76.

per "Memphis."
via Montevideo.

July 5th. 7.

Sir,

My despatch No 75 left this per "Tamis" on the 18th ultimo.

2. I return to you herewith the correspondence from the Sun Life Assurance Society, with the "Declaration of Option" signed by Mr Chas. S. Williams, by which you will see that he desires the Bonus of £10. 10. 0 on his Policy No 31963 to be paid in cash. Please therefore to collect this amount for him and place it to the credit of Mrs C. H. Williams' account with the Company.

3. Enclosed you will find Bill of Lading for F. 103 Bales Wool and F. 8 Bales Sheepskins, shipped per "Orchard" on the 4th June for account of Mr J. J. Pelton. She sailed on the 10th ultimo, but I was not made aware of the fact until after the departure of the last mail.

4. No 353. Dec. 17. I have communicated your remarks to Chaplin, who received them without comment; but he now wishes to know whether by a passage "home" to which he and his family are entitled under his Agreement - it is meant that the fares should be paid by the Company to Scotland - his home being in Dundee, or to London only. He paid his own fares from Dundee to London on coming out. I told him that I would refer the matter

Lieut. E. Cobb Esqr.
Managing Director,
London.

matter to you.

5. 1895. Jan. 30. I have carefully looked through the correspondence relative to the new house at Tranquillidad, and all I can do in the matter is to refer to page 10 of Mr. Nichol's letter to you of April 10th, 1895, where he says:- "With separate flocks and more sheep on the ground, it will be necessary to build another house - not far from the old settlement at Hope Place." You replied to that letter by yours of June 22nd, 1895, and in it you say:- "The fencing you propose for Tranquillidad appears to be desirable, and you can put it up". But you make no reference to the new house, and I can only conclude that Mr. Nichol took your silence on the matter as equivalent to your consent.

6. As regards the Store Sales, we are still just holding our own, the total for the first six months of 1897 being £420. more than for the corresponding period of 1896. I shall, however, be ~~surprised and especially disappointed~~ if we are, under present circumstances, able to maintain this slight improvement up to the end of the year. I might have added several names to the list of small storekeepers and direct importers sent you by last mail, but could not recollect them all at the time. The amount of goods imported by Parcels Post, both by our clients and our own men, is increasing every mail; this is a thing which seriously influences our sales, but one against which we cannot possibly contend.

7. The "Opawa" has finished taking in her ballast in Opawa Bay, and will sail for New Zealand. The enclosed copy of her account shows a balance in favour of the Owners of £426.12.6 for which sum I have

drawn upon you at 10 dys. to the order of the New Zealand Shipping Co., Ld.

8. I regret having to report the loss of the "Hornet". She left here with the mails and a small general cargo on Sunday morning, June 20th, had to put back into Port Harriet that afternoon where she remained until Wednesday the 25th, on the morning of which day she commenced to lay in a very heavy south-westerly gale and finally stranded about 9.30 p.m. on Lake Point on the north shore of Port Harriet. There was far too much sea for any boat to land the passengers and crew - as they had to remain on board all night and were only able to get on shore about eight the next morning. I regret to say that old Mr. Cottiff died soon after she reached the beach from cold and exposure. The Master was in charge of the vessel at the time of the casualty, as the Master had come on shore and was unable to rejoin his vessel, owing to the tremendous seas which were continually breaking on the beach. The vessel, of course, be considered a total loss and I send you herewith the Master's Extended Protest. The "Hornet" being here windbound at the time I sent her round to Port Harriet and Captain Cameron managed to save two or three booms, spars, etc. and a portion of the cargo, the latter, of course, in a much damaged condition. I shall not have time to make out the claims on the Coasting Insurance for this mail, nor shall I be able to put up the vessel, as she now lies, to public auction; she is practically worthless - as most of the planks on her port side are stove in, and the kelt floors in and out of her. It has been a sad business throughout, but I

feel totally certain that a much more serious disaster has thereby been averted.

9. The Ship "Lloyd", Forbes, with general cargo, from Liverpool to Valparaiso, put into Port William on June 29th, owing to extensive damage sustained off the Horn during a heavy gale on the 28th and 29th. She was only able to come into the inner harbour yesterday the 6th inst., in doing which, in charge of Wilmer, the Government Pilot, she grazed some rocks close to Navy Point, but has not apparently sustained any further damage - nor is she making any water. The Master has authority to draw upon his Owners, Messrs. J. B. Walmsley & Co., 16 Chapel Street, Liverpool - and my telegram to you in Instructions will be thus worded:- "Federal Lloyd Walmsley Liverpool." I send you precis of the Surveyors' Report for your information.

10. I forward to you herewith Messrs. Parke, Bros. & Co.'s Indents for the "Thetis"; also one from Messrs. Cram and Anson for materials, etc. to be shipped by steam. Mr. Anson informs me that he has written to Thos. Davison & Co., of Leeds, giving measurements, etc. for another lot to his press and suggesting other improvements, and says that he has referred them to you for prompt and shipping instructions by Roanoke Steamer. He is sending the female screw in by the "Fair Rosamond" for shipment home to Davison & Co., but I very much fear that that Schooner will hardly catch this Steamer - as Captn. Jones has been very unwell and has had to lay up more than once on his way to the Chatham. I am afraid that I shall soon have to make a change as regards the command of this craft.

11. No. 103. Par. 12. According to the Board's instructions, I send you herewith a list of all the Company's buildings in Stanley, with what I consider the fair value of each as it stands. I referred, of course, to your despatch from Stanley of September 19th, 1889, No. 4, par. 13, but unfortunately, the very good book in which the copy of your list would no doubt be on record is no where to be found, although we have searched for it high and low; so I have not had the benefit of your figures to guide me. What I did was, to get Biggs and Johnson to give me, unknown to each other, their ideas as to the present values of the property in question; I then looked up the figures as to what had been recently done in the way of repairs, etc., and thus arrived at my figures, bearing, of course, in mind your instructions that "values are to be stated distinctly under rather than over the mark." I trust that no great discrepancy will have been made.

12. I enclose, for the information of the Board, copy of a letter addressed by the Unofficial Members to the Acting Postmaster here on the question of the Mail Service to and from the Colony, which I trust will be approved. I am sending it to Mr. Blake in order to obtain as many of the Sheep farmers' signatures to it as possible on the East and will then circulate it for the same purpose on the West Falkland. I do not anticipate, from what I know, that any one will decline to sign it. This and the loss of the "Result" may also lead to an improvement in the West Falkland mail service, for which all the Farmers are clamouring, most of them are strong advocates of Steam for such service.

Whilst on this subject I will wish to refer once more

to

to the "Lizzie", the engine in which is a source of constant trouble and anxiety and cannot possibly last much longer. In your despatch 800, par. 3, you say with reference to this craft:- "When the time arrives there will be no difficulty in getting one as good as the "Lizzie" for half the money etc." I have no hesitation in saying that the time has now arrived as she is in constant need of repairs and liable to break down altogether at any time; in fact we are generally glad to be on terra firma again, after having a trip in her. Once during the last stay of H. M. Ships here, we unwillingly put the Senior Officer to considerable trouble and inconvenience by the "Lizzie" breaking down just as her services were required for towing a lighter alongside with coal. I think you will agree with me that it would certainly be desirable to have a larger and more powerful craft than the "Lizzie". And what about the new Launch sent out for her in 1890, and for which Company's Shipping was debited with £825? Was that sent home by the "Thetis", could it not be utilized in the new launch? If not, I should be glad to know what the Directors would wish to be done with it. Then again as to the fate of the "Wasp"; Mr. Lauchlan, Biggs and others are strongly of opinion that she is too small for a cargo carrying craft, as she is not long enough to take timber or canoes, any really large cases, etc. She would, however, be extremely useful fitted up so as to take water, provisions and coal to ships, etc.; to render her fit for that work, she would only require repairs and alterations to the amount of say £200, which outlay I trust the Board will sanction without delay, as it is a sad pity to see her lying idle and dismantled so long. What we really want in the way of lighters is

a large flat-bottomed iron lighter, which would not require the constant repairs necessary to keep the old wooden hulks and lighters in good working order and condition. Do you think that it would be possible to have the iron plates, etc. for a lighter sent out from England, and put together here by our blacksmiths? This is merely a suggestion for your consideration. I ought to have mentioned in concluding my reference to our letter re the Hail Service that I took the liberty of making use of some of the arguments and statements introduced into your correspondence with the Honors Co, etc. on the same subject.

13. I enclose herewith a letter addressed to you by Dr. Noble with reference to his boys. Would there be any objection to their coming out in the "Thetis", to reduce the expense connected for their father?

14. The reports from the Camp Overseers continue to be satisfactory, with the exception of a severe visitation of influenza throughout the three sections, which has somewhat interfered with the routine work of this season and has given Dr. Foley plenty to do. That gentleman has quite settled down to his work and appears to be thoroughly satisfied with his position. The Overseers report rather severe and stormy weather in the Camp, but it is better to have it now than then later on. I am shipping all the Yellow and Hides by this mail, but very little wool; the bad weather, etc. having seriously interfered with the Schooners' work. I supplement my remarks in my despatch 75, para. 20, by sending herewith, for your information, a list of the names of our employés in the Camp still entitled to passages for themselves and their families.

15.

15. July 11th. The "Lemplus" arrived here about ten this morning, bringing me your despatch No 50 of the 2d ult., with all enclosures in order.

16. Par. 2. A precis of the Wool specification shall be forwarded to you via Montevideo in future.

17. Par. 3. Mr Blake had already informed me of what you state in this par. relative to Sandy Point firms looking for Falkland wool at 6/9d. through to London, and I am glad to see that the result of your calculations proves that 30/. & 5%. comes out somewhat under that figure, and I shall be better able to argue with the malcontents. Mr. Bentzen came across in this steamer en route for Buenos Aires and he particularly requests me to assure you that he is entirely innocent of the charge referred to, although he has, he admits, endeavoured to get Tallow from these Islands for shipment to Chili.

18. Par. 4. This matter is replied to in Remarks on Accounts dated this day.

19. Par. 5. I am sorry to hear, which I did a short time back through his brother Archie, that Peter Dickson has been unsuccessful in British Columbia. I cannot say, without reference to the Accounts, as to whether there is actually a vacancy as Shepherd, although Gladdell has recently left Island Creek and Mr Bell tells me in his last letter that "as I am some shepherds "short at present, I am intending to put one of the five "years Apprentices Labourers on as Shepherd in place of "Joe Butler, who has gone to Walker Creek." But is not the wife of Peter Dickson's family a somewhat serious consideration?

20.

20. Par. 6. The cooper's tools referred to were purchased at auction amongst other things by Stott, who offered them to me at the price he paid for them and as I gave reported them as being good, I bought them and sent them out to Goose Green, where they can be used by Stotte when the cooper is not out there, and saves the latter having to carry out his own handtools, if sent for in a hurry.

21. Par. 7. Your instructions as to the necessity of exercising the most rigid economy in all departments are carefully noted.

22. Par. 10. I note your remarks relative to the Stock returns. 1000 casks of Lewis' Cif is, of course, a slip of the pen and should be 100 casks, the contents - 10000 gallons being entered correctly. Emerson's mill having been found too heavy for the "Hornet", will be put into the "Fox Raymond" when the latter Schooner has her new deck put in. The Standing posts will not appear again in the Stock returns, a large portion of them having been already sent to Goose Green and Camber.

23. Since writing par. 7 of this despatch, I regret to say that the "Opawa" was getting under way in Port William on the morning of the 6th inst. when she got to take the ground in Fork Bay and has since remained there. Fortunately, it is a sandy bottom and, unless we have a northerly gale, she cannot take any harm and will no doubt be afloat again shortly. Under the circumstances however, I deem it better to keep back the accounts, and the advice of my drafts upon you.

I am, Sir,

Your obedient servant,

Andrew C. Millar.

Governor.

Enclosures via Monte Video

Store Indents No: 212
Store Indent per "Thetis" - Packe Bros & Co
" " " " - Vere Packe
" " " Shamer - Dran & Anson
Copy of intended protest, Schooner "Result".
Copy of report of Survey on Barque "Clwyd"
" " " " " " coals of "Caterina Accame"
Fret of Exchange No. 1836 on W.H. Waldron Esq £1400 . 0 . 0
Mr Dran's cheque on the London Joint Stock Bank Ld £ 62 . 2 . 2
Coasting Insurances June
Bill of Lading per "Orchid" - I.T.F produce
Mr E.S. Williams's Sun Life Assurance Bonus declaration.
List of Company's Buildings in Stanley.
List of men entitled to passages home
Letter from E. Noble, July 6th
Press copy of S.A. Missionary Society's account to June 30th
(Originals will follow when Mr Whait has certified them).
Copy of proposed letter to Postmaster (July 1st) re Mail Service
Letter for E. J. Mathews
Shipping Report . Remarks on Accounts
Statement on Accounts
Press copy of specification of shipment per "Memphis"
Press copy of list of enclosures to Tilbury " " direct

Enclosures sent direct

Duplicate (Originals per "Tanis" via Sandy Point June 19).
Despatch No: 75
Stanley Journal & Cash Book May.
Coasting Insurances May.
Store Indents No: 211
Farm Loss Accounts
Remarks on Stores
Remarks on Accounts
Statement on Accounts

Duplicate (Originals per "Memphis" via Monte Video, July 12)
Despatch No: 76
Coasting Insurances June
Store Indents No: 212
Lict of Company's Buildings in Stanley
Second Exchange No: 1836 on W. B. Waldron £1400..0..0
Remarks on Accounts
Statement on Accounts

Stanley Journal & Cash Book, June.
Cash Vouchers E & W. Stores
Stanley Leager Balances June 30th
Stanley Leager Return June 30th
Mrs. Bonner's Store account in detail for 1896.
Specifications (3) S. Sheepskins
F.I.C. Tallow
S.I Tallow

77.

via Sandy Point.

July 29th. 7.

Sir,

My last despatch No 76 left here for "Memphis" on the 13th instant.

2. As regards an Office Table for the Company's house at Carmen Rhabaue, Mr Blake writes me under date of July 1st offering me a solid mahogany writing table 4 ft. 6 in. long in thoroughly good repair for £6., the original cost being £8; there is a stationery case to go with it for £3. 15. 0. Should you not have already purchased a Table, you will perhaps authorize me to buy the two articles offered me by Mr. Blake.

3. I am glad to be able to report that the "Opawa" got safely off the ground in Porto Bay on the 14th; and finally sailed for New Zealand on the 20th inst. I send you herewith amended accounts showing a balance in the Owners favour of £305. 16. 9, for which sum I have drawn upon you in favour of the New Zealand Shipping Co. Ld. 30 days sight.

4. The German Bk. "Pallas", Schreer, with coke and bricks, from Hamburg for Santa Rosalia, put back here on the 14th instant, owing to being too tender, though not having sufficient Ballast, and with sickness amongst the crew. She is discharging from 300 to 400 tons of coke into the "J. P. Smith", and will then take in about 200 tons of Ballast

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

ballast before unloading the cargo. Her owners are Messrs. H. H. Meinck of Hamburg, and the "Pallas" is a sister ship to the ill-fated "Isis", which was burnt off Port Hamilton in 1889. As she will probably be able to proceed in about two days time, my cable gram to you in Montevideo will be thus worded:- "Fothered Pallas Meinck Hamburg."

5. I send you herewith the accounts, etc. connected with our claims against the underwriters on the "Result" and the missed portion of her cargo. I trust that they will be found in order; I could not deal with them in any other way - as I do not know the terms of your Boarding Policies - the London Accounts not even giving the number of a new Policy when issued.

6. Be good enough to inform me whether, considering the high rate of wages paid, under his Agreement, to Mr. Ryan, the cooper, you think that he is entitled to the usual 1/- per day extra when at work in the Camp? Ryan tells me that his salary was increased somewhat, in order to compensate him for the loss of his military pension.

7. As a result of our representations, etc. to the Colonial Government on the Pilotage question, I received yesterday from the Acting Colonial Secretary three Provisional Licenses for the Masters of our three Steamers, together with a copy of the Regulations connected with such Licenses. This is, I understand, a purely temporary arrangement, pending the acquisition by the Government of a new and serviceable Pilot boat - into which it is to be hoped they will put a better man than the present Pilot.

8. I am sending herewith, for your information, copy of a Report just received from Noble with reference to the new boiler and the Goose Green works generally. He has taken considerable trouble over the plans which accompany his Report, and which I send you under separate cover. I certainly think that he is right in his suggestions as to the best position for both the new boiler and the coolers, but his idea of a new chimney stack is ~~decidedly~~ a "tall order"! I do not think that he can realize what it would cost; fancy 20,000 bricks! I shall be glad to have your views on this subject at your earliest convenience; in the meantime, I hope to be able to make a flying visit to Cannis Harbour when I can talk the matter over with Noble on the spot.

9. The "Returns Account" is at last ready for me and waiting in Port Williams for a fresh crew to proceed on her voyage. I enclose herewith the accounts of her disbursements, etc. together with drafts for £511. 6. 7 & 30 dys., and £5. on demand, on Messrs. H. Clarkson & Co, London, which I trust will be honoured at maturity.

10. The accounts from all three of the Foundations are satisfactory, but I deem it better to send you a copy of what Mr. Bell writes me with reference to the fence between Driftwood and the Centre Camp. I think that he is right in what he says, but I will communicate with Mr. Blake before instructing Mr. Bell to proceed with the work, although the "burning question" as to the allocations in the North Dam and Walker Creek Sections will have to be settled soon after the arrival of the new Camp Manager. Mr. Blake has already given his views to some extent,

11. July 30th. The "Swan" arrived at midday yesterday, bringing me your despatch No 655, of the 29th ults. with all enclosures in order.

12. Par. 2. You will see by the recent Government Gazettes that Tenders have been asked for to replace the Guard room, etc. recently burnt down.

13. Par. 4. I note your remarks with reference to Mr. Tinson's orders, with which I entirely concur; and the only explanation I can offer of that gentleman's action is that such orders as those referred to are debited to his private account, which he invariably keeps well in credit. I will, however, give him a quiet hint on the subject.

14. Par. 5. Mrs. Blaston's stove was ordered on commission, so, as you say, we are not liable for the damage. I will ascertain the exact particulars of the breakages, and report to you thereon by next mail.

15. Par. 6. Captain Burns of the Glasgow Salvage Association received a cable-gram yesterday informing him that the "Agnes Oswald" had put into Adelaide, and would thereby be delayed some twelve to fourteen days. She will, of course, only take on the sound cargo, so I hope to make a little more by bulk hire.

16. Pars. 7, 8, 9 & 10 of your despatch No 95 contained the expected Loss account and completed Shearing Returns, which I trust will be found in order. I have not yet received from the Overseers particulars of the lambs put in flocks, etc.; but will obtain them in time to forward to you by next mail. I will also reply to your question re the dipping of the wethers intended for killing.

17. Par. 8. I take it that Mr. Blake's opinion that

the wording of the agreement with shepherds is not satisfactory from a protective point of view - as expressed in his letter to me of April 27th, and communicated to you in my letter of May 9th - means that there should be a penal clause to meet the case of a man trying to leave the employ just at the busiest time - as if we let one man go and break his agreement, we cannot very well refuse another. I certainly agree with you, and all the Councillors are of the same opinion, that when a man wants to leave, it is cheaper and more to the Company's interests to let him do so.

18. Par. 12. As regards the "Glengarvan", I took Captains Freemen and Burns down to see the other day - and have asked them to make a short report on what they saw for your information, and which I send you herewith.

19. Par. 13. If you will kindly refer to the Returns of Establishment, you will see that Turner was placed on precisely the same footing as King as regards the Auctioneer's licence and his wages.

20. Par. 15. The "Lodging" house referred to by Mr. Blake is, as you suppose, the "Crown". I will read over carefully your long letter to Mr. Nichol of 7 Aug. 1891 with reference to the transfer of a portion of the North Arm Station to Finlayson and I well remember how Mr. Nichol was so much opposed to as you were in favour of the scheme. Hans Tos was sent in the "Hornet" to take soundings, etc. in Adventure Sound, with a view of selecting the best spot for the settlement, etc. I will consult Mr. Blake on the subject as you suggest, and let you know what he thinks by next mail.

21.

21. Par. 16. As regards the non-shipment of the New Zealand rams for Port Stephens and Pebble Isld., I am unable to give you any better reason than Mr. Blake's report to me, communicated to you in my despatch No 93. Par. 5., to the effect that it was too late to deliver them for this season's service as they were already all on her Main Island.

22. Par. 17. I note your remarks with reference to the charter of a sailing vessel, but would respectfully remark that I hope that you will not ship much of the materials, etc. indented for, even at the favourable rate of 20/- per ton, by Kauri Steamer. Experience tells us that timber, etc. gets terribly knocked about when shipped and discharged from steamers, instead of being discharged direct from the vessel alongside the "Agenia" or the "Charles Cooper" into our wood sheds - and the extra labour entailed by discharging the whole cargo into the "Great Britain", the watchmen's wages, etc. would be a very serious matter, and would materially affect our profit, which, under existing circumstances, I should be very sorry to see. I humbly apologize for omitting the word "Range" after the words "new Naval Rifle" in Par. 20 of my despatch No 92; but must acknowledge the compliment you pay to my accuracy.

23. Par. 19. With reference to steam coals - I must say that I consider the letter from the Admiralty, copy of which you send me, is most satisfactory. For your information I send you herewith copy of a letter received by me yesterday from Capt. Norcock - the Senior Naval Officer - and the uncertainty as to the

movements of H. M. Ships is not altogether comfortable after our experience of holding a dock for years at their disposal. As to the capability of our hulks – as regards ranging and shifting – you are certainly right in your surmise that the "Prince of Wales", the "Capricorn" and the "Pracis" are the most handy for the latter operation – but it is no use disguising the fact that the said three hulks are, as regards ranging capacity, nearly played out. Melancholia does not load the "Prince" an inch below her coffer, the "Pracis" has to be pumped daily, more than once, landsp included – since the "Operon's" coal was put into her, and the "Capricorn" is anything but reliable. The "Sobrino" is, of course, available, but she is such an unwieldly thing – although we might put 800 to 1000 tons into her with safety; the cost of labour, however, entailed by the height of hoist from her hold into a lighter, would be enormous. I ought to have stated above that we cannot safely put more than 200 tons into the "Capricorn".

24. Dec. 28. I note your remarks with reference to the fee for ranging hulks, and the information they convey will be of much service to me, should it be necessary to later discuss the matter with the Colonial authorities. I do not anticipate that the fee will be exacted when her M. M. Ships are concerned. I will, in express, approach the Administrator on the subject, the first favourable opportunity I have.

25. Dec. 28. I will not attempt to reply to the subject matter of this par by this mail, as I could not possibly do justice to its importance. I quite agree with

you that a comparison between the results in 1895 and 1896 would have been more to the point, but I hope to be able to go into those figures in time for the next mail, and to reply as fully as possible to your various remarks. I cannot close this paragraph without expressing the very grateful thanks of myself and my colleagues in this office to the Directors, for the assurance they give us that they are fully aware of our loyalty and devotion to the Company's interests.

26. Par. 24. Your remarks on this subject were replied to in par. 3 of my despatch No. 95.

27. Par. 25. I regret not having time now to go through Mr. Blake's letters, so am unable by this mail to inform you when he made mention of the two Lancaster cows.

28. Par. 27. It will give me unqualified pleasure to acquaint Mr. Blake with the Board's decision as regards his remuneration, as also to convey to him their cordial thanks for his valuable and timely assistance.

29. Par. 29. You will, I think, be inclined to qualify somewhat your remarks re the telephone, after looking through the accounts connected therewith, which I am now able to forward to you. Their offer to share half the expense with us was, I take it, made on the understanding that we should complete the work and put the telephone in working order, and I feel that it would be somewhat unfair to suggest any charge for interest, as we have really not done badly out of it, when you consider the charges we have made for horse hire, Kelway's labour, etc. — I think it is almost certain that we shall have to lay about 8 miles of insulated

wire across the sand; the wire will never stand close ground across such a track.

30. Par. 30. Mr. B. Stickney has not given any instructions, nor expressed any opinion as to where you should purchase his bagging and hoop iron. Should he do so by this West mail, I will acquaint you, if possible, of the fact.

31. Par. 31. As both you and Mr. Nilson seemed to think that I had dealt somewhat harshly with him in the matter of closing his account, etc. - I thought that I might gracefully make a slight concession and deviate from our ordinary practice when Mr. N. asked me as a special favour to allow his wool to be stored in the "Great Britain" and shipped through us to House & Co. - although he was no longer an active client of ours; he promised me at the time to close off his account, which he did before leaving the Colony.

32. Par. 32. I am much pleased to see that you have been able to dispose of some of our Wool for America at what may, I should think, be called very fair prices. Messrs. Stickney disposed of some of the Spring Point wool in the same manner at, I believe, 9½ per lb.

33. Par. 35. I trust that you will reconsider your decision with reference to the 500 iron stanchions asked for, as it might possibly interfere with some important fencing project.

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

Enclosures

Duplicate. Stanley Journal & Cash Book June
Stanley Ledger Balances June 30th
Stanley Wages Return June 30th
Letter to F. B. Cobb July 13th
Specification of 181 Casks Tallow E.C per "Memphis"
" " 11 " " 51 " "
" " Shipment " "

List of Store Debtors June 30th
Remarks on " " " "
List of Butchery Debtors " "
Account of Salvage of Schooner "Result"
Statement of claim on goods insured per "Result" under Coasting Policy
Accounts per S/S "Orawa"
" " Ship "Caterina Accame" & letter of Caterina to Agents in London
Bills of Exchange No 1843 on Messrs H. Clarkson & Co £ 50 . 6 . 7
Draft on Demand " " £ 5 . 0 . 0
Store Indents No 213.
Indent for Boat . a/c David Smith
Remarks on Stores
Coasting Insurances July
Extract from letter from P. Noble July 21st
" " " " A. McCall " 26th
" " " " Capt Worcock " 22
Copy letter from Capt Freeman re "Glengowan" July 29th
Copy circular re remittances July 1897.
Copy of Regulations re licensed Pilots
Plans of Gorse Green Shed and proposed Chimney (By Book Post)
Letter for Butler . "Thetis"
Shipping Report
Remarks on Accounts
Statement on Accounts
S.A. Missionary Society's accounts June 30th

Sent under separate cover.

78.
"Tamis".
via Montevideo.

August 10th 97.

Sir,

My despatch No 77 left this per "Lucor" on July 31st.

