

Store Indents No. 168

Copy letter from Col. Secy 2 March re Shuff Cove freshets

" " " " 6 " " memorial to S. of State.

" " to " " " " " " " "

Reply to Remarks on ledger Balances 30 September

Specification of V. Becker's wool

" " Sheddell Island "

Dry kiln for D. Eastment

Freight Exchange No 1618 on Crown Agents - £826.

M^{rs} Belkett's cheque on Coutts & Co £40.

Copy of Capt Smith's letter of introduction to Capt Bryant's "Galapagos"

Parcel receipt for piece of machinery from Becker's with letter of
Explanation from them

Parcel receipt for case containing water for analysis

Parcel receipt for case containing both arms machinery with
MA Rae's statement of contents

Mr Nichols report and enclosures

Shipping Report

Statement on accounts

22

H.M.S. "Sirius"

15 March 95

Sir,

The departure of H.M.S. "Sirius" affords me the opportunity of sending the February accounts which could not be prepared sufficiently early to be sent by the "Ranee".

2. The work of repairing the ship "Thomas Stephens" has been commenced - there was a slight delay at first owing to the scarcity of water for the engine which drives the smithy machinery. When I first sent to the Government reservoir the Chief Constable refused to allow any to be taken, but eventually we were allowed water on the conditions specified in the letter from the Colonial Secretary of 11th March. The correspondence enclosed will demonstrate the desirability of our having sufficient storage to render us independent of the Reservoir, and the incident may perhaps assist you in forming a decision on a scheme for increasing our storage of water which Mr. Baillon intended to discuss with you personally.

H. B. Cobb Esq.
Managing Director
London.

3. The Captain of the "Thomas Stephens" is bent on keeping the expenses down as much as possible - he even asked me to keep a record from week to week of the work that the carpenters were engaged upon "for the satisfaction of the owners". I informed him that I was not an expert, and politely intimated that as he was more competent it would be better that he should do this himself.

4. Captain Smith whose arrival was reported to you by Mr Baillon in his last despatch held a survey on the Rk "Galform Carle" conducted by Messrs Schlottfeldt and Briggs. Briggs had at first declined as Captain Smith wished for an estimate of the probable cost of temporarily repairing the vessel to enable her to proceed to Monte Video. When Briggs informed him of his desire not to have anything to do with it Captain Smith urged him at any rate to survey the vessel again with Mr Schlottfeldt with a view to amplifying their first report by giving more minute details. I informed both Captain Smith and Briggs that the latter was quite at liberty to do this but that they must clearly understand that the Company were not in any way concerned in it. Mr Schlottfeldt brought me a copy of the Report yesterday and I have succeeded in getting a copy made in time to send with this. I asked Mr Schlottfeldt point blank if Captain Smith had asked him to estimate the cost of

repairs; he replied that he had ^{been} asked, but gave me to understand that he had not given any opinion on the matter. Captain Bryant informed me that Captain Smith has repeatedly urged him to work out an estimate but he declined to do so, and told Captain Smith further that he would refuse to take the vessel out of his port in her present condition even though in tow of a tug. He also told me confidentially that he thought that Captain Smith had come out with the object of getting the vessel condemned, which opinion coincides with that formed by Mr Baillon.

Captain Smith leaves for Monto Video in the "Sirius" in order to telegraph the result of his mission to the owners and await instructions. He said that he was going away unsatisfied - namely, at not having succeeded in getting estimates, but that after ^{having} ascertained what material would be required and enquired the prices here, he had arrived at the opinion that the cost of jury-rigging the vessel to enable her to sail home would be about £5000. That was the first occasion on which he said anything at all about her sailing to England - previous to the survey he talked about Monto Video.

He is telegraphing to the owners the amount of
the

the liability of the ship to date. The figure I have given is £750 which includes everything. It appeared to me that the Company was most anxious to have the question of insurance settled, and I told him that he might say that the Trade Office in London would be glad to hear something definite from the owners as to a credit, which he promised to write.

5. You will observe in the Gazette of March 7th the text of the amended Port Regulations about which we had previously received private intimation. Up to the present no action has been taken on them by the Harbour Master, but I presume that, when the "Sirius" has left and the Government no longer engaged in entertaining, some attack may be made on our hulks. If I should be served with an order to move any of them I propose to demur on the ground that they do not interfere with the navigation of the Harbour as proved by the fact that the "Acorn" and "Sirius" have both been able to steam up the Harbour 3 times without any difficulty. I should like however to submit one point for the consideration of the Board. We heard privately as explained to you by Mr Baillon in his despatch No. 17 par 9 that Mr Schlottfeldt had applied for a special anchorage to be reserved for the Kaiser Steamers opposite Theobald Street, the grant of which would entail the removal of the "Sabine". It is not unlikely therefore that the "Sabine" may be attacked first, and

and the point I wish to submit is whether, if the moving of the "Salmo" satisfies the Governor and safeguards us from having to move any other bulk, it would not be as well to comply, after of course vigorously protesting. The moving would not cause serious inconvenience - she still has some 250 tons of coal left in her and we have 80 tons ready in the "Minrod". As the "Sirius" does not require coal we probably shall not touch the "Salmo" cargo for many months, and the chances are that when the question of her ultimate disposal is settled, we may have another Governor here. I mention this at once in order that I may know if possible what action the Board would wish me to take should the Government order her removal.

6. Mr Zell complains that the following articles have not been sent with his press:-

Levers to draw or lighten the hoops with before riveting.

Keys for screwing nuts on to the bolts

Punch for making holes in the hoops

Block of Iron to hold against rivet to hammer them down with

He would prefer studs to rivets for fastening the hoops but studs require a different kind of punch. He writes-

"Please be so kind as to enquire - they should have been"
 "sent with the press and the maker should be made to"
 "send them free of charge as they belong to the press and"
 "are part of it"

7. I received yesterday afternoon a letter from the Colonial Secretary dated 13 March on the subject of the Shuff Cove sections a copy of which I send herewith together with the best copy of the tracing that I could make.

Before answering I shall of course obtain Mr. Nichol's opinion, and shall also endeavour to postpone giving a definite answer until the arrival of the April mail which will bring the confirmation of your telegram. That telegram however makes our course perfectly clear, viz to accept the first alternative and retain the existing freehold allocations on each section. The improvements appear to me to be valued fairly though this point will of course be decided by Mr. Nichol. The retention of the freeholds as they stand entails the retention of Fitzroy house, but the whole question will I think be satisfactorily settled as Mr. J. Robson called on me 2 days ago to inform me that the Governor had promised the lease of 35 Fitzroy to his son Joseph Robson.

Mr. J. Robson will supply him with sheep and Mr. G. P. Smith of Johnson's Harbour, his father-in-law will also

718
assist him. Joseph Robson himself then came in to say that he was not only willing but desirous of carrying out the work hitherto performed by McLean of forwarding sheep to Stanley and passing letters to and fro, in fact was anxious to be on good terms with us in every way. He wished the Company to ship his produce (when he gets any) in the same way as his father's. I need scarcely say that I did not hold out to him any hope of the Company advancing him money in the same way as his father. He hinted the question of renting the Fitzroy house instead of purchasing it outright. I told him that we had decided not to part with the freeholds, and that I could not give any reply until I had been able to consult Mr Nichol and the head office. I think however that it would be good policy on our part to rent the house to him, as we should thus hold a security for his good behaviour. If we refuse this he probably will not find sufficient funds to enable him to build another, and give up the lease - we may then find a tenant who is not so willing to be of use to us in passing sheep and letters - and moreover the Fitzroy house without an occupant would soon become useless from deterioration, it not being worth our while I

presume

presume to keep McMan here practically idle. I am merely in this stating my opinion; Mr Nichol will of course communicate his views to the Board next mail.

8. I have just received the "Sirius" draft for £ 234 - 18 - 0 in payment of their account for bread, meat and vegetables. As previously stated they have not taken any coal

9. I must apologize for writing at such length so soon after Mr Baillon's departure, but I have been compelled to do so as the information as to the "Galena Castle", Muff Cove sections, and hulks is important, and I regret very much that it was not received before Mr Baillon left so that I might have had the advantage of his opinion as to the course to be taken

I am,

Sir,

Your obedient servant

J. A. E. Baillon

Manager

W. A. Harding

Enclosures

Duplicate. Despatch No: 21

Store Indents No: 168

Reply to Remarks on ledger Balances 30 Sept.

Statement on accounts 7th March

Specification of shipment per "Rames"

Second Exchange No: 1618 on Crown Agents p £200

Note. In the Statement of enclosures per despatch No: 21 the amount of the above draft was wrongly stated as £826

Stanley Journal + Cash Book

Cash Vouchers to W. Stores

Store Indents No: 169

S. A. Missionary Society's account - 31 Dec '94 (two copies)

Copies with Col. Secretary as to Reservoir water

Copies letter from Col. Secretary 13 March to Messrs. Coe.

Copies tracing accompanying do.

Copies report of Survey on Mt. "Gulform Castle"

Letter from W. S. Lazar

First Exchange No: 1626, on A. G. of Navy £234 - 15 - 0

Statement on accounts

23
"Luxor"

April 11th 5

Sir,

My last despatch left here per M.S. "Sirius" on 16th March.

The repair of the "Thomas Stephens" has been proceeded with to the extent of refitting a main topmast, mainyard, and main upper and lower topmast yards; the sails have been made on board. The Captain intends to go to sea without waiting for a group to the expense of topgallant masts and yards unless he hears to the contrary from his owners by the mail. The repairs have been conducted on the most economical lines possible, so much so that differences have arisen between the Captain and the Foreman Carpenter which have been annoying to say the least of it.

2. The "Orchid" arrived here on March 18th, after a few days went alongside the Government jetty. Capt Thomas has brought out about 100 tons coal for sale; the Governor purchased 50 and the remainder is being sold round the Settlement at I think 40/- per

F. E. Cobb Esq
Managing Director
London

per ton. I am told that he is also selling tinware, garden mould, mechanical tools, drain pipes etc.

3. I am glad to be able to report a slight increase of £430 in the Store sales for the first quarter as compared with last year, though it would not be safe to assume that this improvement will continue.

4. The Governor has had the street lamps erected along the front road; to my surprise one, the last to the Eastward, has been placed just in front of his office. The lamps are certainly an advantage in dark evenings, but as the number of persons who use the road in winter evenings is so small, it is doubtful whether the benefit derived warrants the expense of erection or maintenance.

5. It is with deep regret that I have to report that a sad disaster has befallen the "Thetis" while in Port Alkmark, resulting in the loss of the cutter and five men. The accident is so fully described in Captain Palmer's letter that I need not go into details. The consequences, financially, are however serious. Captain Palmer had to engage 4 men at £1 per day to enable him to proceed to Fox Bay where he will discharge outward cargo and bring in Messrs Baillon & Stickney's wool. The Fort Stephens goods will be brought back to Stanley to be re-shipped. McKinnah on hearing of the disaster

engaged

588
Engaged the "Chance" to fetch the Digester and certain
stores from the "Thetis" which -- he paid the master
£15. I enclose a copy of McKinnah's letter to myself
I cannot say that I admire the tone of it considering
the terrible fix that Captain Patmore was in, but McKinnah
is evidently so surprised and delighted with
his own erudition that he sent me "for convenience" a
signed copy. I shall be glad to receive your instructions
as to the £15 paid for hire of the "Chance". I propose to
inform McKinnah that I cannot admit that the Company
is liable for the total amount as we were not bound to
deliver the goods to the "Thetis" within a specified time,
and that I could have delivered them within 2 or 3
weeks from the date of his letter. As however the
non arrival of the Digester and necessary stores would
certainly have caused the Station great inconvenience
do you think that the matter would be fairly settled
by the Station and the "Thetis" paying half each?

I was fortunately able to send letters overland to
catch the "Fortuna" at North Arm directing Rowlands
to proceed to Port Stephens to collect the remainder of
the wool which the "Thetis" would have brought to Stanley.
The earnings of the "Thetis" from coasting will be very
small indeed this year. Owing to the diminution in
the

the number of bales at North Arm the schooners have been able to do the work easily. It must be borne in mind too that the "Fair Rosamund" has not yet brought in a single bale of wool. It may be of interest to chronicle her movements so far. After being repaired here, she left on March 6th for Ray Cove with Mr. Strada's new press, - the next that I know is that she arrived at Bradell Island about the middle of March just one day after the "Thetis" had left, - proceeded to Port Stephens immediately and waited - hearing of the loss of the men went alongside her in Port Albourne, took aboard cargo for Skarr Island, Dunmore Head, Spring Point and 40 packages short delivered at Hill Cove. left Port Albourne for Skarr Island on March 23rd. When she does return to Stanley, she will take "Thetis" goods for the charters.

I have mentioned all this to show that the "Fortuna" and "Hornet" have been able to do the work so far, and that if we have, as I hope, the "Fair Rosamund" in commission at the commencement of the wool season, there will be very little wool freight for the "Thetis".

6. There has been a small pox scare in the Colony that bade fair at first to cause a lot of inconvenience in hampering the movements of our schooners.

The

The "Hornbyfrange" arrived at Port Howard on March 4th and was given pratique by Dr Keay. Soon afterwards one of the crew feeling unwell went on shore to see the doctor who pronounced him to be suffering from small pox. The man was sent to an unoccupied chalet belonging to Messrs Jacke Bros on the opposite side of the harbour and the vessel quarantined. Rumours of this reached Stanley and the amended quarantine ordinance (vide Gazette) was drafted. All schooners from the Eastern Strait were boarded by the Health Officer on their arrival in Stanley, and the "Zillah" despatched to Port Howard with instructions to Dr Keay as to how to act and a Police Constable to help him. Four days after the "Hornbyfrange" came into Stanley Harbour on the 5th inst with Dr Keay on board. A second man was taken ill on March 31st and Dr Keay wished to consult Dr Hamilton. Dr Hamilton went on board the next day and saw the man, and has since told me in confidence that he does not believe that either of the men has had small pox at all, but merely a que or low fever with sea boils. It is reported that the patient at Port Howard amuses himself on the beach all day, which certainly does not look as though he had suffered from small pox. However in view of Dr Keay's assertions

assertion that there had been small pox, Dr Hamilton would not take the responsibility of allowing the vessel pratique. The schooner here remains in quarantine but proceeded to San Carlos on the 7th to take in cargoes. The amended Quarantine ordinance was passed on the 5th, but thanks to Mr Kelton and Dr Hamilton it has been laid down definitely that quarantine does not preclude the loading or discharging of a vessel from alongside, provided of course that persons do not actually go on board. I imagine that this covers the case of a vessel going alongside a bulk, as the "Oraderah" and the "Great Britain" last year.

7. Mr Nichol will explain to you what has happened as regards the delivery of sheep for the "Stormy Grange" - up to the present I have not received the draft on Messrs Spearing & Aldron.

8. I have lately borrowed the Pile Driver from the Government to drive down a couple of piles on the West Jetty that had started slightly when the "Hornet" was hoisted down, and have also used it to drive 2 piles by the East Jetty to make landing steps. The new landing place will be at the stern of the "William Shand". The moving of the "Egria" to the Eastward has made an excellent shelter inside where the "Sissie" can come in

in, instead of going to the Stone or Town Jetty.
With a rather wind the Stone Jetty is at times
unsafe for a boat to remain alongside, and the
new arrangement will be very convenient at mail
time.

9. Please effect the following insurance:-
For 36 Bales Wool @ £10.
200 Sealskins @ 30/-.

10. Might I ask you to send me some small change
as I find the scarcity inconvenient especially when
paying wages. If you would send £20, sixpences,
£5, threepenny pieces, and £25 coppers (pennies,
not halfpennies) I should be grateful.

11. Mr Felton informs me that C. Williams has asked
G. Turner if he will undertake to look after his business
as he has other posts in view for his sons. I mention
this as it may affect the sale of stores to Pitahua, for whom,
as you are aware, G. Turner acts as Agent, signing
cheques and ordering stores. If Pitahua should purchase
stores to any extent from Williams I imagine that so
long as his account shows a debit balance I should
be justified in informing G. Turner that we refuse
to advance money to Pitahua to enable him to purchase
stores elsewhere.

12. You will recollect that in petitioning the Secretary of State as to *Parma Soldwork's* administration the unofficial members of the Legislative Council wound up by asking for the appointment of a third unofficial to represent the West Falkland. To support this it is necessary that the West Falklanders should send a petition themselves, and after Mr. Baillon left I wrote to Mr. Make about it asking if he would take the matter up. He has consented to do this, and in conjunction with Mr. Felton I have drafted out a memorial, copy enclosed containing what arguments we considered were to the point which will be sent to Mr. Make as a basis to work upon. It appears to me that if a few of the sheepfarmers who are at home were to form a deputation to wait upon the Secretary of State and support the memorial, there would be a very fair chance of its being granted.

13. April 15th The "Luxor" arrived on the 12th inst. Good Friday, bringing your despatch No. 809 of March 11th and letter of same date.

14. Capt. Bryant of the "Galgoun Castle" has received no advice whatever from his owners and the status quo will I suppose be maintained for some months yet. Capt. Bryant has communicated to me confidentially extracts from a letter which

which he has received from Capt Smith as to the latter's proceedings in Monte Video. He says he has been trying to obtain fresh estimates from Humphreys & others on the basis of his amplified report, but all confirm their previous estimates furnished to Capt Bryant and decline to enter into fresh figures unless and until the vessel arrives.

The owners of the "Malvinas" offered to tow the vessel up stipulating that even if she had to cast off they should receive £800. The owners of the "Huracan", a powerful tug, have offered to do it for £1500 on the 'no cure, no pay' principle. It is worthy of mention that the same people offered to do it for £1200 when negotiating with Capt Bryant. Capt Smith also states that he had telegraphed home that the cost of merely rigging the vessel to enable her to proceed to Monte Video would be £5000, and that he thinks the cost of repairing in Stanley would be £13000! Capt Bryant & myself are at a loss to understand how his figure is arrived at; I have a suspicion that Schlottelat may be joint author with Capt Smith, as in my last despatch I stated that Schlottelat admitted having been asked for an estimate, though he did not say definitely whether he had complied or not.