2. No 855. Par. 23. I now submit a Return analysing the Store Account for 1895 as compared with 1896, which I trust will, in some measure, dispel the alarm felt by the Board at the reduction of profit, although at the same time, I am bound to admit that the figures are not all satisfactory.

It is true a reduction of prices had been in force for some time previous, having been initiated on the strength of the following remark made by you in 1893, in Par. 15 of your despatch No 756:- "Prices "in these times should be cut as close as possible, and "then the general public will be less inclined to import "for themselves. The Stanley business in itself is not "large at any time, and you can easily have a general "revision of prices that will knock the heads off the "mushroom Stores that seem to be sprouting up on all "sides". This reduction was however confined to groceries and, what I may call, the "necessaries of life"; the reduction in prices of ships' stores was not made until the latter end of 1895, after all the important ships' accounts had been closed. For instance, I find that

Fredk. C. Cobb, Esqr.
Managing Director,
London.

that the "Helgoen Castle", the "Prestbill" and the "G. W. Wolff" paid 4/- a ton for cones against 1/10 in 1896, 10° per lb. and 90/- per cwt. for rope as against 8° in 1896.

No other general reduction was made, though of course some prices here and there must be adjusted from time to time, but there is one article, namely flour, that certainly might have been raised. You may recollect that in the year 1894 the price fell considerably, and you remarked yourself that you assumed that the general public had been given the advantage of this. That was so, and when the cost rose again owing to the higher rate of exchange in Chili, the price was not raised as it was thought that this rise of exchange would decrease the cost of the flour. It is wise to avoid, if possible, frequent changes in our quotations for such a commodity and, owing to this, we got comparatively little profit out of flour. The price is now raised to 17/- per bag.

A study of the returns for 1895 and 1896 will show that the decrease of profit was owing principally to Store Sales, Calicoes, Blacksmiths' labour and Ship hire as follows:-

			£
Decrease in Sales	£1666.	– say a 40% =	333.
" " Calicoes	2031.	– " " 25% =	508.
" " Ship labour and Ship hire			891.
Increased Gratuities, formerly charged to Int. Com.ns			117.
Errors:- Lighthouse Telephone Materials			291.
Automatic Machines			60.
Salt lost in "Egeria"			60.
			2240.

From this £2240. a sum of £170. should be deducted, viz.

Increase of Landing charges in 1896	25.
" " Blacksmiths' labour (Carp's work)	35.

	£.
Increase of Extra labour (for outsiders)	58.
Decrease in Wages	58.
	171.

I discovered that the materials for the Lighthouse Telephone per "Celos" in 1894 were taken into stock for 1895, although charged to a debit account. It was taken into stock at £119. + 15% = £135. 14. 0. The Profit for 1895 was increased and the profit for 1896 decreased to this extent, making a difference of £291. for 1896 as compared with 1895. I expect to find ~~that~~ since writing my despatch No 93 that 92 cases of Coopers' Gin were taken into stock. It was entered on the rough sheet in its alphabetical order – was struck out – and inserted at the end. The salt lost in the "Egeria" was a deficiter due to a leak on the inside of the hulk below the water line, which was not discovered until some 20 tons of salt had been increased. When the water was pumped out, the salt had disappeared. Needless to say that Mr Lunchlan has since had instructions to watch this hulk most carefully.

The figures I have given account for £200. out of the £291 0s. decrease in profit, leaving over £600. to be accounted for. I confess this seems rather too large a sum to put down against "reduction in prices", though as I have pointed out, the ships' stores were lower in 1896 than in 1895. There may possibly have been an omission to charge some Deliveries during the year and this, I think, is the only possible explanation. Unfortunately I am not in a position to trace anything, but I have urged the Storekeepers to be most careful in this direction.

As regards other departments getting their supplies

too cheaply. I am glad to learn that you are not averse to prices being maintained in this direction. I was under the impression, as previously stated that our own defaulters should be treated as favorably as possible, and this course was very necessary, in view of the expected injunctions to keep down expenses, especially as regards Buildings. Take for instance the case of the Bank damagers here at Tamsin Harbour upon which, to use your own words, the preposterous sum of £1100. was spent. Out of this £660. represents materials, etc. from Stanley, and I cannot be far wrong in stating that 1/3d of this was profit. If expenses on Buildings, etc. are kept down the Store Co. must suffer and to put it into a homely phrase "you cannot have your cake and eat it."

With reference to the reduction of cost of goods into Store from 20% to 15%, I still respectfully maintain that 15% is ample. It must be borne in mind that, in making out the Stock Returns, the value of coal is entered at a cash price calculated to cover all expenses of freight, landing, etc., and last year the same course was adopted in the returns of Bricks, Lime and Cement. On Timber we add 40% (it might perhaps be put at 50%) and, when you accept these heavy materials, I am sure that 15% is quite enough to add to the cost of the coal.

I do not quite know what to think of the client referred to, who talks about our prices being so ridiculously low. If he really believes his own idea, why does he not set up to it? I can hardly reconcile this with the ever-increasing clients' imports from "Thatis," and the ever-de-

crossing amount of the Transfer of Clients Store Accounts at the end of the year.

I thought however that we should aim at fixing our prices at a figure that would induce clients to purchase from us, in preference to importing direct. It would help in every way; we should get local freight for our Schooners on their voyages from Stanley to out-ports instead of going out empty, and would also relieve the "Thetis", out of which goods, etc. are apparently shut every year. One client, Anson, has, it is true, purchased from us this year Stores, etc. to the amount of £965. His case is however different from the rest, as the "Thetis" cannot go to the Bluffs. But other clients import every possible article direct, even down to bath bricks!

I cannot understand why clients have been allowed the benefit of the 20% reduction of freight by steam on goods out. It appears to me that the Company should reap the whole advantage of this, as our imports for sale in our Stores and use on our own work, are far away in excess of all other importers put together. In return for the large amount of freight we pay the Kosmos, they give us a reduction of 20%; why should others participate in this advantage to the detriment of our own Store? This too would seem to apply to the purchase of goods at home. We have the exclusive agencies for certain goods, but apparently get no benefit from it, as clients can purchase on the same terms as ourselves, unless of course you receive discounts that I do not know of. It is not to be wondered at that our Store sales suffer, when clients can purchase at home as cheaply as ourselves, get goods out by steam in small quantities at the

same

same rate as ourselves; get them landed and stored at Stanley and re-shipped to their Stations at the absurd price of 11/5 per ton, at a small commission of 2½%. As regards the through freight, the scheme was originated in London and reported in para. 3 of your despatch 795. I remarked at the time that the arrangement was certainly advantageous to the client; leaving you to infer that I did not look upon it as satisfactory for the Company. As the arrangement was made by the Board, I did not consider myself warranted in questioning it. I dare say you thought at the time that I was in the habit of giving freight to outside Schooners; and that this arrangement would stop it.

Reverting to the question of Flour, it appears to me that the freight from Valparaiso, charged by the Kosmos Co., is simply monstrous. They get 32/- and 5% from there to Stanley and another 30/- for the same space from Stanley to London, making a total freight of 63/7! I have a copy of your Agreement with the Kosmos Co. dated October 6th, 1890, by which they agreed to a rate of 30/- per ton, weight or measurement, from the West Coast to Stanley and, on the faith of this, I wrote to Tornquist & Co. in December, 1893, requesting them to charge us at that rate instead of 32/ and 5%. They replied that their instructions from the Kosmos Co. were to make an allowance of 20% on the tariff rate of 40/. & 5%, equal to 32/. & 5%, but that they would write to Hamburg and refer again to the subject. This, however, they have not performed, and I should be glad if you would kindly take the matter up - which I cannot help thinking I referred to in one of my private letters to you.

The question of our Storekeepers is a somewhat delicate one to approach. As to their being "men up to date" the term cannot, most certainly, apply to either King or Turner but, against that, you must place the unquestionable honesty, integrity and fidelity of these two old servants. Tuck Hardy is undoubtedly the best, smartest and most pushing salesman we have, but I regret to say that otherwise his conduct and general behaviour is anything but satisfactory and he is, at the present moment, going through the ordeal of a last chance, as Turner states positively that unless Hardy alters his ways very much, one of them will have to leave; and you can readily imagine with whose services I should first dispense with. You are undoubtedly right in suggesting the importation of fresh blood, when the occasion offers, but the moral character of the "smart and fair to middle man" must be absolutely above suspicion, as it is no use denying the fact that, under the peculiar local circumstances and the necessity of having our stock of goods, materials, etc. stored in so many different places, the detection of dishonesty and other malpractices is rendered particularly difficult.

3. I send you herewith a copy of the Tender I am sending in for the supply of Provisions, etc. to H. M. Ships for 12 months from October 1st next, which, I trust, will be considered satisfactory and ensure us the business. It would, I think, be a little rough on us - should we not succeed in getting it, considering all the trouble and expense we are put to in getting Coal out for the Navy. Mr. Pere Parke has no doubt tendered for the Beef and Mutton; but Wilkins has listened to reason and is quite prepared to work for us as heretofore.

4. No 8 109. Par. 23. As regards the Lands Funds Investments, the only thing bearing at all on the question which I can possibly find is the account in the Falkland Islands Gazette No 2 of January 8th, 1891, of the Meeting of the Legislative Council held on October 29th, 1890, at which Governor Kerr in his valedictory address used the following words:- "I made a full report respecting the "Crown Lands, and advised that on the renewal of the leases "the rents should be raised to £20. a section, ~~as they expire~~ "by ~~expired~~ and that all money received from the Land Sales "should be capitalized and the interest only be used for current "expenditure."

5. No 8 46. Par. 5. I am referring to the matter of Mr. Clayton's Store in my Remarks on Stores.

6. Owing to the very strong representations made by Captains Scougall, Freeman and Burns to the Harbour Master, as to the possibility of the "Sabina" dragging her anchors in a heavy westerly gale and dropping down on the "Pass of Balmaha" - more especially dangerous when the "Agnes Donald" is lying alongside her - and the fact that Messrs Freeman & Burns gave me notice that they would of course hold me responsible for any damage which might thereby be done, I deemed it politic not to make any objection to the Harbour Master's request that I should move the "Sabina" from her present anchorage and place her somewhere in the vicinity of the "Glengowan" and "J. P. Smith", at the eastern end of the harbour. She will probably be more useful to us down there than where she is, as all vessels coming in with heavier cargoes - or not requiring carpenters' labour - invariably anchor at that end of the harbour now. Schanchlan and his men have commenced

to take down her upper masts, yards, etc. - which they will continue to do in their leisure time, as they can easily finish the work before the "Agnes Oswald" is likely to be here. I shall not lose sight of the probability of our having to store Steam Coal for H. M. Ships in the "Lebrun". She will, I expect, require a good deal of caulking, etc. before she is fit to receive cargo.

7. The S. S. "Biene" brought over last week from Sandy Point, Captn. Petersen (late of the "Lebrun") and a crew of 11 men - in order to navigate the "Santa" across to her final destination. Johnson has had a couple of days work on her, the Surveyors have pronounced her able to accomplish her voyage, and she will sail with the first fair wind. Taking mention of the "Biene" leads me to remark that we shall probably soon have to look upon her as a rival to our Schooners; she is now making a trip to Teal Inlet, Douglas Station, North and South Harbours with freight for all four ports from C. Williams, J. J. Felton and others. On her return she will tow the "Santa" into Port William, and she then takes the West Falkland mail to Fox Bay; it is even announced that she is likely to get the mail contract for six months, as the Owner and Master of the "Chance" declines to undertake it for so short a period. I must put the new deck, etc. into the "Fair Rosamond" very shortly, or I would have offered to run the West Falkland mail with one or other of our Schooners, although I should rather dread having to work with such a tyrannical official as the present Postmaster. However as soon as our new Governor arrives some definite steps will have to be taken both as regards the Pilot - and the West Falkland mail service.

8.

8. August 19th. The "Tamis" arrived here late on the 16th inst., bringing me your despatch No 956 of July 16th, with all enclosures in order. I trust that ere this you will have succeeded in engaging Dr. Esthen's services as our Camp Surgeon, and that I shall hear from you by next mail when he is likely to be out here again.

9. Par. 2. Due note is taken of the shareholders' decision to sanction the expenditure of a sum not exceeding £150. towards the celebration of the Queen's Diamond Jubilee; but I am also in receipt now of your telegram of the 6th inst. thus worded:- "Jolfeanon Jubilee Celebration i.e. "Do not put our names down to the Jubilee subscription. Must be cancelled." There is fortunately no need to adopt the latter course, as I had purposely abstained from making any promise until hearing from you, so I can only await your explanation of the sudden alteration of your instructions. I beg to acknowledge with thanks, on behalf of this office the vote passed by the shareholders at their General Meeting.

10. Par. 3. I must apologize for not having referred earlier to the case of S. Goodwin Junr. I quite thought that I had done so. He is, to say the least of it, an eccentric individual. I told him distinctly that I could not build a house purposely for him. The young woman, whom he told me he intended to marry, is, according to J. B. Rogers' report to me, a widow of uncertain age with two or three children, which renders the question of a house for him, more impossible still. Dr. Blake in his letter to me of April 4th says:- "There seems to be no reason why the "schoolmaster should not go home, or remain when he "reaches there." I respectfully suggest that Goodwin should

be told that the Board cannot accede to his request.

11. Par. 4. I note your remarks re the shipment of Lawes' dip by mail and fortunately, as you say, there is no urgency in the matter; but how is it that C. Williams is able to import any quantity of Lillies by Hornos Sts.?

12. Par. 5. I will, as requested, obtain a further report on the defective cylinder belonging to the South Arm press, and send it to you by next mail.

13. Par. 6. I will act upon your suggestion as to doing the necessary repairs to the Camp Manager's house. To the best of my recollection old sails were used, instead of felt or bagging, between the outside and the lining.

14. Par. 8. I have not yet heard from Mr. Blake with reference to the letter addressed by the Unofficial Members to the Colonial Postmaster, mentioned in my despatch No. 76. Par. 12, on the subject of the three weekly mail service, and I very much fear that the West Falkland mail will miss this steamer, so I shall be unable to report further on the matter this time. The "Fair Rosamond" has, however, just arrived from the Charities, bringing me a letter from Mr. Anson, an extract from which I send you herewith, giving his views on the subject. I fear that his ideas are shared by a good many on the West.

15. Par. 9 your remarks re the "through freight" question are noted, and to which I have already referred in par. 4 of this despatch. When writing my 5-12, I did think that the arrangement, although favouring our Chiefs, might possibly be found to work satisfactorily - and my present opinion is the result of experience since then.

16. Par. 10. The matter of the shipment per "Lucor"

was already explained by me in No 92. par. 3.

17. Par. 11. Your remarks with reference to the bill stamps on drafts on demand, short sight, etc. are noted, and I will communicate your suggestion on the matter to the Colonial Treasurer.

18. Par. 12. I will communicate Messrs Burgess and Bell's remarks re the broken bells and cutters to Mr. Bell, at North Arm at once, and report to you thereon by next mail.

19. Par. 13. I will also consult Mr. Bell and Nolle with reference to the chimney for North Arm, after a careful perusal and study of the correspondence, plan, etc.

20. Par. 14. I note the Board's decision as to the pensions to which they consider G. Mercer and A. Fraser. I presume that I may instruct J. B. Fraser to pay the latter from the time he left off active work as a shepherd.

21. Par. 15. I note that the Glasgow Salvage Assocn. have been arranged to meet the drafts of the Captain of the "Dove of Belmaha". At Captain Bengall's request, I have just furnished him with a copy of the account of the disbursements up to the time Captain Tonnesen resigned command, which he is sending to his Owners by this mail, and of which I forwarded you a copy in my despatch No 92. You will have observed that no commission has so far been charged on the amount in question, and it will therefore be done in the final settlement of the accounts. There is not the slightest chance of the vessel leaving this for several weeks after the arrival of the "Agnes Macaulay", which will probably not occur for some time yet.

22. Par. 16. As regards the chart, of which you

say that you can find no trace, I cannot do better than refer you to Mr. Harding's "List of Parcels sent by Armstrong", enclosed in his despatch to 29 of July 20th, 1895, proving your mistake in supposing that it was sent by Capt. Bagnall of the "Galgorm Castle" - (vide also his despatch to 25. Par. 12 of June 19th, 1896) the only reference to Capt. Bagnall in the matter being the statement that he had kindly marked the position of the hulks on the chart.

23. Par. 19. I have carefully digested your remarks on the subject of Store debts, etc. - and quite agree with you that, generally speaking, the working men of Hartley and their wives are inclined to be both improvident and extravagant. I must, however, respectfully take exception to your remark that "it has been suggested to you that no "working man, without something substantial in the way of "property behind him to back him, ought to owe any store "more than £20. at the outside" - but, if you will kindly refer to your Remarks on Balance Sheet, dated 20th April, 1896, you will observe that you wrote me thus: - "We leave it "to you to work out the details, but may lay down as a "principle for your guidance that no one in the position of "a workman earning wages should be allowed to owe us "more than £20 - and further on you say: - "We do not "desire to bind you by any hard and fast rules which "would prevent your dealing with individual cases on their "merits". I have since then worked consistently and per-severingly on those lines, with, I think I may fairly say, not a very bad result. I may add that I never claimed the fact of sending out often dunning letters, etc. as a large performance. However the Board may rely upon my

constant and unclosed vigilance under this head.

Dear Sir. I have read, with as much surprise as indignation the copies of correspondence you send me, relative to the cancelling of the "Opunaki" charter. I am, it would appear, to be the constant victim of misrepresentation and falsehood, for several of Captain Martin's statements are absolutely at variance with the truth. To begin with I told Capt. Martin from the outset, and he quite agreed with me, that, owing to his very late arrival here, it was highly improbable that the freezing scheme could be successfully carried out. I gave him to understand that I would do all I possibly could to assist him in the matter and that I would write at once to Mr. Cameron, requesting his presence in Stanley with as little delay as possible. He arrived a few days later and we at once proceeded to discuss things. Mr. Cameron and I informed Capt. Martin that, owing to the lateness of the season, Messrs. Felton and Bonner had both announced their inability to supply any sheep, that Mr. Greenshields, a nearer neighbour appeared indifferent in the matter and that our Comp. Manager had stated as early as May 1st that, owing to the extreme lateness of the season, he would rather not send a sheep to San Carlos over 2000 — and would prefer 1500 — (you had a copy of this in the extracts from Mr. Blake's letter to me of May 1st sent you on May 9th.) and this has been perverted into the statement that I had refused to kill more than 1500 sheep! Had all the others stood their ground and supplied as follows:-

Bonner	2000
Cameron	1500
Greenshields	1000
Felton	1500 = 6000

(Mr. Cameron's own figures as given to Mr. Blake)

we should have had to supply 10000, which we were quite prepared to do, if absolutely necessary, although we knew that they could not be wanted at San Carlos before the middle of July. I can state positively that Mr. Cameron never said in my presence or hearing that "in spite of Mr. Felton's withdrawal he had 10500 sheep." It is simply monstrous on the part of Captain Martin to presume to say that I told him that the sheep intended for the Freezer had begun to be boiled down on the 1st of May. I simply made the remark that we had already begun to boil down, as we had some time previously, in order to prove to him how late in the season it already was, and he ought to have known that we should still have boiled down, had we killed 6000 for the Freezer. I distinctly remember asking Captain Martin: what is the minimum number of sheep, for which you would go to San Carlos? to which he replied 9000; upon hearing which, together with the knowledge that the "Opawa" could not possibly reach there before the beginning of July (she only went into Spencer's Cove for ballast on July 11th) Mr. Cameron at once expressed the opinion, both Captain Martin and I concurring that there was no option whatever, but to cancel the Charter - which was at once done verbally and by mutual consent, Capt. Martin making no request whatever that it should be done in writing. If Capt. Martin had any idea that I had not sufficiently strong reasons for not carrying out my part of the contract, why did he not at once protest against my action in the presence of Mr. Cameron? Even the Owners themselves must have foreseen the possibility of the Charter being cancelled, as

Captain Martin informed me that he had instructions, to the effect that if he went to San Carlos, he was to receive 100 out of 400 tons of Steam Coal for the ship's use, the payment for which would be arranged in London. I need not add that no reference to any such arrangement appeared on the Bill of Lading.

The facts of the case were as follows:- Our contract was to deliver 5000 sheep, if the "Ofanna" arrived at San Carlos on or before May 20th; this she failed to do, our contract being, ipso facto at an end; but:- we were still under a pledge to supply the sheep, should weather permit. I argued - allowing 18 working days for the discharge of cargo and boiler, she could only have been ready to leave for San Carlos on June 4th and, under the most favourable circumstances, might have arrived there within a week. (Subsequent events show that this forecast was over sanguine.) Cameron's sheep would, of course, have been the first, so that our sheep could not possibly have been required at San Carlos before July. Taking therefore our Dr. Blake's reports, I stated that 1500 would be the largest number I would risk at such a very late period of the year. We promised to do our best - and 1500 was our best. I said above that my forecast was over sanguine - the incident in Yorke Bay proves it as the "Ofanna" sailed for New Zealand on July 20th. If Captain Martin was so dense as not to understand all this, it was not my fault; if he did understand it, he has wilfully misrepresented matters.

20. I regret to say that owing to pressure of business here, I was unable to bring off my proposed visit to Cameron. As far as I can learn, all is well at our

three Stations with the exception of the blindness among the sheep referred to in the extracts of letters from Armstrong, Finlayson and Mr. Foley which I send you herewith. I also forward to you the Returns of lambs put into flocks and the deaths during the first six months showing 9.03 % as against 10 % last year.

McCall informs me that the wethers kept back for the Freezer have not been dipped and that they did not intend to do so, if they were not taken away. They were included in his dipping Return of April 19th and were on Hope Cottage and Kanipinta grounds.

In case you had occasion to write to Peter Nolan, you might tell him that Mr. Pelton is quite prepared to give him a shepherd's billet, should he return to the Colony and not re-enter the Company's service.

26. Thanks to their untiring exertions, Fathers O'Grady and Chimond find their present Schoolroom altogether inadequate accommodation for the rapidly increasing number of their scholars. They have decided therefore to convert the present Chapel into a Schoolroom and to erect a new Chapel. They request me to say that they will be deeply grateful if you would kindly take the trouble to look after the business for them; they have already deposited a sum of £100. in my hands as a deposit on account, and hope to be able shortly to give me another substantial instalment; fully expecting to pay the whole amount off before the Building can arrive out here. Further they have placed at my disposal as security all the deeds connected with their property in Stanley - but I hardly deem it necessary to demand these. I send you herewith

herewith a plan, a ~~specification~~ of the ~~necessary~~ materials made out by Nipp and two ~~[illegible]~~ letters from Hon. Main P.O. Catalogue, but these are merely sent you to show the style of ~~building~~, ~~substitute~~ required, and are in no way binding. Being desirous to economize as much as possible on the freight and incidental charges, the Rev. Fathers would prefer to have the Building, etc. shipped by sailing vessel; could it not come with the next supply of Steam coals for the Navy? I trust that they have supplied you with all necessary details and that you will kindly do your best in this matter for our little Catholic Mission.

I am,

Sir,

your obedient servant,

Andrew E. Baillon.

Insp. P.

Enclosures via Monte Video

Store Indents No. 214
Store Indent from Monte Video
Remarks on Stores
Abstract of Store account 1895 & 1896.
Copy of advertisement for tenders for supply of provisions to H.M. Ships
Copy of tender for supply of provisions to H.M. Ships
Mrs Dean's cheque on London Joint Stock Bank, £ 13. 10. 10
Return of Lambs put into Flocks 1897.
Extracts from letters from Dr Foley, Armstrong & McCall re blindness amongst sheep
Extract from letter from C.G. Adam re mail petition
Statement on Accounts
Shipping Report
Press copy of list of enclosures to Military direct

Enclosures to Tilbury

Duplicates (Originals per "Luan" via Sandy Point).

Despatch No: 77.
List of Store Debtors June 30th
" " Butchery " " "
Remarks on Store Debtors " "
Account of Salvage - Schooner "Result"
Statement of claim on goods damaged per "Result", insured under Coasting Policy
Accounts per Barque "Opawa"
" " Ship "Caterina Accame"
Second of Exchange No: 1843 on Messrs A. Clarkson & Co £ 501. 6. 7
Duplicate Draft on Demand " " " " " £ 5. 0. 0
Store Indent No: 213.
Indent for Coal - Mr David Smith
Remarks on Stores
Coasting Insurances July.
Remarks on Accounts
Statement on Accounts
Indent for Small Specie
Letter to J.E. Cobb July 31st

Duplicates (Originals per "Tanis" via Monte Video)

Despatch No: 78
Store Indents No: 214
Remarks on Stores
Abstract of Store account 1895 & 1896.
Copy of Tender for supply of provisions to H.M. Ships
Returns of Lambs put into Stocks 1897.
Statement on Accounts

Stanley Journal & Cash Book July
Cash Vouchers East & West Stores July
Specifications:- Dean & Anson. Wool
David Smith. Wool, Sheepskins & Tallow
Packe Bros & Co Wool, Sheepskins & Hides
Vere Packe Wool & Sheepskins

79.

"Biene".

via Sandy Point.

August 20th, 7.

Sir,

My last despatch left this per "Tamar" on the 20th inst.

2. The "Biene", after taking coals from the "Lusitania" yesterday, towed the latter vessel into Port William before breakfast this morning, returned and towed the "Pallas" well clear of the land (for which she got £65.) and was back again in the harbour at 1 p.m. Not a bad morning's work for Mr. Curtze! She proceeds to Sam Barlow early to-morrow, and then goes straight to Sandy Point, as the despatch ought to leave there by the "Orellana" on September 6, and reach you on October 3rd.

3. I enclose the "Pallas" accounts and Capt. Lepan's draft on his Owner for £414.7.1. which I trust will be duly honoured at maturity. This draft not being domiciled in the United Kingdom, I have charged 5% commission on the disbursements.

4. I enclose an Indent from Parke Bros. & Co., which Mr. Maurice Buckworth recommends to your especial attention; also Mr. Russell Buckworth's views as regards the three weekly mail service.

I am,

Sir,

Your obedient servant,

Andrew C. Baillon.

Manager.

Frdk. C. Cobb, Esqre.,

Managing Director,

London.