15. I am glad that a considerable quantity of flooring has been sent by this steamer as we are greatly in need of it.

it. Unfortunately we are also quite out of match lining and scantling and have no deals which could be cut up for the latter. Smithy coal is also running down, that on the "Sabine" not being easily got at. Under the circumstances I thought it as well that the Storekeepers should make up and send at once indents for goods per sailing vessel, and I hope that you will be able to dispatch one, the "Celia" for preference if obtainable, early in July. By next mail I will send any further indents that the Storekeepers have and will also ascertain from Mr. Nichol what dip he requires. I purposely asked King to omit dip from the indents enclosed for the reason that I do not know what dip is now considered best to use, little's being tabooed.

Mr. Nichol reports favourably on Cooper's new liquid dip and as Mr. Williamson is likely to be home before long you will no doubt see him. A statement of our stock of dip on hand after deliveries to the farm for the season is sent herewith.

16. Par. 809. par 2. Your instructions as to the "Great Britain" in the event of quarantine will be observed.

17. Par. 5. I reported last mail that the stock of coal in the "Sabine" was about 250 tons and 80 in the "Hemlock". These figures remain the same.

18. Par. 8. The explanation as to the missing bale has been furnished by Mr. Baillon.

19. Jan. 9. The disaster to the "Thetis" of course precludes her being despatched from Darwin this year. Captain Salmon will experience considerable difficulty in replacing the lost men here and I doubt whether he will secure any prices than the usual rate, £5 per month. If this be the case I shall advise him not to attempt a second coasting trip, unless it be to Peble Island for wool.

By remaining in Stanley until the Goose Green tallow is ready, he will have more time in which to find men, and the expenses on account of wages will be lessened. Capt Salmon has not reported the names of the men drowned - I am glad to say that he reached Fox Bay on April 6th.

20. Jan. 10. The guarantee has been signed by Mr Greenhills and I have received from Mr Nichol Ingvarsson's draft upon Stearing & Waldron @ 90 days sight for £1815 - 2 - 0.

21. Jan. 11. Mr Greenhills has promised to let me have a copy of the memorial in time for next mail.

22. Jan. 14. In last despatch I went into the question of the amendment of the Port regulations and the moving of the hulks - Since then nothing has transpired, but in the event of any move on the part of the Government, I shall be guided by your instructions.

23. Jan. 17. I will communicate with Mr Keay as to the

the cheque on Stanley presented by the Commercial Bank of Scotland. Although S. Keay appears in the Ledger Balances March 31st as a debtor for £72 I have since received cheques from him £120 which will place him in credit.

24 per. 18. I will endeavour as far as I possibly can in view of the continual pressure of work to report ^{all work} fully on that is going on. While on the subject I may say that I am fully alive to the necessity for economy in every direction and I am keeping the wages as low as possible. The Foreman carpenters have instructions not to keep on more than are absolutely necessary, and not to manufacture work in order to keep the men on. We have now less men employed than we have had during the last 2 years except when a ship is under repair - at the same time I presume that you would not consider it wise to reduce the staff of workmen too much, and thus leave ourselves unprepared for an emergency. In view of the scarcity of work for carpenters I should regard to know, although I am very diffident about mentioning the name even, if the Board has come to any decision as to the "Wreck". I will merely say that we have a new set of engines idle, and a hull, and that we have no water boat.

25. same per. The unfavourable report as to the "Sisic" has

has of course needed you, - she is now running with the old engine and new boiler, the new engines being carefully put away in the West Store. As soon as Noble is again available, he intends to step up the top row of tubes as recommended by the Engineer of the "Sirius".

I quite anticipated being questioned by either the Board or the Government about the telephone, and am relieved that it is not the latter. The poles are being roughly placed by Gifford on bad days when it is not possible to work at the jetty, on which there is only very little left to be done, such as fixing stays and putting about 9 inches of yellow metal on the poles to protect them at high water. I explained what had been done as to steps planning in paragraph 8. Mr. Lavelle has taken advantage of a lull to re-tar, ^{or repaint} the Great Britain when sufficient telephone poles are ready I will urge him to make a start though I am afraid that he does not quite like the job.

25. Jan. 19 I have taken advantage of Mr. Garnshield's presence in Stanley to read this paragraph to him, and suggested that he should talk to W.E. Turner himself.

The security we have is a document by which M.G. promises to pay £200 on demand, he being secured by a mortgage on Turner's studio and stock-in-trade, which

Spiras

expires in Feb 1876. M'Faulstich is quite aware that he is liable to be called upon to pay at any moment, and would do so, but as his guarantee is good I think we might attend to him the consideration of giving him time to talk the matter over with Turner before demanding the money. I will report further on this matter by next mail, but in the meantime I trust that I shall not be considered as having failed to comply with an instruction from the Board; I rather think that the nature of the security has not been reported to the Directors.

26. Mar 20. Some 2 or 3 weeks ago I received a semi-official letter from the Colonial Secretary asking me to attend at the Government office to give the legal Adviser and himself the views of the F.I. Co as to Sections 35 & 38 ~~which~~ as the Government were anxious to settle the matter. I asked for delay until the mail as I said it was quite possible that you had corresponded with the C.O. which turns out to be correct.

They assented, but said that the Government wished to get the increased rent, and that the new lessees were anxious to have possession. I replied that the Government had received their rent up to 25 April for the 1875 term, and that as regards the leases there could be no immediate

immediate hurry as Steel wished to buy sheep
pens & that he could not get them until the end of
this month. I further said that Robson had told me
that he would not put sheep on the Fitzroy section
until after next shearing, and had moreover suggested
that in the meantime his son should do McLean's
work at McLean's pay. This, it appears, was immediately
reported to the Governor who flew into a rage at Robson
"making overtures to the company," and now positively
declines to grant him the lease of Fitzroy, & would like
to strike him off the Commission of the Peace.

I told the Colonial Secretary that we were satisfied
with the valuation of the improvements with the exception
of the fence, dip, and draining stage (£8) which
would therefore be removed - As we had decided
not to part with Fitzroy prebald, the valuation of that
did not concern either party. I promised to reply
^{immediately} after this mail and have therefore been compelled to
ask Mr Nichol to come into Stanley bringing the
copies of the correspondence with the Colonial Office enclosed
in your letter to him, in order that the matter may be
settled. You will have derived from the correspondence
at this end that Mr Baillon offered to meet the Governor
halfway, but the advance was not responded to
It.

It is amusing to note that whereas the Governor holds that the allocation of the Bluff Cove prehold in the middle of the section would render the section valueless, Peter African assures me that the spot where it is ^{now} allocated is positively the only place in the section where a vessel could anchor, and therefore the only suitable available site for a wharf. So far from the section being rendered valueless by its removal, its present location would debar the ~~business~~ from erecting necessary plant if we so choose.

27. It will doubtless interest the Board to learn that the survey of the 2 sections shows an acreage of 32,000 acres whereas they have been leased to us as 12,000. The Governor is surprised at the discovery which he thinks will prove to the Colonial Office that the Government have been robbed in the past, and that he has been in the right all along. Understand that Steel now has the refusal of Fitzroy and offers him James Smith.

28. per 21.22. Capt Belding of the "Thomas Stephens" has received orders to proceed to Cape Town with his cargo - a final survey will be held today and he will proceed in the condition specified in para 2 of this despatch. I am not able to make up his accounts in

in time to send the draft by his steamer. The draft will not be heavy as the amount of work done is small.

Although Mr Baillon telegraphed the word "federal" you do not say whether the Masters draft upon the owners is considered sufficient, but I presume that had there been any doubt as to their financial position, I should have been so informed in your despatches.

29. I am not able to reply fully to all the questions contained in your despatches but will do so next mail.

As it is this despatch is somewhat lengthy, but although I am aware that brevity is desirable, I am anxious to comply with your instructions to keep the Board fully posted as to what is going on. If I fail to strike the medium I presume that it is better to err on the side of saying too much rather than too little.

I am, Sir
Your obedient servant
J. P. R. Baillon
Manager

W. A. Warding

J.S. Since writing the foregoing I have received a letter from the Colonial Secretary dated 10 April to the effect that the boundary fence of Section 44 the extreme western boundary of the freehold has been erected too far to the Eastward, and that the house occupied by A. McLean, Hillside, is consequently not on our freehold. Fortunately I have asked Mr. Nichol to come into Stanley as, if this proves to be correct, it is serious, and I should propose in that case to inform the Government that the exchange or rather surrender of the lease of 38, which does not expire for another 3 years, must be deferred until I have had time to receive instructions

W. Harding

Enclosures

Duplicate despatch No. 22

Stanley Cash Book & Journal February
Store Indents No. 169.

Statement on accounts, 15 March

Remd of Exchange No. 1626 £ 234.. 18.. 0

Stanley Journal & Cash Book, March

Stanley Ledger Balances, March 31st

Cash Vouchers E & W. Stores

Contracting Insurance March

Stanley Wages Return, March 31st

Store Indents No. 170.

Store Indents. One ticket (2) for Steamer & Sailing Vessel
Packer Bros & Co

J. J. Feltow

Letters for J. E. Cobb (2), G. Brett, G. A. Cobb

Copied letter from H. H. Kinnah

" " " Colonial Secretary, April 10th

Draft memorial to Colonial Office

Statement of Dip on hand

Press copy of S. A. Mission account, March 31st

Drafts Nos 1627/8 on Washington

First of Exchange No. 1631 on Shearing & Waldron £ 1815.. 2.. 0

M^{rs} Dray's cheque on London Joint Stock Bank £ 150.. 0.. 0

M^{rs} E. W. Williamson's receipt for £ 20.

M. Nichol's report and enclosures

Shipping Report

Statement on accounts.

24
"Janis"

May 13th 95

Sir,

My last despatch left per "Lucas" on April 16th.
In that despatch I was not able to reply fully to all the points
raised in your despatch No. 809.

2. Par. 6. I enclose Mr. Packe's conveyance of lot No. 32 sachseped
for Suburban lot No. 3 executed in accordance with your instructions
together with the original Crown grant handed to me by Mr. Packe.

You will observe that the land was granted originally to Messrs
Packinson, Hammond, Hammond and Sullivan. On Nov-9th 1850
Henry Packe and A.C. Packe were admitted into partnership. On
May 24th 1854 Packinson went out of partnership and assigned
his share to the remaining parties. On Nov 20th 1856 A.C. Packe
became sole owner. The original indenture dated Nov 20th 1856,
in which all previous documents are recited, is now in the possession
of Mr. Packe who is willing to send it to you if its production is
necessary for proving his title to the land. It would of course
require it to be returned. If a certified copy is sufficient, it
can be made here and sent to you.

3. Par. 12. Scotland does not require any new sails at present,
when any are wanted he will indent for main sail, foresail
and staysail only

To Mr. G. B. M.
Managing Director
London.

4. Jan. 13 I am not able now to give particulars of the
 referred cases complained about, but Mr. Hauchler will in
 future take note of any broken packages as soon as he
 receives them from the steamer.

5. Jan. 15. I have seen the Judge as to the disposal of the
 money belonging to the Miller family. He approves of the course
 suggested by you, and as soon as I conveniently can I will
 proceed to dispose of the matter.

6 Jan. 21. I send the accounts of the "Thomas Stephens" and
 the Master's draft for £ 779 - 18 - 3. Since the departure of
 the vessel I have heard that the owners did not wish any
 work to be done here as they "mistrust the Falkland Islands".
 The source of information is Sir Roger Slideworth who
 expressed his delight that ships avoided the port.

If you should have an interview or correspondence with
 Messrs Thomas Stephens on the subject of the draft or the expense
 of repairing I should like it to be pointed out that the
 behaviour of the Captain did not contribute towards minimising
 the expenses. Capt. Alding was I think without exception
 the most melancholy miserable man I have ever met.
 He complained to Johnson that some of the carpenters laughed at
 him; the story got round amongst the men, and the result
 naturally was that they did not exert themselves to get the
 work done any less slowly than usual. The Captain was so
 suspicious

suspicious that just one hour before Mr. Baillon would be asked that the charge for hire of Mackenith's ship might be given to him in writing as he had been told that it was £5 per day. When settling up his accounts he asked that the charge might be reduced to £3 as in the case of the "Old Kensington" but I declined, as the total amount was only a little over £100, and I did not consider that the case merited the reduction which you authorized me to make. It soon said that the amount paid to the "Catarina" for towing, £30, was £20 too much! On the whole I think that the Owners have very little to complain of, as the detention was not long, and the work done was fairly considerable. A complete set of sails were made on board. There is one other circumstance I should like to mention before leaving the subject. On the morning that we left Stanley Harbour, Capt. Bolding came and asked that the "Sissie" might tow him out. I replied that it was not possible to tow but that she might be in attendance on him to tow the ship's head round if necessary, it being very calm. The "Sissie" did undoubtedly render him very great assistance but Capt. Bolding had not the courtesy to send back a message of thanks even for the use of the launch, much less to offer to pay. If therefore the owners complain at all of the charges I should be glad if you would bring these facts to their notice.

Capt. Bolding is under the impression that his affairs can

be completed in Capetown at my little expense, but so far as I have heard, Capetown is about as expensive a port for repairs as any, and I should like to know as a matter of curiosity if this is so.

7. Kindly effect the following insurances:—

104 Bales Wool at same rate as last year % Ad. Salazar

6 " Sheepskins " " " " " " " " " " " "

This produce is shipped home per "Orchid"

14 Bales Wool @ £10 per bale ex Char Skuden

5 " Sheepskins @ £6 " " " " " " " " " "

8. I trust that I am not going beyond my promise in asking you to re-consider the question of the "Thetis" making a second trip in the year, leaving our schemes to take clients stores from Stanley. In her despatch No. 8 McNeillan sketched out a programme which was negatived in your despatch No. 852 per 6 for various reasons. The first reason was that the vessel was built specially to carry goods direct from London to clients ports and that they would never stand their being transhipped in Stanley. As it is the goods belonging to 5 clients are already transhipped and I feel convinced that there would not object to it. For instance it is so impossible to stow the goods on board in London in anything like order that some clients goods have to be turned over some half dozen times

times before they are finally landed, with the result that they are very considerably knocked about and damaged. For the last 2 mails from the West I have received numerous complaints about short deliveries and damage, and I append extracts to give you some idea of the complaints. I really believe that clients would prefer to have goods transhipped and sent by schooner as they would then receive the whole of their shipment, and if goods had sustained any damage it would be detected in Stanley before sending them out.

As to the sailing powers of the "Thetis" there is no doubt that she had done very fairly well as far as Weddell Island, and, had it not been for the loss of the men in Port Althorne, she might have had a really successful coasting trip.

But even if she had, there would have been very little wool freight. She brought in 300 Bales from Fox Bay in spite of the disaster, and if the disaster had not occurred, would have brought only 450, viz 150 extra from Port Stephens. Even with the extra 150 there would have been some risk of damage owing to the fact that all the coal had not been discharged. In addition to all this she has kept the "Fair Diamond" from earning any freight on wool except the 116 B from Dunmore Had, and as I stated in my last despatch, if all 3 schooners are available at the beginning of next wool season, we shall be able easily to get in all the wool

wool expeditiously without the help of the "Thetis" at all. The idea I had in my mind was that she might leave here with four or five sheepskins and half a ton wool about January, as by taking the latter, our own schooners would be more free to attend to clerks, and we should not hear so much about the company's wool always going home before anyone else's, and we should also collect what wool is at present brought in by outsiders. The difficulty as to coal might be settled as suggested by Capt. Palmore, namely, delivery out of the Stanley stock, or by putting into bags whatever coal the "Thetis" brings for more easy transshipment to the schooners.

It is quite probable that the "Thetis" would get behind in the year, but the remedy for this would be to drop out the second trip, say every third year.

It appears to me that if the vessel is to be expected to pay, some alteration in the present system must be made, and I am glad to find that Capt. Palmore shares his view. A short conversation with Mr. Mailla and Capt. Palmore would be much more effective than many pages of writing, but I may note down briefly the reasons which occur to me in support of the case for relieving her of the coasting.

(i) It would not take any longer, as in fact perhaps quite as long to discharge the whole of the cargo in Stanley than to land the present Stanley goods; for while packages are

are brought up on deck and goods below turned over to get at the remainder, the whole lot might easily be landed.

(ii). There would be no question of monopolizing one of the schooners to accompany the "Thetis" to the West to transship cargo.

The "Fair Rosamond" occupied 7 weeks earning the local freight on chamois stores and wool freight on the Talle.

(iii). The goods would not sustain the damage from frequent turning over.

(iv). Short deliveries would be avoided.

(v). Facilities for transshipping cargo would be lessened.

(vi). Expense of Customs officer (£50) + Pilot would be saved.

(vii). The wear and tear and extra risk entailed by coasting would be saved.

9. I am glad to be able to report to you that the surrender of the remaining portion of the leases of Sections 35 & 36 in exchange for a 21 years lease of Darum Harbour and Port Sussex reserves has been settled. In last despatch I stated that I had asked Mr. Nichol to come into Stanley to assist in settling this matter. As soon as he arrived we received a semi official letter from the Colonial Secretary asking us to meet the legal adviser and himself to discuss the question. As I have so much to attend to Mr. Nichol has kindly undertaken to report to you what occurred at that and a subsequent interview. I enclose copies of the whole of the correspondence that has taken place since

once in the subject together with copies of the lease & section
 35 and 38 a copy of the indenture giving them up, and copy of
 draft lease of the vicars. The Governor cannot give us this
 lease until the draft has received the approval of the Secretary
 of State. In his letter of May 2nd the Colonial Secretary sends
 the indenture surrendering sections 35 and 38, and a form
 of covenancy of the freehold saying that it would be necessary
 to send these documents home. I learned from the Judge
 however that it was not necessary to send the indenture home
 and have signed it here. The form of covenancy of freehold
 is sent herewith to be executed under seal. When you return
 it, will you be good enough to send the original Crown Grant.

The question of the actual boundary of our freehold raised
 in the Colonial Secretary's letter of April 10th will be dealt with
 very fully by Mr. Nichol, and it is not necessary for me to anticipate
 his remarks on the subject. All points except that were
 practically settled in the agreement of April 18th which
 document I trust the Board will consider very satisfactory.
 You will observe that we made a point of securing continuance
 of occupation right up to the free in dispute; so far however
 I have not been furnished with the acreage of land in
 dispute, nor has any rent been demanded.

I have also the satisfaction of reporting that the sum of
 £214 for improvements has been paid. In the present I
 have

have credited it to Deposit account, and await your instructions as to how to deal with the money, whether to credit Farm, Building, Racing or the Head Office.

10. Mr Felton has just called to ask that the insurance of his wool and Sheepskins advised by Mr Baillon in his despatch of February 12th may be increased from 270 to 280 Sales Wool and from 8 to 22 Sales Sheepskins. All his produce goes home per "Orchid".

11. Mr MacPacker is smooching his nail the broken portion of his press cylinder, and would be glad if you would ship out a new cylinder by the first opportunity. The press was purchased by the late Captain Packer from Messrs P. & M. MacLellan, Upper Thames Street E.C. in 1885.

12. I omitted to mention by last mail that the Stanley workmen again expressed a desire to have a Saturday half holiday all the year round. I expressed surprise that the matter had not been mentioned before Mr Baillon left, but as the men appeared to be unanimous in the request, I assented upon the conditions laid down in para 19 of Mr Baillon's despatch No. 540 of May 12th 1892. So far the arrangement has worked satisfactorily, and as it reduces the wages by a little every week, I presume there is no objection.

13. I have considered very carefully par: 22 of your despatch No: 809 in which you ask me to ascertain the possibility of the men repairing ships by contract. I must say at the outset that I feel considerable diffidence in making any remarks on this subject as working by contract would revolutionise our whole system,

Owing to the fact that the ships trading round Cape Horn are now almost exclusively large iron vessels it follows that when an accident does happen, the damage is very great, necessitating a considerable amount of Mackeniths labour, and the workmen that we have to hurry on are the Mackeniths, who of all mechanics, are the most sour tempered and difficult to handle.

My short experience is that the arrival of a ship for repairs is the signal for the Mackeniths to complain that they, not the carpenters, should inspect the work.

This evidently has frequently happened before, as I find that in your despatch No: 493 par 25 you allude to this and ask whether ships work in England is not controlled by the shipwright. Unfortunately I cannot trace any answer. If you are now able to obtain that information it would be assist us, and it would also be advantageous to know upon what basis contracting is done at home or in other places. Johnson suggests
paying

paying the Blacksmiths at a fixed price per lb for the actual weight of iron turned out of the shop. The advantages of this system would be that the Blacksmiths would certainly be inclined to turn the work out quickly, and would use as much iron as possible, but there would be a danger of their not doing the work so neatly. However if it is clearly understood that the foreman carpenter, or rather shipwright, has control of the job he would of course reject bad work.

Then again the Blacksmiths would be sure to clamour for more machinery - they would argue "If you press us to get on with the work more quickly, give us the means of doing it." At the same time in view of the unproductiveness of the existing plant, its increase or the increase of the number of Smiths is I presume out of the question.

Ships' crews, against slow working on the part of the Blacksmiths is to give the shipwright absolute control over Blacksmiths. That would no doubt be advisable but, until the present Smiths are changed, could scarcely be effected.

As regards carpenters contracting would be awkward except in a straight forward job like caulking. The difficulty here is the fact that we have 2 gangs under different
prices

foreman, and until the whole staff of carpenters are put under the control of one foreman, it would be difficult to put enough men to complete the work within a reasonable time, which is of course the essence of a contract. I think the foreman would be willing to take a sub-contract for the carpenters labour, we paying a lump sum down, the foreman settling his own terms with the men.

On the whole I think that contracting, which is the only remedy for delay, might be tried on the basis I have indicated, namely, the Company should pay the Blacksmiths by the weight of iron turned out, the smiths paying their assistants themselves, if we can so induce them:- the Company should give a contract to the Ironman Shipwright for the whole of the shipwright work for a fixed sum, he to have the use of all our appliances, material to be charged through the Store as hitherto.

In offering the above remarks I may say that until I hear further from you on the point I should not feel justified in attempting to put the system in practice. As I am acting temporarily for a few months, I should not care to introduce changes too sweeping without Mr. Ballin's opinion on the subject.

14. The "Ermenie" has arrived, and has been allowed to

to go alongside the Government Jetty. Quattro is riding
very poorly. I find that Capt Thomas sold coal at
42/- per ton, not 40/-, as stated in my last despatch to
15. The Governor's latest piece of wrongheadedness is
the appointment of a Specially Magistrate for the West
Island at £350 per annum. This is the outcome of
Messrs Thompson & Mill's visit to the West reported to you
by Mr Baillon. The appointment of Collector of Customs is
combined with the magistracy, Stacey receiving
compensation plus of office. The Board with no doubt
be surprised to hear that the gentleman recommended
by the Governor and approved by the Secretary of State is
none other than Mr George Hurst. You are of course
aware that he was originally a blue jacket on H.M.S.
"Algerine" and it is very difficult to imagine how he
has acquired sufficient legal knowledge to qualify
him for performing magisterial duties. Although the
appointment is not yet gazetted it is under secret.
16. I am informed that the Governor contemplates taking
steps in floating a big loan of £25,000 to enable him
to build new public offices, new schools, sea wall,
and to improve the system of drainage. The information
is confidential, but James Smith has for some time past
been promising carpenters, labourers and loafers
plenty

plenty of work. The site selected for the new public buildings + schools which are to be of brick, is the piece of ground in front of Mr Baillon's house. Could it not be possible to get a question asked in the House of Commons as to the new Magistrate, his qualifications etc, and also as to the expenses of the Colony? It is really quite time that something were done to curb all this mischief.

17. May 17th. The "Jones" arrived here midday on the 16th inst bringing me your despatches Nos 810 and 811 and also your telegrams "Thetis prohibited Rattle", and "Galgorm Castle cocooned mauls", meaning that a credit of £4000 has been opened for this vessel.

18. Latimer communicated the first telegram to Mr. H. Dean who is in Stanley, and to Capt Patmore who is now at Gore Green. No difficulty has been experienced in replacing the men who were drowned, but the wages are slightly in advance of the usual ocean rate. I propose to send the "Fortuna" round the West at once to collect tallow and skins in order to give the "Thetis" a full cargo if possible. The date of her departure may be delayed slightly in consequence, but I shall be disappointed if she is not despatched before the next mail arrives; the work of despatching her is considerable and I want to be free to attend to the mail. The letters from Christchurch are
first

838
Best still report goods missing, and by next mail I hope to send complete accounts of boats losses.

18. We had a very heavy gale on the day the steamer arrived, the flour could not be discharged, and no work was done. In the evening during a squall the cable of the "J.P. Smith" parted, and the hulk sailed down the Harbour, very narrowly escaping the "Fortuna" and the "Hear & Bray". She has stranded on her side of the Harbour some distance beyond the slaughter house. The tide was fairly high at the time, but at low water she does not appear to heel over very much, consequently we gather that there is not much damage.

19. The petition for a third unofficial member to represent the West Falkland harbour sent in, - it is substantially the same as the draft I sent you last mail. I hear that the Governor has shown it to James Smith, who will in consequence call a meeting of workmen in Stanley and agitate for the appointment of a labour member. The Governor will not send it by this mail, so that it will not be necessary to address the Colonial Office with a view to the Secretary of State receiving a deputation just at present. The petition was signed by all on the West with the exception of Mr. H. Waldron who is away, and Mr. Kenech who was too busy to go to the Bay.

20. The correspondence with the Government with Messrs. Carr
 Sections terminates with a letter to the Colonial Secretary
 dated today. I have omitted to mention that the land is
 now definitely leased. Section 35 to John Mackay for
 21 years at £100 per annum for the first 10 years and £150 per
 annum for the remainder. - Section 38 to Joseph Robson at
 £84 per annum, not subject to renewal in either case. This
 process would appear to be superfluous.

21. I find that my drafts upon you are unusually heavy
 even for the May mail owing chiefly to the large number of
 Messrs. Scott & Co. going home. Our clients at the West asked
 me specially some time back to give them receipts for
 drawing their money in London. I was also compelled to
 give a large draft upon you to Brown & Hanchard, who
 sent in a letter dated as far back as March 28 about a cheque
 for over £700 in payment of wood supplied. As the draft will
 not reach you for 3 weeks after this I felt just paid in drawing
 at 30 days. In connection with drafts Messrs. Humphreys'
 draft may be heavy as a son of Christy Smith who has £400
 on deposit with us is proceeding to Burnside to purchase
 land, which may have to be paid for at once. In that case the
 money will be advanced by Humphreys & recovered by draft
 upon you. Would it not be an advantage to open a credit
 with the London & River Plate Bank, charging interest for
 drafts

drafts?

22. Captain Adam Smith arrived by his steamer with instructions to commence jury-rigging the "Calypso" to enable her to proceed to England. Work was commenced this morning. Skand Capt Bryant's propose to rig topmasts with upper and lower topsail yards, which they consider will suffice. There will be very little Blacksmith's work, the bulk being wood work, and I have taken the opportunity of again impressing upon them the necessity of despatch. I fancy the men are beginning to realize that the old system of spinning out a job does not pay in the long run and I trust there is yet time to counteract the bad reputation of Stanley. Perhaps it is fortunate that there is not much iron work, although a loss to us. As I stated in a previous paragraph I do not wish to introduce a new system without your opinion on the method suggested, and in this case it would be more difficult as it is not a complete repairing job.

23 Capt Smith has instructions to sell coal up to 1000 or 1200 tons. He called to inform me of this saying that he intended to sell in 5 or 10 ton lots to whomsoever he could. I obtained a sample & tried it in my own house and at the West Store and was astonished to find it

it so good, in fact there is very little difference between it
 and our ordinary house coal. Turner tells me that some
 years ago this was ~~the~~ exactly the kind of coal sold for
 household purposes, which Mr. Jellon corroborates. Under
 the circumstances I felt justified in purchasing on
 the distinct understanding that we are the sole purchasers.
 When Mr. Baillon wrote to the Salvage Association that
 there was no market here, we had not sampled the coal, and
 moreover, Mr. Croft's enquiry was understood to mean the
 whole cargo. I have made an arrangement to purchase
 500 tons (five hundred tons) at the very low price of 15/-
 per ton, the ship to put the coal into one of our hulks or
 lighters. We might sell it in Stanley at 35/- less 5%,
 and I propose to send samples round the West of Spring it
 at 20/- per ton nett, delivered, to induce clients if possible
 to take this in preference to ordering per "Thetis". If their
 answers are satisfactory we might be able to do with more. I
 understand that the Engineer of HMS "Sphinx" examined the
 coal and wanted to purchase 200 tons, but it was not for
 sale at that time. I am writing to him asking if HMS "Sphinx"
 would be likely to take any. If you are of opinion that
 I should not, under any circumstances, purchase more
 will you kindly telegraph to me by the mail arriving
 in July the word "buy coal". I will undertake however
 not

not to purchase unless there is every prospect of our
being able to sell freely

24. Your despatches under acknowledgment do
not, fortunately, require any answer beyond saying
that I note your remarks as to the duration of
scholars articles and as to our not drawing bills
at less than 30 days sight for outsiders

I am very glad to learn that McKellen arrived
safely

I am Sir,
Your devoted servant
pp A. Baillon, Manager
W. Harding

Enclosures in Monte Video

Accounts per Ship "Thomas Stephens" + letter of advice to Owners.
 First of Exchange No: 1634 on Messrs J. Stephens & Sons £779.10.0
 Draft on National Bank of Scotland £20.0.0
 Coasting Insurance April
 Store Indents No. 171
 Remarks on Stores
 Store Indents, Becke Bros and Mr Stickney
 Extracts from clients letters re stores in "Fertis"
 Letter from R. Baildon
 Accounts with Colfort as to exchange of leases
 Remarks on accounts
 Mr Nichols's report and enclosures
 Shipping Report
 Statement on accounts
Passage of but enclosures sent to Tilbury direct

828
Enclosures (Tilbury)

Duplicates (Originals per "Lucas" April 15th)

Despatch No: 23

Stanley Journal & Cash Book March

Stanley Ledger Balances, March 31st

Stanley Wages Return " "

Contracting Insurance March

Store Indents No: 170

Statement of Stock & dep on hand

Remarks on accounts. Statement on accounts

Second of exchange No: 1631, £ 1875. 2. 0

Duplicates (Originals per "Jervis" via Monte Vero May 18th)

Despatch No: 24

Second of exchange No: 1634, £ 779. 18. 3

Accounts per Ship "Thomas Stephens"

Contracting Insurance, April

Remarks on Stores. Store Indents No: 171

Remarks on accounts

Cy counts with Capt u exchange of shares

Statement on accounts

Originals. Stanley Journal & Cash Book April

Cash Vouchers, E & W. Stores

S. A. Missionary Society's account March 31

Specifications of Wool, Speedwell J^d & Shearer & Co

Camp Wages Return

Petition of Freeholders to the Poor (Cp)

Store Indents, Balla & Stickney, Skary Aldron

* Could you kindly have these copied for me to keep a record.

25

WarrickJune 19th

95

Sir,

My last despatch left here per "Taxis" on May 19th.
 2. I had hoped to have despatched the "Thetis" before the arrival
 of the mail due tomorrow, but this has not been possible.
 The amount of tallow for Green this year is so small that
 I had to send the schooners on tallow collecting expeditions
 between with this ^{and} all the skins on hand. I doubt if she
 will have a full cargo. On reading your telegram "Thetis
 prohibited Pbble" in conjunction with paragraph 2 of despatch
 No. 811 I am left somewhat in doubt of your intentions.
 The despatch refers solely to the "Thetis" visiting Pbble Head,
 no allusion being made to the wool, and the telegram is
 therefore open to the interpretation that the "Thetis" must not
 go to Pbble but may take the wool. However I think
 you must have been aware that she had already been to
 Pbble Island to land the diggers, and I thereupon
 concluded that the telegram was intended to prohibit her
 taking wool.

3. I received yesterday an application from Mr. Mathews to
 ship 70 casks Tallow per "Thetis", and 60 Sals Sheepskins
 by

by mail at the same rates as to clients. It is very unfortunate that he did not make his offer before, but after consultation with Capt Putnam I decided to send the "Fortuna" at once to fetch his produce; the "Fetis" therefore may be expected to sail not later than the end of this month.

4. I enclose herewith a copy of correspondence as to the hulks which will explain itself. Knowing that Mr Schlottfeldt is at the bottom of the agitation I determined to draw him, and I think that his letter of June 7th which I send in original will furnish some proof of what we have always maintained - that he is working with the former against our interests. You will notice that 3 days elapsed before he answered my letter. It is really time that he was given to understand that he cannot continue to run with the hare and hunt with the hounds. The last paragraph of my letter of the 4th ward course merely to alarm him a little. I send also various letters from masters of vessels here and a chart showing the positions of the moorings in case an appeal to the Colonial Office is necessary. I had an interview with Mr Halkett and the only complaint the Pilot could bring forward was that masters of schooners found great difficulty in coming alongside the West Jetty owing to the "Gracis" and "Capricorn". In my explaining that the West Jetty was our private property this complaint was dropped and he fell back upon the "Sabros". I told the Harbour

Harbour Master that the question of her ultimate disposal would be settled shortly and he consented to drop the question for the present. Capt Patmore told me subsequently that the matter would be dropped and credits himself with having effected it by his conversations with the Governor. Provided that the matter is ended I am quite content that Capt Patmore should consider himself entitled to the thanks.

5. Mr Filson sent me certain returns relating to the finances of the Colony and a copy of a petition from the Volunteers as to a new drill hall which may interest the Board. During the discussion in the Council on this petition the Governor charged the Company with having strenuously opposed the movement, and I felt it my duty to controvert his statements. The correspondence is enclosed.

6. The case of assault at Walker Creek has given a very great deal of trouble, Mr Nichol and Mastment having had to come to Stanley no less than 3 times. Mr Nichol I believe explained that after the trial for assault Peter Souter was summarily dismissed. He sued us for 6 months wages in the Police Court, lost the case and appealed to the Supreme Court. The Court sat on June 10th and allowed Souter to call further witnesses.

Jfr

The 18th when the case was disposed of, he appeared being
 dismissed with costs. The 3 justices on the bench with Mr
 Thompson were Messrs Stalkett, Bran and Robson

The judge's conduct was severely criticized by most who heard
 the case, Soutar and his adviser Rutter being allowed
 unchecked to ask most insulting questions to both Mr
 Hamilton and Mr Eastment. The former argued as usual
 was well able to take care of himself, and the latter acquitted
 himself very well in the witness box.

7. Mr Robson desires me to call your attention to the fact
 that in his account sale of wool per "Abydon" in May 1874
 he is charged tare 21 and 22 lbs whereas Messrs Dalry,
 Donald's catalogue states the tare at 18 lbs

It would also like the measurements of his wool per
 "Janis" to be accurately checked

8. Please incure the following per "Thetis" per account
 of Mr E. Wilson. -

11 or 12 Casks Tallow £100.

4 Bales Sheepskins £20.

9. By sending samples of the "Galgorm Castle" coal round
 I have received orders for 80 tons between New Cross, Hill Cross,
 Port Stephens and Weddell Island, and no doubt our clients
 at the Bay will also purchase that in preference to
 indenting per "Thetis". Under these circumstances it
 will

will not be necessary to send any coal in the "Hector" next season. Unless the Company purchase more than the 500 tons already agreed upon Capt Smith intends to endeavour to sell at Sand Point, and will write his mail offering a quantity to a small steamer here. Considering that the coal is approved both here and would be best I think I should be losing a good opportunity by not purchasing more as the price is so reasonable. I have therefore decided to increase the purchase at once as Captain Smith cannot afford to wait for next mail (July) and risk losing a sale at Sand Point.

10. The work on the "Galson Castle" is proceeding satisfactorily. Capt Smith is having as little iron work done as possible, but the blacksmiths have been fully occupied so far. On the foremast the piny topmast and upper and lower topsail yards have been fitted up. The sails are being made by their own crew. It is too soon to forecast when she will be ready for sea. I am glad to say that the work is being done more expeditiously than usual, although there is of course room for improvement. Capt Smith is thoroughly satisfied with the quality of the work, and seems inclined to think that the Falkland Is do not deserve quite such a bad name as they are given credit for.