Enclosures

Duplicate. Stanley Journal & Cash Book July.
" Letter to F.B. Cobb August 20th.
" Specification of shipment per "Tanis"

Accounts per Sk "Pallas" with Letter of advice to Owners
First of Exchange No: 1850 on M.G. Americk - £414. 7. 0
Store Indent - Lacke Bros & Co
Statement on accounts
Letter from Thos Austin - Sk "Ruth Dalaron"
Copy letter from Lt. Buckworth Aug 10th re mail service

90.

"Mandot."

Cape Coast Castle.

September 7th 7.

Sir,

My despatches No 78 and 79 left here on the 20th and 24th ults. for "Tamis" and "Biana" respectively.

2. Please to effect the following insurance for account of Bertrand Kelton:-

160 bales Wool 1. for £4300.

7 " Raspberries " " 56.

3. I send you herewith an application from Mr. Campbell for a Pension, together with a Record of his services in the Company's employ. You will observe that he has twice left our Coast, as he thought, to better himself - and was allowed to return to the employ after his last trip to the Coast by the late Mr. Bishop. It appears to me somewhat of an anomaly that he should, under these circumstances be entitled to a pension.

4. I am desired by Mr. Blake, although he has addressed your Board on the matter, to convey his sincere thanks to the Board for the very handsome way in which they have remunerated his services in our Camp. I send you herewith copy of extracts from his last letter to me, in which he touches on several matters of interest. I quite agree with that it would be unwise to make any radical change in the Factories until the arrival of the new Camp Manager.

Yours &c.

Robert E. Scott, Esqr.
Managing Director
London.

5. Mr. Bernard Stickney (Baillon Stickney) writes me to ask you, if not too late and not putting you to unnecessary trouble, to add to his indent per "Thetis" — 20 tons of good house coal and 112 lbs. of Virginia Tobacco. Further the said gentleman would be glad if you would send him out one of J. W. Benson's "Full Hunting Key winding Indepte. W Watch" costing between £5. and £6.

6. Having to remit by this mail the sum of £1000. to Buenos Aires for account of Mr. R. Blake, and having other payments to make in Montevideo, I have drawn £1250. 90 dys. upon you in favour of the London & River Plate Bank, Ld.

7. No 56. Par. 138 & 98. Par. 14. The use of the words North Arm for Goose Green in both these paragraphs is too obviously a slip of the pen to require any explanation. Noble writes to me now to say that, as already stated in his last report, he would make the present chimney last for some time with a brick foundation. I shall now await your reply to Noble's report, plans, etc. before moving further in the matter.

8. No 56. Par. 14. Noble writes me that he will see that in future all broken balls are kept — but that up to the present, they have all been thrown away. As to the cutters, he says that they will, of course, have to be given a fair trial. Noble only sends us the last week's shearing and he states that the reports from the men are unanimously to the effect that they could not work with them. I have not yet had Mr. Ball's reply to your remarks on these two matters but should do so

any moment now; in fact as I write this the Canton mail is handed to me, so I send you extracts from McBell's and Noble's letters on these different matters.

9. September 11th. The "Herodot" arrived at 10. this morning, bringing me your despatch No 109 of the 10th ult. with all enclosures in order. I only got my mail at 1.15 p.m. and the outgoing one closes at noon tomorrow Sunday, so I can do little more than acknowledge the receipt of your aforesaid despatch. They are working the cargo until 4 a.m. tomorrow, by which time they hope to have it all out. Our goods ought to be all out long before then - after which I shall, of course, not allow McLauchlan and his men to work on other peoples cargo; in which case it is more than probable that a good deal of the small importers' goods will be carried on. Mr. Pepper's presence on board may possibly account for this extremely smart despatch, but it is a little bit rough on us. I have expressed my regret to Mr. P. that, under the circumstances, I cannot possibly do myself the pleasure of having him to dinner. I have, of course, also had to refuse his invitation to breakfast on board tomorrow morning. I have urged him to stop and talk to the Administrator with reference to the mail service. He seemed somewhat staggered when I showed him the amount of mail matter I have to get through between this and noon tomorrow.

10. Par. 5. I am much afraid that I have gone wrong over the Shearing Returns, and will go carefully into the matter before next mail. I cannot possibly do justice to the matter by this steamer.

11.

11. Dec. 8. I learn with both surprise and regret that the Board have been influenced in their decision to withdraw their subscription from the local Queen's Commemoration Fund by the contents of a letter received from J. Goodwin Junr.. Unfortunately the copy of the letter which you say is enclosed was not with your despatch, nor does it figure on the list of enclosures, so I am unable to report upon the subjects alluded to in his letter. However from what I know of the man I should certainly take a liberal discount off any of his statements and decline to believe any of them until I had heard J. B. Fraser's side of the question. Fraser has not been away since Dr. Nicol left the Colony, but I should be immensely surprised and annoyed if, on looking into the matter, I found that he has not been taken off the books during each and every of his absences from Cape Town on private business. This is most certainly the principle on which I should have acted - and which I quite thought I had been adhered to. Fraser is generally so very precise and regular in all he does that I admit I have not considered it necessary to check all his figures - but you may depend that I will look closely into this matter, as also that of the school fees. I quite agree with you that when Goodwin Jun., in the absence of Fraser, has managed the Store, Library, etc. and taught in the school, he is clearly entitled to extra remuneration as a matter of fact I paid J. Goodwin Junr. £10. on January 1st of this year as gratuity for his extra work - after which Goodwin Jun. has, apparently, omitted to acquaint you of it. I recently gave you Dr. Blake's opinion of him in very few words. I dell mist Dr. Lathan's assumption of his

duties as Camp Manager before deciding on a site for the Crimean Public Cottage, but am I to understand that the total cost of its erection is not to exceed the amount of your original subscription to the Fund, viz. £150?

12. Par. 14. The "Opinion" account will have given you the exact quantity of coal I purchased from Captain Lacton; and the cause of my anxiety to have fully 600 tons ready for H. M. Ships was owing to the fact that both the Admiralty and the Senior Naval Officer had been informed that we should have that quantity at their disposal - and not knowing at the time that you would consent to make another shipment so soon, I wanted to avoid any possible chance of disappointment or friction.

13. I hear with intense satisfaction of Mr Mathews' engagement as your Camp Manager and shall be delighted to see him back here on October 1st. It is to be hoped that he will manage to get to Cronstadt before December 1st, as it will be a great pity if he is not in the Camp for land marking. I will at once acquaint the Commissariat with the fact - omitting any mention as to the probable date of Mr. Mathews' arrival. I hear from Mr Blake that Mr John Waldron returns to Port Hamond.

14. Par. 15. I much regret having misunderstood the Board's instructions as regards the Return of all the Company's building now in existence, and will do my utmost to repair the omission in time for next mail.

15.

The 15. Par. 26. ~~[illegible] official letter:~~
letter re the mail service has only just returned from the West and is signed by only five Farmers on that Island. The clerical error had already been discovered and rectified. We naturally address it to the Governor, although it is quite immaterial to whom it is addressed, as the understepper, to whose department it appertains, would be called upon for a Report thereon. As regards the dates of sailing I much regret not having had time to discuss the matter with Mr. Pepper, as no doubt he would have been able to point out the inconveniences to which they are subject, seeing that the homeward bound Steamers often arrive here four and five days before their dates.

16. Par. 27. I will postpone any reference to the question of the "Lisie" until next mail.

17. (As par. 11) Finding that I have a little more time than I anticipated, I have looked into the question of T. N. Fraser's wages during his absence on the coast, and I am entirely at a loss to understand your statement that "Fraser has, except on one occasion and then only for half a month, been taken off the books, etc." If you will refer to the Camp Wages Sheets for the quarters ending June 30th and September 30th, 1896, you will find that Fraser's "Amount of Wages earned" for the half year amounted to £42. 3. 0 whereas his full pay for that period would be £100. showing that he had deducted from his Wages £57. 17. 0 equal to 3½ months pay. I find that he left Stanley in the "Herodot" on April 25th and returned in the "Iako" on August 6th = 3 months, 11 days, so that it will be seen

that he deducted his wages for the whole time, including 3 or 4 days for his journey from and to Cassin!

In the early part of this year, Philipson went to Sandy Point by one mail and back the next, and I see that £12. 16. 4 was deducted from his wages, showing that the same course had been followed in his case. Had I more time, I do not doubt but that I should find that the wages question has been correctly dealt with in other cases.

I am,
Sir,
Your obedient servant,
Antonio E. Baillou.
Manager.

Enclosures

Duplicate Despatch No: 79
Accounts per Barque "Sallas"
Second of Exchange No: 1850 on Mess. Aaunich
£414 " 7 " 0
Copy letter from Lt. Buckworth re mail service
Statement on accounts.

Stanley Journal and Cash Book August
Cash Vouchers East and West Stores
Camp Wages Return June 30th
Store Indents No: 215. Coasting Insurances, August.
Application from J. Campbell for pension with particulars of Service
Extract from letter from R. Blake August 11th
" " " " A. McCall September 4th
" " " " P. Noble September 8th
Copy letter from Dr Foley re blindness amongst sheep, August 31st
Shipping Report
Statement on Accounts

Indent per "Thetis" - A. Pitaluga

81.

"Sekhanah."
via Montevideo.

September 27th 7.

Sir,

My last despatch to you left this per "Rhodal" on the 12th instant.

2. The "Agnes Gould" anchored in Port William on the 15th inst., but only succeeded in getting into the inner harbour on Saturday the 25th. She went alongside the "Pass of Balmaha" early this morning, and work on the cargo has already begun. Unfortunately Capt. Freeman of the London Salvage Association has been seriously unwell during the last ten days, but will, I trust, soon be convalescent.

3. No 657. Dec. 5. I now send you the completed Clearing Returns, from which you will see that there were considerably fewer stragglers this year than usual; in fact, not any from Walker Creek Lectons, and only 560 from the two other Lectons. I also send the Goose Green Return, and much regret having caused you any inconvenience by the delay. These will, I think, complete all the Returns usually made by the Camp Manager.

4. No 657. Dec. 8. The enclosed copy of letters between Mr. Nichol and myself detail Clerk, will prove to you how the question of Troopers' absences on the Coast were treated by us.

5.

Frank E. Hobbs Capt.
Managing Director.
London.

5. & 6 Q. Inc. 20. I now send you a Return of the Company's Saw Mill Buildings, Houses, etc. and their estimated actual value. In spite of all our efforts, we have been unable to find the missing pass book, so I am at somewhat of a disadvantage in having to assess the value of property that I have never seen. However as Mr. Wade happened to be here, I took counsel of him and of Humble, formerly the Company's carpenter at North Hero, as regards the said Section and you may, I think, rely upon my figures being tolerably accurate.

6. As regards the conversion of the Lamont Saw Mill Building into three dwelling houses, I regret to say that I have been absolutely compelled to exceed by quite £200. the amount sanctioned by the Board as the expenditure to be incurred on the said work. Johnson has not entirely misled me concerning the matter, as I relied upon him to include in his specification for the contract, everything connected with the alterations of the building of the 3 cottages. H. Lamson and Wm. Roberts contracted to do the work for £180. viz. £60. a cottage - but it then turned out that a large amount of labour would be necessary in order to make the necessary excavations, etc. prior to putting down the wall plates, joists, etc. - then of course the masons had a considerable amount of work on the chimneys, fire places, etc.; Johnson had not considered the necessity of a bench for each house - really indispensable and also the question of water supply, etc. the back premises - extending the whole length of the

buildings and more especially at the back of the Ship Hotel were in a shocking state of filth and disorder. Therefore for the sake of decency and sanitation, I have had it all thoroughly cleaned and put in order, so that the bulk of the expenditure cannot properly be debited to the cost of the new cottages. The three houses are let at 4s. per week to respectable tenants, viz. Arthur Biggs, T. Burrage and Jas. Humble, so there will soon be some sort of a return for our outlay.

7. I send you a copy of a letter received from Mr. Cameron, the contents of which will explain to you why I have not consigned the 19 bales of sheepskins J.B. to you as usual, and enable you to reply to Mr. Cameron, should she raise the question.

8. For your information I enclose copy of a rather startling letter addressed to me by Dr. Foley with reference to the thyroid and pituitary glands in sheep and the possibility of their being slipped by manufacturing chemists. The doctor thinks that if they were collected and sent home, that they would not have their respective qualities for the making of the extracts. He suggests that you should get an opinion from one of the manufacturing chemists as to whether they consider the scheme feasible or not. Dr. Foley tells me he is informed that the affection is disappearing from amongst the sheep. The disease among the horses, already reported, still prevails, but not to such an extent.

9.

9. Owing to the large sum I have to pay into the Government Savings Bank at the end of the month for account of our camp hands, I have had to give the Actg. Colonial Treasurer a draft upon you for £1000. in favour of the Brown Agents. There is now more a great scarcity of specie in the settlement, and I am at a loss to know where it can all have gone to. I may therefore have to ask the Administrator for an order on the Royal Mint and ask you to send £1200. or £1600. out in silver.

10. The repairs on the "Bloyd" are just about finished, but I much fear that I shall not be able to send you the Doctor's draft on his Owners by this mail. The amount will not be less than £1600.

11. September 30th. The "Lokkanah" arrived at 10 p.m. yesterday, bringing me Mr. Ogle's despatch No 103 of August 28th, with all enclosures in order. Mrs. Mathews arrived by her in capital health and spirits. The "Fortuna" was just off to Port Stephens and Waddell Island — so she will take Mr. M. to Port Stephens and then go on to Brenton Lock with that gentleman and Mrs Mathews, as that lady wishes to have a look at her future residence and see what things she will have to order in the way of furniture, etc.

12. Dec. 2 I am glad to hear of the safe arrival of the "Thetis" and that, in spite of the long trip home which she made, her cargo of wool turned out in good condition.

13. Dec. 3. I will do my utmost to get the Sum Office Policy from Mr. C. L. Williams in time to forward

it to you by next mail.

14. Par. 4. I am afraid that I cannot possibly throw any more light on the astounding difference in the quantity of the K, beyond the information I have already furnished, until I have written to Mr. White at Keppell Island, which I will do without delay, and report to you again on receipt of his reply.

15. Par. 5. The accounts, etc. forwarded to you in my despatch No 77 of July 27th will enable you to have already replied to the Underwriters on the "Result" as to what has become of that vessel.

16. No 207. Par. 7. Mr. Noble has not yet finished his overhauling of the "Lisie's" engines, I will defer my report on this matter until next mail. I may say that the little craft was functional assistance in bringing the S. "Agnes Oswald" into the harbour last week.

17. No 77. Par. 13. Referring once more to the question of the three hundreds (300) ordered, I am sorry to see that there are not any in the "Pegasus", for we are now actually in want of 220 for North Arm and 1075 for the Norton Inlet fence, all work considered urgent by Mr. Blake, and which he hoped would have been completed before closing. I have already informed you that all the Sandbag posts are being used up, and will not appear in the Stock sheets again. I can only hope that the 300 Iron Standards referred to above, will be on board the Steamer due here on October 22nd.

18. As you must know, the price of flour has risen very considerably lately and I am ~~some~~ little ~~what~~ apprehensive of finding ourselves in somewhat of a bad position as regards our contract for the supply of bread to H. M. Ships – should we succeed in securing the business.

19. I deem it right to report to you that Wm. E. Turner and O. K. Fugellie have both left the Colony and found employment at Sandy Point. Mr. Stutensaub holds my Power of Attorney to enable him to pay and account the amounts due to the Company by those individuals – and I consider that we have a fair chance of being paid in time, although W. E. Turner's is the worst case of the two. Of course I had no warning whatever of their intention to leave the Islands.

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

Enclosures

Store Indents No: 216
Store Indent. Dean Brandon
J.J. Felton
Coasting Insurances September.
Copy letter from Co Secretary, Sep 30th re Specie
" " " J.G. Cameron, " 17 " Sheepskins
" corres with R.E. Nichol, March 1896 - leave of absence to employees.
" letter from Dr Fley, Sep 18th re glands.
Completed Shearing Returns 1897.
Goose Green account 1897.
Return of Camp Buildings.
Remarks on Stores.
Statement on Accounts.
Shipping Report.
Specification of Shipment per "Sakkarah"
Bills of Lading (5) " "
Press copy of list of enclosures to Portland

Enclosures to Portland direct

Duplicates:- (Originals per "Skrodt" via Sandy Point Sep 12).

Dispatch No: 88.
Stanley Journal & Cash Book August.
Store Indents No: 215.
Coasting Insurances. August.
Statement on Accounts Sep 12th.

Duplicates:- (Originals per "Sakkarah" via Monte Video)

Dispatch No: 89.
Coasting Insurances September
Store Indents No: 216.
Remarks on Stores
Completed Shearing Returns 1897.
Grove Green Account 1897.
Return of Company Buildings.
Statement on Accounts.
Remarks on Stores.
Specification of Shipment per "Sakkarah"

Specification of 2 Wool and Sheepskins

---

8 9.

"Amazon".
via Sandy Point.

October 19th 7.

Sir,

My last despatch left here for "Sakkarah" on the 1st instant.

2. The "Bland" proceeded on her voyage to Valparaiso on the 5th inst. and I send herewith Forbes' draft on his Owners for £1718. 0. 3 in payment of his disbursements here. This has been a very satisfactory ship in all respects.

3. The Master and Mate of the Consul Mc. Dawson, from Ponapé, Caroline Islands, to St. Michael, Azores, with a cargo of copra, ivory nuts, etc. arrived here with the crew in their own boats on the morning of the 6th inst. and reported that they had had to run the vessel on shore, owing to her leaking so badly. They first said that it was a lively Island, but it turned out to be on the west side of Dottey Island, not far from Seal Rincon. Both ship and cargo being insured in Hamburg, Dr Schlottfeldt, as representative of the Underwriters, took the matter in hand and proceeded at once overland to the scene of the wreck, the Master and four of his men going in the pilot. I enclose for your information, copy of Dr Schlottfeldt's Report of Survey. They saved a suit of sails and a few odds and ends, which were brought in by the cutter and have since been sold at auction. Dr Schlottfeldt left last

here

Capt. C. Cobb, Esqr.
Managing Director,
London.

boat on the evening of Saturday the 9th inst., and when the master looked for his ship at 5 a.m. on Monday the 10th, she had slipped off the ledge of rocks and disappeared, having either foundered or been blown out to sea, the former being the more likely, as she had so much water in her and was leaking badly. Being unable to see any trace whatever of his ship, the master at once returned to Stanley in the cutter, has sold the few things saved by auction and is leaving by this steamer for Sand Point with his 1st Mate and two of his men. Of the remainder of the crew, 1 has secured two for the "Fortuna" and the others are shipping on the "Pass of Balmaha". As Mr. Schlottfeldt is financing the master of the "Macen" for the small sum he requires, I make no reference to her in my cablegram to you six months ago.

4. The German Bk. "Loreley", Hagemann, from Rio de Janeiro for Pisagua in ballast, arrived in Port Williams on the 13th inst. after sustaining heavy damage in a gale off the River on the 29th ult. - for details of which please see enclosed copy of Report of Survey. We shall probably be able to get rid of a spar or two from either the "Sebino" or the "Glengowan" - but I am unable to say much about the work on this vessel at present, as she is still in Port Williams. She belongs to Mr. J. C. Ahlers of Elsfleth, the Owner of the Bk. "Ida", which vessel put in here in October, 1886 and upon which I see you took a Bottomry Bond to secure payment of her expenses here, which, however, was ultimately cancelled. It is therefore to be hoped that you will be able to make satisfactory arrangements for the payment of the "Loreley's" disbursements. The vessel

is insured with the Bremen Underwriters for 170,000 marks. She was chartered in Hamburg by Messrs — (unable to ascertain name – explains sick) —

5. I am glad to be able to report that the Store Sales for the nine months ended on the 30th ult. are £2,292 in excess of the corresponding period of last year; and now that the "Sorolay" is in here, I trust and think that the improvement will be maintained until the end of the year.

6. Mr. Blake has after all returned from San Julian in the "Fair Rosamond" writes me now with reference to the wish expressed by you that he should, if possible, see our bankmarking as follows:- "As far as the general "marking goes, considering there are four gangs working "simultaneously, one at Cannon and Walker Creek, and "two at North Arm, I could not do much good. It might "however be good for me to see the three dirt flocks marked "and pick the rare lambs at Swan Inlet, Cos Harbour and "Hawk Hill. If you think so too, I am quite ready to "come over. Probably one of your Schooners will bring "out the November mail to the West and could carry me "across the Sound and drop me anywhere. If you decide "on this let me know. You would have to write Armstrong "and McBell and let them know so that these flocks would "not be marked before I come." I, of course, quite agree with you as to the desirability of Mr. Blake superintending the work in question, and the advantage of having the benefit of his experience, so shall tell him that I gladly accept his offer, and will do my utmost to get him across the Sound as soon after the arrival of the November mail as possible.

Since writing the foregoing, the West Falkland mail has reached me and Mr Blake writes me that he has had a long talk with Mr. Mathews, who is very anxious that he should go to our Camp for the whole of the lamb marking. He goes on to say that, considering the very generous way in which the Directors have dealt with him, it is the least he can do - if I think it advisible - which I certainly do - and hope to be able to get him out to Carcass by November 10th to 14th. He further says that it will be a good thing for him to see the camp after the winter, as he will then be much better able to form a correct idea about the stocking question than was possible in the autumn, and in that way he can help Mr. Mathews. I enclose a letter, with sundry enclosures, from the latter gentleman who has already tackled three serious evils, viz. the liquor, dogs and mode of shearing questions - by writing to the three Overseers with Notices on the aforesaid matters to be posted up in the three Cook houses and Wool sheds. Mr Blake remarks that "Mathews ought to gain golden opinions by the relaxation of the stringent liquor law." This idea is no doubt a good one, but I am inclined to think that it may possibly entail our taking out a Retail License; I have not time now to study the Ordinance.

9. With reference to Mr. C. S. Williams' Life Policy in the Sun Insurance Office, that gentleman writes me to say that he has always been under the impression that it was in your office in London. He left England before the Policy was actually issued, and it was sent to his mother, Mrs. C. H. Williams who, he understood, forwarded it to the Company's office. He is writing by this mail to his mother, asking her, in case she has it, to forward it at once to you.

8. You will probably be as much surprised as I was, on my reporting to you that the day Chaplin's agreement expired, he came to me and expressed his willingness to serve the Company for another term of five years, providing that he was put on the same terms as the Foremen Carpenters as regards Ship work, viz. £1. per day, doing away altogether with the present arrangement of paying him 7/6 per day on all work outside the Company's, and, of course, entitled to passages home for himself and family at the end of the 5 years on the same terms as now. I told him that not knowing whether or not you had taken any steps towards finding some one to take his place, I could do no more than refer the matter to you. There is, of course, a good deal to be said both for and against his arrangement. His abilities as a mechanic are undoubtedly first rate, there is absolutely no description of iron, brass or metal work that he cannot do, casting and other founding work; in fact he would never send a job away from the smithy as being too big or too difficult - qualifications, you will admit, of paramount importance in these days of large iron ships. Against this must be set his violent temper, and, at times, insolent and overbearing manner, although I am pleased to be able to say that he has of late shown signs of improvement in this respect. Considering the value of our Plant in the Smithy, for the preservation and up-keep of which we hold him responsible and for which we pay him £5. per month, I do not think that it would be advisable to deprive him of this extra remuneration. For your guidance and information I give you the following particulars of Chaplin's and Ogilvie's time on Ships during the

past

past 12 months:-

	Chaplin.	Ogilvie.	Total.
1896.	65	70	109 days
9 mos., 1897.	89½	98	107½.

Chaplin has just come into the office to ask if I had had any reply to the letter he addressed to the Director recently and which I communicated to you in a private letter. Upon my answering him in the negative, he at once "Oh then it is evident that they do not mean to do anything "for me and you had better ask them to send out my "successor by the February mail." This shows the man very clearly in his true colours and the Board will probably agree with me in thinking that they are well rid of such a servant. I trust that you will have no great difficulty in finding a suitable man to replace him, and as already suggested by me, I feel sure that you would do well to consult Capt. Adam Smith on the matter before making your final selection. The new man would, I presume, arrive here about Feby. 20th - and Chaplin leave by the homeward mail in March.

9. I regret to say that Mr. White's reply to my inquiry re the discrepancy in the shipment of the [illegible] per "Lusor" has not reached me by this West Falkland mail.

10. Mr. Foley is doing his utmost to encourage athletics amongst the men and quarters at Carmen Hill, and has asked me to request you to be good enough to purchase and send out the cricket and football necessaries as per enclosed list. He has taken the prices from the drug and stores list, but I imagine that you could do much better by

by going to Wilson, Lillywhite or some other specialist in this line of business.

11. I send you herewith a Tonning Indent from Messrs. Cram and Anson, which Mr. Anson recommends to your special care; the materials, of course, to be shipped by Steamer.

12. As regards the completed Planning Returns sent you by last mail, I have since discovered that 21 of our sheep were shown at Peake's and 44 at Bowman's last season.

13. October 21st. The "Ammon" arrived at noon yesterday, bringing me your despatch No 859 of October 21st, with all enclosures in order. Governor Guy-Wilson landed at 3 and was sworn in at 5 p.m. I was introduced to and had a few words with him on board. I will report my impressions of him a little later.

14. Pars. 4 and 28. I regret to have that some difficulty arose as regards the claim against the underwriters on the "Recult" and her cargo, owing to my having omitted to give a certificate as Lloyd's Agent. As to holding a Survey it would have been impossible for any Surveyor to get on board the wreck. Of the £612. 2. 0 Stores &c. to which you refer £61. 10. 10 was Engelhardt's private account, referred to in my Remarks on Store Accounts dated 20th, 1897 and June 30th, 1896, in which I explained that Engelhardt had especially wished his account to be kept separate from that of the Schooner. The balance represents Stores and Materials purchased since January 1st last. You will see from the Balances of June 30th last that the Schooner owed £299. 0. 9; the September Balances showing

a debit of £296. 3. 0, the difference of £2. 17. 0 being the net proceeds of the sale of the mules, as per account dated July 26th sent to you.

15. Par. 8. I will go carefully through the Stock Returns between now and next mail and endeavour to put things straight.

16. Par. 9. Your instructions as to the disposal of the 50 rams for account of Pyne & Co are noted, but I regret to say that I have to-day had a letter from Armstrong in which he reports having been down to the Sea Lions Island to take the N. Z. rams off and put them on the main land when he found them to be in very low condition; 10 of them were missing altogether and a few others so poor that he does not think they will live unless they get some corn to fatten them up. He fears that some of them are too far gone to recover. I shall report this at once to Messrs Dalhousie and Blake.