11. I regret to say that we have not yet succeeded in floating the "J.P. Smith". Some few days ago during spring tides a strong northerly gale drove her higher up in the track in spite of the strain on anchors that Mr. Lauchlin laid out. The cables parted close to the moorings so that carelessness cannot be imputed to anybody.

12. Might I ask you to send me 2 of the newest Charts of the Harbour and also some charts of the Islands for sale to Captains of vessels. I will send the chart of the harbour with the positions of the hulks marked by Armstrong red nail and would ask you to mark a new chart in the same way for record here.

13. The petition for a third unofficial member will no doubt be transmitted by this mail. The Governor kindly communicated the petition to James Smith who held a public meeting to agitate for the appointment of a labour member. The meeting was held the same evening as Suter's trial - Mr. Nichol & Dr. Eastment being in Stanley we thought it would be a good move to attend. We persuaded Mr. Bolton, Mr. J.H. Dean & some of our foremen to go as well. Our appearance caused what is commonly known as a "frost", the speeches and proceedings being very tame indeed. Mr. Nichol's account of the meeting published in the Magazine is a very fair description of the proceedings.

6 382
No. June 26th. The "Merodot" arrived this morning
bringing your despatches Nos 812 & 813 and letter of May 21st
812 par. 3. I have dealt very fully with the question of coal
in "Glasgow Castle". Being aware that when you wrote
your despatch you had not been informed of the quality of
the coal I do not feel alarmed at having purchased -
in fact I know that I am justified in even increasing the
purchase as it is undoubtedly a good bargain. I have
orders now for 105 tons round the West and it is selling
freely in Stanley. The coal is from the West Stanley
colliery and the price 15/- is undoubtedly "an absurd price".
I may mention that I consulted Mr Filton who has had
a long experience here and he advised me most strongly to
purchase all that was for sale, and I am sure that when
the Board are cognizant of all the circumstances my action will
not be disapproved.

15. I do not consider it prudent to advance Nelson any
money at all. I learn that Williams advanced him £180
to pay the rent and the improvements, and G. Smith has lent
him £200 for current expenses and to enable him to build
a woolshed. I presume £18 per annum would be a fair
rental for the Fitzroy House. In view of the fact that
Williams lent money on M. J. Nelson's security would it
not be as well to discuss with Mr Baillon the advisability
of

of securing a first mortgage against our advances.

16. ^{par} I have always regarded the Lighthouse Telephone as a piece of work for Mac Lauchlen that would be an excellent stand by for a slack time as it is wise to keep his men together. I congratulate myself that I am on fair terms with the officials, but they are complete nonentities and cannot stir a finger without the Governor, who is accessible only to Smith, Poppy, and such like. I am sure it will repay us to carry out the work without expense to them if possible, moreover if a contract was given to outsiders, some reputable person like Mac Lauchlen would have to supervise the work. The poles are being rough planed and painted, - when this is done, the season of the year will be more favourable for the work.

17. par 7-9. Your instructions are noted. I hope the list for 1894 is not required.

18. par 10. With reference to this I cannot do more than refer you to paragraph 24 of my despatch No. 22 which you have received. I stated "I am fully alive to the necessity for economy in every direction and I am keeping the wages as low as possible." I can conscientiously say that I have acted up to that statement and may be allowed to refer with some satisfaction to the fact that the wages for the last 3 months have been under the average.

19. Sep 873. per. 1. I will go into the question of the "Sabine" before next mail, but I may say at once that both Johnson and McLauchlen told me a few weeks back that they do not think she will ever leave here, meaning that the cost of making her seaworthy would exceed her value.

20. per. 4. It is satisfactory to be able to hazard a prophecy that very little coal will be sold from the "Foghorn". I paid the price of "Gallop Castle" coal at 36¢ delivered in order to fill up the Stanley coal cellars, and thus stop the sale of thousands. If Dixon has any lumber he will have as difficulty in selling; I hope his repairs at Montevideo will detain him until after the "Celine" has arrived.

21. In reply to your letter of May 21 I trust that the Board will consider the action taken by Mr. Nichol and myself as satisfactory. So far as I can judge we appear to have anticipated their wishes. Occupation of the land is secured at a trifling rental per annum, ~~and we do not commit ourselves by paying the rent as the agreement of April 18th provides~~. Mr. Nichol who is here tells me that he will deal with the question.

The correspondence that has taken place since last mail is enclosed.

22. Mr Make has sent me a copy of a petition which the West Falkland farmers are sending protesting against the appointment of a Specially Magistrate and the retention of Mr Hurst. The petition will probably go home by next mail.

23. Mr Schlottplat has today (June 21) informed me that he has secured a fresh contract for 5 years, and that we are to have a mail every 3 weeks. I suppose this will be an advantage although the old system of a mail every month leaving about the middle of the month was very convenient for the monthly accounts. The increase of the number of mails in the year is bound to increase the volume of correspondence - consequently I am personally rather sorry that the new system was not put forward until next year. I hope to hear that you have secured more advantageous rates of freight as some of our clients are inclined to complain. I hear that freight per "Lull Waldra" is 25/- only to Stanley.

24. I conclude by enclosing a notice communicating to the public the Secretary of State's final surrender on the land question. From the wording of it his decision seems to cause them considerable pang of regret.

Yours Sir,
 Your obedient servant
 J. R. Baillie, Manager
 W. Harding

Enclosures

Duplicate. Steady Journal & Cash Book April
Letter to Mr Cobb, May 18th
Particulars of Shipment per "Juno"

Steady Journal & Cash Book May

Cash Vouchers E & W. Stores

Coasting Insurance May

Store Indents No. 172

Indent for stores per "Juno", Weddell Island, Duane Head, & Spring Point

Indent for stores per Steamer, Von Lucke, J. F. Feltner.

Shading (2) per "Orkney"

Specification of J. F. Feltner's wood per "Orkney"

Cy letter from Col Secretary 22 May re boundaries of sections 36 & 37

Cy correspondence with Harbour Master as to hulks (4 letters)

" " " H. Schlottfeldt " " " (3 letters)

H. Schlottfeldt's letter of 7 June in original

Copies of letters as to hulks from Captain Smith, Sargents and Putnam, and

Henry Campbell and McLauchlin

Cy correspondence with H. Gayle Halkett as to Ventures (3 letters)

Cy Station from W. Falkland farmers as to appt of Ship, Registrar

Cy Station from Volunteers for loan for new drill hall

Cy Government Notice as to land 20 June

Mr Feltner's notes of Proceedings in Legislative Council

Financial papers from Mr Feltner (sent with Gazette by Post Office)

Mr Nichol's Report and enclosures

Shipping Report

Statement of accounts

Letter from Mr Cobb from Capt. Rowland.

26

Erminia
na Sand Point

July 2nd 5

Sir,

My last despatch left per "Krodot" on June 22.
I trust that this Schooner will catch the Pacific
Steamer leaving Sand Point on the 15th and thus
anticipate the next mail by a fortnight.

The Barque "Ambassador" of Christiansand,
Captain Sivertsen, bound from Jacksonville to
Honolulu with a cargo of phosphate put in here
on June 30th with bulwarks star, tapers leaking
badly, and cargo much damaged. The captain
had to throw 35 tons overboard in order to
lighten the vessel as the phosphate absorbed so
much water. The "Ambassador" was quite
recently transferred from the English to the Norwegian
flag and has at present only a temporary
Norwegian Register. The Captain and a few
Norwegians hold a small share in the vessel, Messrs
Burgess & Co of Swansea being the managing owners.

I have advised Capt Sivertsen to proceed by
mail to Montevideo for telegraphic instructions.

Remond to send her down with others for a
load of pots at the rate of say 36 pots for each
other landed? I mention this merely in order
to obtain an expression of your opinion

3. A rumour has reached me that the Governor
having succeeded in getting the Secretary of State
into appointing Hurst as Stipendiary Magistrate on
the West Falkland now contemplates recommending
the appointment of a Stipendiary Magistrate at
Darwin. I shall endeavour to find out whether
there is any foundation or not.

4. The "Thetis" has very nearly completed
loading and I confidently expect that she
will leave in less than a week from now.

I am, Sir,

Your obedient servant

J. H. Miller, Manager

W. A. Marsden

Enclosures

Duplicate Despatch No: 25
 Stanley Journal & Cash Book May
 Coasting Insurance May
 Store Indents No: 172
 Statement accounts, June 22

Report Survey on the "Ambassador"
 Letter to A.R. Baillon Esq
 Statement accounts

26
"Tutu"

July 10th 5

Sir,

I beg to hand you herewith Bills of Lading and Manifest of the cargo shipped by this vessel together with other papers noted in the list of enclosures.

I had hoped that she would have left earlier but as explained in a previous despatch the amount of Tallow from Goose Green this year is so small that we had to choose between sending the vessel home only half full and waiting until the schooners could fetch in more produce. By adopting the latter course we have been able to very nearly fill her, there being only sufficient space left for about 25 Bales. A glance at the manifest will show that everything available has been sent, and that every step has been taken to avoid leaving any empty space.

2. M^cLauchlen has been further delayed lately by bad weather, but even with this she will leave 10 or 12 days earlier than last year.

3. M^r Blake and M^r Mathews complain very strongly that the freight on Tallow is excessive, and I promised to communicate their views to you.

Yours,

4. I am much afraid that mistakes will be discovered in the rates of freight in my specification. I trust that there will be excused as the shipment this year being composed of so many odds and ends is somewhat complicated.

5. I regret that I am utterly unable to send the ship's accounts - the pressure of work just now is so great that even by working early and late, both weekdays and Sunday, I am only just able to cope with it, and I trust that the fact will be considered if mistakes have occurred. I will endeavor to send the account by next mail.

I am, Sir,

Your obedient servant

J. A. R. Baillon, Manager

W. A. Harding

Enclosures

7 Bills of Lading
Manifest
List of Parcels & Packages
Remarks on Cargo.
Specification of Freight
Particulars of Company's Rates
Abstract of Loading & Discharge
Estimate of Gross Earnings

Particulars of Goods Shown Below

"	"	David Smith	"
"	"	W. Jell	Sheepskins
"	"	S	"
"	"	S.H.	"
"	"	Na	"
"	"	W.C.	"

27.

July 24th 5

Sir,

My last despatch per mail No. 25 left here by the "Kerodot" on June 22nd. I had contemplated sending a mail via Sandy Point in the "Erminia", but as Captain Glehnst took 4 days to make up his mind to leave I did not care to entrust any letters to him.

2. The Barque "Ambassador" of Christiansand, Capt Sivertsen, bound from Jacksonville to Honolulu with a cargo of phosphate put in here on June 30th with bulwarks stove, tarpaulins leaking badly, and cargo much damaged by salt water. The Captain had to throw some 35 tons overboard in order to lighten the keel as the phosphate absorbed so much water. The "Ambassador" was only recently transferred from the English to the Norwegian flag and has at present only a temporary Norwegian Register. Capt Sivertsen and a few Norwegians hold a small share in her, Messrs Burgess and Co of Swansea being the managing owners.

The Captain proceeds by his mail to Monte Video for telegraphic instructions from his owners, as he does not

J. B. Lobb Esq

Managing Director

with a reasonable profit in a case of his cost in order to counteract if possible the bad reputation of the place. The ship, boat and bulk hire is practically all profit and the material estimated for may not cost so much as £400. It is certainly prudent not to attempt to make too much out of this ship as if we make our figures too high, it might result in condemnation.

I have telegraphed to you "Federal Ambassador Burgess Surance Rearar Chicuro ~~Harriet~~ ~~Antonia~~

3. I am glad to be able to report that the bulk "J. Smith" was got off on the evening of the 22nd without having sustained any serious damage.

4. The "Thetis" left finally on the 17th instant. On the 11th she made an attempt, and got under way with a southerly wind, was stretching up the Harbour in order to turn when a very thick snowsquall came in. She stopped abreast of the Government jetty and while in stop collided with it cutting nearly through the side of the bulk. The "Thetis" did not, I think, sustain any damage at all, and the damage to the bulk will be repaired at a cost of £6 or £7. From that date until the 18th we had very strong S.E. gales with snow, so that it was imprudent to leave sooner.

5. Finally insure 13 Casks Seal Oil per "Thetis" for account

not feel justified in incurring any expense without previously consulting them. According to his advice from the Owners, the vessel is insured as follows: -

£900 on hull in English Clubs against all risks.

£300 " " " " " " total loss only

£250 " Freight

£2000 " Insured outfit at Messrs. Gohenturf.

You will see from the Report of Survey that the damage is very serious, and it is not certain whether they will at once repair

or try to condemn the vessel. I considered that this was a

case in which I should be fairly safe in offering to contract

for the repairs, which will require very little Mackenith's

labour, and I enclose a copy of my letter to Capt Swire.

The figures I have given do not of course include our

commission, and I should be glad to receive instructions at

that rate to charge. This, together with the Captain's

retainer, would bring the expenses up to quite £1800 -

perhaps more. My calculation is made up as follows: -

Materials £400, Ship and boat hire £65, Hull hire

150, Mackenith's + sundry labour £100, Pigs and

experts £665. Pigs is willing to take a sub contract to

do the work for that sum. I think they will leave a

small margin of profit as I conclude from your remarks

previous despatches that the Board would be content

with

account of M. E. Nicolson

6. I send you herewith Johnson's estimate of the cost of refitting the "Sabino", amounting to just under £900, which he assures me is the very lowest figure for which she can be fitted out. It asks me to say that in his opinion the project for sending home the "J. Smith" some years ago, which project was abandoned, was more feasible than the present idea of sending home the "Sabino".

7. I have at length been able to carry out your instructions as to the distribution amongst the Miller family of the money deposited by Mr. Knutson, and forward the receipts in duplicate as desired. I have not been able to remove the discrepancies in the dates of birth as most of the children were born before the parents came to the Falkland, and for obvious reasons I could not appeal to Mr. Miller. The names and dates of birth as given to me are as follows:—

Margarita	Sep 22, 1872	Alexander	Aug 18, 1879
Grace	Oct 1, 1873	James	Jan 13, 1881
Juanita	Dec 10, 1875	John	Jan 30, 1883
William	Feb 16, 1878	Archibald	Nov 16, 1884

The first two have been paid, and the share of each of the remaining six has been lodged in the Savings Bank in the joint names of the Manager of the Falkland Islands Company and the child

8. The Rev^d J. Williams, General Supt of the S. A. Missionary Society communicated to me an offer from a Mr Figue of Tierra del Fuego, of 20,000 parts at 5^d each for cash or workers at Stanley prices. I do not know whether it would be considered worth while instead of laying up a Schooner next year to send down for a load at the rate of say 36 parts for each worker landed. Mr Nichol tells me that for the next 8 or 9 months we shall have only sufficient workers to supply the butchery, but I mention it in case you care to discuss the question with Mr Baillon.

9. I have been informed that the Governor, having succeeded in getting the Secretary of State into appointing Hurst a Specially Magistrate on the West Falkland, is writing to recommend the appointment of a Magistrate at Darwin.

10. The total Store sales on June 30th show a decrease of £600 as compared with last year, but as no stores have yet been charged to the "Galgorn Castle", I am in hopes that we shall pull up a little this quarter.

11. In further reference to the amount of the Stanley wages I should like to point out that the total for the half year ended June 30th shows a decrease of £83 as compared for the corresponding period last year. There are now only 6 carpenters & 3 apprentices in the 2 shops, as the ship work is completed

12. July 28th. The "Antaur" arrived at noon yesterday bringing your despatch No. 814 of June 22nd, which I shall not attempt to answer by this mail.

13. Please effect the following insurances:—

Mr & C Bertrand & Filton 146 Bakerwood @ £15 per bale

" " " " 200 " " @ £9 . .

" " Mr. Hansen 376 Fur Skins @ 30/-

14. You will observe from the above that Mr Bertrand has had to revert to the Dumping Press, the cylinder of the new hydraulic having burst.

15. Capt Sivertsen almost insists on telegraphing to his Owners that no survey has yet been held upon the ship's bottom. He bases his intention upon the fact that upon leaving Jacksonville the ship bumped slightly on the bar which may have knocked off some copper. A few sheets of copper are gone from one side of the vessel about 5 strokes down, but Briggs attributes this to probable grazing against the wharf while loading. I have endeavoured to dissuade Capt Sivertsen from sending the message which would alarm his Owners unnecessarily, but if he persists I shall probably add to my telegram the words "Surveys do not consider it necessary to examine bottom".

I got the 3 Surveys to hold a special consultation on this point and they are unanimous in their opinion

16. I regret that owing to an accident to the "Richard Williams", the whole of the Pebble Island wool will not be shipped by this mail. Mr. J. H. Dean who is in Stanley will no doubt explain the matter to Mr. J. M. Dean. The Schooner might however turn up at the last moment.

17. I am very glad not to have received a telegram from you prohibiting me from purchasing a further quantity of coal from the "Galym Castle". I have increased the purchase to 1000 tons at 15/- I should like to have got the second lot cheaper but Capt Smith's instructions preclude him from making any reduction. Since last mail left I have sold 110 tons to the Government at 31/- nett. I think that fact will dispel any doubts the Board may have as to the expediency or otherwise of the purchase. The coal was taken by lighter straight from the ship to the Government Jetty, the total cost of delivering being about 2/6 to 3/- per ton.

18. The work on the "Galym Castle" is approaching completion & I expect she will be ready for sea about the middle of next month. An unfortunate incident - the condemnation of the main topmast - has caused a delay of about 8 or 10 days. I really have not time to explain the matter fully now, but will
only

only say that, though inclined to stand out at first, I have compromised the matter with Captain Smith. As this was arrived at only yesterday you will understand that I have no time to go into details. 19. I did not send any reply to the letter from the Colonial Secretary of May 22nd as to the boundary between Sections 38 & 44. Owing to our inability to prove that Hillside House is actually on the freehold McNeill and I deemed it prudent not to press the question of survey.