17. Par. 10. I note the charter of the "Waterford" with 500 tons Cambrian coal for H. M. Ships and presume that she will be out here pretty early in January. It is, I regret to say, reported that the "Relibution" is not likely to come down here again as she is said to be ordered home and to be relieved by the "Flora", which cruiser might not be able to come down so soon after her arrival on the Station, but I hope, before closing this, to obtain some definite information on the subject from Capt. Gamble of the "Beagle". I must defer replying to your remarks re the hulks until next mail, owing to the fact that Johnson is at present laid up in bed with a severe cold and attack of diarrhoea. I can, however, assure the Board that we

have not neglected to overhaul and remedy defects in the hulks as they appeared.

18. Par. 11. As regards the lighthouse telephone, we have not been able to come to any decision respecting an underground wire, owing to the Government representative insisting on ascertaining the exact cost of the labour connected therewith - which we have not yet been able to arrive at - but expect to do very shortly now. The bird screens do not so far appear to have been of much use. As regards horseshoe, I concluded that you would naturally know that the work could not possibly all be done on foot and the Government not having any animals available, I supplied the horse flesh.

19. Par. 12. Your remark re the reduced freight per Kosmos steamers not applying to outsiders is noted.

20. Par. 13. I will instruct Mr. Mathews and the Overseers as to the Sandbag posts being actually used up, and am glad to hear that you are sending out the iron standards asked for.

21. Par. 14. I must defer my reply to this for until next mail, as I cannot possibly do justice to it in the time at my disposal. As regards the question of freight from Valparaiso, I regret to say that, owing to the very short stay made by the "Herodot" when she brought Mr. Pepper here, and the amount of mail work on hand, I could not get more than a few minutes conversation with that gentleman. He spent almost the whole of his time on shore between Mr. Schlottfeldt's and Government House.

22. Par. 15. I received by this mail from Capt.

Moncock, the Senior Naval Officer, his acceptance, on behalf of the Admiralty, of our tender for the supply of Provisions to H. M. Ships, dated August 19th, of which a copy is in your possession. I send you Capt. Hamilton's reply to my inquiry referred to in par. 17 of this.

23. Par. 17. I note your remarks re the "Lebius" and "G. P. Smith" in connection with the coaling of H. M. Ships, with which I quite concur. I was under the impression that Dr. Harding, when reporting that the "G. P. Smith" had broken loose from her moorings in 1895, had also mentioned the fact that the Government raised some objection to her being taken back to her moorings. Kindly refer to copy of correspondence with the Harbour Master contained in Dr. Harding's despatch No 25 of June 19th, 1895. She has ever since remained to the eastward of the Narrows where both she and the "Lebius" are certainly in a better position for receiving healed or damaged cargo than they were formerly. The difficulty of getting these hulks alongside H. M. Ships has been felt for a long time, and caused Capt. Moncock to write me a very unpleasant letter on the subject last year. It was, in fact, this difficulty which was uppermost in my mind when I ventured to hint at something more powerful than the "Lizzie". Of course last year we had not given any undertaking to provide coal to the Navy; this year the case is otherwise.

24. Par. 8. I note your interesting and instructive remarks relative to the subject of steam about the Islands, and await the statement as to the cost per annum of running a steamer, which you say Dr. Langridge is preparing for you. I shall discuss the question with Dr. Greig Wilson on the first favourable opportunity. Your figures appear to me absolutely conclusive.

conclusion. I enclose copy of a letter received by this mail from Buenos Aires bearing to some extent on this subject.

25. Par. 25. I am certain that the Farmer bought out 75 casks of Little's dip for G. Williams below Lake, but am unable to say whether it was at the ordinary rate or not. Williams' sale for this dip has I am told become almost nil, hardly a sheepfarmer using it at present.

26. Par. 26. I have replied to this by par. 9.

27. Par. 27. I am grateful to the Board for acquainting me honest explanation as regards the cancelling of the "Spencer" Charter, and hasten to express my regret at not having taken the ordinary precaution of putting the thing in black and white; the lesson will not be lost on me.

28. Par. 28. I will reply to your question re the blindness among the sheep by next mail.

29. Par. 29. Fathers O'Grady and Raimond are extremely obliged to you for so kindly offering to look after the chapel business for them.

30. Par. 30. I will demand an explanation from Noble as regards the runners.

31. Par. 31. I have recently been promised £5. due to Spearman, but cannot of course make sure of getting it.

32. Par. 32. I am glad to find, with reference to the West Falkland mail, that you favour the possibility of "rumours from a financial official"; the enclosed correspondence with the Acting Postmaster will show that you had foreshadowed very correctly. I am glad to say however that at an interview with Mr. Hill afterwards, he modified his

his mess and agreed to pay £9. 10.0 for the carriage of the mail attend to Port Howard. There is no doubt but that we can, with our three schooners, materially assist the Government as regards the West Falkland mail service, and you may depend upon my doing so to the utmost possible extent, consistent with the Company's interests. The "Fair Rosamond's" trip to the West for Mr Blake has delayed the work of decking her outside now, but Johnson has now got her in hand, and no time will be lost in getting her into commission again. I hope to send twice to the West - once for Mr Blake in time for lambmarking and then for Mr Mathews and family any time after November 20th".

I am,

Sir,

Your obedient servant,

Andrew C. Baillon.

Manager.

Enclosures

Stanley Journal and Cash Book September
Cash Vouchers East and West Stores
Stanley Ledger Balances September 30th
Stanley Wages Return September 30th
Camp Wages Return September 30th
Store Indents No. 217.
Fencing Indent - Dean and Anson
Cricket etc material Indent - Dr. C.N. Foley.
Accounts per Barque "Clwyd"
Letter of Advice to Owners of Barque "Clwyd".
Bill of Exchange No 1861 on J.R. Ormsby & Co £1718.4.3.
Reports of Surveys - Pk "Maren" and Pk "Lorcley".
Copy letter from Ag Colonial Secretary, Oct 13 re mail petition.
Copy corres with Ag Postmaster, Oct 1st re mail per "Fortuna".
Copies of agreements with Barney and Short - Dairy Land.
Copy letter from Lishman Pardo & Cia, September 24th
Press copy of S.A. Missionary Societys account Sept 30th
Letter from Commander Gamble - H.M.S "Eagle"
Remarks on Accounts. Shipping Report
Statement on Accounts.
Letter for J.E. Cobb from E.J. Matheus
Letter for Miss Matheus to be posted on arrival

83.

"Herodot".

Sir Desbrowes.

November 8th 9.

Sir,

My last despatch left here per "Cunnor" on the 22d ult. H. M. S. "Basilisk" arrived here on the 5th inst., but brought me no cable news from you. It is annoying to think that she might have brought us our "Orcais" mail, instead of having to wait the arrival of this Steamer on the 11th or 12th. The "Basilisk" is taking 77 tons of Steam Coal out of the "Orcais" to-day, and starts on the 15th inst. with the Governor and the Colonial Secretary on a trip round the Islands.

2. No 859. Par. 8. I send you herewith a corrected Land-marking Return, which I trust will enable you to complete your Statistics for the season.

3. No 859. Par. 9. As regards disposing of 50 New Zealand rams for account of Pope & Co. I regret having to report that these animals are doing very badly both at Cannon Hbr. and North Arm. Armstrong writes me on October 20th that when he went down to the Sea Lions Island to get them on to the main land, he found them all in very low condition, 10 missing altogether and a few others so poor that they cannot live unless they get some care to pick them up; he is afraid some of them are too far gone to recover. I wrote and asked him for an explanation of the matter, and he replied that there are

Hon. R. Bell C.M.G.
Managing Director,
London.

can be but little doubt that they (the 10 missing) are all dead. It is, of course, easy to have missed them if dead, but not if they were alive. A. McBell's report on his lot of S. G. rams is to the effect that they are not doing as well as he expected they would; he says that, on such a splendid island, with plenty of fine water and grass, they ought to have been rolling in fat by this time, but only a few of them are in passable condition and he thinks that they cannot be "good doing sheep". I shall anxiously await Mr. Mathews' report after he has seen these animals.

4. No 8 59. Par. 25. With reference to the blindness among the sheep, Armstrong is of opinion that it is caused by the same as was seen amongst them a year or two before you left the Colony, and states that it is 10 years since they had an outbreak of such a serious nature - a short time before the great loss occurred in the Mount Pleasant flock at shearing time - which you will, no doubt, well recollect. From what I can gather from the Overseers' letters, the disease would appear to be gradually disappearing.

5. No 8 59. Par. 30. I have spoken to Noble about the maggots and he assures that they were all thoroughly cleaned this season; he says that he can only attribute their rotten condition to the fact that almost all the sheep boiled down were particularly old - a fact which would promote their decay in passing through the tropics.

6. For your information, I report that B. Browning (the gardener) Agreement having expired on the 16th ult. has been renewed on the same terms - with six months'

notice on either side.

7. By Par. 5 of your despatch No 755 of July 17th, 1893, the Board authorized me to subscribe £25. for 3 years, on behalf of the Company, to the Fund then being raised with the view of securing the services of a second Medical man for Stanley and the East Falklands. A similar fund is now being raised for the benefit of Dr. Jameson, who has, I understand, done fairly well since his arrival here a few months ago; in fact Dr. Hamilton says that he has not any patients left. The said fund reached the sum of Eighty odd pounds, which was handed to Dr. Jameson some little time ago. The object of the 1893 Fund was to secure the services of a qualified doctor and dentist, but it was then ascertained that they are separate professions and never exercised together. As far as I know Dr. Jameson's knowledge of dentistry does not extend beyond the ordinary extraction of teeth. It is reported that a first rate dentist is shortly coming down here from either Montevideo or Buenos Aires to spend a few months here; who, from what I have, is not likely to turn out a second Foster. I mention all this to enable the Board to decide as to whether they would wish me or not to subscribe for them to the "Dr. Jameson Fund," and respecting which matter I await your instructions.

8. The Master of the German Bk. "Loreley" preferred having all his Blacksmiths' work done by contract. Chaplin agreed to do the work, as per enclosed specification for £259. to which I added 90 days chaplin @ £10. per day = £900. and another £80. for the cost of iron, metal, etc. and other contingencies - making up the total of £1240. which Capta. Hegemann has accepted in writing - subject to an allowance of £2. 10. 0 for every

day, in case the work be completed before Aug. 1st, which it most probably will, as Chaplin and his men are giving another "striking" proof of the difference between contract and ordinary labour! In any case we shall be well paid for Ship hire, etc. by the arrangement made. The Master has bought the wrigen upper and lower topsail yards of the "Glenguoran" at £50. each and a spare spar from the same vessel for his fore and main topmasts £30. Unfortunately the only two spars in our own stock, suitable as regards size etc., for topmasts were found to be defective and unfit for the purpose. He has also purchased six new sails belonging to the "Glenguoran" and "Sabine".

4. It is with intense satisfaction that I am, at last, able to report that the "Pass of Balmaha" and "Agnes Oswald" are both lying in Port William, waiting for a favourable wind to proceed to their respective destinations. Owing to the double change of Masters, and the presence of the Underwriters' representative, with whom they did not always hit it off, we have had endless trouble and worry - without much gain or profit to compensate for it. However everything is now satisfactorily arranged and I send you herewith Captain Dougall's draft on his Owners for £2220. 3. 0 and Captn. Burns' draft on the Glasgow Salvage Association for £863. 7. 0 this latter amount including £66. 0. 3 to cover disbursements of the "Agnes Oswald" and £92. 0. 0 for Captn. Burns' private account. The amount of Captain Dougall's reduced account will be paid to you on demand by the London Salvage Association, 19 Bishopsgate.

10. Referring again for a moment to Mr. Lathom's proposed alterations of the Liquor Regulations in our Camp, if you will turn to Clause 68 of Ordinance No 11 of 1864 and Clause 1 of Ordinance No 7 of 1896, you will see that there is no necessity whatever for our taking out a Retail Licence. Mr. L. now proposes to split the men into two lists, and half the men a bottle every alternate Saturday, which is the same thing as selling them half a bottle every week; he has long practised the half bottle system at Port Howard with marked success. The close system is with the view of preventing the heavy drinkers from getting the teetotallers to sell them liquor and, will only be put into force, if the bottle plan proves a failure after a fair trial. If whiskey could be shipped from England in half bottles, it would of course simplify the thing greatly. I hope that Mr. Lathom will be at Sanaia Mbr. by the 29th inst. Mr. Blake arrived there on the 4th and I send, for your information, copy of a portion of a letter just received from him, showing his proposed movements during his short stay on our Camp.

11. Alex. Fraser, to whom the Board have granted a pension of £20. per annum goes home by this Steamer.

12. No 259. Par. 10. As regards the condition of the Stanley hulks, I must respectfully disclaim both on behalf of Johnson and myself the slightest desire or intention to disguise matters concerning them. But I can state positively that their present condition is, in a very great measure, due to the fact that, for the past year or so, the ordinary and extraordinary work has been

so constant and pressing that there has absolutely not been any time to attend to the hulks properly. Johnson now states that the reason the "Prussia" is so leaky below the waterline is that, when he repaired her deck she was lying alongside the "Charles Cooper" at the end of the west jetty for about 5 months, which caused a heavy strain on her sides whenever it blew at all hard from the north - she being a vessel built of soft wood throughout, with very few between deck beams - resulting of course in a severe leak, which could only be discovered when she was first deeply loaded. Her decks would not, of course, have been in such bad condition, had there been time or opportunity to give them a coat of tar & oil occasionally. The "Capricorn" is making about the same amount of water as she did when you were here. You will probably remember that, when she was caulked, Rigg had to nail strips of pine over all the seams of the planks in the run of her, in order to keep the oakum put in from falling out. That is the reason Johnson did not do anything to her stern. The "J. D. Smith" is in about the same condition as when last reported upon - with the exception of her decks which were then leaky, but have since become more or less rotten, owing to the quantity of slate-ends lying on her deck - causing her scuppers to be blocked up; this was only discovered after the "Catarina Roosme" had left. This is one of the disadvantages of having the hulks so far down the harbour; Johnson says the decks, like the other hulks, have not received any oil or tar for ever so long - if ever in this port. The "J. D. Smith" would have been seen to long ago - but she has

either

either been engaged by a ship - or the carpenters have been busy on other important work when a chance occurs. Johnson considers that to endeavour to stop the worm-holes in the "Frere of Bray" would be labour in vain, even if she were scraped light and that they were lucky enough to find all the wormholes above the copper - as you will understand that the planks for'ard and aft run to a considerable extent below the copper, and the wormholes will not disappear until they reach a butt. All this shows me that we must make time as soon as possible to see to the "G. P. Smith's" decks and the leak in the "Praia" - as also to give the other hulks and lighters a coat or two of tar and oil; but Johnson has got quite so top more work on the "Fair Rosamond" and all Bigg's men are busy on the "Loodiana". All McLauchlan's gang should be now employed on painting the Storing Buildings, but they will have the "Paquita" to unload directly I trust.

13. I enclose Receipt for 77 tons of Steam supplied to H. M. S. "Basilisk", which will enable you to collect the sum of £192. 10. 0 from the Admiralty; also a receipt for the £1. fee for mooring the "Praia" alongside the "Basilisk" and which the Harbour Master failed to waive and, in reference to which matter, please see par. 6 of my despatch No 93 of day 22d and the enclosed copy of correspondence with the Harbour Master.

14. Mr Hansen has asked me to order for her account, to be shipped by first outward mail without fail, a repetition of the Ammunition supplied to her by Blanch Hon, as per your invoice of day 15th, 1897 - as also one rook rifle - the same as supplied previously.

15.

5.)

15. No 869. Par. 10. Replying to your question:- What are the increased gratuities mentioned? The gratuities were not increased — as a matter of fact we gave less to Shipmasters than formerly. A table was drawn up to demonstrate the decrease of profit in 1896, as compared with 1895. During the year 1896, £117. was given to Shipmasters as gratuities more than in 1895. Hence the profit for 1896, as compared with 1895, was that amount less. I explained that these gratuities were formerly charged to Interest & Commission account. When the Commission on ships' disbursements was reduced from 7½ to 2½ %, it was considered that the expense of the Gratuity paid to the Captain should be borne by the account which has profited by the ships' business. — The grievances of Cooper's dip mentioned by me belonged to us.

16. I am not yet sufficiently well prepared to go into the question of the "Lease"; there is no immediate hurry as she appears to have required a new lease of life.

17. November 11th. The "Herodot" arrived at 3 p.m. yesterday, bringing me your despatch No 860 of October 9th, with all enclosures in order.

18. The "Paquita" arrived, all well, on the morning of the 10th inst. Her cargo appears to be in good order and condition; we are now filling the "Tilton", in order to lighten the vessel sufficiently to enable her to come alongside the "Agenia", which she will probably do tomorrow.

19. Par. 5. I will make inquiries and report to

to you on the matter as early as possible.

20. Par. 6. I note your instructions as regards Chas. Smith's pension, as you say the matter has already been dealt with - and as I did not think that there was any immediate hurry esp. as he was concerned, I was waiting for a favorable opportunity to talk things over and communicate the Board's decision to him either here or at Carrier Hbr. at a personal interview.

21. Par. 7. The report as to the cargo of Wood per "Thetis" is most satisfactory, as also the fact that Mr. Cameron is willing to ship by her again. Mr. Greenfields, who is at present in Stanley is equally ready to give her his Wood and Skins.

22. Par. 8. I note that the "Waterford" is only bringing out 403 tons of Cambrian Steam Coal, which, however, as far as I can see, will fully meet the requirements of H. M. Ships, it being still very doubtful if the "Retribution" will come down again, and it is hardly likely that her relief the "Flora" will leave Montevideo immediately she arrives on the Station.

23. Par. 9. As regards the Lively and Speedwell leases, the former is in a sealed envelope together with Mr. G. A. Cobb's Will - as I must await his arrival by next mail, before being able to forward it to you. The Speedwell Isld. lease is not in any of the safes here, and must be in the possession of Mr. H. H. Cobb. This lease is dated August 1st, 1877, and thus expires on August 1st, 1898.

7.)

24. Par. 10. I am pleased to have your explanation about the freights charged to clients, and now that the "through freight" rate has been abolished, the matter is on a perfectly satisfactory footing.

25. Par. 11. I note your remarks with reference to the furniture for Mr. Mathews. I am afraid that the Turkey carpet you bought at Mr. Brooks' sale must have had some very rough treatment.

I am,

Sir,

Your obedient servant,

Andrew C. Baillon.

Manager.

Enclosures via Monte Video

Coasting Insurance October
Store Indents No: 218
Store Indent - Dean & Anson
Accounts per Ship "Pass of Balmaha"
" " " "Agnes Oswald"
Account - Captain W Burns - Glasgow Salvage Association
" Captain Freeman - London " "
Bill of Exchange No: 1863 on Gibson & Clark 2220. 9. 0
" " " " 1864 " Glasgow Salvage Assoc^n 863. 7. 0
" " " " 9/351 " Bank of Tarapaca 550. 0. 0
Draft on Demand on Gibson and Clark 3. 10. 0
Letters of advice to Gibson and Clark, and Glasgow Salvage Association
Receipt for 17 tons coal supplied to H.M.S. "Pacifick"
Duplicate receipt £1/ for permit to moor hulk to HMS "Pacifick"
Copy correspondence with Harbour Master re to fees for mooring hulks
Press copy of Specification of Blacksmiths work - Pk "Lorley"
Extracts from Mr Blake's letters 5th & 7th November.
Corrected Lambmarking Return 1896
Return of Lambs put into Flocks 1897.
Specification - 156 ℔ Sheepskins (F) per "Herodot"
" 15 " " (D.H) " "
" 9 " " (S) " "
" 12 " " (F S) " "
" 6 Cask Sealskins (H) " "
" of Shipment per "Herodot"
Shipping Report
Statement on Account
Press copy of list of enclosures to {Tilbury / Portland} direct

Enclosures direct

Duplicate. Despatch No: 82.
Stanley Journal & Cash Book September
Stanley Ledger Balances Sep 30th. Store Indent No 217
Stanley Wages Return Sep 30th. Accounts per Ship "Thurso"
Second of Exchange No 1861 - £1718.4.3
Remarks on Account. Statement on Account Oct 22nd

Duplicate. Despatch No 83. Coasting Insurance October
Store Indent No 218
Accounts per Ships - "Pass of Balmaha"
" " " "Anne Osward"
Account - Captain Burns - Glasgow Salvage Accounts
" Captain Freman - London " "
Second of Exchange No 1863 on Gilson & Clark 2220.3.0
" " " " 1864 " Glasgow Salvage Accounts 863.7.0
" " " " 9/351 " Bank of Tarapaca 550.0.0
Duplicate - Draft on Demand on Gilson & Clark 3.10.0
Specification of Shipment per "Throdolt"
Specifications (5) of Sheepskins & Pelaskins per "Throdolt"
156 Bales (F), 15 Bales (D.H), 9 Bales (S), 12 Bales (F^S)
6 Cask Pelaskins (H)
Statement on Account

Stanley Journal and Cash Book October
Cash Vouchers East and West Stores
Specifications (3) Z Wool, Δ Wool and Sheepskins
R.B.C Tallow and Sheepskins

No 4.
H. M. S. "Scylla"
via Santander.

November 29th 7.

Sir,

My last despatch No 93 left this for "Herodot" on the 12th inst; and I am sending our mail by this gunboat in order to catch the Royal Mail Steamer leaving Santander on December 11th. The duplicates will be forwarded by H. M. S. "Bonaparte", which leaves for Santander a few days after the "Scylla" and ought therefore to catch the "Orellana" on Decbr. 14th. It is now almost certain that the "Rebellion" will be down here for a month or six weeks, and she will probably expire here about Janry. 1st. to begin. Moriones is so very keen on getting his mails, he will, no doubt, again keep the gunboats running between this and Santander, so our opportunities of communicating with you will be pretty frequent during the next few months; and it is to be hoped that the G. P. O. authorities will make the fact known.

2. No 260. 6. I send you herewith copy of a letter received by me from Christopher Smith with reference to his pension, which is satisfactory.

3. No 549. 81. I have received Mr. Whitt's reply, as per enclosed copies, with reference to the shipment of Wool and Sheepskins per "Lucor" & "Herodot", from which it would appear that 2 bales of Wool were short delivered

Frank C. Bate Esqre
Managing Director,
London

delivered by the "Lucor", as from the 4th. cask received. 6 ℔. of Sheepskins were received by that Steamer and 1 ℔. by the "Hendot". There remains the unfortunate fact that the Dist's receipt and the W/bdy. both show only 50 bales all told as shipped by the "Lucor". It is to be regretted that, as previously reported, Dr. Sandilands had not the opportunity of checking Capts. Willis' bdy. in the first instance.

4. No 560. Par. 5. With reference to Mess. Cooper and Nephews' liquid dip, I cannot do better than refer you to the late Dr. Nichol's report on the same on page 8 of his letter to you of April 10th, 1895. Dr. Blake, however, remarked to me very pertinently the other day that an experiment made with any dip, on sheep entirely free from scab, could be but of little value and that it was to be regretted that Dr. Williamson did not try the fluid in question on an infected flock.

5. H. M. S. "Swallow" arrived here on the 20th inst. with a small mail for the "Beagle". She has taken 67 tons of steam coal, as per the Engineer's enclosed receipt, which will enable you to collect the amount due for same, viz. £1 4s. 10. 0 from the Admiralty. The "Beagle" will take 100 tons the day after tomorrow and the "Basilisk" will probably want some 50 to 60 tons more, after her trip to the West, before returning to Montevideo.

6. I trust that I am not doing wrong in taking the liberty of pointing out that it seems a little bit hard on our Storekeeper, Mr. James Turner, to be charged the full 40/- + 5% freight on his building per "Lucor", more especially as he quite expected that it would be sent out by sailing vessel — and thus save him a few shillings

for low freight; might I therefore suggest that you should reduce the charge to 35/- & 50/- and send out an amended account, or rather authorize me to do so?

7. Our stock of House coal is rapidly coming to an end, and I must therefore ask you to send us out about 400 tons of good house coal, to be here not later than April next. I cannot think of anything to add to the above cargo, but should anything occur to me, I will communicate with you on the matter by an early mail.

8. Be good enough to effect the following insurances:—

For Mr. of W. Q. Bennett 120 B. Wool @ £12. per B.
" " " Mr. T. Bonnier 5 " Skins " 7. " "
" " " " 200 " Wool " 13. " "
" " " Alex. Pilstage 200 " " " 16. " "

9. Sandmarking was finished in our bank on the 23d inst. Mr Blake arrived here late that night and left in the "Fortune" for Port Nassau early on the 25th. I am much gratified to hear from Carson this morning that the Schooner with Mr. Mathews on board reached Newton Cove on the night of the 29th — so he will have a couple or three days before shearing commences and you will, no doubt, hear from him officially by this mail. In case that he should not find time to do so, I deem it better to send you the Spring Sandmarking Returns by this mail. I am quite at a loss to account for the apparently poor result as compared even with last year — and shall await with no little anxiety what Messrs Blake and Mathews have to say as regards the figures

10.

10. No 657. Jan. 27. I approach with some diffidence the question of the "Lisine" as I quite agree with you that, owing mainly to the diversity and contradictory nature of the reports made to me from time to time by both Noble and Kelvey, you have, as you say, been misinformed in this matter. Unfortunately these two individuals cannot manage to hit it off – and we know what happens when doctors disagree. I am, of course, bound to accept Noble's opinion as the more valuable of the two and, after spending quite three weeks on her, he now states definitely that "the Engines are good for gears yet," "providing that they be kept in a little better order" "than they seem to have got into lately." All the working parts are in good order, with the exception of the starting lever, but Kelvey will be able to get that right with the instructions left him by Noble. The letter goes into several matters of detail which it is unnecessary to repeat here and concludes by saying:– "As I have stated many times before, for" "easy work or light towing, the engines are good" "for years yet with care." I might remind you here that, as a matter of fact, comparatively little of the original engine remains in her now as, owing to Stephen being able to make castings, etc., a large portion of the working parts have been renewed.

It is thus quite clear that the "Lisine" must not be asked to do anything but easy work and the lightest towing – and the latter only in very calm weather, although it seems hard to have to decline £20. or £30.

2.

for towing a vessel in or out of the harbour, when the Master presses one to do it. You will, no doubt, discuss this question thoroughly at the interview which I trust you will grant Captain Freeman, of the London Salvage Association, soon after his arrival in England and, in doing so, allow me to ask you not to forget the fact that, owing to our now having to do so much coaling for H.M. Ships, it is both desirable and important that we should be in a position to tow our hulks to and from alongside them, in a heavier breeze than it would possible or prudent for the "Lizzie" to attempt it. I shall of course make it my duty to keep a sharp watch on Kelway to ensure his having the engines in a proper state of repair, cleanliness, etc.

11. With reference to the Store Indent for Lipton from Messrs Cram and Anson, enclosed in my last despatch, the goods, etc. in question are to be shipped by Kosmos Steamer, and that, as early in the year as possible. Mr. Anson further desires me to inform you that he has asked Lipton to pack some of the lighter stores in 6 zinc tanks with an 8 1/2" tap to each. He says that, as they are only wanted for catching water from the roof, the tanks need not be expensive ones, but capable of containing 200 gallons each. Mr. Anson is much put out by the fact of his order for Hoop iron not having been shipped per "Ammon" at the same time as his Bagging, etc. - as it was forwarded to you in my despatch No 76 of July 5th. and ought certainly to have come by the aforesaid Steamer.

12.

12. Cachar. 2d. The "Tamis" arrived here at 2.30 p.m. yesterday, having made a remarkably good passage. She brought me your despatch to 561 of October 2d, with all enclosures in order. Through Messrs Humphreys & Co of Santaindes, I received your cable gram of October 26th, thus worded, "Loosley bothers Mariette Bremen Wrayfoote" — meaning "Credit opened in your favour for troops on the Bremen Underwriters" which is extremely satisfactory. The repairs are making very fair progress, and the vessel ought to be able to proceed on her voyage about the middle of January.

13. Par. 2. I quite agree with your remarks and the Board's decision as regards James Campbell's application for a pension, which will be communicated to him through Dr. Mathews in due course. I refrain from further comment on this matter, as I see that Dr. Mathews refers to it at some length in his letter to you by this mail.

14. Par. 3. I am pleased to hear that the "Thetis" is not to carry any more coal at the same time as general cargo — as the latter is bound to suffer more or less from the causes you mention.

15. Par. 4. I will at once communicate with Dr. Mathews as to preparing the brickwork, etc. for the boiler at Goose Green.

16. Par. 5. Dr. Potter's arrival here was so sudden and unexpected — no one here having more surprised than the Rajah himself — and the stay of the "Herald" so unpleasant, that my inability to see more of Dr. Potter was altogether unavoidable.

17.

17. Pars. 6. 7. Goodwin Jun. returned by this mail and proceeds at once to resume his duties as Comp. Schoolmaster. The Pcan's certificate which I countersigned referred solely to Goodwin Jun's merits as a teacher and I therefore felt justified in endorsing the opinion expressed by the Inspector of Government Schools, more especially as I had heard that the children taught by him had made fair progress. The question of the erection of a cottage for him will have to stand over until Mr. Mathews has had time to look round him and to get things a little straight.

18. Par. 8. I will at once enquire into the strange fact of the large and sudden reduction in the number of stragglers, and report the result to you in due course.

19. Par. 10. I will endeavour to carry out the Board's wishes as regards acquiring more knowledge of the details of materials and labour connected with new buildings, which may have to be erected.

20. Par. 11. I very much regret that the Board should take such strong exception to my action in consigning those unfortunate 19 bales of Sheepskins belonging to Mr. Bonner to Hoare & Co. I have already sent you a copy of Mr. Bonner's letter to me in which occurs "Mr. Bonner has given me instructions to consign his skins to Hoare & Co". Mr. Bonner is his Mother's recognised Manager out here and would be, I should think, justified in giving such instructions - without referring the matter to his Principal - living 9000 miles away. Mr. Bonner is, undoubt, perfectly loyal to the Company,

but that she has peculiar ways of doing things is proved by the fact of her having recently got her Solicitors to write direct to the Secretary of State for the Colonies asking him where the renewed leases of her 5 Sections were and the enquiry came to me through the Colonial Secretary. As a matter of fact 3 of the said leases are in a safe in this office, and the other 2 in her own keeping at San Carlos, of which, he assures me, his father must have been perfectly well aware.

21. Par. 13. I should of course have said either instead of "specie" – although my meaning was obvious.

22. Par. 14. Your remarks and instructions as the furniture for the Camp Managers will be gone into carefully as soon as the mail has gone; and I am sure that both he and Mr. Mathews have every reason to be satisfied with their treatment under this head.

23. Par. 15. It is to be regretted that the supplies of the new standards could not have shipped at least a portion of the order by the "Tamis"; but, as you say, the delay will enable us to have Mr. Mathews' opinion on the question of the new fences, and, of course, no fencing work can be proceeded with just yet.

24. Par. 16. When arranging the contract with Wilkins for the supply of bread to the ships, I fixed a "sliding scale" with him as regards the respective prices of flour and bread. Should there be, however, a further rise in the price of flour, there would be no margin for profit left, and I should have to give notice to the Tenders Officer of our wish to terminate the contract as regards the bread. One of my letters to Forwork – via Montevideo – must have

25. Par. 17. As regards Fugellie's account, of course the whole of his debt was transferred to the "Results" account, according to your instructions, although not done at once as previously reported, being despatch No 62 par. 14. After instructing me, in your Remarks on Balance Sheet, dated April 30th, 1896, to make this transfer, you now suggest for the first time the possibility of Fugellie's co-owners repudiating. Before making the transfer, I had fortunately ascertained that the bulk of the debt represented Flour purchased from our Store and resold by Fugellie on the West, the proceeds being applied to the payment of the crew's wages. The "Chance's" actual debt is considerably more than covered by Insurance, and since the loss of the "Result" this vessel has been doing very well.

26. Par. 19. I will make enquiries about the Goose Green house and report to you in my next.

27. Par. 20. I note with pleasure that a new Fidelity Bond has been signed on my behalf by Messrs. Pace Peake and G. F. Mellor. I regret having to report that Mr. Harding has by this mail received news of the death of his father. As he was one of his sureties, Mr. Harding desires me to say that he is taking steps to find another suitable surety.

Par. 28. Fathers O'Grady and Cammond are extremely obliged to you for obtaining tenders for the erection of a church. They will go carefully into the matter and as soon as they are able to come to a decision, I will send you a definite order, which I know will have your best care and attention.

29. Dec. 22. I note what you say regarding the London Salvage Association and the "Glengarvan", but I trust that nothing may be decided until you have seen Capt. Freeman, who writes me by this mail from Montevideo, informing me that it is very probable that the Salvage Steamer Brig "Hurricane", sent by the Lucich & Co to the Straits re the "Corcovado" will call in here on the return journey as they want to see the "Glengarvan". Capt. Freeman was trying to arrange for Lucich & Co to buy her as she lies. With their appliances they could float her, lighten her and her to Montevideo in less than 10 days - visiting her going up without a dock. He goes on to say that I shall probably have some news soon after his arrival in England, and advises me to sell her as she is, with all cargo and remainder of the sails. What spars, sails and gear I have sold to the German Bk. "Lorelay" will amount to about £400.

30. Dec. 23. The "Hornet" went to Beauchene Island last July in order to land Lechtenberg and the other men there for sealing.

31. Dec. 24. I am glad to hear that the "Thetis" will soon be sailing for Stanley. As already reported I have secured a full cargo of Wool and Sheepskins, Messrs. Cameron, Greenfields and Pitalugo having all promised me their produce for her. I will endeavour to give Capt. Rees some coasting freight, if possible, but of course it means robbing our poor schooners.

32. No 82. Dec. 28. Enclosed herewith I

send

send you a copy of the Lively Island lease, just handed to me by Mr. George Cobb.

I am, Sir,

Your obedient servant,

Andrew C. Baillon.

Manager.

Enclosures

Duplicate. Stanley Journal & Cash Book October
Account - Captain Burns, Glasgow Salvage
Association, November 12th 1897.
Second of Exchange No: 1868 - £117. 5. 2
Letter to F.E. Cobb Nov: 12.
Statement on Accounts Nov: 12

Store Indents No: 219.
Counting Insurances November.
Receipt for 57 tons Coal delivered to H.M.S. "Swallow"
" " 100 " " " " " "Beagle"
" " fee for mooring hulk " " "
Copy letter & specification from R. Whaite, Nov 10th.
Copy lease of Lively and adjacent Island July 13th 1874.
Copy letter from C. Smith re pension Nov: 20th
Lambmarking - Spring Return 1897-8.
Mr Mathews report and enclosures
Shipping Report
Statement on Accounts
Letter for F.E. Cobb

85.

H. M. S. "Beagle"
at Montevideo.

December 7th 7.

Sir,

My last despatch left this by H. M. S. "Swallow" on the 4th inst.

2. Please to effect the following insurance:-

65 Bales of Wool @ £15. per Bale, for account of Mr. David Smith of Great Island.

3. H. M. S. "Basilisk" will take 60 tons of coal tomorrow and leave for Montevideo at 5 p.m. on the 11th. Unless something unforeseen occurs, I do not see the necessity of waiting by her, as she will most probably catch the "Orellana", by which this will reach you.

4. One or two clients have demurred on finding themselves charged on their accounts sale of Wool, with so many days interest on the amount of the freight. Would it not be possible to avoid this by paying a lump sum on account of freight, in anticipation of the arrival of every Steamer?

5. I enclose a letter for you from Mr. Sutherland, accompanied by his Lambmarking Return, and to which he refers in reply to my query on the subject. I hope to be able to ship about 600 lb. of fine Wool by the Steamer due here on the 22d or 23d instant.

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

Capt. C. Cobb, Esqr.
Managing Director,
Southampton.

Enclosures.

Duplicate. Despatch No: 84

Existing Insurances, November

Store Indents No: 219.

Copy letter & specification from Mr Watt Nov 10.

" " from C. Smith re pension Nov. 20.

Lambmarking - Spring Return 1897-8

Statement on Accounts Dec 4th 1897.

Letter to F.E. Cobb, Dec 4th.

Stanley Journal & Cash Book November

Cash Vouchers E & W. Stores November

List of goods from Port Howard Store for Camp Manager's House.

First of Exchange No: 1872 on Acct Genl of H.M. Navy - £52.6.0

Remarks on Accounts

Remarks on Stores

Mr Mathews' report and enclosures

Statement on Accounts

8 b.

H. M. S. "Bailick."
at Montevideo.

December 11th 7.

Sir,

My last despatch left this by the "Beagle" on the 9th inst., the duplicates of which I am sending under separate cover to Messrs Humphreys & Co., to be packed by any other fast steamer than the "Bullona", as this Gunboat is almost certain to catch that Pacific boat.

2. I have absolutely nothing to report to you, and merely hand you enclosures as far as at foot.

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

Enclosures.

1st Exchange £335. 18. 7
Receipt for 60 tons Coal supplied to H. M. S. "Bailick"
Receipt for Fee for mooring hulk " " "
Cheque £10. on the London & Westminster Bank.
Statement on Accounts.

87.
"Ramses."
via Monte Video.

December 21st 7.

Sir,

My last despatch left here by H. M. S. "Basilisk" on the 11th instant.

2. I am shipping the 17 Bales of damaged Wool S, referred to in my despatch No 71. Par 7, and send you herewith Mr. Parker's account of expenses incurred in washing, drying and re-pressing the wool in question, which, I trust, will be found in order.

3. The "Waterford" arrived here on the 12th inst. and I am discharging her cargo as follows:- about 120 tons into the "T. P. Smith", about 60 into the "Nimrod", and the remainder into the "Prairie". The Bill of Lading weight is 453.17.1 - but Capt. Nicson assures me that his ship, when loaded, always carries about 490 to 490 tons - and as the Charter-Party says "free to be delivered", we shall have to pay the freight on any excess of the B/Ldg. weight.

4. The "Paquita" sailed in ballast for Barbados on the 17th instant. I have already sent you my Remarks on her cargo, which was certainly delivered in very good order.

5. 861. Par. 6. As regards the house to be erected for the Camp Schoolmaster, T. Goodwin Sunn, Esq., Delicos considers that it would be great pity to put up another house in our Camp where, in his opinion, there are

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

are already too many. He goes as one reason against the proposed building in the Cannie settlement, the growing scarcity of feed. Ofwanee, Goodwin Bunn, having been promised a house, must have one; but Mr. Mathews suggests getting rid of both Cannings and Navy Smith, some on pension if necessary and turning their two houses into one good one - calling it the "Diamond Jubilee Cottage". This appears to me a very sensible proposal.

6. Mr. Mathews has talked over the question of Chris. Smith's retirement with him, and they have agreed that he should stay on for a time, as Mr. M. finds Smith very useful as a reference book, until he gets fairly settled down to his work.

7. Mr. Mathews reports that he has not yet had time to thoroughly examine the works at Goose Green in order to form a sound opinion on matters connected with the place; but after what has been said in London, he tells me that he does not intend to kill any sheep at all at Goose Green this year; his plan being, and Mr. Blake is of the same opinion, to keep everything which looks like breeding, and to kill all the rest for their skins only.

8. I communicated your remark to Mr. M. as regards the new store house at G.G. and he says that he will certainly not go to the extravagance of using lime throughout.

9. Mr. Gibb. Dec. 17. I enclose copy of some correspondence with Watt, acting as Attorney for J. Lancelott, from which you will see that the latter, as you anticipated he might do, disputes his liability as regards Pugellie's store accounts. I am endeavouring to get a statement in writing from Pugellie in support of your contention

that the flour, etc. he purchased from our Cape Store ought rightly to be debited to the vessel's account, as it was sold by the Master and the proceeds devoted by him to the payment of the crew's wages. Of this fact Pugsley assured me verbally some time before he left Stanley. Should you consider our case a weak one, you may probably be disposed to compromise the matter with Rowell, but should you do so, I think it better to call your attention to the fact, that the amount of the Store account, viz. very nearly £150, ought to be subject to a discount of 10%, whereas that is nett.

9. The "Ramses" arrived here early this morning bringing me your despatch No 56 of November 20th with all enclosures in order. There is not the slightest chance of the "Loading" credit for £2000 being exceeded, in fact, as far as I can judge, the amount of the disbursements will not reach beyond £1600, if so much.

10. Par. 2. There was here no opportunity whatever of getting the Waddell tallow in earlier. As you now know it was shipped per "Herodot" on the 12th ult.

11. Par. 3. I regret having omitted to include in the completed shearing return – 44 sheep shorn at Rennie's and 21 at Packe's. The Stock Inspectors consider the Speedwell sheep to be perfectly free from scab at present.

12. Par. 4. Mr. Schlottfeldt is prosecuting further enquiries as to the short delivery of wool from Robinson & Crew, which, from what Messrs Browne, Lewake & Co write by this mail to Mr. Schlottfeldt must have been shipped per "Olympos".

13. Par. 5. It is satisfactory to hear that Mr. Bonner is giving her damages definite instructions as to the disposal of her produce. Her 7 casks of Tallow were consigned to you per "Lakhanah" on October 1st.

14. Par. 7. I am glad to hear that the "Thetis" sailed on the 10th ult., and trust that she will make a good trip out. I have no doubt but that the other stuff sent will sell all right sooner or later.

15. Par. 8. As you anticipated, I already had a supply of the Kosmos tables for the first half of 1899. I am having another lot printed here and, according to your suggestion, have altered the sailing date for all mails. As regards setting it out for the whole year, I do not see how the Kosmos Co can alter their dates of sailing before the expiration of the present contract, as an almanac is all that is required; besides which the question of economy comes in if you only have one lot of printing done.

16. Par. 9. I will certainly bear Mr. Havelock, but fear that I could not temporarily find room for him in any other place.

17. I trust that my silence on the subject of Mr. Parker's Stallion per "Tanis" will have been taken by you as meaning that he had reached here safely and in good order and condition; otherwise I should, of course, have referred to the matter.

18. I hear with as much surprise as regret that H. M. S. "Retribution" is, after all, not coming down this summer; Captain Moresby having been promoted to Commodore will take over the "Flora", his new ship at

Hope

before this about the end of February, but is hardly likely to bring her down here as late as that. It is therefore more than probable that the only other Man of War that we shall see before next October, will be the "Swallow", in order that she may finish her fitting and take away the naval prisoners at present in gaol here. We shall therefore be left for ten months with over 900 tons of Steam Coal on our hands, unless something unforeseen occurs to cause Capt. Hancock to alter his plans. The ways of the Admiralty are strange indeed.

19. I send for your information copy of an account which I am sending by this mail to the London Salvage Association with reference to the "Glengarnock" Salvage - showing a credit balance of £1105. 8. 5 and thus reducing our claim against the Underwriters to £2265. Of course we might not get such another chance of disposing of goods, spars, etc. as the "Loveday" for years. I note that this matter is now in Mr. Pace's hands, and I trust that on this you have talked the thing over with Capt. Freeman. Mr. Burtye of Sandy Point will, I think, be disposed to purchase some of the coal - as he thinks that it could be used on board the "Biene". You will remember, however, that Capt. Lubke told you that it was not worth 1/- per ton for steaming purposes.

20. No. 861. Par. 8. With reference to your enquiry as to the great reduction in the number of smugglers, I cannot, I think, do better than send you copies of the letters received by me from the three Chiefs, giving their explanation of the matter, and which, I trust, will be considered sufficient.

21.

22. I regret having to ask for 8 mercils for the "Fortuna" which, according to Lindsay, are absolutely necessary. The enclosed letter from him to Lefthouse and Rotsey will enable you to explain to them exactly what is required.

23. I am shipping 5240 bales of our Wool by this Steamer; the 8 Steamers having arrived yesterday, the 22nd inst., as follows:- the "Fortuna" with 309 bales, the "Pais Rosmond" with 105 and the "Hornet" with 91 which I trust will be considered satisfactory, considering the early date. I see that this shipment will just miss the Sales on January 19th. My colleagues to your six bales will be thus marked:- "Ramses Sporadich" - (5 4 5). The total shipment is 666 packages and 2520 bales. Unfortunately one of the Pebble bales of Wool S.H.D. & 6 rolled off the deck of the Steamer, fell between her and the "Great Britain", and could not be recovered. I am sending a report on the matter to Mr. Cram with the Bills of Lading.

24. No good enough to effect insurance on 250 bales Wool at £13. per Bale for account of Messrs Parker Bros. pl.

25. Referring for a moment to my Par. 5, I have just heard from Mr. Mathews urging me to put the question of the lease for Goodwin Sons. as strongly as possible before the Directors. He expects that Tanning and Bone Smith could both be well dispensed with - and his belief is that it won't be many years before potes and coal will have to be found for every house in the Carnin settlement.

25. With reference to the reduced number of droppers, Mr. Matheson says that improved gathering would not account for the difference. He mentions the fact of Mr. Blake having dropped the stupid practice they had of rounding up the sheep after they had been dipped and shifting from a bottle those which had not come up. Those spotted ones of course formerly came into the dipping returns – but they would not, of course, in any way offset the wool average.

26. As regards Mr. Matheson's remarks on Noble and the supply of washers for the North Arm machinery, it is only fair to the latter to say that he was in Hunter for a lengthened period during the winter, engaged in work on the "Lissie", and that for some time, I had no favourable opportunity of sending the material out to him.

27. I send you copy of Mr. Matheson's letter to Jas. Campbell with regard to his pension. Mr. M says:- "He is dissatisfied with £1. per month, but admits that" "he is hoist with his own petard. I suppose he is to go," "and so the matter is settled."

28. Mr. Goodhart writes me reporting that all his sheep are safely landed at Port Nicholson.

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

Enclosures via Monte Video

Account per Barque "Paquita"
Papers re 17 Bales Wool s damaged at Port Louis
Account of Labour - Specification.
Correspondence with Mr. Natt re account - wreck "Results"
Worlaroos v Wood's cheque on Patagonian Sheep
Farming Company. Ld - £5.
Store Indents No: 220.
Copy of "Wenguan" Salvage account.
Letter from Rentlands to Lapthorn & Ratsey re "Fortuna" sails
Copy letter from Mr Matheus to J. Campbell re pension
Copies of letters (3) from Overseers re Stragglers.
Mr Matheus' report and enclosures
Shearing Progress Return, December 20th.
Shipping Report.
Statement on Account
Specification of Shipment per "Ramses"
Bills of Lading (11) " "
Press copy of enclosures to Tilbury direct

Enclosures to Tilbury

Duplicates (Originals per H.M.S. "Basilisk" Dec 11).

Despatch No: 86.

Second of Exchange No: 1873 — £335. 18. 2

Statement on Account Dec 11th

Duplicates (Originals per "Ramses" via Monte Video, Dec 23)

Despatch No: 87.

Store Indents No: 220. Specific^n of Shipment per Ramses

Accounts per Barque "Paquita"

Specification of	Bales	Sheepskins	1-9	S
	226	" Wool	1-226	N.A.
	162	" "	1-162	D.H
	153	" "	1-153	W. C
	23	" Sheepskins	1-23	N.A
	4	" "	3-6	W.C.

99.

"Lottbrook".
via Sandy Point.

January 11th 8..

Sir,

My last despatch to you left this per "Ramses" on the 24th ultimo.

2. The Store Sales for the past year are £2100. better than the previous one, 1896.

3. The German Bk. "Loodey" proceeded on her voyage on the 31st ultimo. and, enclosed herewith, you will find the ship's accounts, etc. together with the Doctor's draft on the Chamber of the Kaiser Wilhelms-Gesellschaft, Bremen, which I trust will be found in order and duly honoured at maturity. for £1517. 11. 5.

4. H. M. S. "Beagle" arrived here on the 6th inst, but she brought me no letter from Messrs. Humphreys & Co, so you cannot have had anything to communicate to me by cablegram. Soon after the arrival of the Homer Steamer, she will go on a short cruise, returning to Stanley about the 28th inst. to meet the "Swallow", and returning after a day or two to Montevideo. She will probably take from 80 to 100 tons of Coal before proceeding to the latter port. The "Swallow" will have to complete her annual firing, and will probably leave here about the middle of February, in which case, I hope to be able to get the annual accounts off by her.

5.

Frank C. Cobb, Esqre.
Shipping Director,
London.

5. I left here in the "Fortuna" on December 30th with the Governor and the Colonial Secretary, the former having expressed a strong wish to visit our Camp, and Mr. Mathews preferring to have to entertain us at Mangaia's time, rather than when the season's work is in full swing. We reached Cannin Hbr. on the 31st, which was spent in a general inspection of the place and immediate neighbourhood. Owing to the various reforms introduced by Messrs. Blake and Mathews, more especially the alteration in the "liquor regulations", there had been ugly rumours of muting and threats by some of the men not to bring their horses to Cannin for the races. I am, however, happy to say that the said rumours ended there and that what is unanimously declared to have been the most successful Race Meeting ever held was brought off in splendid weather. The Governor fully entered into the spirit of the thing, and appeared to enjoy himself greatly. We all attended the Bookhouse ball in the evening. On the following Sunday, whilst the "Fortuna" was loading Wool, we walked over to Horse Green and thoroughly inspected all the plant, etc. there, in which the Governor took a keen interest and expressed the opinion that a good trade might also be done there by preparing and tinning Sheep's tongues, kidneys and even making a sort of soup or mutton broth. On Tuesday, Jany. 4th we proceeded to Walker Creek, but were unfortunately unable to get on shore the whole of Wednesday, owing to a violent gale which lasted throughout the day. On the following day the weather improved, and we went on

those twice whilst the Schooner was loading coal. We left Walker Creek at 6.30 a.m. on Friday, and reached North Arm at 1.30 a.m. on Saturday, landed early and spent the whole of the forenoon in the Wool Shed, the Governor again evincing the liveliest interest in the Shearing machinery, Oil engine and other matters. He appears to have a strong penchant for everything connected with machinery or mechanics. As there were only about 100 bales in the shed and the Governor was extremely anxious to be back in Stanley on the Sunday, we proceeded to sea immediately after lunch, and reached Stanley at 11 the following morning. Mr. Mathews rode over to North Arm to meet us. Our special thanks are due to that gentleman and Mrs. Mathews for the capital way in which they entertained us at a very short notice, and before ~~they~~ being thoroughly settled in their new quarters. All three settlements look much improved and smarter for the fresh paint which they have had this spring, and Carnaim Nbr. especially shows signs of our new Manager's work, everything looking very clean and neat. The cookhouse there is the chief thing lacking something to be desired, and is much inferior as regards the building - accommodation and cleanliness to both of the other stations. Mr. Mathews will, no doubt, report to you, sooner or later, on this matter. Everything seems to be working very smoothly, and I feel convinced that the "2 bottle" regulation will soon be recognized by all hands as a positive boon. Old Jas. Campbell (old Smutie) asked me for an interview during my stay at North Arm, during which he expressed disappointment at the event

of Pension granted to him by the Commissioner, although he claimed having made a mistake when he left the employ to go over to Petersburg. He then called my attention to the fact that J. M. Kinnear had been granted a Pension of $20. per month, although he left the Department's service on January 22d 1892 and worked for Mr. M. Elgwood on the West until October 16th, 1896, when he resumed the employ. I see that his statement is correct from Mr. Nichol's Record of J. M. Kinnear's service, dated February 22d, 1896. I will acquaint Mr. Mathews with the details of this matter, and he will write you officially in due course. The water question at North Arm appears to have been satisfactorily solved; the drainage into the well has been entirely stopped, and the necessity for bringing the water across the creek through pipes is thus obviated. Mr. Blake caused Ventilators to be put on the Carnain Harbour and North Arm Wool Sheds, which has considerably added to the comfort, and improved the sanitary condition of those buildings. Mr. Mathews speaks hopefully of the three Assessors, especially Mr. Ball, who, he says, has more brains than the other two combined, and is most anxious to learn and be told of his shortcomings. Philopoux has been a little awkward over the liquor question, and Mr. Mathews fears somewhat that P. is working against him in this matter. One thing is certain and that is - Mr. M. will not be trifled with in this or anything else. I noticed a marked improvement in the handling of the sheep by the shearers, but Mr. Mathews tells me that he has had no end of difficulty in getting the boys to roll the fleeces properly. —

6. Please to effect the following insurances:
For account of H. & G. Cobb 140 B. £16. per bale.
" " " Jos. Robson 20 " " 10. " "
" " " Mr. J. Robson 110 " " 13. " "
" " " Mr. C. Thomas 60 " " 6. " "
40 " " 10 " "

7. I regret having to report the sudden death on Monday morn of Mr. Jos. Robson. He owed us at the time about £160., £90. of which represents his December account. His widow has since paid us £32. and as it is more than probable that the license of the Hotel Imperial will be transferred to her, we shall no doubt be fully paid in time, if we do not press the matter. I shall, of course, carefully watch the progress of events.