20. The "Result" is not yet in with the W. Falkland mail - letters from Hill Cove, Bay Cove and Uddell were brought in by the "Fortuna" this afternoon. As the mail closes tomorrow morning the probability is that letters from Fox Bay and Port Howard will not arrive in time.

I am Sir.

Your obedient servant

J. A. B. Baillon Manager

W. A. Warding

Enclosures - via Monte Video

Duplicate despatch No. 26 per "Thetis" + enclosures

Draft N^o 1657 on Secy of State, Washington \$ 66.04

1st of Receipts " 1658 " Comdgent of the Comies 500. 0. 0

" " " 1662 " M. Dean by 904. 14. 11

" " " 1663 " " 174. 13. 0

" " " 1666 " Comdgent of the Comies 300. 0. 0

" " " 1667 " " 200. 0. 0

Costing Insurance, June

Store Receipts No: 173

Ledger Balances June 30th

Report of Survey, Sk "Ambassador"

S. A. Missionary Society Account June 30th

M. Nichol's Report and Enclosures

Estimate for repair of "Sabina"

Cy letter to Capt Sivertsen

List of parcels sent by Armstrong

Remarks on Stores

Remarks on accounts

Statement on accounts

Shipping Report

Press copy of list of enclosures sent direct to Tilbury

Enclosures - Tilbury

Duplicate - Dispatch No: 25
 Stanley Journal & Cash Book May
 Coasting Insurance - May
 Store Indents No 172
 Statement on accounts June 22nd
 Nichols's Reports May 14th and June 21st

Duplicate Dispatch No: 27
 Stanley Journal & Cash Book June
 Ledger Balances June 30th
 Stanley Wages Return June 30th
 S.A. Missionary Society account June 30th
 Coasting Insurance June
 List of Parcels by Armstrong
 Store Indents No 173
 Remarks on Stores
 Remarks on accounts
 Statement on accounts
 Seeds of Exchange (5) Nos 1662, 1663, 1666, 1667, 1658.

Stanley Journal & Cash Book June
 Stanley Wages Return June 30th
 Cash Vouchers E & W. Stores
 Store Indent Baillen & Stickney
 Store Indents for "Thetis", Vm Sacke & J. J. Alton
 Specifications of Wool, David Smith, Bertrand & Alton, Dren & Alton,
 Vm Sacke, S.A. Missionary Society
 Receipts in duplicate (6) Baillen Estate
 Note. If I can get the other 2 in time for this mail they
 will be sent in Supplementary letter.

Letters for E. F. Baillen
 Capt Palmors
 Mr Palmors
 Skallwood (Thetis)

August 16th 5

Sir.

My last despatch No 27 left per "Poutan" on July 27th. I very much regret the error I made in the Bill of lading and specification. The Waddell & Carcas Island Wool was shipped direct from the Fortuna which came in to Stanley the day after the steamer arrived. By some means it was reported to me that there were 12 Bales of the same wool and as the Result. did not arrive until just as the Mail was closing I had no letter from Mrs. Hanna to refer to. Four Bales W.E.W. were despatched and the 8 Bales of the balance are another.

The French Officer wrote on his receipt, "whereof 4 are in dispute" - I read it "Whereof 4 are in dispute" my total number and his approval therefore I thought it advisable to telegraph and I hope the wool was all delivered.

I have to thank you for your interesting despatch No 24. By next mail I will endeavour to answer some of the points requiring an answer. I regret to say that I am at present laid up and Dr. Hamelin positively refused to allow me to go outside the door, all I can do this mail is to report the ships that have arrived.

Ship "G.W. Wolff" Captain Butler, bound from Barra to Naigu with cargo of coal put in August 4th with 1000 of sails. The ship mistimed in Port William. The Captain let go the anchor, the cable parted at the fork link & she had to stand off for a day until the wind was fair to come up Port William. The vessel anchored above the entrance to Stanley Harbour. Sails are being made and the vessel will probably be ready for sea within a fortnight.

Barque "Prior Hill" Captain Porter, bound from Cardiff to Carriac with cargo of smelting coal put in August 5th.

with coals heated, loss of sails and some of the iron work
also broken. Part of the cargo has been put in - The J. Smith
but last evening the heat was so great that the fire engine
was taken along side and water pumped in. This morning
I understand the cargo is cooler and there is no immediate
danger.

At first the Captain wanted to scuttle the ship and or
jettison cargo without putting any into a hulk, but the
surgeons recommended that an effort should be made
to save what was uninjured.

German ship "Katharine", Captain Spille, bound from
New Castle to Calcutta Buena with cargo of steam coal
put in August 8th with about 50 feet of bulwark gone
Decks are badly strained, but surgeons recommend that
this should be left as a little caulking will render the deck
good enough to enable her to proceed. The ship had been
on her beam ends. Diggs tells me that the amount of
iron work on the hull is greater than in the case of
the "Old Kensington". Fortunately there is nothing to be done
also. Captain as usual promised me that there would
be trouble over the work and wanted to be allowed to
do all the iron work on board. The old trouble I believe
I eventually succeeded in getting him to take a contract
to prepare the iron work from templates & Diggs will contract
for the carpenters work. I think I shall succeed in
arranging the contract all right and will report more
fully next mail. The work has been commenced & is
likely to take 3 or 4 months. The Captain told me yesterday
that the coal was warm and asked whether if it heated
much we would purchase. I told him I could not hold out
any hope of that as we have so much on hand from the
"Galgon Castle". The coal is from the same country as the
Galgon Castle coal.

I send you herewith the 2 further receipts required by
Mr. Huxton from the Miller family.

I enclose copies of petitions which are being sent to the
C.O. by the working class here. I will refer to them again next mail.

The Galzon Centre has got out to Port William everything
being completed with the exception of trimming the Case. I
enclose a Draft at 60 days upon Charles E. Allen & Co for the
balance of her account. I had a very pleasant settlement
with Captain Smith who leaves by this mail for England. I
expected that he should call on you as I venture to think
that from his large experience of ships & sailing in all parts
of the world his opinion of the Falkland Islands will be worth
listening to. He is inclined to think that the place has
been decided on reasonably.

The Tunis arrived yesterday bringing your despatch
no. 814 of 22nd June I take your remark as to commission
to be charged upon ships' accounts. In the case of the
"H. Wolff" I should think we might charge 5%

Yours, Sir,

for Frederick Lewis.

W. H. Murray

List of Enclosures

Duplicate Store Indent 176
" Letter to Mr. Cobb July 27.
" Return of Stanley wages June 20th
Stanley Journal & Cash Book July
Cash Vouchers East & West Store
Camp Wages Return
Copies petitions from East & West Falklands re expenditure
Corrected particulars of shipments per Pintar
Store Indent No 174.
Copy report of survey of W. Wolff
Receipts from Miller
List of Exchange No 1672 £1682-15.9
Coasting Insurance
Shipping Report
Accounts per Bk. Galgona Castle & letter of Advice to Owners
Mr. Nichols Report & Enclosures
Survey Report of Prothels and Galgona Castle
Statements on Accounts.

29
"Humphreys"
Peters

September 5th 5

Sir,

- My last despatch left per "Janis" on Aug 17th.
2. I regret that your despatches Nos 814 & 815 should have remained unanswered for so long and I will endeavour now to deal as fully as possible with the points requiring an answer from me.
 3. Despatch 814 p. 4. The "Thetis" account sent with this will give details as to the expenses incurred and you will also have had full explanations from Captain Patmas. I am afraid that Schallast is in a position to under by this mail an account of the claims for broached and damaged cargo. I have begged our Clients to send in their claims without delay but am still without some.
 4. Par. 6. I will talk to Pitalupa about his accounts as soon as I get an opportunity but it is difficult to catch him soon.
 5. Par. 8. I took occasion, when the petition from the Quarters for a loan for a new Drill Hall was presented, to explain to some of our men that

here

J. E. Cobb Esq
Managing Director
London

these expensive schemes would notably mean further taxation and consequent reduction of wages. Since then McNamee has succeeded in inducing the workmen on the West to petition the Secretary of State to stop such lavish expenditure, and a similar petition has been circulated in the East Falkland. McMichael who is in Stanley drafted a petition a few days ago for the Stanley working men and in the very short space of 2 days 97 signatures were obtained. Last evening a packed meeting was held under the auspices of Messrs Smith and Papp to condemn the petition and to pass a vote of confidence in the Governor. McMichael was present but was supported only by a couple of men from McLauchlen's gang. The proceedings were very dull at first, and it was not until McMichael got on his legs that any animation manifested itself. After a lively discussion the petition was condemned by a majority of 1 and the vote of confidence in the Governor was carried by a majority of 6. This result may be regarded as satisfactory as the meeting which was convened at about 2 or 3 hours notice was packed with the Governor's subordinates.

6. Par. 9 I shall have to defer sending a complete report upon the "Wasp". Noble was not able to come into

into Stanley until about 10 days ago as he has been laid up with pleurisy. Since he has been here the greater part of his time has been taken up driving the "Sissie", with ships to repair. Always assistant has been driving for the Mackinac and the "Sissie" has been almost constantly under steam. In the intervals Noble has been occupied in stopping up the top row of tubes in the boiler as recommended by M. Shapcott. The press of work has precluded Japp & Johnson from making out a thorough report on the condition of the hull ^{of the vessel}. Japp says that it would cost about £390 to repair the hull for steam, and about £470 to fit her out as a Schooner.

I will send full reports later from Japp & Noble. I asked Noble for an explanation of the supposed disaster on the "Sissie" as detailed in the Frank J. Magazine. The account however was so exaggerated that I did not trouble to allude to it.

7. Jan. 11. I have stopped making any further advances to Turner, and should prefer to leave it to Mr. Pullin to decide how long the account should be allowed to run.

8. Jan. 12. M. Nichol has taken in hand the question

of the boundary between Sections 38 & 44 in his letter to you so that I need not allude to this again

9. Jan. 17 I do not at all regret the time expended on the question of the "Thetis" as it has secured from you this very interesting paragraph which will be useful for further guidance. Although I do not presume to discuss the matter further, here are one or two points which I feel sure you will allow me to criticize

You say that arrangements are made for the Schooners and that the "Thetis" is left out in the cold. I am sure that Mr. Baillon will support me fully when I say that in drawing up the programme for the collection of wool, it is not the schooner but the client who is considered before everything. This will I think be understood when letters are received from clients similar to that from Mr. Blake who wrote in January last: — ^{"I still hope to see a schooner here in time"} "As soon" "if your oldest clients and I believe best supporters," "I think in a case like this your own business ought" "to stand aside as you ought to charter if your own" "schooners are unable to fulfil engagements"

The crux of the whole thing is that the Schooners can be depended upon as a rule but the "Thetis" has proved to be totally unreliable. You are of course aware that we have to decide 2 months before hand
how

how much space should be reserved for particular
 steamer and the fact of asking for the room is
 an implied promise to provide cargo to fill it
 when Clients wishes or rather requirements which
 become more emphasized every year have to be
 satisfied and wool has to be provided without fail, it
 is only natural and in fact ^{almost} imperative that the
 reliable means should be selected to carry out the
 undertaking. Mr Schlottplat has repeatedly tried
 to get written promises from Mr Baillon as to the number
 of bales for the steamers

I cannot help saying that if Mr Dean prefers to
 have his wool collected in one lot by the "Netis" it
 would be a great assistance if this could be communi-
 -cated to Mr Brunah who wrote in January as
 follows: - "I have again this year as last year"
 "and the year before placed some wool conveniently"
 "to your hand for shipment per January mail ***"
 "I am quite aware that Mr Dean has an aversion"
 "to small consignments but at the same time I am"
 "quite aware of the fact that he is equally desirous"
 "of getting his produce home and not have it lay in"
 "Stanley losing the interest thereon. You may"
 "remember that we have had wool in Stanley in"
 Drumbo

"December the past 2 seasons but it has not been shipped until March"

A glance at the specifications will show how the St Stephens wool was brought into Stanley but I hope it is quite understood who is responsible for chartering outside Schooners and bringing the produce in in dublets.

As regards facilities for bracing being increased by transshipment of goods in Stanley, the facts point to quite the opposite conclusion. The Charters and Sea Carlorcrops that was transhipped was delivered in good order, and Messrs Anson and Souner are the only 2 clients who have made no complaint. There is no doubt that the bracing was done round the Islands for the cargo landed at Bill Cove by the "Thetis", the first port, was in good order, but the 40 packages taken round to Fox Bay and sent back in the "Fair Diamond" were, so Mr Blake writes, in a disgraceful condition.

I must say that it is not the Colonial Manager of the F.I. Co who employs the small fry as is implied at the conclusion of your paragraph. There are certain managers round the Islands who, either from a wish to give the small men a lift or for the pleasure of seeing them touch their caps to them, do frequently employ outside schooners. Whenever it is possible or avoid putting a

1008
a single package onboard them and I think the
course of starvation has commenced

No doubt my remarks arrived somewhat late
but I have ventured, at the risk of boring you,
to reply at some length in order to give some idea
of the crisis taken by our clients

10. Mar. 24. I am glad that so much stuff has been sent
in the "Celer". I do not see any horse tracks down
in the Bill of Lading. We are quite out of them now, and
I have therefore added to my telegram by this mail
a request for 40,000 to be sent in the "Thetis"

11. Mar. 25. I am sorry the Scotchmen gave you so much
trouble. You will the more readily appreciate my
feelings, and as regards their statement that I said
it would be all right I think I am justified in
declining to be held responsible for anything I
may or may not have said to a Scotchman on
mail day. No doubt I did say in a cheery
sort of way "Oh you will get on all right" - in fact
I would say anything to get rid of them

12. Dec 8/15. Mar 2. I was surprised to receive a few
days ago a private note from the Colonial Secretary
saying that the Governor was anxious that the
Col Secretary should have a chat with me on
the

the subject of vessels in distress. Mr Skellett began
 by showing me the correspondence with Messrs Thomas
 Stephens and was somewhat surprised to find that I
 was already in possession of it with the exception of
 their reply to the Board of Trade. He said that the Governor
 had an idea of holding a meeting of working men at
 which the Col Secretary, and Judge would represent and the
 Governor, and that further he would like me to attend with
 our foremen blacksmiths and carpenters. The object was
 to be to explain the situation to the working men, and to
 point out the loss if vessels went away to the Cape for
 repairs, and to advise them to reduce the high rate of
 wages for shipwork. I replied that although I sympathized
 fully with the object, I regretted that I did not feel
 justified in taking such a step in Mr Baileys absence
 as I was acting only temporarily in his behalf. I said
 that any remarks from Mr Bailey would come with much
 greater force than myself, also that I had been given the
 widest latitude as regards ship repairs of which I had
 already taken full advantage, I did not care to go
 beyond it. I added that in my opinion the present
 time was most inopportune for such a step, for if allusion
 was made to the absence of ships, the carpenters would
 only go and point to the Harbour where at that time
 there

here were 2 ships undergoing repairs and a third awaiting repairs. The very same afternoon a fourth was reported. I asked that any ship of that description might be deferred as I was trying the experiment of a contract with Mackeniths, and was anxious that it should not be disturbed.

I concluded by saying that so far as the Company was concerned every effort would be made to induce ships to continue to come here for repairs, but pointed out that if the Directors came to the conclusion ^{at any time} that Stanley might be considered to have been "wiped out" as a repairing port the loss to the Company would not be so great as the former might think, for it would simply mean that we should save ourselves the expense of keeping up expensive plant, keeping men together, and of paying high wages to Mackeniths who at present did only about 3 or 4 months remunerative work during the year.

Subsequently asked to have a copy of Messrs Stephens' reply to the Board of Trade. The request was granted, and I send you eds.

13 Jan. 5. Noble has asked that the sum of £12 per month may be paid to Mr North. I had previously asked that £55 might be paid, but I was compelled to decline.

decline to advise the payment as his account would not run to it

14. Mar. 10. I will communicate this to the clients interested and ask them to insist on their produce shipped from Port Howard being consigned to you.

15. The "Galform Castle" sailed on August 21st for Belfast. I have explained on a separate sheet the circumstances under which the new mainmast was condemned, and my reasons for compromising the matter with Capt Smith.

16. The "G.W. Wolff" completed the repairs to her sails and left on August 21st. I enclose the accounts and Draft for £268-18-0 on the Owner S. Lauderby. You will see that I reduced the commission to 5%.

17. The Captain of the "Priesthill" expects to save about 1000 tons of cargo. The account is likely to be pretty heavy as there is a good deal of work allround, namely,

Carpenters, Blacksmiths, Sailmakers & Labourers discharging cargo, and pumping. I promised to reduce the charge for the "J.P. Smith" if the time occupied is long, say 40 or 50 days. It is probable that the wooden flooring of the ship is burnt out and will require renewal.

18. The repairs to the "Katharine" are proceeding very satisfactorily. I induced Chaplin after an enormous amount of trouble and waste of time to contract to prepare

prepare the ironwork for the bulwarks. It stood out for a long time for a contract to include the work on board, but eventually tendered to do the shop work for £252-10-0 to include wages of Strikers. I reduced the charge for Shiphire to £3-10-0 per day, and allowed the Captain to offer Chaplin £1 per day extra on his contract for every day under 50 for which the shop was used. I am aware that this means a considerable reduction in the profit we usually make for not only do we lose on the Mackemills & Strikers wages, but the time for which the Shiphire will be paid will be very much less than usual. I had in my mind the evident desire of the Board to sacrifice something towards retrieving the reputation of the place, and I also thought it a good opportunity to make a favourable impression on foreign underwriters.

Although the Shiphire will not be much, it must be recollected that there is a certain amount of ironwork to be done for the "Brickhill" & "Eagle Crag".

Captain Spille would not accept a contract for the carpenters labour as he considered the price much too high - he has dispensed with shore carpenters and is doing a good deal of work with his own crew until the Mackemills work is completed when he
will

again require Briggs' men. Captain Spille estimated
 as by saying that he expected that the necessary work would
 be completed soon after the end of this month. When I
 say that Briggs reported that the work on the hull was
 greater than in the case of the "Old Kensington" you will
 understand what a great advance has been made.

The improvement is solely due to the Blacksmiths contract.
 Chaplin is in a sweeter temper than I have ever seen
 him before, and the work is proceeding without a hitch.
 I am confident that the Ironmen underwriters at any rate
 will have no cause for complaint.

17. The following telegram was sent by Alayds with
 reference to the "Ambassador", 8 August

Hectoring, Montellides. "Did Ambassador strike"
 "anything at sea? Does she leak in the harbour?"
 "Telegraph particulars of damage and probable cost of"
 "repairs. What will the vessel probably realize if"
 "auction as she lies?"

This telegram was communicated by Messrs Humphreys
 to Theobalds, who telegraphed back "Captain is here,
 "encountered very heavy weather - leaks slightly in"
 "Harbour - Ironsides leaky - damaged above the water"
 "line. Bulwarks, main rail, stanchions. requires"
 "caulking. Damage below water not yet ascertainable,"
 but

"but believed to be slight, part of cargo will have to
 "be discharged. Offer for permanent repairs £1380."
 "time about 70 days. Estimated general & special
 "expenses £300. Auction value not uncertain,
 "consult Falkland Islands Company. Jettisoned
 "about 36 tons cargo, part of cargo damaged by
 "seawater"

Messrs Thosbalds add in their letter to me:-
 "We send this cable in account of having seen a cable
 "gram received by Messrs Humphreys & Co asking
 "for these particulars. If you have anything to add
 "you will please do so. The Captain has handed
 "us his protest, copy of Survey held and the tender for
 "repairs and upon these documents we base our cable"

I informed Lloyd that I had nothing to add.
 It is perhaps fortunate that we were able to tender
 in this case as it may prevent condemnation. I
 trust that she will not be condemned as we do not
 want another "Salvus"

20. The Barque "Eagle Crag", Captain Shimmie,
 bound from Ismarth to Valparaiso with coal aboard
 on August 28th with the fore lower cap cracked -
 no other damage. She is anchored on the line forming
 the limit of Port William, not very far from the Billy Rock
 The

The vessel being practically unworkable cannot come up
 Port William without a fair wind and unfortunately since
 her arrival we have had nothing but strong westerly or
 North westerly wind. The Captain is keeping William on
 board so as not to lose an opportunity. I have telegraphed
 the word "Federal" Express Kennecott Liverpool.
 If it is possible to patch up the ship the repairs would not
 take long but I have used the word "Federal" in the hope
 of getting a reply by the mail due here on the 27th.

21. Several of our goods on "Janis" were damaged by
 salt water owing to the "Jilton" having suddenly sprung
 a leak during a boisterous night. I asked Mr Filton to
 survey them and to enclose his report to enable you to
 recover from the insurance.

22. I enclose copies of the leases of Darwin Harbour and
 Port Success Reservoirs. I have received £64 from the
 Treasurer for the repurchase of freehold in Section 35.

23. September 12th. The "Neko" arrived this morning
 6 days late bringing your despatch No. 816 of 31 July,
 letter of 31 July, and supplementary letter from
 Mr Egles of 3 August. I have also received through
 Humphreys your telegram "Ambassador Abalancan
 Altisen". I cannot attempt to answer anything
 as the mail will certainly not remain longer than 24
 hours

hours. Capt Wokers even wanted to leave in 2 hours!

24. I am somewhat concerned that the "Celine" has not yet arrived - the smithy coal is very nearly finished and there is a lot of heavy work on hand. In order to avoid the possibility of running short again I have added in my telegram a request for 25 tons per "Thetis". I would have avoided the expense of telegraphing for bricks and coal if I thought this mail would arrive before she commences loading. As these would be stored first I thought the expense warranted.

25. With reference to my par 19 I have received a letter from Messrs Thobald communicating telegrams that have passed between them and the New York Underwriters. A copy is enclosed.

26. The "Eagle Craig" came into Stanley Harbour on 6th. The survey disclosed some other small damages, and decided that a new cap was necessary. Chaplin is doing so well over the "Katharine" contract that I hope to arrange another in this case.

27. The Ssk "Gladys", Captain Gamma bound with coal from Cardiff to Valparaiso put in September 6th with cargo on fire. I again obtained the loan of the
Fire

Fire engine from the Government and the fire was
 got under yesterday. I regret that the "Paeai"
 and "Capricorn" are not available for hire - the
 former is loaded with "Galym Castle" coal and the
 latter has still 100 tons of the same undischarged.

There is a chance that McLauchlen may be able to
 empty her in a week so that we may earn a little
 in here. The Captain proposes to land whatever coal
 is worth anything on the North shore.

28. Mr. Nichol is dealing with a manifesto just
 issued by the Government on the subject of finance
 which is the outcome of the agitation described in
 Par. 5.

29. Had I anticipated that this steamer was likely
 to be late I would have pushed on with the accounts.
 Owing to my fortnight's absence from the office through
 sickness, and the number of ships here, I had to make
 up considerable arrears, and did not imagine there
 would have been time to finish the accounts.

I am, Sir

Your obedient servant

J. S. Bullen, Manager

W. Harding

Enclosures via Montevideo

Rev. J. Williams' cheque on Manchester & County Bank	5. 2. 6
M ^{rs} Dean's cheque on London & West Stock Bank	13. 16. 10
" " " " " " " " " "	75. 0. 0
Freight of exchange No 1660 on A.B. Warburton	10 61. 10. 8
" " 1661 " " " " " "	413G. 18. 3
" " 1675 " S. Lawther	268. 18. 0
" " 1676 " Nat ^l Prov ^l Bank of England	23. 0. 0

Coasting Insurance August

Store Indents No. 175

Copies of Survey reports "Katharine" & "Galym Lache"

Accounts per ship "Sawoff" and letter of advice to Owners

Accounts per ship "Thetis"

Reply to Messrs Thor Stephens' remarks on Steady prices

Report of Survey and claim for damaged goods re "Thetis"

Copies of papers of Darwin Harbour & Port Sussex reserves

Cy letter from Mr Secy, Sep 3, sending copy letter Thor Stephens to Board of Trade

memo: as to maintenance of "Galym Lache"

Order for stores - from Darwin per "Thetis"

" J. F. Filton " Sailing vessel

" A. P. Talbot " " Thetis "

" Wm Sacks

" E. H. Wilson

Copies of J. K. Theobalds' letter re "Ambassador"

Remarks on Stores

Remarks on accounts

Statement on accounts

M. Nichols' Report

Shipping Report

Encos copy of list of enclosures to Tilbury direct

Enclosures to Tisbury

Duplicates (Originals per "Pentaur" direct)

Despatch No: 28

Stanley Journal & Cash Book July

Coasting Insurance July

Amended Specification of Shipment per "Pentaur"

Store Indents No: 174

Statement on accounts August 17

Duplicates (Originals per "Voko" via Monte Video)

Second Exchange No 1660	and M. Waldron	1061. 10. 8
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"	" 1661	"	"	4139. 18. 3
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"	" 1672	"	Chas. E. Allan	1682. 15. 9
---	--------	---	----------------	-------------

"	" 1675	"	S. Lawther	268. 15. 0
---	--------	---	------------	------------

"	" 1676	"	Lat Pw. - Puck of England	23. 0. 0
---	--------	---	---------------------------	----------

Coasting Insurance August

Store Indents No: 175

Remarks on Stores

Replies to Messrs. Thos. Stephens' remarks on Stanley charges

Accounts per Mr. "Galym Castle"

" " Ship "Sawoff"

" " Ship "Thetis"

Memo: re maintenance of "Galym Castle"

~~Captain~~ Capt. letter from Thos. Baldas re "Ambassador"

Remarks on accounts

Statement on accounts

30
"Ahydas"

September 26 th 5

Sir,

My last despatch No. 29 left per "Neko" on 18th September, and yesterday the "Ahydas" arrived bringing Mr. Egles' despatch No. 817 and telegram "Fictionist Shionhill Eaglecrag Gladys Cocheaba Katherine apeticible maskiren" (Accepted drafts mouners Shionhill Eaglecrag Gladys. Katherine opened credit with Anglo-Australian Bank for £3500)

2. Captain Kohlers acquired about 30 tons skam coal, but eventually took 63 tons as I offered the coal at 8/- per ton if he would empty the "Kiarod". The bags were rotting and we wanted the lighter for this mail as both the "Filleta" and "Fairy" required caulking.

3. Dep 816 - Ser. 2 I certainly had some doubt as to whether the word could not have gone in the "Thetis" for a remark in 811-2 seemed to indicate that the question was not settled and I regarded the telegram as confirming the decision. I may mention that my interpretation was strengthened by a remark made in

L. E. Cobb Esq
Managing Director
London.

in Mr Baillon's private letter to me that Mr Dean wished he would come to Stanley in the "Richard Williams" and to be shipped home by steam. However we managed eventually to scrape together a fairly full cargo for the "Thetis".

4. Par. 9 I have asked Capt Smith to record in writing his opinion of the Falklands charges and work for you at home. I have already "pitched in" to the carpenters so much about wages and delay that I think I had better leave any further remarks to Mr Baillon. Just now there are so many ships here that anything further had better be postponed.

5 Par. 10 Mr Lauchlen will carry out your instructions as to the moorings of the hulks.

6. The necessary repairs to the "Katharine" are almost completed and will come to about £1500. Captain Spille is in some doubt as to what to do in view of your telegram that a credit of £3500 had been opened. He telegraphed that necessary repairs would be about £1700 and total repairs £3100, so that it looks as though the owners intended him to complete them. Unfortunately they have not advised Capt Spille by telegram.

7. The "Prinshill" is jettisoning cargo in Port William but must retain 150 tons also postponing to get back to

the "J.P. Smith" in the inner harbour. I have arranged to take the damaged portion of this away in lighters we retaining the coal in lieu of lighter hire. I presume that this is a legitimate transaction as it will save the ship expense. I understood from Captain Ester that the coal was for smelting, but some days ago he mentioned in conversation that it was entered on the B/L as Smithy coal. Chaplin tried a little and reports that it is very good for light work and is he thinks the same kind as the "Salvus" Smithy coal. Before jettisoning I had given Captain Ester a letter to the effect that we could not make any offer for the coal, so it would be better not to give even a nominal price for it now.

The repairs to the ironwork are finished and a new maintopmast made. The ceiling and battens will probably require some temporary repair.

8. The "Espe Craig" requires a new fore lower cap. This will be a difficult piece of work, as when finished it will weigh nearly $\frac{1}{2}$ a ton. Chaplin has to fix an underblast to the face as the iron to be heated and welded is 10 inches wide. He has undertaken to do it by contract and estimates the time required from a fortnight to 3 weeks.

g. I expect that we are not likely to make much out of the "Gladys". I offered the "Sabino" at first £24 per day - maximum charge to be £250 for as much coal as the Captain could put in, the undamaged portion of the cargo being estimated at 800 tons. Subsequently I offered £3.10.0 per day, - not more than 60 days hire to be charged but Captain Summa conceived the idea that it would be cheaper and more expeditious to get the coal landed, then if he had to abandon it, it would be on the beach, and if saleable could be sold there. Watt has contracted to land 50 tons a day for 6/- a ton and put it back on board if required at 3/- a ton more, the Captain making him 2 flat bottomed scows for the purpose.

I reasoned with Captain Summa in every possible way - that the bulk hire for 800 tons would be cheaper, and that he would not be deterred or delayed by bad weather - that the owners were very unlikely to abandon altogether as they would not get distance freight - that he would not be justified in abandoning any undamaged coal if he could get it back on board for 3/- a ton - that there was not much chance of selling the coal - and that if Watt did not carry out his contract, he would not get damages out of him. However in spite of

of all the eloquence I could command he persisted in giving Katt the contract to land it.

Katt is putting it on the South side on a piece of land allotted out of the common. The coal is described as No. 3 Rhonda Valley, a Welsh house coal. I have not had an opportunity of finding what it is like - McLauchlin thinks it is very small coal. It will be somewhat serious if it should become the practice to land coal instead of firing our hulks and I am very curious to see the result of his experiment. Capt Gamma seems to be trying to be smart and I hope it will be a failure.

10. I should be glad if you could send to this office some kind of a handbook on coal, if such a work is extant, giving the names of the different collieries, and the quality, designation, a description of the coal. It would assist us very much in deciding whether coal were worth purchasing. Just lately there has been a lot to be disposed of, but without some guide the name of the colliery conveys no meaning whatever.

11. The Captain of the "Ambassador" returned from Montevideo by this mail with the regrettable news that the vessel is to be condemned. The Owners have compromised

compromised with the Underwriters for 50% and the cargo is to be forwarded to Honolulu in the "Fagles" and the "Pien" which vessels will be here very shortly. Mr Frank H. Townsend has treated privately with the owners for the purchase of the vessel - Townsend travelled up to Monte Video in the same steamer as Capt Sivertsen and has been in telegraphic communication with Messrs Burgess. I could not get out of Capt Sivertsen how much he had offered, but the Captain assures me that Townsend intends either to take her to Monte Video to repair, or to turn her into a hulk at Sand Point.

I send a report by Biggs stating that the vessel is strongly built and worth in his opinion about £500. She would be very much more suitable as a hulk than the "Sahino" if another hulk is of any use to us. Townsend is coming across in the October steamer from Sand Point, but nothing can be done as regards the vessel until the cargo is transhipped.

I imagine that it will not injure the Company provided that she does leave the Falklands - the only thing that I am afraid of is that the crew might prefer to obtain employment here rather than remain in the ship, and that Townsend may find difficulty
and

and expence in getting her away. If too his firm
are not very wealthy he might sell the vessel here
to Williams out of whom he could no doubt
make something on his bargain.

In any case I consider expedient to acquaint
you with the facts by telegram, especially as it
is evident from Mr Egles' despatch that you do
not know that it is Townsend who is making
the offer. I have therefore sent the following
message "Townsend Tretamos Ambassadeur Geminiera
Englors Sien Taktschlag" (Townsend is in
treaty for the "Ambassade". Cargo will be forwarded to
destination in "Englors" and "Sien". Telegraph what
I am to do).

12. Two nights ago the boatman of the "Ambassade"
died onboard, and the carpenter of the "Ambassade"
while stepping from the East jetty to go onboard the
"Celine" fell into the water and was drowned.
Altogether the Norwegian Consulate work is a great
demand upon my time just now for in addition
to the "Ambassade" work I have had to settle 2
disputes between Capt Salvoen and his crew.

At the inquest on the carpenter the jury added a
rider that a gangway should be provided when a
vessel

Keel is alongside the jetty, but as the top of the ship's bulwark was at the time of the accident fully 3 feet above the level of the jetty it is difficult to see how a gangway could have been used. As Mr James Smith was foreman of the jury the suggestion no doubt emanated from him.

13. I enclose copy of correspondence ^{between} the Harbour Master and myself as Acting Lloyd Agent. The matter is unimportant but I send the letters just to show how a simple request is sometimes treated, and it may be useful at some future date for communicating to Lloyd. I must add in justice to Mr Skellett that I received a quasi apology unofficially.

14. I send also a copy of correspondence that arose upon a letter sent by Mr Nichol to the Treasurer on the subject of the financial position of the Colony as to which there has been considerable misapprehension even amongst the officials themselves. Up to the present the amount entered in the Statement of Assets & Liabilities as invested in account of "Surplus Fund" - £1840 has been regarded both by the Governor, Mr Aitken and myself as the proceeds of the sales of Inders to Mr Dren & the Company, but on going back through the Colonial accounts it has been ascertained beyond doubt that this amount is actually
Surplus

Surplus revenue and that the Colony had a balance of
 over £1000 last December. The Governor asked Mr. Allen
 and myself to examine the accounts with Mr. Thompson &
 Mr. Stalkett and we found that to be the case. This is
 also borne out by the fact that in the last 4 years
 the expenditures exceeded the revenue in 2 years only, and
 for the other 2 the revenue exceeded the expenditures
 15. Sept 27. The mail closes at 10 tomorrow,
 the Governor keeping the "Albatross" until the proper date
 in order to give the "Result" an opportunity of bringing
 in W. Falkland letters in time. You will observe
 that an interval of only 12 days elapsed between the
 departure of the "Vika" and the arrival of the "Albatross":
 so much for the new contract. I hear that Captain
 Piening suggested to the Governor that he might be allowed
 to go on to Valparaiso at once and call for the letters
 on his return, as by that time the "Result" might
 have arrived!

I am, Sir

Your obedient servant

J. P. A. Baillon, Manager

W. Harding

onclaves

3/
"Janis"

October 16th

Sir,

My last despatch No. 30 left per 'Mydon' on 28 ult
Mr Mount the Scab Inspector, or as he is now
supponiously termed, Stock Inspector, arrived by
last mail having travelled direct from New Zealand
via Rio. From what I have seen of him I consider
that an excellent selection has been made. Mr Mount
has had considerable experience in N. Zealand in
farming on his own account, wool sorting and scouring,
and also in connection with Messrs Nelson Brothers.
His appointment is for 3 years, at the expiration of
which he thinks the Islands will be free from scab
and from any danger of scab, and from his description
of the manner in which he intends to carry out his
duties I feel sure that no fiction need be anticipated.
He tells me that his object in accepting the appointment
is to get a good reputation here that will secure him
a good post in some other sheep farming country; and
in coming here he has sacrificed a good position in New

J. B. Cobb Esq
Managing Director
London.

Zealand

2. Mr Moratt wishes to secure the use of a uniform dip for the dipping that will be compulsory nearly for dipping off the shear. I do not wish to trench upon Mr Nichol's department but mention this to advise you to secure the Agency for Lums' dip which he will recommend for the uniform, a I may say, official dip. I am sure that he is not in any way interested in this, but believes the dip to be efficacious, and at the same time reliable, that is to say, that its composition does not vary as in the case of Little's.

No doubt he will inform the Governor of this preference for Lums, and I therefore recommend that the Agency should be secured without delay as the Governor will be sure to advise Williams to be in par hand with us.