8. The "Thetis" arrived here on the evening of the 12th inst. after a very fair passage. Unfortunately Capt. Rees is rather unwell, and the 1st Mate strained himself rather severely a few days before reaching the Islands, but no doubt both will soon be right again after a few days rest, which they can get whilst we are disposing of the Steamer's cargo.

9. January 14th. The "Luxor" arrived here at 5 this morning, bringing me your despatch No 63 of December 14th, with all enclosures in order. The mail closes at 9 a.m. tomorrow, so I can but reply to it hurriedly by this Steamer.

10. Par. 3. The "Lasca" was a Danish, not a German vessel, and, as Mr. Schlottfeldt is the authorized Agent of the Hamburg Underwriters, with whom she was insured, I really had no "locus standi" in the matter.

11.

11. Par. 5. You are right. I did mind. Lots the amount of the Store Sales up to September 30th but the figures given in Par. 2 of this despatch are, I am glad to say, correct.

12. Par. 8. I quite agree with you that it will be far better for all concerned if Chaplin and his successor do not meet. Had you been able to send the new man out by the mail due here on Feby. 25th, Chaplin would have left by the mail of Feby 10th - which I believe, he is still anxious to do, and, as regards the work Ogilvie is, as you say, a very capable blacksmith and mill, I feel sure, be equal to almost any emergency, so it really does not much matter how soon Chaplin leaves. The Store account will be cleared off by the end of this month.

13. Par. 11. The 4 bales of wool in the "Herodot" to which you refer came from Cochoric and were marked S.A.M.S. - the Keppel mark is ✱.

14. Par. 12. I am afraid that Armstrong was guilty of culpable neglect as regards the New Zealand rams; and I must candidly admit that I did not deem it necessary to give him any instructions or make any suggestions as to their being isolated during the winter. I took it as a matter of course that he would do so.

15. Par. 14. As already reported the Lighthouse telephone wire is constantly breaking - in spite of extra stays to the poles, bird scarers and constant repairs. It must ultimately come to an underground line across the sand track - and the Governor and Capta. Ramsbottom of the "Nereide" are going to take the matter in hand.

16. Par. 14. I have to thank you for the very interesting information you send with reference to the cost of running a steamer round these Islands. The figures are certainly conclusive, and will probably be useful to me shortly as Mr. Blake threatens to alter his views if the present uncertainty and irregularity, as regards the West Falkland mail, continues.

17. Par. 15. I know absolutely nothing about Spearman or his whereabouts, beyond hearing a short time ago that he was seen at Cumberland during the cricket week.

18. Par. 16. I charged Mr. Blake £50. for the trip to San Julian and back and 20/- freight on 10 horses from there to Hill Cove, making a total of £60. I think old Jones is good for another year or two yet, although it appears that he was not very successful in his navigation from what Mr. Blake says.

19. Par. 18. As far as I can gather from Armstrong's somewhat rambling communications, the serious illness he refers to is blindness and not what you refer to as the disease.

20. Par. 19. I will go into the question of the runners with Mr. Mathews and Noble on the strength of Mr. Rymers' remarks and instructions as to properly preparing them, and I will see if those from the Stanley slaughter house could be prepared or not.

21. Par. 20. I note your remarks with reference to the Company's subscription to the Jameson fund and await your instructions. I am told that a Contest has come down by this mail, but do not know what manner

of ~~me~~ he is, not having got near him, nor have I yet heard his name.

22. Par. 21. I have referred to the question of the Blacksmiths' conduct and the account of the German Mr. "Loudey" in No 62. Par. 6, and Par. 3 of this despatch.

23. Par. 22. I learn with intense satisfaction that all the bills in connection with the "Pass of Balmaha" and "Agnes Oswald" have been accepted, and trust that there will be no further trouble as regards these unfortunate vessels. Captains Burns & Scougall declined to settle in any other way than the one I adopted. I will bear in mind what you say as to the accounts being always sent by the same conveyance as the bills, also your remarks relative to the "letter of advice".

24. Par. 24. I will adopt your suggestion as to making a periodical inspection of our hulks - and will then give immediate orders for any repairs which I may find necessary.

25. Par. 26. The "Waterfox" has delivered 465 tons of coal - and she will probably sail tomorrow for Buenos Aires in ballast. I could not possibly avoid paying freight on the 14 tons delivered once and above the Bill of Lading weight, nor could I get out of the two days demurrage - as owing to the caulking of the "Praia" not being completed, I could not put that hulk alongside in time. The Captain at once consented to the amount of his promissory note - plus £1. 1. 0 for extra insurance - £39. 11. 0 being deducted from the settlement of his account. We have now a very plentiful supply of steam coal - and it is great pity that

neither the "Retribution" nor the "Flora" are likely to be down here this season.

26. Par. 29. I will endeavour in future to get a draft on the Controller of the Navy as formerly for the coals sold to H. M. Ships. It appeared to me that the new method would prove far the more simple of the two.

27. Par. 30. Mr. Hampton had no reason or authority for saying that the post of Engineer would be vacant this year or any other year. He did not appear to me to have desirable person, so paid but little heed to his application. If I did promise to write to you about him, I regret not having done so.

28. Pars. 32-33. As regards the "Thetis" and her carrying some coasting freight, I see no reason why she should not bring in the bulk of the wool from Port Nelson and as much as possible from Lyttelton & Timaru & Oamaru. As to Bonner's & Cameron's goods, as far as I can see the "Thetis" will have to deliver them all herself - as I cannot keep the "Fortuna" waiting until Mr. Bonner finds all Mr. Bonner's goods; it would be different - could they all have been stowed at the top with that and in view. As it is, the "Fortuna" is bound there now with stores, etc. from here - and to pick up from 150 to 160 bales of wool, after which she proceeds across to Port Nelson with stores for both Park Bros. and C. L. Wilson and to collect some 90 bales of wool belonging to the former firm. San Carlos must be the "Thetis" last port on account of her having to load Cameron's wool.

29. Par. 34. I have to thank you very much for

for your action as regards the issuance of Sod. sheds in the islands. I have also heard from the Royal on the subject.

30. Par. 35. I thought it hardly necessary to refer to the lists of furniture for the Bank Managers house, as I concluded that everything had been arranged between you and him before he left England - and of course as many articles as possible were obtained from our Stores here. As regards the stove for his kitchen, Mr. Mathews laid so much stress upon having a Livingstone that, as there was one available from C. Williams' Store, I thought it better to send it him, although I told him that one of our Tay heaths - or "Pequito" would suit him just as well, and cost less.

31. Par. 36. I will forward the correspondence re the shipment of his sheep to Cawnpore at once, but hardly think the scheme feasible, besides being a little bit rough on Mr. Mathews so soon after his taking over. However all depends upon what view he takes of the project, and I shall be anxious to get his reply. I note your instructions to him as to cabling.

32. Par. 38. I prefer leaving the question of the "Islengroom" until you have been able to discuss the matter with Lefevre. Freeman - and received the account sale of the Spons, goods, boats, etc. sent to you by last mail.

33. I have just had a letter from Mr. Blake in which he makes some very interesting remarks on the recent lambing. He says ewes are disappointing; his equally so; he does not think that there has been a

heavy lambing experience in the Islands. He expected after the open winter and particularly good spring, that there would be a particularly good increase, but on their Station it is barely 71 %. The only explanation Mr. Blake can offer, and he says that there is solid reason at the bottom, is that owing to the wet summer and autumn, the ewes failed to take the ram in day, through want of condition or tone. It is not that lambs have been born and died, where the failure of the lamb crop comes in. The ewes have not lambed, the percentage of day ewes is very high; if the lambs had died after birth, they would have been seen; the ewes have never been covered.

I am. The Postmaster here is unable to tell us whether the reduction from 2½ to 2 per ½ oz. on letters to and from the Colonies come into force on January 1st or not. The "Times" said that it would, so I am only putting that rate on the Despatch.

I am,

Sir,

Your obedient servant,

Andrew C. Maillon.

Manager.

Enclosures

Duplicate Mr Mathews' Report December 20th
Specification of Wool & Skins per "Ramses"

Coasting Insurances December.
Stanley Wages Return December 31st
Account per Barque "Lorley"
Letter of Advice to The Chairman Verein Bremer
See-Versicherungs Gesellschaft Bremen
Bill of Exchange No. 1879 on ditto £187.11.5
Mr Dean's cheque on The London Joint Stock Bank Ld. £125.
Account per Barque "Waterfox"
Store Indents No. 221.
Store Indent - Lacke Bros & Co
S.A. Missionary Society's account Sept Qr {received from Mr Whait Jan 14}
Receipt of " " " Dec Qr {original sent to Mr Whait for signature}
Letter from P. Noble January 11th
Mr Mathews' reports Jan 10 & 13th with enclosures
Shipping Report
Statement on Accounts January 15th

89.
"Loreto."
via Montevideo.

January 21st 6.

Sir,

My last despatch left here by the "Lusor" on the 14th inst.

2. The P. S. N. Co's Str. "Loreto" arrived here last evening, and proceeds this evening to Port Howard to ship a cargo of live sheep – about 3200 – to be followed by three other Steamers, which will, however, be allowed to enter and clear at that port instead of having to come in here. This is a great concession as regards the provisions of Clause 5 of Ordinance No 5 of 1896, and augurs well for the facilities to be offered in future to the trade of the Colony.

3. Owing to a stupid oversight on the part of the Storekeepers, the order for Lusor oil was omitted from the Indent pertaining vessel. Therefore write you via Montevideo to send if possible 50 casks by sailing vessel, which will bring the House coal. If too late, we must have some by Steamer, which the Lusos Co cannot refuse to do for us, as they bring similar stuff for the Government.

I am,
Sir,
Your obedient Servant,
Arthur C. Baillon.
Manager.

Wm. C. Cobb, Esqre.,
Managing Director,
London.

Enclosures

Duplicates: (Originals per 'Lucor' via Sandy Point)

Despatch No: 88.

Coasting Insurances December

Stanley Wages Return December 31st

Accounts per Barque "Loxley"

Sec'd of Exchange No: 1879 - £1817. 11. 5

Accounts per Barque "Waterfox".

Store Indents No: 221.

Mr Mathews' Report Jan 10th & 13th

Statement of Accounts Jan 15th

Letter to Mr Cobb. Jan 15th

90.
"Tamis".
via Montevideo.

January 31st, 9

Sir,

My last despatch left here by the Pacific St. "Scotia" on the 21st inst. via Port Stanley. I have since heard that the Steamer was detained there much longer than anticipated, owing to the great difficulty they experienced in getting the sheep on board. The charter was "6 hours notice and three weather working days". I hope to be able to tell you before this mail leaves how long she actually took and the date of her sailing from Port Stanley.

2. The "Orchid" arrived all well on the 29th inst. but has not commenced to discharge yet. I hear that she has cargo for C. Williams, besides coal, cement, bricks, etc. for sale. I do not yet know whether she will be allowed to go alongside the Cockpit Jetty as she did last year.

3. The "Tamis" arrived here at 1 p.m. yesterday, but did not bring our mail, the "Swallow" having taken it over from the "Tamis" at Montevideo, not knowing, I suppose, that the Kosmos Steamer was to be here several days in advance of her advertized date. Hence the "Swallow" has just come in, and we shall have our mail in a couple of hours time. Mrs R. C. Nichol leaves by the "Tamis", but will proceed by the "Prince" from Montevideo. It is uncertain whether or not she will return to the Islands.

Yours C. Cobb, Esqr.
Emigration Commissr. London.

4.

4. I have now to acknowledge the receipt of your despatch to 6 6 4 of the 1st inst. with all enclosures in order.

5. Par. 2. Needless to say that the £1500. in silver coin was duly received for "Lucer".

6. Par. 3. I regret to hear that we shall have to write off part of the "Elliot's" account, but certainly think that a compromise is a wiser step than litigation under the circumstances.

7. Par. 4. I ought to have stated that the Tanshall pump recently indented for is to feed the boiler in the building, the present one being thoroughly worn out. The engine, boiler and pump on the "Great Britain" too are completely played out and, after consultation with Noble, I shall indent for what he considers is absolutely necessary, and nothing more.

8. Par. 5. I have communicated the Board's decision, authorizing me to subscribe the sum of twenty five pounds for these guns to Cr. Jameson's presentee fund, to that gentleman. He is extremely grateful to them, and will himself write and express his thanks.

9. Par. 6. I much regret having omitted to send you a copy of the inventory taken of the Company's property after Mr. Nichol's death, and which I checked myself when at Cannin. I send you one herewith, and I will at once see what things asked for by Mr. Mathews cannot be supplied from here, and report to you accordingly. I quite thought, ~~hence~~, that Mr. Mathews had settled all these matters with you himself when in England.

as he and Mr. Latham paid a flying visit to Cerro for the express purpose of seeing that was there or not and then wrote direct to you on the subject.

10. H. M. S. "Beagle" leaves this morning (Feby. 1st) for Gallegos, en route for Santarides, where she is due on the 14th inst. She has taken 160 tons of coal, for which I enclose the usual receipts to enable you to collect the amount (£400.) from the Admiralty. In my asking if they could not settle the matter with a Bill on the Controller of the Navy as done formerly, I was informed that, in the case of Contracts, the Admiralty instructions are to settle by a Receipt Form, such as I send you. I am informing the Senior Officer by this mail that we have still just over 400 tons of steam coals in stock. It would appear that there is a probability of his paying us a flying visit in the "Flora" this season after all.

11. I much regret having to report that Capt. Rees has been miserably unwell since his arrival here, and a week ago, I quite thought that he would have to proceed home by this Steamer; he has however, taken a turn for the better, and Dr. Duncan considers that, if he persevers with the present treatment for another fortnight or so, the danger will be over. I shall therefore despatch the "Thetis" to the West in a few days time in charge of Mr. Thomas, the Mate, who holds a Master's Certificate, with C. Gibbard as Pilot and Customs Officer, and should, as I fully anticipate, the improvement in Capt. Rees' health be maintained, I intend sending him to the West in one of our Schooners

to come post where he can rejoin the "Thetis" and resume command of her. I have got Mr. Simeson to make a short report on the case, which I send you herewith.

12. I send you Mr. G. Bonner's account for the post year, signed by G. Bonner, but regret to say that owing no doubt to the presence of the "Forsts" at Port Hawkesbury and the work thereby entailed on Mr. G. Waldron, he has failed to return me the draft on Mr. W. B. Waldron in settlement of the Port Hawkesbury account which I had sent him for signature.

13. I regret to say that the official and unofficial element came into collision at the very first sitting of the legislative Council held under the presidency of the new Governor, nor will you wonder at it, on reading the last motion on the Orders of the Day, viz. That we should vote no less a sum than $10,000 for the erection of new Government Offices at the west end of the "Village green", facing Belmont Row, Mr. Cox and your Manager's house - and a further sum of £2000. on Government House; both these sums to come out of the Land Sales Funds. Needless to say that both Mr. Fraser and I opposed such wanton extravagance most vigorously, not only the quite unnecessary expenditure of the public money, but also the source from whence it was proposed to draw it. I read quotations from Mr. Kerr's speech in the Leg. Council of Quebec, 29th, 1860 in which he stated clearly that the interest only of the Land Sales Funds could be applied to current expenditure - of which Lord Kimberley had approved. Ultimately a division was taken with the result that, owing

to the absence of the Colonial Treasurer, Mr. C. E. Hill, there were two "Ayes", Halkett and Hamilton, and two "Noes", Felton and I - whereupon the Governor said that after our expression of opinion, he would take it as a division and not give his casting vote as President in favour of the motion. This is very satisfactory as the motion was withdrawn although the Governor said that he still hoped to convert the unofficials to his views. Being convinced of the urgent need of extensive alterations to Government House, we then voted a sum not exceeding £4000. to be spent thereon, providing the plans are previously submitted to us. We had to remind the Governor that a special vote of £4500. for the Public Buildings was passed some ~~four~~ six years ago, of which quite £2000. had been expended on the improvement and alterations of the Government Offices, Court House, etc. and said that, in our opinion, the present buildings are quite adequate for all useful purposes and sufficiently convenient for all concerned. We contended that the money would be far better spent in the purchase of a suitable vessel to carry out the West Falkland mail service, the present state of which is simply a disgrace to the Colony. I send, for your information, copy of a Public Notice asking for tenders for the said mails to go overland from Stanley to some suitable port on the West Falkland, and thence across to Roa Bay or Port Howard in a cutter. I am going to discuss this matter with Mr. Nathan, and will report to you again later, but numerous and serious difficulties to the scheme occur to me, amongst the principal ones being the question of housefloat, and the objection to a lot of outsiders sitting over our heads.

14. Please to offer the following immediately [illegible] Lisly and Speedwell Islands as usual.

15. At the request of the Directors of the Stanley Assembly Room Co., Ld., I send you herewith a plan of the proposed extension scheme and would ask you to be good enough to invite tenders for the supply of the necessary materials for the erection of such a building, all details being left to your judgment, experience and extensive local knowledge. The Building in question is to be erected on the land recently acquired by the Assembly Room Co from J. Robins, to the south of the present entrance. The Directors would be glad if you would kindly calculate to me the approximate cost of the materials, and freight thereon, in case you could manage to hit off an outward bound steamer at Dartmouth, after you are in possession of the figures. Mr Cregan, the Government Surveyor, has drawn up the plan, which appears to me to contain all necessary particulars.

16. I must trespass further on your invariable courtesy in such matters to the extent of requesting you to look after the proposed new Roman Catholic Chapel here for Fathers O'Grady and Cimmond, who have now £210. on deposit in our hands here. The enclosed letter from them will fully explain their ideas and wishes in the matter, the second copies of which they think may enable you to apply to a number of houses for estimates, etc. From the tone of their letter to me you will gather that they are favourably inclined towards Moulton and Dowl's design and work, with the modifications suggested

in the accompanying letter to them. Although they consider £400 a somewhat high figure, they are prepared to go to that amount, if you are unable to make better terms with them or any other firm.

17. The very interesting letter from Mr Mathews which I send you herewith is so exhaustive, and so thoroughly practical in tone, that I do not feel called upon to make any comment thereon, with the exception of remarking with reference to what he says about Ryan the cooper, that I do not think he is aware that Ryan is under a 5 years agreement, dating from July, 1896, but, of course, the said agreement can be terminated by 6 months' notice on either side.

18. As H. A. S. "Scallan" will probably be leaving about the time the outward steamer is due here, I hope to send the annual accounts direct to Montevideo by her.

I am,

Sir,

Your obedient servant,

Andrew C. Millar.

Manager.

Enclosures

Store Indent No. 222
Indent for Tombstone - a/c Mrs J. Robson.
Coasting Insurances January
Mr. J. Bonner's account current December 31st
First of Exchange No 1886 on Nat Prov Bank of England L. £25
" " " " 1888 " London & Plate Bank L. £10.0.0
Mr McDiarmid's cheque on the London Joint Stock Bank L. 13.16.10
Lt Stapylton's " " Messrs Cocks, Biddulph & Co 10.0.0
Lt Segrave's " " Messrs Cox & Co 11.0.0
Papers relating to proposed new R.C. Chapel
Plan of proposed alterations to Assembly Rooms.
Receipts (2) for 120 & 40 tons coal to HMS "Eagle"
Letter from Dr Jameson 1 Feb re Captain Rees
" " " " " " Subscription of £25
Copy of advt for tenders for W. Falkland mail service Jan 20
" " Orders of the Day - Legislative Council Jan 29
Remarks on Stores
Remarks on Accounts
Mr Mathews' report and enclosures Jan 29th
Shipping Report
Statement on Accounts
Press copy of list of enclosures to Tilbury direct

Enclosures to Tilbury

Duplicate - Dispatch No: 89 per "Sorata" via Port Stanley
" " 90 " "Janis" " Monte Video.
Store Indent No: 222
Indent for Tombstone a/c Mr. J. Robson.
Coasting Insurance January.
Second of Exchange - £25.
Remarks on Stores
Remarks on Account.
Mr Mathews' Report January 29th
Statement of Account February 3rd.

Camp Wages Return December 31st
Inventory of Camp Furniture February 10th 1897.
Specification - Wool D.H. , 342 Bales 163-504
" N.A , 400 " 227-626
" W.C , 253 " 154-406
" S , 70 " Port Louis
" △ DH , 101 "
" Z , 50 "
" SI , 31 "
Shepherds S.I , 8 "

91.
"Stako."
~~Lempis.~~
via Sandy Point.

February 19th 6.

Sir,

I beg to hand you, herewith enclosed, the Balance Sheet and Profit and Loss Statement for 1897. The latter shows a net profit of £29,209, or £2,695 less than 1896, but yet £1,055 better than 1895. This somewhat disappointing result is, almost entirely, attributable to the falling off in the profit on Farm Account, which in 1897 only reached £22,220, as compared with £29,056 in 1896, as most of the Station accounts show an improvement on last year's figures.

Farm Account. The poor prices realized for your Wool are no doubt answerable, to a great extent, for the big drop, viz. £6,936. in the profit on this account for 1897, as compared with 1896. Reference to the different Returns will show you that, although you had about 16 tons more Wool than in 1896, the total proceeds are £6,995 less than for that year; and your other produce, viz. Sheepskins, Tallow and Hides also realized £560. less. The cost of management has, of course, been somewhat greater than in previous years, but against that, you must set the fact of a reduction in the Camp Wages of £954. — a most satisfactory feature in the year's accounts — the figures

for

Frank H. Cobb, Esqr.,
Managing Director,
London.

for 1896 and 1897 being £10,991 and £10,017 respectively, the latter being the lowest amount since 1891. Mr. Lathrop will no doubt make a further reduction in these figures before the end of the present year, and I think that, at only may we now look forward to a great and permanent improvement in the management of this most important branch of our business. Let that the aforesaid reduction in wages will ultimately, more than compensate the Company for the increased cost of management, and prove the wisdom of the Board in their selection for new Manager.

Store Account. This account shows a very decided improvement, viz.:- a profit of £7,799. against £6,459. only in 1896. I admit being specially surprised at this result for, although the Store Sales are £2,129 and the Deliveries £2,625 in excess of 1896, such increase does not account for a difference of £2,300 in the net profit. Deliveries from Store for use in our different Departments are now, according to your instructions, being charged at a fair percentage of profit. The supply of coals, etc. to H. M. Ships is, of course, a source of considerable profit, and the accounts of the "Bluejt", "Pass of Melfortha" and "Lordly" represent net profits to this account of £294, £202. and £211. respectively - together £707., whereas in 1896 all the ships' accounts did not reach £300. As regards our stock of Stores on hand, reference is made in my Remarks thereon to the discovery, by Biggs in January, of a quantity of Sacking which had been overlooked last year in taking stock, but extensive

care has been taken this year to have the stock absolutely correct, a result, which I think has been obtained. No attempt has been made to inflate values, and all bad or doubtful stock has been written down.

Rent, Building, Consumption and General Charges accounts all present normal figures - but more painting has been done on the buildings both in Stanley and the Camp than for some years past.

Interest and Commission Account shows an increased profit of £262., accounted for by the fact that clients paid £103 more interest on their current accounts than in the previous year, and the presence of the three ships referred to above.

Company's Shipping and Schooners. The former account shows an increased profit of £159. which is satisfactory, but I much regret being unable to say as much with reference to your Schooners - the "Fortuna" alone showing any profit on the year's working; nor can a different result be looked for, so long as they have to fetch produce in at 5/- a ton, at which rate you lose money, instead of even paying expenses. In fact were it not for the large sums paid by Farm Account for Schooner hire, the result would be still more disastrous, the "Fortuna" alone having been entitled with £290. from that source - as against £95. in the previous year, the difference in these figures representing almost exactly the increased profit. The "Fair Rosamond", as usual, shows a loss, and it is difficult to see how it can be otherwise, as she invariably does the long and difficult trips, such as the Chatham and Cape Horn, in

spite of this, Captain Jones has this year made several very smart passages. I am, however, hopeful that this craft's account will show a better result this year. The fact of the matter is, there is only a certain amount to be earned each year by steamships for freight, passage, etc., which amount is more likely to decrease than increase, as our chiefs are now importing by the "Thetis" practically all that they want. The only possible increased source of income for them would be the West Falkland mail service, which would mean the division of about £400, between them annually, but this contingency has usually been rendered remote, by the Government's idea of a mailboat service.

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

Enclosures.

Balance Sheet.

Profit and Loss Statement.

London Office Cash Account.

Statement of Capital Account.

Inventory of Stores at Cassiar Harbour.

Inventory of Stores at North Arm.

Summary of Stock, East Store.

Summary of Stock, West Store.

General Summary of Stock of Stores.

Balances due to and from Camp men.

Concentration Stores on hand in Camp.

Building Materials on hand in Camp.

Fencing Materials on hand in Camp.

List of Additions to Plant.

Statement of Schooners' earnings not entered.

Copy of Stanley Cash Book for December.

Copy of Stanley Journal for December.

List of Store Debtors.

List of Mutating Debtors.

Remarks on Store Debtors.

Remarks on items in Stanley Journal for December.

Remarks on Stock of Stores, Decber. 31st, 1897.

"Stake"
London.
with family Paid.

February 23rd 6.

Sir,

1. My despatch No 90 left here for "Tamis" on the 3rd inst.

2. Freebase receipt for £10. 10. 0 signed by Mrs. Lucombe Williams, which please transmit to the Sun Life Assurance Society.

3. Please to effect the following Insurances:-

400 Bales Wool @ £18. per ℔. 1% Halnsted & Blake.
260 " " " 16. " " " Bertrand & Pellon.
400 " " " 17. " " } William Bell.
3 " Sheepskins 10. " " }
10 " Wool. 10. " " " Weall & Clarence.

4. Mr. Kerr asks me to request you to be good enough to arrange for payment and shipment of the enclosed Indent for his private account. He tells me that he has written direct to Lever Bros. but has informed me that Mr. Kerr is forwarding to you one box of West Indian preserves and that he will be greatly obliged if you will kindly ship it out by first Roxmore Steamer, paying freight and charges on it, to the debit of his private account.

5. I am delivering 100 tons of Steam Coal to H. M. S. "Swallow" tomorrow, which will leave us with about tons in stock. I am writing to the Senior Officer at

Yours &c. H. Cobb, Esqre
Managing Director.
London.

it devolves to inform him of this fact, and asking him to let me know how much more than that quantity his ships will require during the season 1899-1900. I will communicate his reply to you as soon as I receive it and you can then discuss the matter with the Admiralty.

6. A notice appeared in the Times some months ago to the effect that on and after January 1st 1899, the rate of postage on Colonial letters would probably be reduced from 2½ to 2 per oz. Can you give me any information on this point, as I cannot obtain any from the Postmaster here?

7. February 24th. The "Nako" (not the "Lucia", as per Schlatter's statement) arrived here at 4 p.m. yesterday, bringing me your despatch No 865 of the 25th ult., with all enclosures in order.

8. Par. 3. I am sorry to hear that you are having so much trouble with the Admiralty in getting payment for the coals supplied to H. M. Ships - and in future, I will insist on the Paymasters giving me drafts as formerly - and will claim the fee for moving the bulks from the ships here.

9. Par. 4. Turner will, I know, greatly appreciate the reduction on the freight of his house.

Pars. 5. & 32.

10. The charter of the "Benito" is noted, and it is to be hoped that she will make a quick passage out, as we have almost entirely exhausted our stock of house coal. I note your remarks as to coals and general cargo, but am glad to learn that the wood ordered is being sent.

11. Par. 6. I have read and noted your remarks to Dr. Mathews re the bank-marking Returns, and hope that the apparent loss at Cannon and Walker Creek will right itself in the completed Returns. You are undoubtedly correct in assuming that in making the comparison between the two seasons - I had before me the figures of the final return dated March 20/97.

12. Par. 7. The "Sirius" will no longer be allowed to do any towing, except that of our own hulks and that in calm weather. The misfit engines will be sent home in the "Platis" according to your instructions.

13. Par. 8. I will communicate your remarks to Dr. Duncan with reference to his Indents for Lifter, Bain and others.

14. Par. 10. I will go thoroughly into the question of the stoppages again with Dr. Mathews and impress upon him the great importance of all Camp Returns being absolutely correct.

15. Par. 11. I will obtain from Dr. G. Barnes confirmation of Dr. J. G. Barnes's statement to me relative to the consignment of the 19 Bales of Sheepskins to Frore & Co, and in future the Board's orders in these matters shall be strictly adhered to.

16. Par. 12. In the absence of Pugellie it is a difficult matter to ascertain the real truth as regards the stores delivered to him whilst Master of the "Rosalie". He stated when here that he had a memo. on the back of his Articles as to how they had been disposed of and the presents - but on applying at Government Office for an inspection of the Articles, nothing was found on the copied

Articles and the current ones, nearly 12 months old, were lost with the vessel. Ingelli's statement that the proceeds of these stores are really applied to pay the vessel's expenses is borne out by the fact that, as we received the whole of the Mail subsidy from Government direct, he really had no other means of paying the crew's wages and other expenses, except cheques received by him on the West in payment of sundry freights and the Flora, etc. in question. You will see that the "Results" account appears one dollar of $ 10. 0. 0 which sum has not been written off, pending the settlement of this question.

17. Par. 15. I am obliged for your explanation re "interest on freight" and, as you say, my idea was that by paying up promptly, you would save the interest charged. However I shall now be able to reply to such most questions from our clients.

18. Par. 16. All documents connected with Insurance claims shall in future bear my signature as Lloyd's Agent.

19. Par. 19. I had to omit the date of the P.S.N. boats at Montevideo outwards - and the exact date of the arrival homewards from our Time-Table, because Pacific did not think fit to supply me with their Table for 1898 until last mail - and I could not wait any longer. The Table is only made for circulation amongst our clients.

20. Par. 21. I have just heard from the Colonial Treasurer who saw Capt. Norcock in Montevideo last week that there is every probability of the "Flora" coming

coming down here this autumn after all.

21. Dec. 22. From what you say with reference to our account re the "Glengowan", it is evident that the sooner I am able to dispose of sufficient material, goods, etc. to cover our disbursements the better. I have by this mail received a letter from the Salvage Association saying: "we shall be very glad if you can facilitate" "in any way the sale of the ship, etc. in order to get the" "matter finally disposed of". You know, however, what a difficult and delicate matter that is for me to deal with – and I can but await the course of events. I had a long letter by this mail from Capt. Freeman – dated Sing. 1st Nieuwediep, Holland – as being away from home he has of course not had an opportunity of discussing the "Glengowan" business with you as he promised to do.

22. Dec. 24. It is satisfactory to hear that prices of Wool are looking up a little, and I trust that the improvement will be maintained. I will ask Mr. Mathews if he happens to know the shippers of the scoured Sugin wool you refer to.

23. Dec. 25. I will discuss the Schoolmaster question with Mr. Mathews, and report to you later.

24. Dec. 26. From the Morning Progress Report up to the 19th inst. just received from Dr. Mathews, I fear that your forecast of June 16th last will prove somewhat over the mark.

25. Dec. 27. The Hopdam Hooke, having failed to find employment here, left the colonies mail or two ago.

26. Dec. 28. As regards the lucky dumps of life

and

interesting, when the matter was put to Captain Fooks he replied that it was not owing to bad stowage, and that, of course, the ship is not responsible for leakage. It would have been a very difficult matter indeed to prove whether it was owing to bad stowage or not and, as the matter was really not serious, I did not push it.

27. Par. 29. Your Automatic Machines are placed just inside the entrance to the West Store, as it was not thought desirable to place them on the public road, if even on your own property. I do not think that their position could be improved, as it is a very favourite resting-place.

28. Par. 30. The Speedwell stains were marked S. at Grove Green, and I regret that I did not have the letter I added to it whilst the bales were in the Great Britain.

29. Par. 30. After another very searching examination of the Office safe, I have found the copies of the Islands leases which you want, and send them to you herewith. I regret the delay in finding them.

30. Par. 32. The price realized for Mr. Thomas's bedsteads is very satisfactory indeed, but I fail to understand the Report and Contract note which both give the number of these in the 6 casks as 470 only whereas Royalty was paid on 495, which was the number supposed to be shipped from here.

31. Par. 34. I do not anticipate that I shall have any difficulty in finding a purchaser for the kitchen range which you have sent out for the Manager's house.

32. May I trouble you to alter the word

"Scorpio" into "Neko" in my despatch No. 91, which was sealed up before the arrival of the Steamer yesterday.

22. I am much pleased to be able to report a great improvement in Captain Rees' health, thanks apparently to Dr. Jameson's treatment of the case. He will proceed to the West in the "Fair Rosamond" early next month, and hopes to join his ship either at Spring Point or Waddell Island. She left Hill Cove on the 21st inst. for Dog Cove.

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

P.S. I have omitted to remind you that Mr. Harding's agreement with your Company expires on April 16th next. He informs me that he is quite willing to renew the same, and made no reference to any alteration in the terms. I therefore leave the question of his salary for the consideration of the Board, all the members of which recognize, I feel sure, Mr. Harding's sterling worth and conspicuous ability.

A.C.B.

Enclosures

Duplicates (Originals per "Janie" to Tilbury Feb 3rd)

Specifications (4) of Company's wool

Letter to Mr. Cobb, February 3rd

Specification of shipment per "Janie"

Inventory of Camp furniture Feb 10th 1897.

Stanley Journal and Cash Book January.

Cash Vouchers E & W Stores January 1898.

" " " " December 1897.

Store Indents No. 223.

Store Indents (3), Chas. Anson, Mr. Cobb, Dr. A. Jameson

Mr. J. Bonner's store account (in detail) for 1897.

Remarks on Stores

Assembly Rooms Co. statement of account 1897.

Mr. C.S. Williams' receipt for bonus from Sun Life Assurance Co

Auditors certificate - accounts for 1897

Copies of leases of Kirby, Spencer, Heater, Great & Rugles Islands.

Draft of Exchange No. 1880 on W. Waldron - £1108. 8. 2

Remarks on Account

Mr Mathews' report and enclosures.

Shipping Report

Statement on account

93.

"Tokkeral".

via Marseilles.

March 10th, 1.

Sir,

My last despatches, Nos. 91 and 92, left here for "Tako" on the 28th ultimo.

2. Although the lease of Plantain Island does not expire until June 1st, 1900, Mr. Bell, who is anxious, if possible, to have the matter settled in his lifetime, desires me to request the Directors to be good enough to grant him a renewal of his lease of the said Island in conjunction with his sons John & Duncan Bell for another term of 21 years.

3. As I take it that the Directors positively decline to spend any more money on the "West", I shall be glad to know if they will sanction her sale, as she now lies, for anything I can get over £150, which sum I have already been offered for her - cash down. Mr. Poole, with a sleeping partner, proposes to fit her up for sail and, if possible, run her across the bund to the West with the mails, passengers and freight. I have warned them that it is by no means certain that the bunding would allow the land part of the mails to be carried over their bamp. Poole is a most energetic, pushing fellow, and will make her pay - if anyone can. He is extremely anxious to have a reply at your earliest possible convenience. I suppose that you will not consider it worth telegraphing.

2.

Sub. to Cabt. Cpe.
Managing Director. London.

4. Capt. Smith, of Grand Island, has called my attention to an apparent anomaly and probable error in the freight charged on his two shipments of Wool per "Sussie" on Sept. 6th and August 20th, 1897 respectively. According to your accounts he

29 bales measured 1,209.5

28 " " 1202.7

can there possibly be such a discrepancy in the measurements.

5. Mr. Blake states that a mistake must have been made in our London office over his last bill of lad. for "Thetis". He says that he ordered 12 sequins of these different kinds of Lum, but only 12 sequins all told have been sent. As Mr. Blake sends his bills direct to your office, I have not got a copy of the one in question to refer to.

6. I regret to say that the tele. "Pressure" in leaving this harbour on the 1st inst. in a heavy westerly blow, missed stays and allmostly stranded on the rocks just round Engineer Point, and remained. They succeeded in getting most of the stores, etc. out of her, lightened her as much as possible, but could not succeed in getting her off until the spring-tide of the 8th inst. when with the assistance of the "Sussie" she was floated and towed safely on to the beach in front of this office. Mr. Jigg has not yet been able to make an approximate estimate of the cost of repairing her - but it will certainly not be less than £150. As you know she was not insured, but her cargo, of course, was and I send you herewith the necessary documents to enable you to recover from the Underwriters, and while, I trust,

be found in order.

9. No 865. Jan. 20. Mr. Mathews tells me that he does not know the mark of the scoured Punjab wool, but he believes that it comes from the Chilian "Sociedad Explotadora de Tierra del Fuego", as he heard when in Lady Point that Bennson, their New Zealand manager on the West side was sending running flock. He goes on to ask "Can it pay when labour, other expenses and loss of weight of wool are reckoned?"

9. No 865. Jan. 20. With reference to the Cannie or rather Camp Schoolmaster, Mr. Mathews writes to me that he sees no necessity for Goodwin's living in Cannie, neither does he see any necessity whatever for building a house for him anywhere. If he is to get married, why not let him live in one of the existing camp houses, and a single shepherd with him. He cannot be near his work, because that is everywhere. Mr. Mathews adds that whatever has been said about the past here - it is his opinion that, before 1905, wool will have to be supplied to every one in Cannie, and if it were not for the fact that we are bound to winter so many hands, it would be much cheaper at £2. per ton than fast.

9. Mr. Mathews is, I believe, writing you by this mail with reference to our not ordering any more 6" hack posts for drainers which, he says, should all be iron. He goes on to say that, as far as he can see, he will want 10 miles of fencing in the spring - before our sailing vessel can be here - in fact it ought to come out by the Steamer leaving Tilbury on July 12th. I am going through our stock of materials, in order to

certain that I have to intend for to be able to supply the quantities required by Dr. Dathan.

10. I am writing to this Rev. Gd. bearing Dr. Dathan, to say that if her brother likes to come out by the Steamer due here on November 4th, Dr. Dathan will be able to give him work on our camp.

11. Knowing full well the Directors' desire to give Dr. Dathan a free hand in the work of reform and regeneration which he has undertaken, and being aware of Dr. Blake's views on the breeding question, I had no hesitation whatever in sanctioning the purchase by Dr. Dathan of 200 to 400 rams at 30/- a head from the Hill Cove flocks, which I hope to be able to hand over to our west coast by the middle of April, and that this venture may prove thoroughly successful in its results.

12. Referring once more to some of your queries re the Camp Manager's furniture, Dr. Dathan says that the dining-room curtains are not up to the mark, but are going into other rooms, and that he mentioned them in his list of articles of the said room sent to you from Port Howard. The stair carpet is worn out, or on the very verge of being so, but it was not neglected. In Dr. Nicholl's time, his wife being delicate, fires all over the house were the order of the day, her bedroom included; and the kitchen chimney being dirty and dangerous, the traffic of the house went up the front stairs. Dr. Dathan has had a stair made for the kitchen, which will lessen considerably the front stair traffic.

13. No 662. Jan. 9. As I fully anticipated would be the case, Lieut. Hardy has exhausted my patience and forbearance, and I have consequently given him notice that I shall not require his services after June 30th next. This will give you ample time to send the Lieutenant out by the Steamer leaving Tilbury on May 21st which will probably arrive here on June 30th. I wish that you had mentioned whether Mr. Havelock is a married man or not, to enable me to make arrangements should he come here for him, Lieut. Hardy, as you know, not occupying one of the Company's houses.

14. March 11th. The R.M.S. "Elbe" arrived here at 10.30 a.m. yesterday, having left Southampton on the 4th inst. on the arrival of the "Orissa" there. She brought your despatch of February 11th with its enclosures in order. This must be a record journey, letters and despatches of February 11th only 28 days! The "Elbe" will only be here about two days, but the "Ancholme" [illegible] [illegible] until the end of the month so we shall be able to anticipate the Company's mail via Sandy Point.

15. I am glad to learn that the Kosmos will be supplied by the "Leonidas", and trust that that vessel got away before the end of last month.

16. Par. 8. I have to acknowledge the remarks made by Messrs. Lamport & Holt and [illegible], Agents, in relation to the loss of the bale 180 but he maintains that had the Steamer been properly moored to the "Great Britain", no bale, however small, could possibly have dropped between them.

17-

2.)

13. to 8 & 2. Par. 9. As I fully anticipated would be the case, Fred. Hardy has exhausted my patience and forbearance, and I have consequently given him notice that I shall not require his services after June 30th next. This will give you ample time to send Mr. Hancock out by the steamer leaving Sitka on May 31st, which will probably arrive here on June 30th. I wish that you had mentioned whether Mr. Hancock is a married man or not, to enable me to make arrangements about a house for him; Fred. Hardy, as you know, not occupying one of the Company's houses.

14. March 11th. H.M.S. "Flora" arrived here at 10.30 a.m. yesterday, having left Portsmouth on the 6th inst. on the arrival of the "Osprey" there. She brought me your despatch of February 11th, with all enclosures in order. This must be a record smart – letters and newspapers of February 12th – only 26 days! The "Flora" will only be here about two days, but the "Scallan" remains, I believe, until the end of the month – so we shall be able to anticipate the "Kamas" mail via Sandy Point.

15. Par. 2. I am glad to hear that the Kerosene will be shipped by the "Lenita", and hard that that vessel got away before the end of last month.

16. Par. 3. I have to Mr. Lauchlan the remarks made by Messrs Langridge & Co and Browne, Hancke & Co relative to the loss of the bale J.H.D. – but he maintains that had the steamer been properly moored to the "Great Britain", no bale, however small, could possibly have dropped between them.

17-

17. Par. 10. I am pleased to hear that you will have no further trouble with the Admiralty in obtaining a settlement for the coals supplied to H. M. Ships, and that in future payment will be made, as formerly, by the Accountant Officer of the Senior Officer's Ship present in port.

18. Par. 6. I will read the letters with reference to the "Fortuna's" sails to Capt. Randlands as soon as he returns to Stanley - and trust that the sails, when they arrive, will turn out all right.

19. Par. 7. I will inquire from Mr. Goodhart as to whether he has advised the men who shipped his sheep and effected the insurance, of their safe arrival.

20. Par. 8 from remarks re the "Result" and Engelhic accounts are carefully noted - and are certainly very much to the point. I cannot possibly answer your various questions with reference to this matter by this mail, as I must first communicate with Engelhic, which is a somewhat difficult matter, as he is never in handy Point for any length of time; but as Mr. Stutensaub has at last returned from Europe - I shall be able to have our interests looked after a little better - and get him to go for Engelhic, Turner, Bragg and Co. I quite agree with you that Sorelli's case is a very hard one and that Engelhic has treated him very badly indeed.

21. Please to effect insurance on:-

505 bales Wool @ £16. per bale, for account of Mr. B. A. Felton.

22.

"March 15th". The "Lekkerah" arrived at 10 a.m. this morning, but is not likely to leave before the 18th instant, as she will take some time loading and the West Falkland mail will hardly be here before the 17th. I am afraid that she will only be able to take the 1200 bales for which I asked space - although I shall have about 1430 in hand when the "Hornet" and "Les Rosamond" get in. This is owing to the schooners having done particularly well - and my anxiety, owing to past experience, to make absolutely certain of having the promised number of bales ready for shipment. As the Chaplin family is going home by this mail, I made a point of accompanying Dr. Schlottfeldt on board in order to inspect the accommodation for 3rd class passengers, and greatly to my annoyance found that all the decent accommodation was already taken up by a number of families, including any number of children, and that the only available space meant men, women and children sleeping promiscuously in a heap. I reminded Dr. Schlottfeldt that I had applied to him in plenty of time for 3rd class passages for the Chaplin and Mac Pherson families, and that it was a very serious matter for the Company to be put to so much extra expence in the matter of these passages. He said that he readily admitted that there was not suitable 3rd class accommodation - but that all he dare do, on his own responsibility, would be to issue 2nd class tickets at the rate of £18. instead of £24. 10/-, to which I agreed on condition that he gave me a written statement - bearing out the above facts - and I really had no alternative

but to accept Mr. Schlattfield's offer and I trust that when you represent the case to the Commons they will at once make a further substantial reduction on the £19. fare. They cannot have many such customers as we are to them. Of course keeping the Chaplains and the Pursers here until the mail of April 29th is completely out of the question — so I trust that my action in the matter will be approved.

24. Mr. W. Burtye writes me thus from Sandy Point by this mail: "When is the "Glengowan" going "to be sold; and what price could a fellow get her "for? I would not mind buying her if I could get "her cheap." I am writing to him via Montevideo, asking him to make me a bid for her — and in the meantime, could you not ascertain from the Shipping Association, the very lowest figure they are willing to take for her, and cable it out to me.

24. I have consulted the Commodore with reference to the quantity of steam coal which he thinks his ships will require between this and March, 1899. He fortunately the "Flora's" bunker capacity is so great that she will not want any for months (she can carry 1000 tons) but Captain Moncorvo says we may consider about 1100 tons as the quantity they might require under ordinary circumstances — and he will advise the Admiralty to that effect. He went on to say, however, that as you are in touch with the Admiralty, you cannot do better than consult them as to whether you should ship about 500 tons — to arrive here early in 1899. H. M. Ships have coaf for taken 55 tons and the "Swallow" will want about 70 more.

25. Mr. Mathews now informs me that the following items amongst the list of "Cousin Furniture to be shipped 24th January, 1898" which you sent me a couple of mails ago are short:- Hair wire, brass candlesticks, curtain hooks, brass headed nails, kitchen toasting fork and a knife board. I take it, however, that these articles must be those you refer to in the last sentence of your Remarks, dated January 25th, 1898, when you say:- "A few sundries that this Mathews is "getting are not ready for this boat." Mr. Mathews says further: "Unfortunately my sister does not say that "she is sending by the next outward mail at Mr. Cobb's "request, neither does he, which prevents my letting you "know what we are still in want of; but the enclosed list "is wanted, and will not be sent from home, therefore please "send next chance. I would rather pay for the work, and get "them from home than have inferior ones from Stanley".

26. I am indenting for the 300 Lowell's T. Iron Standards referred to by Mr. Mathews in his letter to you of the 12th instant. The iron steamers he refers to as used by Peake Bros. & Co belong, as you know, to Wm. Bain & Sons Lorraine Force - which I have also heard very highly spoken of.

27. After carefully looking into the question of Stragglers - and getting Mr. Mathews to cross examine the Overseers - the only discrepancy I can find is the omission of 9 rough sheep, which should have been added to the Walker Creek return - and for which Finlayson's peculiar manner of making out his returns, is mainly accountable.

Enclosures direct

Duplicate - Despatch No. 91 and enclosures
Despatch No. 92.
Stanley Journal & Cash Book January.
Store Indents No. 223.
Store Indent - Mr Cobb
Remarks on Stores
Second of Exchange No. 1880 - £1105 - 5 - 2
" " " " 1888 £10 - 0 - 0
Remarks on Accounts
Mr Mathews' report
Statement on Accounts

Stanley Journal & Cash Book February
Cash Vouchers & O. Stores
Specifications 355 Bales Wool N.A.
25 " " W.C
60 " " D.H.
72 " " △ PM
65 " " S
39 " " D.S G.I.
48 " " W. Fell
3 " Sheepskins "
86 " Wool S.I.

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28. Please to effect the following insurance:
1130 Bales Wool @ £15. per bale (25 of which were shipped per "Tamis") for account of Messrs. Thomp son & Smith.

29. I regret to say that this Steamer can only take 1081 bales of Wool, leaving no less than 330 on hand. I asked space for 1200, which the Kosmos Agent in Valparaiso calculated would be equivalent to 300 tons weight and bulk. Pining made his calculations accordingly – taking wool in at Sandy Point and making his total weight of cargo up to 5900 tons! Our bales are, as you will see, particularly heavy, which is the real cause of their being able to take so few. I happened to see Carlcoff's wool being taken off to the Steamer in the "pillah", whereupon I protested against Mr. Schlottfeldt doing so – when he could not ship our full quantity, but the only satisfaction I got was the enclosed Memo. from the Kosmos Agent. They are very severe upon me – if I now fail to have the promised quantity – so I trust that you will call the attention of the Kosmos Directors to what has happened this time. My telegram to you on the 10th Dec is: "Lakhanda Station" (1100 bales) the nearest code word to 1081.

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

Enclosures in Monte Video

S.A. Missionary Society's account, December 31st 97
First of Exchange No: 1894 on London and River Plate
Bank Limited £5.
Lt Segrave's cheque on Messrs Cox & Co £10.
Store Indents No: 224 . Store Indent - Monte Video
Store Indent - Packe Bros & Co.
Remarks on Stores
Coasting Insurances February
" " March 1st to 16th
Letter from H. Schlittgedt re passages per "Sakkarah"
Memo: " " " Wool Shipment " "
Papers relating to claim under Coasting Policy on
account of goods damaged per "Jerseymana"
Copy of extended protest
Report of Survey on damaged goods.
Copy of Original Invoice of goods
Statement of Amount claimed
Remarks on Accounts
Mr Mathews' report and enclosures
Shipping report
Statement on accounts
Specification and Bills of Lading (2) per "Sakkarah"
Press copy of list of enclosures to Tilbury direct

94.
H. M. S. "Swallow"
via Montevideo.

March 31st 8.

Sir,

My letter to you by H. M. S. "Close" left this on the 21st inst. The "Swallow" hoped at daylight tomorrow bound for Montevideo, so she should have no difficulty in catching the "Tropic's" mail from here on the 8th proxo.

2. Will you be good enough to inform me whether or not we are able, under our Coasting Policies, to insure sheep and other live stock transported from port to port in the Islands in our schooners, or any other craft - and if yes - what premium should we be justified in charging?

3. David Smith wishes to know at what rate of premium you could insure the "Perseverance" for - say (£250.) Two hundred and fifty pounds? Please to note that I have just sold some badly damaged Flour belonging to the salved cargo of the "Perseverance" for (18/.-) eighteen shillings cwtt, and inform your Underwriters of the fact.

4. I enclose Messrs. Billon and Stickney's Season Indent for Stores, Materials, etc. - As regards the coal he refers to, I shall tell Mr. Stickney that I shall be able to supply his wants from here. You will, of course, note that a few things are wanted out by mail.

Yours, C. Cobb Cape
Managing Director, London.

5 7.

5. From a letter just received from Mr. Hansen, I must ask you to alter the insurance on her produce, as advised by me in Cap. No 88 of Jany. 11th – as follows:–

60 bales Wool and 25 Sheepskins @ £5. per bale, instead of 60 bales @ £6. per bale. The 100 ⅓. @ £10. per bale remain as they are.

6. I have recently had a good deal of conversation with the Governor about the unfortunate Lighthouse Telephone wire, which is still broken in several places where it crosses the sand. He objects, however, to spend another £100. which would be the approximate cost of laying an insulated wire across the track of sand, according to the quotation given me in Par. 10 of your No 952 – April 23/97. His opinion is that the posts can be staged – but I am sure that he will find out he is wrong in holding that idea. H.E. asked me to request you to send out some of the tin discs suggested by Peterson & Cooper to be used to scare the big birds, and to ask them how many ought to be put up in every 100 yards. Do not send more than 50 as the Governor's idea is to have them made here, if possible – out of old kerosene tins; we must, however, know the cost of them at home first. I am much afraid that it will ultimately be found that an insulated wire across the sand, at all events, is the only possible means of ensuring the permanent success of the undertaking.

7. I have also had a long discussion with the Governor on the subject of the West Falkland mail service, but he seems averse to making or proposing any definite plan at present. He seems to think that we are on the eve of important alterations from the existing state of things having

received private information from the Admiralty by last mail, that they (the A.) would commence operations here in the immediate future - meaning probably next spring. How this will affect the West Fkld. mail service I fail to see, but the Governor is evidently somewhat nervous at the idea of buying a vessel to do the mail service after the experience acquired by Government in the case of the "Hadeccah". He said that did the Government go in for such a venture, it would have to be run on strictly commercial lines, and they would have to go for both outward and inward freight, the latter including the collection of Wool, etc. He admitted however that there was a strong objection to the Government doing anything in the shape of trade. He is full of utopian schemes - amongst others that there should be only three outward Steamers during the year, and that the rest of the mail service should be done via Sandy Point - and as regards the West Falkland mails, he suggests that the Rosmos should be asked to leave them, after being made up separately at the G. P. O. in London, at Fox Bay - both on coming down from Montevideo and across from Sandy Point - which he thinks they might very well do for an extra £200. per annum. Of course the cargo, parcels post, etc. would all be landed as usual at Stanley. H. E. informed me that he had ordered a yacht about 40 ft. long - probably the Pearl lugger which Mr. George Cobb told me that the Governor was inquiring about when down at Walmer - which would do the Pilot service, take the Stores from the Lighthouse and fetch sand and shingle from Port Williams and stone from Port Louis. He is bent on having nothing but

stone buildings in future - if erected by Government. It is evident that he has not yet acquired sufficient local experience, although it must be admitted that he does not rush at things - and is quite willing to listen to and to learn by the experience of older residents in the Colony. He told me that he had made a most lengthy and exhaustive report to the Secretary of State on the West Falkland mail, pilot and other local services.