Mr Moratt believes in a hot dip - Lums dip which has little or no sulphur, has a good reputation in New Zealand, and is being used extensively in the S. Plate. Mr Moratt proposes to commence his duties by becoming personally acquainted with all the farmers in the East, and to have the Sub Inspector on his Island during the shearing. He brought a Mr Robertson with him from New Zealand, and the Governor upon ^{Mr Moratt's} recommendation has appointed him Sub Inspector at £150 per annum. As soon as the Inspector has been round the East Island he

East during shearing. I brought a Mr. Ewart with him from New Zealand and he formerly has appointed him Sub Inspector on McHouat's recommendation. After making the acquaintance of the East Falkland farmers McHouat will go to the West and remain there for the shearing.

He told me that he conceives that his duties are not to harass the farmers but to assist them in every way to clean their sheep and give them the benefit of his experience as to the breed of sheep and classification of wool. He has already estimated pretty accurately the character of the Governor who told him that he was a sort of Public Prosecutor and that his duty was to prosecute every farmer who had Scab. Sir Gildhard is however vastly mistaken. McHouat knows what it is to suffer from an Inspector who did not know his work and I am confident that he will avoid friction if possible.

3. The "Katherine" is ready to leave and I enclose the accounts and the Master's draft of today upon the Anglo-Austrian Bank for £1059.8.6. The Board will no doubt consider that some explanation is due from me as to the smallness of the account.

I explained previously that the Captain did not caterpillar during more than was absolutely necessary and he certainly has not. I did not press him to complete the repairs here as in the first place I don't think it would have been wise, and,

and in the second place quite useless. It appears to me that of the Board wish this port to remain ship repairing business the course taken in the case of this vessel is the only means of attaining that end. My policy has been to allow the vessel to purchase whatever stores were required, not to press labour on the Captain, leaving him to do as much as possible with his own men, and to assist him to keep down expenses.

The Blacksmiths contract was a decided success as far as time was concerned, and certainly for the Blacksmiths themselves. The price paid was exorbitant and I have communicated with Chaplin about it - still the work was done well and quickly, and the Captain is not dissatisfied. Had the work been done on the time system the price would have been doubled and the expense trebled.

I regret that I reduced the ship hire to £3-10-0 per day - had it not happened that I was ill in bed when arranging the contract I should no doubt have got Chaplin to reduce his figure & have fixed a minimum price for the total ship hire. I must ask the Board to consider that I had business the business with Inge, Chaplin and the Captain in my bedroom, and that as I could not get to the office to talk the matter over with them separately, each one knew everything.

However we have not lost anything over the ship hire as the work has been continuous. Captain Spille has sent me

a letter expressing his satisfaction - recd is enclosed
 H. I do think that a job of this sort will pay us better
 in the long run than one amounting to £3000 or £4000
 worth shipping at its present low value, a bill of that amount
 means almost half the value of the vessel and money sunk
 in repairing ships now a days is near recouped

All the masters of vessels here have recommended to improve
 on the necessity for having a Superintendent to attend to
 shipwork - no doubt this really wanted, but unless we
 have ships pretty regularly the holder of the appointment would
 do nothing for 9 months out of the 12. Captain Stille argued
 that even if we had only 2 ships in the year we should reap
 his salary instead of the money all going into the pockets of
 the carpenters and blacksmiths, he would name a reasonable
 figure for the repairs and see that each man did his day's
 work the Company reaping the benefit

The fact is that most of our men have had constant work
 for too long - they are too well off and I think it hopeless
 to expect any appreciable improvement so long as the
 present system continues. In Pigg's ship until recently
 3 of his ~~men~~ sons were employed under him, and in Mason's
 there are 3 or 4 who, faithful to their foreman, never pass
 his public house without patronising the bar

Had been under the impression that the complaints as
 to

to do work as well paid, but when every
shipmaster without exception tells the same tale, that
he can do not do a day's work one is bound to believe it.
A clear surplus seems to be wanted but I see no prospect
of it unless some such scheme as New Zealand steamers
calling here, which I will venture to lay before you,
should come off. In that case I do not doubt that we
should be more independent of the carpenters - at any rate
mechanics would I think come and go and would not
be come mated up in one grove as at present.

In the present our best plan is to arrange a contract
wherever it is possible but, as I have stated more than once,
this takes a lot of time. Now time might be supposed, and
time in his office is not a commodity that one can afford
to waste.

5. I understand that the Secretary of State has selected
the Lord's Goods from the Roundland and the new Drill
Hall etc for Volunteers on certain conditions. A mass
meeting of Volunteers at which 40 were present, was held
to consider the question, and the Governor in addressing
them took the opportunity of upbraiding them for signing a
petition against himself. As they had been guilty of such
treason he was bound to inflict some punishment as he
could not forgive them. The punishment would be that he
could

could not invite them again to free whiskey at Government House; but subsequently a private intimation was given that if they behaved in future they might have the whiskey free somewhere else.

The Secretary of State has sanctioned the loan conditionally upon its being proved that he was really to take an interest in the movement and it is now imperative that Government employees to enlist. Mr. Filton intends to make a strong protest when the capitulation grant is voted on the Estimates.

A committee has been formed under the presidency of James Smith to consider the question. Two of our carpenters are on the Committee and I think about 8 of our men are volunteers. If the Governor makes it a sine qua non that Government employees are volunteers, I think we should be justified in insisting that our men are not, especially if their action results in the erection of a monument in front of the Manager's House. I think however I can safely leave this point to be dealt with by Mr. Baillon.

6. M.S. "Barraqueta" arrived on the 4th. They will not buy coal unless the price is lowered, and in order to try and get rid of the "Silvino" movement I have offered it alongside at 46/- per ton in bags & 43/- in bulk subject to a further reduction of 2/- per ton for quantity of not less than 100 tons. Captain Riley informed me that it is

now

now almost certain that a ship will be here every year
for 3 or 4 months, and that if a reasonable price could be
raised, a good quantity of coal would be purchased.
Would it be worth while to approach the Admiralty
with a view to making a contract? The price paid for
coal in Montevideo is only 26s. Should we be
justified in offering the Admiralty's Navigation coal on
"Ella" (I think) at 50s.?

7. I should like to bring before the notice of the Board the
question of New Zealand steamers calling here for coal.
Mr. Mount informed me that Captain Kempen of the "Jonic"
frequently expressed his surprise that a coal depot had not
been established ~~here~~ the Falklands as the New Zealand
steamers would much prefer to replenish their bunkers here
than at Montevideo or Rio provided the cost was moderate and
that a quick despatch could be secured.

The saving of time is reckoned at a day and a half. In
addition to this the steamers could take 300 tons more cargo
from New Zealand, would escape the high dues at Montevideo
or Rio, and would get passengers from here.

The advantages to the Colony would be numerous - we should
be able to get timber, provisions and vegetables from New Zealand
at a cheap rate, should have a frequent mail service home, and
eventually might ship wool. At any rate if they called here we
could

could compel the owners to lower their homeward freight. Of course it is necessary to have homeward steamers calling at the Indian Plate. otherwise we should be cut off from telegraphic communication.

I am aware that it would be a big project. The cost of plant necessary for coaling on a large scale would be enormous, namely, hulks with steam winches in Port William, a special gang of men, lighters and a suitable tugboat. The latter would however pay for herself in time - had we possessed one during the last 12 months she would have already earned a good proportion of her cost.

The freight on coal should not be much higher than to Monte Video as I understand that a large number of ships are sent to the West Coast in ballast. We could ballast ships here as cheaply as at Monte Video as the coaling gang could collect it & keep a quantity in readiness. I once told Mr. Rowat that he was endeavouring to start a hulk at Sandpoint for coaling New Zealand steamers that pass. This corresponds with his negotiating for the purchase of the "Ambassador".

Of course I submit these observations merely for what they are worth. You will be in a position to judge of the practicability or otherwise, but I would ask that the subject should not be dismissed without consideration.

or without consulting the New Zealand companies and learning
their views

I don't know whether I am right in thinking that
the Directors would not view with favour the idea of such
increased communication with the outer world as this
would entail, on the ground that it might lead to other
firms commencing business here and thus introducing
competition. It appears to me however that if the New Zealand
Companies are really anxious to coal here they would not be
backward in expressing their views to people at home, and if
some enterprising capitalist became aware of the suitability
of this port for coaling and secured a contract for freight and
the competition introduced. We should then suffer from it
and should not reap the advantage that we might by taking
the matter into our own hands. We know full well that
any such project initiated by an outsider would receive
every support from the Governor.

Mr Mount happened to mention to the Governor casually
that the Captain of the "Tonic" would have landed him here
while passing if he had been asked, and in fact that
they would like to coal here. The Governor immediately
begged him not to mention it & said he would talk it
over with Townsend on his arrival by this mail.

I know the Board would not regard Townsend as a
formidable

formidable opponent on account of lack of capital -
 still, if as I say the steamers really want to call here
 and buy gear Townsend a contract he would very soon
 find backers

8. regarding on one side the question of coaling I should
 be glad if you could ascertain from the Shaw Saville Co
 what they would regard as the minimum sum in the way
 of passage money for which a steamer would be allowed
 to call here. Mr. Monat informs me that there are plenty
 of really good shepherds and mechanics who would be only
 too glad of the chance of coming here. He brought 4 men
 with him - one has been appointed Sub Inspector & Mr. E. L. L.
 immediately engaged the other three. I believe that our last
 batch of shepherds are not noted for their efficiency, and if
 ever we want more, it might be worth ^{while} trying the experiment
 of getting them from New Zealand if the steamer would
 land them direct

9. I enclose Noble's report on the "Wasp". I was
 not altogether satisfied with Rigg's estimate of the cost
 of repairing the hull, thinking his figures too high.
 Shack now asked Johnson - he thinks the hull could
 be repaired for £225 for Sham and £375 for sail

10. October 16th. The "Janis" arrived midday bringing
 your despatch N^o 818 and letter of September 13th. The
 new

new mail contract is by no means a success so far -
 not one steamer yet having arrived at the proper date.

In each case the "Result" has arrived after the steamer
 has arrived and in some cases after the steamer has left.

11. Sep 88. Par 2. Mr Townsend has not yet arrived, but
 will come across from Sandy Point in the "Tregler". He has
 informed Captain Siersten that he would like the "Ambassador"
 across at Sandy Point. With reference to carpenters and
 ship repairs I do not think I can add to what I have
 said in paragraph 4, at which the Board will not doubt
 feel somewhat relieved.

12. Par 3. I am able at last to enclose an account of
 claims losses by bracking etc cargo on the "Hetic". Some
 claims are very vague in the statement, but it is the best
 that I can furnish. I have waited until now in the hope
 that I could send a moderately complete statement
 but our clients have not ^{all} sent me details although I asked
 for them some time back. I presume we might expect
 this year the charge made in 1894 for the share of the fee
 for the Customs officer on board. We charged only for days ~~for~~
 during which cargo was actually being discharged, and
 I do not know that any exception was taken by clients.

13. Par 4. It is very satisfactory to learn that wool
 freight is lowered, also the freight for "Hetic". I will inform
 you

our clients by this mail

14. The "Prinhill" is back in Stanley Harbour. A further survey disclosed some injury to the keelson and brigs strings. This will be patched up and the ceiling temporarily repaired.

15. I contracted to make a new townscape for the "Fife Craig" for £190 to include materials. Chaplin's figure for labour being £85 which is very moderate. I had to add a good deal on to his figure to cover part of our outlay in fixing an underblast to the face. The work will be finished within a week or 10 days.

16. I am not in a position to say how the work of discharging coal from the "Gladys" is going on, not having seen the Captain lately. I do not think the experiment will prove to be a success as far as the cat is concerned.

17. I hope you will continue the practice of having mail tables printed and sent out. Our clients miss them very much.

18. I regret that I am quite unable to send any accounts by this mail, still less the Ledger Balances for Sept^r 30th. You will quite understand that, with so many cheques here and with so much conciliar work to attend to, that my time is fully taken up and I do not think any apology from me is necessary.

19. The Governor is keeping the "Janis" here until her proper date the 18th in order to give the "Resalt" a chance of bringing

bringing the W. Falkland mail. I am therefore able
to enclose with this the specification of shipment and
Bills of Lading per "Taxis", and to report that I have
despatched the following telegram "Taxis Sustgen"
(Taxis, 312 Bales).

I am Sir

Your obedient servant

J. P. S. Bullen, Manager

W. A. Harding

Enclosures

Coasting Insurance September

Store indents No. 177

Indent for Stores - H. Waldron

Account per Ship "Katharine" Letter of Advice

First of Exchange No 1684 on Anglo-Austrian Bank 1059-8-6

" " 1685 " Messrs Moore & Co 9-12-11

Statement of cheats losses per "Thetis"

Remarks on Stores

Remarks on accounts

Mr. Nichol's report

Shipping report

Statement on accounts

Letter from A. H. Boulkedge

Specification of shipment per "Tavis"

Bills of Lading per "Tavis"

Access copy of list of measures via Island

Copy letter from Captain Spiller

Enclosures per "Tanis" direct

Duplicate (Originals per "Algon" "Sept 28")

Despatch No 30

Stanley Journal & Cash Book August

Store indent No 176

Statement on accounts September 28th

Correspondence with Harbour Master

Duplicate (Originals per "Tanis" via Montevideo)

Despatch No 31

Coasting Insurance September

Store indents No 177

Accounts per ship "Katherine"

Second exchange No 1684 p £1059. 8. 6

Statement of losses per "Shells"

Remarks on Stores

Remarks on accounts

Statement on accounts

Specification of shipment per "Tanis"

Cash Vouchers E. & W. Stores September

Camp Wagon Return September 30th

Specification of Beaver Island Wool

32
"Pentaur"

November 6th 5

Sir,

My last despatch No. 31 left per "Janis" on October 16th.

I omitted to mention with reference to the "Katharine's" draft on the Anglo Austrian Bank, that in view of the reduction of the commission to 2½% I insisted upon a draft @ 30 days, but told Captain Spille that if, in arranging the credit, you had agreed to take drafts at longer sight, the time of payment would be extended.

2. The Board will observe a very heavy debit to the account of the "Fair Ammand" on September 30th. You will of course recollect that she was employed very unprofitably in attending the "Thetis" in the early part of the year - since then she has made very bad trips partly owing to the incapacity or negligence of the Master, and partly owing to bad weather during the winter and spring, the severity of which you have no doubt learned from other sources. I have been compelled to keep the schooner in commission in order to execute orders

J. B. Cobb Esq.
Managing Director
London

for

for coal on the West, but unless Capt Jones improves, I shall certainly suggest to the Sailors the advisability of following the example set by the Board in the case of the "Shetland" and try a fresh Master.

3. Mr. Hansen's account is heavy, but will be reduced by the good sealing she has had this season.

4. The American sealing schooner "Star King", Captain Redington, put in with foremast badly sprung. We succeeded in getting rid of the last Oregon pine spar taken over from Messrs Dean as a 70 foot log was wanted. This was however so badly worm eaten that I had to allow the Captain a rebate of about £10 on the usual price - it is however a good get out at that figure. I enclose the accounts and the Master's draft for £203. 19. 8 upon the Owners Thomas Duce & Co, New Bedford, Massachusetts. Commission is charged at $7\frac{1}{2}\%$ as the draft is domiciled in the U.S.

5. The reduction in the price of the "Salvino" coal has induced the "Irraconeta" to take 80 tons before leaving for the West, and on her return she will take another 100, so that I think there is every prospect of our clearing the "Salvino" this season. I trust that my action in reducing the price will be approved.

Under these circumstances it is perhaps just as well that

that the "Gladys" did not hire the "Salinas" though the bulk fire would have considerably exceeded the profit on coal.

6. Captain Forey informed me that the Argentine Government will not allow them to do their firing at Colonia (I think) any more. A new range has been selected and laid out here and we may expect a visit from all the vessels of the Squadron every year. It would therefore appear desirable to renew the coaling and provisioning contract with the Admiralty if possible. As regards mutton Capt Forey drew my attention to the fact that the ships are charged $2\frac{1}{2}$ per lb although the meat can be purchased from the Butcher's shop @ 2^0 , and I had to promise to reduce the bill. Still if the contract is renewed I think the price should be kept at $2\frac{1}{2}$ as Mr. Hadden before leaving agreed with Mr. Sacke to raise the price. If Dr. Haff should choose to sell at $2d$ and so reduce our sales, we shall not lose by it for if 3 or 4 ships are here, the $30/-$ a week we have to pay for an extra butcher more than swamps the profit on the increased sale. In any case our mutton is quite worth the extra halfpenny.

7. The "Hien" arrived on October 21st from Monte Video to take on the cargo of the "Ambassador" to Honolulu. Mr. Townsend is expected from Sand Point in the "Ingles". The "Hien" brought down bricks, hay, lime in bags, and corn.

corn from Monte Video. I purchased the corn (20 bags) at 10/- per bag so that our sales should not be interrupted with but have not touched anything else

8. The "Eagle" is now ready for sea, her departure having been delayed by an accident to the capstan while heaving up one of the yards, necessitating a piece of heavy casting. I am glad to say that the new cap fitted very well. The accounts are enclosed with the Master's draft upon the Owners @ 50 days for £594.18.0

9. The "Prinhill" is still taking in her cargo from the "J. Smith" the hire of which now runs to 93 days.

Under these circumstances I propose to reduce the hire to £3 per day as in the case of the "Galym Castle". A very sad accident occurred on Sunday 27th October. The Keel's boat was returning from the ship with the 2nd mate and 2 apprentices - a squall caught the boat & capsized it, the 2 apprentices being drowned.

10. A second survey has been held on the "Gladys" - about 800 tons coal have been landed and the vessel is now in Port William jettying about 400 more. Fire still makes out in patches & she is likely to be here some considerable time yet. I propose to charge 5% on this account as we are not making any profit on it at all.

11. *Narrabri* 8th. The "Intar" arrived his coming bringing your despatch N^o 889 of 8th October
12. Ordered 1000 Bags La Plata flour from *Hamphrey* supposing that as the amount of their remuneration ~~was~~ to be heavy they might reduce their commission to 3%. This they have agreed to and the cost turns out slightly cheaper than from *Barraclough* - the quality of the flour is considerably better
13. With reference to par. 8 of my despatch N^o 31, Mr Mount has just been in to show me a letter from the Captain of the "Anic" stating that the Shaw Saville Co seem to favour the idea of allowing for steamers to call here provided that satisfactory arrangements could be made. For passengers the Shaw Saville steamers would be infinitely preferable to the *Kangs* and I should imagine that it is a question well worth pushing for we could get timber ^{food etc} and vegetables from New Zealand - Mr Mount is very keen also on importing English Leicester (not Leicester Sires) rams from N Zealand as he thinks they are the sheep most suitable for this country. This is Mr Nichol's department
- He has applied to the Colonial Secretary to see Plan C 20 but at present no such plan can be found. The Surveyor is at Fox Bay and on his return a further search will

will be made.

15. Mr Baillon writing to me by his mail refers to the towing of the "Thomas Stephens" by the yacht "Catarina". The payment of £30 was made by cheque on you No. 24 of 1 March per James Serry, the sailing master. Mr Baillon at first thought £20 would suffice but Captain Serry informed him that he would like all the crew to get something, and I distinctly recollect Mr Baillon going on board the yacht to give the cheque to the Captain. I enclose the counterfoil showing that it was drawn on the account of the "Thomas Stephens", but I have an impression that Mr Baillon took the blank cheque and filled in the amount on board. Lord Carnarvon & his wife stated that all he wished for was that the men should receive some recognition. At any rate I can corroborate Mr Baillon's opinion that the £30 was deemed to cover all claim and was accepted as such.

Yours Sir

Your obedient servant

J. P. Baillon, Manager.

W. A. Ward

Inclosures

33

"Alydos"

November 29th 5

Sir,

My last despatch No: 32 left per "Entance" on the 9th instant

Mr Mathews & Mr Cameron have asked me to ship by this mail 61 and 138 Bales respectively. The 2 lots made an excellent cargo for the "Fortuna" when returning from Hill Cove. Amongst Mr Cameron's skins are 11 T.B.. I asked Cameron & Souner if these should not be assigned to you as usual but Cameron wished them sent to Messrs Moore as some deduction had to be made. Souner was indifferent.

2. I have shipped also 8 Keps for Sealskins for Axel Nielsen who had a licence for the Volcanos & Franchene Islands. I advanced him funds to pay the royalty and in return for this I think you might charge double commission on the account sale. Please insure the skins for £400.

3. The "Prinkill" is now ready for sea. I enclose the accounts and the Master's draft upon the Owners

for

J. J. Cobb Esq.
Managing Director
London

Feb 1629. 14. 3

4. The "Ingvar" has arrived and is taking in cargo from the "Ambassador", the "Ain" having sailed on the 22nd with 460 tons. Just before sailing the crew of the "Ain" wanted to purchase various stores for which the Captain had not sufficient funds. He therefore gave me a Draft on his Owner J. E. Rasmussen for £30-15-0 which I cashed for £30. The "Ingvar" brought across a Captain to take the "Ambassador" to Sand Point so that I don't think there is any danger of her remaining here as a hulk.

5. The "Gladys" will probably be here for another month yet. Small repairs are being done to the floor and pump casing.

6. I am happy to say that the telephone system commenced in order to gain a little time I wrote to the Col Secretary asking what colour they wished to have the poles. I send a copy of the cable reply suggesting luminous paint and a covering of galvanized sheet at the bottom of the poles to protect them from burning grass. I of course replied that neither of these articles could be procured. The Governor is anxious to have the line finished in January to be tested by HMS "Retribution".

7. The "Innacorta" has taken another 150,000 tons of "Sabnis" coal making about 180 in all. McLauchlan thinks there is about 100 tons left in the "Sabnis" now.

J. S.

8. Wilson came to explain to you his mission to send indent pictures per "Thetis".

He informed me some time back that he would send ^{very small} indent for bagging, hoop iron etc as he might have to leave the Charters early next year and did not want to swell his account. He

therefore intended to purchase his catables from Stanley to be taken out by our Schooners when going for wool. I did not think it necessary to report this to you as I imagined that the indent for bagging would have explained the matter. If any inconvenience has been caused I must express my regret.

9. Ready effect the following insurances: -

W.D. Bonney	140 Bales Wool at £11 per Bale
Artlands & Filton	216 " " " 18 " "
J.J. Filton	280 " " " 17 " "
Wm. Little & Blake	250 } 160 } " " " 18 " "
Wilson	80 " " " 12 " "
Wm. Sacke	170 " " " 17 " "
Sacke & Son Co	300 " " " 13.10.0 " "
J. Robson	90 " " " 13 " "
J.J. Filton	35 " Sheepskins " 15 " "
Wm. Sacke	25 " " " 12 " "

10. I have just received a letter from Mr. Strand claiming for 2 cases brandy, not delivered, 1 ex "Lionard" and 1 ex "Thetis" - total £4-17-0. Mr. Strand says he has suffered other losses from "Thetis" cargo but does not propose to claim anything beyond this.

11. Mr. Schlottman has complained very bitterly of my not having appointed him on the final surveys of the "Lark Crag" and "Pinehill" stating that for 9 years he has been on every survey and that the profits accruing have always been regarded as part of his income by himself and the Kamer Company. I explained that I thought he had done very well in the past year and not knowing anything about how his income was made up I thought it would not hurt him to be passed over in favour of others.

I do not see how the Kamer Company can possibly guarantee him profits - I mention this in case he makes any complaint at home.

12. The "Hypas" arrived this morning bringing your despatch No: 820 of 25 October. I have only time to allude to Par. 11 respecting the "Ambassador". Mr. Townsend has not come across but has sent an Agent to carry out his business, a Mr. Conrich whom

I at once informed that I could not attempt to do anything by this mail. Captain Swirsten however came in subsequently and pressed me for some statement as to the finance question and Captain Seckles of the "Explorer" asked if I would accept a draft from Townsend for settlement. Townsend's agreement for purchase was £300 down in cash and the balance by draft upon some bank at home. It appears now as though Townsend and Captain Swirsten want us to take the former's draft as cash, forwarding any balance after deductions to Burgess. I told Captain Swirsten that until I had had a talk with the Agent as to security I could not do as they wished, and further that unless the finance question was satisfactorily settled the ship could not leave unless he gave a satisfactory bond. I hope to be able to temporize and keep the matter in abeyance until Mr Baillon's arrival. Should see the Agent before his mail leaves and come to any arrangement I will send a supplementary letter.

13. I have just heard that there is my little room in this Skaner and that the Seal skins belonging to Nielsen will not be taken. It is also very doubtful whether Mathews' or Cameron's sheepskins will go, as of course our own & China's produce must go first.

14.

4. The decision of the Board to attach a second clerk to the Stanley Office under it unnecessary to say much upon the subject of leaving the whole of the Company's business in the hands of one individual for any length of time. It is undoubtedly an experiment which the Board may safely be advised never to repeat, as it is not fair to yourselves, your clients or to the individuals concerned for whom it is a physical impossibility to do justice to the work.

By sending a second clerk the Board recognizes that the clerical work alone is sufficient for two persons and this added to the anxiety and work of management has at times produced a strain that ^{has been} almost intolerable.

As regards your expression "the work you had undertaken" I hope you will allow me to say that when the Board decided that I should act during McNaillon's leave it was not for me to say that the work would be too heavy & that I should want assistance; I of course accepted the decision but it was by no means with a light-hearted spirit or one of self-capitulation.

I knew the amount of work before me, and I have no doubt that had it remained normal I should have got through all right and avoided the breakdown, but the unusual

unusual fleet of distressed ships and a mail every
 three weeks completely altered the routine here
 I need hardly say that I am looking forward keenly
 to Mr Baillon's return, and as this is the last despatch
 I shall have the honour of addressing to you I take
 the opportunity of thanking the Board for their
 indulgence & consideration towards myself during
 the last 9 months. Mistakes have undoubtedly
 been made, the work of preparing accounts current
~~has~~ is considerably in arrear, and doubtless other
 mistakes may be found when Mr Baillon returns;
 still I feel sure the Board will extend the indulgence
 I have alluded to. I should like in conclusion to
 say that I have been loyally assisted by most
 of the Company's employes and most especially by
 Capt Rowland, Mr Lanchester and the Storekeepers.

I am Sir

Your obedient servant

J. M. Baillon, Manager

W. M. Baillon

Enclosures (Tilbury)

Stanley Journal & Cash Book, October
 Cash Vouchers, East & West Store "
 M. Allen's correspondence with Col Secretary
 Specification of F.H.C. Shephard's foreman & N.A.
 " " F.B. Wood
 " " A.V. Skelton

34

HMS "Paracenta"

December 11th 5

Sir,

The departure of HMS "Paracenta" affords me an opportunity of sending duplicates of my last despatch which left per "Alydos" on 30 November and of answering your despatch No 20 and other letters leaving a clean table for Mr. Baillon on his arrival 2. 820 per 7. I sent Mr. de la Roche a copy of your letter to Mr. Booth urging him to show his appreciation of the assistance given to him by the Directors by strict economy.

3. Per 9 I offered Captain Fuller of the "Jutland" the usual commission of 5% on the Store account and other items in which we earn a profit. I made it up to a total sum of £9 and paid him - see my cash entry of 20 August. If he informed the Owners of the return commission he should remit it to them.

4. Per 10 I report that I do not feel justified in accepting the Board's compliment in the matter of the Blacksmith's contract on the "Katherine" as I know that about £100 that went into the pockets of the Blacksmiths should have found its way into the

J. H. Cobb Esq
Managing Director
London.

the Company's exchequer. I can only plead the information claimed in par: 3 of my despatch No 31, namely that being confined to the house I was not able to interview the Captain, Chaplin and Briggs separately or to get say Johnson's opinion upon Chaplin's estimate. However you will see that I profited by the experience in contracting for the "Eagle" cap. Chaplin asked £55 - I had previously ascertained from Johnson that £90 would not have been unreasonable - so I closed with Chaplin and told the Captain we would make the cap for £90 to include material. One of the forges had to be altered, otherwise I would have made the price lower. Briggs was very sore at the small amount of work apportioned to the shore carpenters on the "Katharine" and the large amount done by the ship's crew.

5 Par: 12 I am sorry that I was not aware of the terms of insurance on our goods, but not having any guide I thought it better to be on the safe side and make a claim. Of course no survey fees were paid.

6 Par: 14. I will inform Mr Hansen of his error in the statement of the number of seal skins. The skins are I think packed at once by the sealers who are paid at so much per skin. The exaggeration of the number is therefore intelligible though a source of loss to Mr Hansen.

7. Jan 15. If there are any doubts as to the opinions entertained by our clients upon Captain Salmons' merits I am in possession of letters that would effectually dispel them.

8. The "Gladys" has returned to the Inner Harbour and Briggs is carrying out repairs to the woodwork in the hold. The pump and tank casings and chain locker casings will be permanently renewed, the ceiling only temporarily as we have not the necessary materials for the latter. The Captain will shortly take in the coal landed on the beach and will save in all about 1200-1300 tons. Some 200 tons have been disposed of in small quantities at 5/- per ton. I did not of course purchase any as we have quite enough, and moreover this coal is very small. The vessel will sail probably about the first week in January.

9. I enclose a copy of a letter to the Colonial Secretary asking the source of information that led to the publication in the Blue Book Report for 1894 of the statement that the shearing by machinery had caused mortality amongst sheep. I should imagine that Messrs. Bayon and Ball will be interested in the question, and, as Mr. Nichol writes, might secure a good advertisement by

by suing for damages to their reputation

10. The negotiations for the sale of the "Ambrosian" are at a deadlock for the present. I learned a few days ago that the terms of purchase are £300 in cash and £550 by an approved Bank Bill. Townsend's Agent, Corbick, has not been furnished with a Power of Attorney but, as far as I can make out, is instructed to inform their London house when the vessel has been handed over, and upon this Townsend's people will pay the £550 in London to Burgess. Captain Swirteem naturally refuses to transfer the vessel until payment is made, and Corbick refuses to pay any deposit until the vessel is handed over. Messrs Burgess wrote to Swirteem that "the H. O. would not then accept Townsend's draft as cash". This I have refused to do but have explained that Mr Baillon might know sufficient of Townsend's to accept it.

Later on Capt Swirteem told me that C. Williams would endorse Townsend's bill if the Company would join him and asked me to back it with him. I explained that I had been "had" too frequently at that point and apparently nothing can be settled until Townsend comes

comes across & furnishes his Agent with the means of
carrying out the agreement

I think that the price offered proves that
Townsend really wants to purchase the Vessel and
the fact of his having sent a Captain across to
sail the Vessel to Sandy Point shows that he is anxious
to get her away from here

11. The "Barraqueta" has taken in all 183 tons of
coal on "Sabine". I enclose drafts upon the Treasurer
General of the Navy for £379. 14. 6 and £174. 2. 3
the latter being for provisions

I am Sir

Your obedient servant

J. A. B. Baillon, Manager

W. A. Harding

Enclosures

Duplicate Dispatch No. 33
 Stanley Journal & Cash Book, October
 Store Indents No. 179
 Remarks on Stores
 Additional Remarks on Stores
 Accounts per the "Prinshill"
 Second Exchange No. 1696 30. 15. 0
 " " " " 1697 1629. 14. 3
 Statement on accounts, Nov^r 30
 Letter to Mr Cobb, Nov^r 30th
Particulars of shipment per "Allydos"

Stanley Journal & Cash Book November
 Cash vouchers East & West Stores November
 Contracting Insurance November
 Copy letter to Colonial Secretary December 9th
 Mr. Aron's cheque for £150
 First Exchange No. 1699 on acct of Genl of Navy 379. 14. 6
 " " " 1701 - - - - 174. 2. 3
 Mr. Nichols' Report
 Remarks on accounts
 Statement on accounts
 Letter from Mr Cobb

36.

"Noko".

Sir Sandy Point.December 20th 5.

Sir,

I arrived here on the morning of the 19th instant, and at once resumed my duties as your Colonial Manager. I have to acknowledge the receipt of your despatch No 541 of November 19th.

2. Par. 7. I have communicated the Board's wishes respecting Mr. Nichol's participation in the recent attacks on the Government to that gentleman.

3. Par. 17. The matter of Mr. Nichol's guarantee for Mr. W. C. Turner shall be attended to before the end of the year.

4. Par. 18. I have not yet had time for any lengthened conversation with Mr. Nichol on the subject of the renewal of his agreement, but

Wm. C. Cobb Esq.
Managing Director
London.

have

have need to him what you say on the subject in the paragraph referred to.

5. Par. 22. W. King, the Storekeeper, desires me to convey his grateful thanks to the Board for the extremely liberal manner in which they have met his application for leave of absence.

6. Par. 23. I shall study most carefully the question of freights and the long correspondence on the subject which you have kindly sent out.

7. Par. 25. I must again thank the Board on behalf of Mr. Harding and myself for the additional assistance in the Sturtevant Office, and am glad to say that Mr. Horton's first impressions of the place are decidedly favorable. I forgot to ask you before leaving for a copy of Mr. Horton's agreement, which I find has not been sent out.

8. Please to effect the following insurances:- David Smith £500.

Wm. Waldron - 60 lb Wool £14.

10. Harris 11.

5 tons Yellow 25.

9. 4th Nov. 9 I enclose copy of correspondence between Mr. Harding and the Colonial on the subject of the North's shearing machines. Mr. Harding has said verbally that Morgan and Ball want to know all about it. It is to be hoped that this firm will take the matter up.

10. The "Priorhill" left on the evening of November 30th, just after the mail steamer and proceeded straight to sea.

11. I regret having to report another serious casualty in connection with a cargo of heated coals. The ship "Hlanganani" of Glasgow, Captain Daughty, with cargo of coal and coke from Swansea to San Francisco put back on the 19th instant with cargo heated - or rather on fire. She anchored in Port Williams just opposite the wharves and a fire engine and lighter were sent out on the 19th to pump water into the hold. On the evening of the 19th, the Captain sent ashore to say that the fire was gaining; whereupon Mr. Harding

the surgeons and the blacksmiths with another
 gang of men went out to her at 10 p.m. It was
 at once decided to get her, if possible, into the
 inner harbour and scuttle her. A lot of time
 was taken in getting her sails set, and eventually
 she was beached in Whalebone Bay about 1 a.m.,
 the blacksmiths remaining on board all night,
 employed in knocking out rivets. On the evening
 of the 19th however the fire was gaining rapidly,
 the deck planking was thrown overboard burning
 and this morning the deck house was burnt. The
 sides of the ship have bulged and there is but little
 doubt that she will be a total loss. If the fire can
 be stayed at all, the masts and spars, most of the
 sails and part of the gear will be saved. The
 cargo consists of 1750 tons Anthracite coal and
 500 tons of coke; the latter being on top has
 allowed an upward draft and thereby fed the
 fire. (Dorchester 21st 10 a.m.) The surgeons have just
 gone down to the ship to decide upon the question
 of final abandonment or otherwise; the result

of which will be communicated to you in my cablegram via Montevideo. As you will see, this fine new vessel is owned by Messrs. Harting, of Royal Bank Place, Glasgow.

12. The Bk. "Foghorn" made a few disbursements during her stay here, and I enclose a draft for amount of the same on her Owners, Messrs. Thomson Bros., 57. Corn. mission having been charged.

13. I have not yet had time to take but a very superficial view of things, although everything leads me to the conclusion that, ~~except~~ closer inspection, I shall find no cause to complain and that Mr. Harding has proved himself ~~was~~ thoroughly worthy of the trust placed in him by the Directors.

I am,

Sir,

your obedient servant,

Andrew C. Baillou.

Manager.

Duplicate

Enclosures

Despatch No. 34

Stanley Journal & Cash Book - November

Correcting Journals - November

Remarks on accounts

Statement of accounts, December 11 ^{1/2}

2nd Exchange 1899 on Antipolo, May 379. 14. 6

" " 1901 " " " 174. 2. 3

Store Indents No. 180

Accounts per Mr. Taylor's letter of advice to Owners

First Exchange No. 1702 on Townsend No 592. 5. 4

Rev. J. Williams' cheque - re-signed by Rev. E. C. Aspinall

Copy correspondence with Mr. Fry re clearing machines

Measurements & Drawings of Tomketone for E. Kilson

Letter for Mr. Melville

Shipping Report

Statement of accounts

Remarks on accounts

Michael's Report and enclosures