8. I am glad to be able to report that Captain Rees, feeling much better, left in the "Fair Rosamund" for Port Stephens on the 9th inst. - where the "Thetis" arrived on the 15th, and he would at once resume charge of her. She will bring in about 600 bales of Wool from Port Stephens, and East and West Fox Bay.

9. I enclose herewith draft on the Controller general of the Navy for £850 " 19 " 0 being the amount of the disbursements here of H. M. S. "Flora" and "Swallow". The latter vessel only took 56 tons more of coal, leaving us with a stock of about 600 to 650 tons.

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

Enclosures

Duplicate Letter to F.E. Cobb March 21st

Store Indent - Shillon & Stickney

Coasting Insurances March

Waldrons & Wood cheque £5-0-0

Instr/Exchange No. 1898 on The Accountant General of H.M. Navy £830-19-0

Statement on Accounts (under separate cover)

95.
"Neko".
via Montevideo.

April 26th, 9.

Sir,

My last despatch left here on the 1st inst. by H. M. S. "Swallow". The "Neko" arrived early this morning, and relieved many anxious minds by bringing us the news that, although the "Lemos" had once more broken down, she, her passengers and cargo were safe back at Montevideo, and that she would probably leave that port for Stanley on the 21st or 22nd inst. Messrs. Humphreys & Co's letters of the 2nd and 19th inst. respectively bring me the following telegrams from you:- April 2nd "We have bought "Glenporan" £6000." April 10th "Report by telegraph all movements of United States Men of War and merchant vessels specifying voyages & length." April 16th. "Blacksmith engaged."

The first item of news is very satisfactory, and I shall await most anxiously full details of the transaction. From the second I conclude that war has broken out between the United States and Spain, but do not anticipate that we shall see anything of either country's cruisers or merchantmen down here; at least, I hope not.

From the last message, I expect that the Blacksmith will probably be here by the Str. due on May 20th.

For your information the Pacific S.S. Co. arrived

Pedro E. Bolt, Esq.,
Managing Director,
London.

arrived at Port Howard on the 3d and left again on the 6th inst. with 2,000 odd sheep, consigned to the Liverpool market as a trial.

3. I enclose copy of a letter addressed by me to the Harbour Master requesting permission to make certain changes in the position of our hulks in Stanley harbour, which permission has been courteously granted and the operation will take place the first favourable opportunity.

4. I think it may interest you to perusa the enclosed statement, showing the different quantities of provisions, etc. supplied to H. M. Ships during the past season.

5. Mr. Mathews requests me to ask you to procure for him, if possible, exact instructions as to the way to use Tanner's Cip, of which there is a small quantity at Cerro Ubr. which he is anxious to try and I can find nothing whatever with reference to it in this office.

6. I am now able to send you a translation of the Pleasing Contract from Buenos Aires referred to in one of Mr. Mathews' last letters to you.

7. I am now in possession of your despatches No 667 of the 8th and No 669 of the 26th March, with all enclosures in order.

8. Par. 2. Due note is taken to charge in future 1/. for every £100. or part of £100. on drafts to be dealt with in any way in Germany.

9. Par. 3. I will ——— to Mr. Campbell the decision of the Board as regards his pension.

10. Par. 2. Mr. Lillman is, as already reported, carrying on the business of the Hotel Imperial, and has already made a substantial reduction in her late husband's liability.

11. Par. 5. The "Thetis" cleared yesterday from San Carlos with about 500 bales Wool for shipment by steam, and the greater portion of Cameron's produce, the balance of which latter I shall have to collect by one of our schooners, as it would delay the "Thetis" too much, had she to return to San Carlos. From what Capta. Rees says, she will only just carry the Wool and Skins belonging to Cameron, Greenfields and Pitalunga this year. I am glad to be able to report that the Captain is looking much better than when he left Stanley, although he still has a good deal of pain and appears very anxious to get home in order to be able to consult a specialist.

12. Par. 7. For your information the "Fair Rosamond" left Stanley on September 10th - put in to Hill Cove and arrived at San Julian on September 24th, left San Julian on September 29th and getting back to Hill Cove on October 4th, went from there to Saunders Isl. and finally reached Stanley on October 12th. After discharging some lumber I had taken over from Mr. Blake, her crew was discharged and the work of putting her new deck in, etc. at once proceeded with.

13. Par. 6. I have just talked the matter of the New Zealand rams over with Mr. Blake, who says that he does not consider that Armstrong was guilty of neglect and that he will be glad if you will wait

until his arrival in England, when he can discuss it and explain the whole matter to you. As far as I am personally concerned, I must respectfully disclaim any responsibility - beyond the fact of having taken the advice of Mr. Dorset - whom I considered an expert in the matter of stock and who strongly urged me to buy the surplus animals - assuring me that, by doing so, I should be best serving the interests of the Company.

14. Par. 8. With reference to the "Pass of Balmalcai" drafts, allow me to say that the fact remains that Capt. Scougall declined to draw on the Salvage Association, as he did not possess authority to draw on anybody but his Owners. I read to him your paragraph as quoted which says the "drafts of the Dealer", leaving me to assume, as the Dealer had no authority to draw on the Salvage Association, that they the S. A. would meet the Captain's draft on the Owners.

15. Par. 9. You are right in assuming that the £1. 1. 0 difference in the account of the "Waterfoe" was received here in cash.

16. Par. 17. and 10868, Par. 4. I am not quite clear as to why you have used the word "Squacis or rather "Squancis", according to Humphreys' letter just to hand. The former word means 820 casks or barrels - but in your last despatch - you refer to £400. as the price paid by you for the whole thing, cargo included. I take it, however, that this is how the matter really stands:- you pay £400. for hull and cargo, the salvage amounts amount to £406. = £806. - deducting from which our

£910.

account for disbursements on behalf of the ship, etc. would leave a balance of £126. or thereabouts — and which amount you say will be paid by you at home. I note your instructions as to the merging of the two accounts into one and making up the cash account with interest etc. but, under the circumstances, I deem it more prudent not to attempt to get the said account off by this mail — as we are somewhat upset by the fact of there being two steamers to despatch — and your next despatch will doubtless bring me full details and instructions.

17. Par. 17. With reference to Dr. I. Williams apparent neglect as regards the return of the drafts for the Port Howard account, that gentleman has since written me thus: "In reply to your letter in which you "regret not having heard from me, I could not return "the signed bill before as H. M. S. "Beagle" did not "land your letter here, but took it on to Fox Bay and "I did not receive it before the mail had left Fox Bay." Another instance of the chaotic state of the West Falkland mail service!

18. Par. 18. I quite agree with your remarks as the proposed Government expenditure, and the reasons you advance are almost identical with those I have used both officially and "officiously" in the course of conversation with the Governor.

19. Par. 19. The proposal to carry the West Falkland mail overland and across the Sound in a cutter has not, I am happy to say, the faintest chance of ever being carried out. I am informed that the

only

only Tender received by the Government is one from old Ratcliffe, the skipper of the cutter "Gillah", but as I told you in my last despatch the Governor thoroughly recognizes the uncomfortness and, in fact, the utter impracticability of the proposed scheme. I shall take an early opportunity of again putting your views on the subject before the Governor.

20. Par. 20 and No 669, Par. 4. I must thank you for kindly offering to look after the commissions on account of the R. C. Church and the Stanley Assembly Room. As regards the further and fuller details you require, I shall not be able to obtain them in time for this mail, more especially as regards the proposed extension of the Assembly Room, owing to Canon Brandon's absence on the West.

21. Par. 21. As Dr. Rathers is at present in Stanley, I will talk over the question of the Cooper with him.

22. Par. 22. I will go into the question of your assessment for the Receptor, &c. and report to you the result of my investigations.

23. Par. 24. The Canon's books have been regularly audited since my report to you in my despatch No 566 – 11, but this is another matter into which I will go with Dr. Rathers.

24. Par. 25. I will avail myself of the first favourable opportunity to enlighten the Governor as to the real facts concerning the origin of the Government Savings Bank, and the active part you took in promoting its success.

25. Par. 26. I am very glad to hear that the "Senta" has sailed, and trust that she will make a quick passage out, as we are just about out of house coal. I

would not be allowed to call your attention to the clause in the Charter-Party binding us to take "not less than 100 tons of cargo per weather working day" - which I consider decidedly too much for this place and this climate, more especially at this time of the year. However it is there, so we must make the best of it and avoid demurrage if we possibly can.

26. Par. 29. I have recently replied to the questions re Pugellie's account and the Island taxes as well as I was able.

27. Par. 28, & Par. 2 of 8 & 8 I note your remarks concerning a new Blacksmith, and regret that you should have had so much difficulty and worry in the matter. Fortunately (and yet unfortunately), as we have not had a single ship in yet this year, we have suffered neither loss nor inconvenience so far. It has had one advantage and that is to prove what an excellent workman Ogilvie is, and how straight he can keep now that he is free from Chaplin's baneful influence. I have much pleasure in reporting favourably of Ogilvie as I believe that he is making a determined effort to redeem the past. I presume that the new man is to be the Senior smith and consequently entitled to the £4. per month extra for being responsible for the smithy plant, etc.?

28. & 8 & 8. Par. 5. The prices obtained for your wool are indeed lamentable, more especially as compared with those got by our neighbours, large and small.

29. I send you herewith an Indent from Mr

Here Parke for some necessary repairs to his press pump, which he recommends to your especial care and also one from the Secretary of the Assembly Room & for a fresh supply of roller skates - this new form of amusement and exercise having taken on tremendously.

30. I enclose for your information copy of a letter received by the "Ramses" from the the Admiralty Office - from which you will see that we shall shortly receive payment for the remainder of our stock of Steam Coals - which is eminently satisfactory, and I hope to be able to send you the necessary certificate by next mail.

31. Mr. Gorton has now served about half the term of his five years Agreement with your Board, during which time he has given me such complete satisfaction as regards his work and general behaviour that I venture to suggest to the Directors that they should sanction an increase of his Salary, to the extent they may deem fit, as from May 1st next - feeling sure, as I do, that such encouragement will be most highly appreciated by Mr. Gorton.

32. I am sending you an Indent for shipment by sailing vessel - full reference to which is made in Remarks on Stores sent herewith.

33. The "Ramses" arrived here at 2 p.m. on the 29th ult., all well. Captain Heitemeyer has received telegraphic instructions from the Kosmos & not to deliver a single package of cargo except under "Average Bond", it being a case of General Average.

2./

I have therefore signed the following clause on all the Bills of Lading in which the Company is interested "The holder of this Bill of Lading agrees to receive" "the goods mentioned in same under Average Bond," "but subject to Survey in case of damage." The Government and all other consignees have done likewise, so I trust that there will be no difficulty over the matter. I shall be able to report to you via Sandy Point how the cargo turns out, but Captain Heitemeyer assures me that it has sustained no damage whatever. It is a matter of congratulation all round that the casualty occurred so soon after leaving Montevideo, or things might have become very serious. Captain Heitemeyer informs me that he made no Salvage contract with the Master of the S.S. "Alfalfa". Our mail per "Lamses" will now only catch the "Orissa" at Sandy Point on Aug 15th.

3 w. to 666, Par. 2. With reference to the building of the new Roman Catholic Chapel I have talked the matter over with the Priests and they were at first inclined to wait until the mail of Aug 20th, in order to get the reply you were expecting from Boulton and Paul, but on second thoughts and hearing from me that you will be sending out a sailing vessel in 3 or 4 months' time, they have decided upon asking you to close with the said firm for a building, according to Biggs' specification, providing that their price for the same does not exceed £420. (Four hundred and twenty pounds). They trust that you will impress upon Messrs B. & P. the necessity of economizing as much as possible on the packing - making up the materials in bundles etc. in order to save freight.

Their

This order will assist you materially in filling up the sailing vessel.

25. Captain Rees has again become very nervous about himself, and is very keen on going home by the mail of June 10th in order to undergo, if necessary, an operation and be ready to bring the "Thetis" out again next trip. He assures me that the 1st officer, Mr. Thomas, is perfectly competent to take the vessel home - and that he would not require an extra hand - as the second officer would act as 1st and the carpenter as 2d. I hope that she will be able to sail by the end of May - by which time I am in hopes that Captn. Rees will have improved and feel ready and able to take his ship home himself. It appears somewhat doubtful whether she will be able to take quite all the three lots of produce - which would be most regrettable.

26. Mr. Vere Poole is much annoyed in his mind at not having yet been credited with the proceeds of the 17 Bales of Wool which fell into the sea at Port Louis - shipped per "Ramses" on October 24/97 - and insured for £17. per bale from the sheep's back. He complains that he loses a lot of interest, loses in value - and says that he quite understood that the Underwriters would at once pay £17. per bale for the 17 bales in question. I told him that I take it they would have done so in case of total loss - but that they are of course liable for all his expenses in connection with the washing, etc. of the Wool - and that I felt sure that the account thereof would come out all right by the next outward mail. I shall be glad to know exactly how things are done in this

and other cases which may arise under our ~~marine~~ policies. I notice that the forms of claims sent out by this mail simply state "Amount" - am I to understand that it is no longer necessary to give the number of Bales & so much per Bale?

27. The "Peko" is only able to take 1618 Bales out of 1800 which I have ready for shipment, owing to the telegram altering the number not reaching the Agents in Valparaiso in time, so really no one can be blamed. My cablegram to you via Montevideo will be "Peko Stahlbeck" meaning 1012 bales of Wool consigned to you.

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

Enclosures via Monte Video

Stanley Ledger Balances March 31st
S.A. Missionary Society's account March 31st
Coasting Insurances April
Store Indents No: 225 (For steam and sail).
Store Indents. Vere Lacke
Stanley Assembly Rooms Co Ld
Remarks on Stores
Remarks on Indent per Sailing Vessel.
Letter to Prutton & Paul from J. Turner, Apl 7th
Copy letter from Commodore Nocock April 21st
Copy letter to Harbour Master re Shelks April 19th
Translation of proposed Shearing contract
Statement showing supplies to H.M. Ships 1897-8
Mr Mathews' reports & enclosures April 6th, 25th, 30th
Shipping Report
Statement on Accounts
Bills of Lading (6) & Specification of Shipment per "Neko"
Letter to T.E. Cobb from Captain Rees
Press copy of list of enclosures to Tilbury direct

Enclosures to Tilbury

Duplicates (Originals per H.M.S. "Swallow" March 31st).

Despatch No: 94
Coasting Insurances March
Secondy Exchange 1st 1895 - £830. 19.0
Statement on Accounts March 31st
Letter to F.B. Cobb, March 31st
Mr Mathews Report March 29th

Duplicates (Originals per "Niko" via Monte Video, Apl 30th)

Despatch No: 95
Stanley Ledger Balances March 31st
S.A. Missionary Society's account March 31st
Coasting Insurances April
Store Indents No: 225
Remarks on Stores
Remarks on Indent per Sailing Vessel
Letter from J. Turner to Boulton & Paul April 7th
Mr Mathews reports April 6th, 23rd, 30th
Statement on Accounts
Specification of Shipment per "Niko"

Stanley Journal & Cash Book March
Cash Vouchers & W. Stores
Index to Gazettes 1893, 1894, 1895, 1896
Camp Wages Return March 31st
Stanley " " " "
Specifications of Wool H.G.C. & S
Indent per "Thetis" - Stickney Brothers

96.
"Janis"
~~Nathan~~.

~~Sandy Point.~~

May 18th. 8.

Sir,

My last despatch left here for "Neko" on the 30th ultimo.

2. The "Senita" arrived here on the 6th instant, got alongside the "Charles Cooper" on the 9th, and has been discharging uninterruptedly until today, when heavy rain has put a stop to the work. There should be no question of demurrage, as McLaughlen and his men can take the coal much faster than the ship can put it over the side. It is very good coal and the whole of the cargo is in capital condition.

3. For your information I send you enclosed from a letter addressed to me by Mr. Duncan on the subject of T. L. Lipton's stores.

4. I send you herewith Indents from Messrs Packe, Bros. & Co and the Stanley Assembly Room Co. Ltd. to which please give your usual careful attention.

5. Captain Rees continues about the same and is still extremely anxious about himself. He left in the "Thetis" for Belsedor and Douglas Stations and will, I hope, be able to sail for England about the 15th to 20th of June. Unfortunately it turns out that Pitalaga has a good deal less Wool than he anticipated this season, so I shall have to give her a number of Sheepskin bales.

Packe & Co. Cobb, Cape.
Shipping Director,
London.

6.

6. Day 19th. The "Tenis" arrived at 9 a.m. today, bringing me your despatch No 969 of April 19th, with all enclosures in order. Although fortunately unnoticed, I regret that there should have been an error in the transmission to me by Messrs. T. L. Humphreys & Co of your cablegram to me of April 2d. I enclose the portion of their original letter - from which you will see that the second letter of the third word is distinctly a q and not a g - and thinking that you would probably give me an idea of the purchase money - I thought a word indicating a quantity or number would be more likely to be correct than any other, in spite of the word I took having an x instead of an e in it. However no harm has been done.

7. Par. 2. I am pleased to hear that, so far as you have been able to examine them, last year's accounts are considered satisfactory. You are probably not far wide of the mark in your suggestion that the result in 1896 was, to some extent, due to careless dockstaking. As regards our Schooners and the 5% a ton rate, my remark could only apply to the produce brought in from the near ports, which, however, I find on reference to have amounted to 2905 bales, or more than one third of the total shipments by Kosmos Steamers.

8. Par. 3. I will again draw Mr. Anson's attention to the irregular way in which he orders goods, and the desirability of ordering such small quantities direct.

9. Par. 6. Note is taken that you wish me to charge interest on the unpaid balance due by James Jones on his house account.

10. Par. 10. I will at once make arrangements

but made our Peace to have the Automatic machines placed on the road although I should not be surprised if Government raised some objection to my doing so. For your information I may tell you that remarks are not unfrequently made to the effect that this little spec. is somewhat unfr. dig. on the part of such a firm as the F.I.Co. as regards these machines not appearing in the Stock returns, they were not forgotten, but having been omitted in 1896, a very bad year for Store &c. – I thought it as well to leave them out again in a fairly good year like 1897. I will now have them charged to Plant.

11. Par. 11. I have to thank you for the return of the copies of the Island leases. I have handed the new Liely lease to Mr. G. A. Cobb and he has signed the copy which I return here. I have a special list of these Islands leases in your own handwriting which enables us to know on what dates to charge the various rents.

12. Par. 13. I am renewing Mr. Harding's agreement for another five years at his present salary of £400. per annum.

13. Par. 14. I will not say anything to Old Fell as regards the Blacker lease until you have been able to put the matter before the Board and communicated their decision to me.

14. Par. 17. I have to thank you for the Cork measurements of the D.S. C.I. which I return to you herewith after taking copies of them to transmit to David Smith for his information.

15.

15. Par. 18. Be good enough to ask Mr. Blake whether he wishes you to rectify or not the mistake made in ordering his lamps; he did not say so when calling my attention to the matter.

16. Par. 19. I regret that the documents sent with reference to the damaged cargo in the "Perseverance" were not in order - but I will explain matters as far as I can. The difference between the invoice value £105. and the insured value £200. is accounted for by the fact that there was a boat on board the Schooner value £30. and £50. in silver specie - both of which Mr. Smith asked me to cover by insurance - and you will see by our Coasting Insurance Return that there were two separate entries, one being £50. on the specie and the other £150. on Stores, boat, etc. As regards the goods entitled for allowance in full - there were only nine bags of flour - which not only we could not sell - but could not give away in the state they were in, although Fred King ultimately got 4/- a bag for it, and the 18/- proceeds can be credited to the Underwriters; there was really no delay in our endeavours to dispose of this damaged property. I will see that the next matter of this sort is properly dealt with.

17. Par. 20. In reference to the "List of Men entitled to passages home" in your own handwriting, I find that the first name on the list is Peter De Hanson and, on further reference to his Agreement, I find that it bears an Endorsement dt. 1 November 15th, 1886 thus worded:- "This Agreement has been continued from date of expiration on same terms as to notice and passage etc."

18. Par. 26. I am now able to send you the Certificate with reference to the quantity of Coal and in our hulks at the disposal of the Admiralty, which will, I trust, enable you to at once obtain payment for the same.

19. Par. 27. I note what you say about not buying the Iron Standards from Rowell & Co, and will endeavour to let it be known as widely as possible that this firm are not makers of fencing.

20. Par. 28. Due note is taken of your remarks with reference to your being asked for further monies in connection with the shipment of goods by outside people and will inform them that they must give a limit, in case they with their payments exceed.

21. Par. 29. I have already informed you that the Governor has bought a Coal lugger to do the local Pilot service, but I will nevertheless convey to him your offer to do anything you can for him.

22. Par. 30. With reference to the amount of the additions to the Quay exceeding by £21. the £400. sanctioned by the Board, this excess was rendered necessary by the fact that soon after Johnson had completed the work, a violent gale from the N.W. carried away a large portion of the roof and did other serious damage which had, of course, to be made good at once. Your remarks as regards the writing off of amounts expended on repairs are duly noted, and shall be attended to in future.

23. Par. 31. I now see that you have bought the "Glengowan", but not her cargo, for £400, and

note

note your remarks as the cargo. I must, however, now inform you that owing to my being able to supply the "Maine" with my steam coal - and in consideration of that steamer having given the "Thetis" a tow out of Sydney (for which Capt. Rees had agreed to pay £10.) and also moved the hulk "J. D. Smith" for us in Stanley Harbour, I let Capt. Aslacheen take 40 tons of coal out of the "Glengowan", for which he paid 5/- a ton. He went alongside, plugged up the rivet holes, pumped the vessel dry and then took the coal out. He must consider it fit to burn or he would not have taken that quantity, more especially as I had offered to let him have a few tons of Welsh coal @ £3. a ton to burn with it - but he declined - and before leaving made me a bid, on his own account, of £50. for the whole of the cargo. I told him that his offer was absurd - but with this knowledge, could you not approach the Underwriters on the cargo and go £40. or £50. better? Cutze would, I feel sure, make a better offer than Capt. Aslacheen - and I am writing to him on the matter by this mail. It looks to me very much as if Capt. Lübeck's report to you, that the coal was not worth 4/- per ton for steaming purposes, was made with a purpose and that were the coal in question short put up to auction here, the Kosmos Agent would probably play a prominent part in the proceedings. I send you herewith 4 sets of the "Glengowan" accounts, which I trust are made out in the way you desire. It was uncertain whether you wished the Store, Butchery, etc. accounts detailed on the final account

headed "Wrecked ship Glengowan" and that concerned on the usual general account form as in the case of all ships. We have adopted the latter way and hope it is right. As regards the date from which interest was to be charged I fancy that when writing your Par. 31 you were not aware or it escaped you that the ship was wrecked in December, 1895 and that the cash payments extended to April 20th, 1896. I take it that you suggested the end of the year as the date upon which, under ordinary circumstances, an account would have been repaid, had it been an ordinary ship repair. I have therefore charged interest from September 30th, 1896, that is 5 months after the last cash payment. This, I think, is a fair allowance considering that commission @ 5% was charged on the account.

24. Par. 32. Blight and his family arrived all well. I note the terms of his agreement and you have certainly done right, in my opinion, in engaging him as Foreman, at the slightly increased salary and I trust that he will prove a success. He does not, however, impress you with the strength and vigor usually associated with blacksmiths.

25. Par. 33. The R. C. priests are extremely obliged to you for all the trouble you have taken with reference to the building of their new chapel and now ask me to inform you that they have decided to accept Messrs Moulton & Paul, Lim.'s planned tender and request you to place the order with them at once, as per their letter to you of April 16th. Begg considers their quotation for 100 ft. of 9" x 7" match boarding very high.

They rely upon Messrs. Boulton and Paul seeing that the principals are of ample strength — as they contend that their design would be better without the iron. I am returning the plan to you in the care of Mr. Bernard Stickney, who is going home via Sandy Point.

26. Par. 30. I have to thank you for the information conveyed in this Par. relative to the proposed extension of the Assembly Rooms ⊙'s building — but can say nothing in reply until I have placed the matter before the Directors.

27. No 567. Par. 23. The Colonial Secretary has not yet had time to furnish me with a reply to my request for an explanation of the difference in our assessment between the land and sheep taxes.

28. I enclose an Indent from Mr. V. Packe for Stores, Seeds, etc. and he wishes me to inform you that no weights came out with the scales shipped by Avery per "Lusor", as per their invoice of November 11/97, and will be glad if you will kindly enquire into this matter.

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

Enclosures

Duplicate. Stanley Journal & Cash Book March
Stanley Wages Return March 31st

Stanley Journal and Cash Book April
Cash Vouchers & C/O Stores April
Store Indents No: 226
Store Indent. Van Packe, Stanley Assembly Room Co
Packe Bros & Co, Mrs. B. Stickney.
Remarks on Stores
Two sets of Stamps & Post Cards for The Chairman
Government certificate as to Welsh Coal
Accounts per Wrecked ship "Glenguran".
Government printed return of lands leased and sold.
Insurance on Produce List No: 1
Claim for damaged whiskey per "Ramses".
Extract from letter from C. Anson April 20th
Original dock measurements D.S. Wool
London Telegram of April 2nd as sent by Humphreys.
Pattern bullet case - Store Indent No 225.
Letter for Mr Eyles.
Mr Mathews Report May 16th
Shipping Report
Statement on Accounts

97.
"Tauri".
in London.

June 6th 8.

Sir,

My last despatch left Lone for "Tauri" on the 20th ultimo.

2. No. 96 q. Par. 27. As regards the discrepancy in the amount of our assessments for the Sheep tax and extinct land tax, I regret being unable to throw any light on the matter beyond the statement contained in the letter addressed to me by the Colonial Treasury, of which I send you a copy herewith. You will notice that the figures quoted in the third Par. of Mr. Walker's letter are totally different from those you give. As regards the difference pointed out by you in the acreage of Great Island, you will see by the enclosed Government Gazette that we were assessed in a lump sum for the whole of our property including the leased Islands, so Mr. Reading had to make a rough calculation of the acreage of Great Island, owing to the acreage not being given in any of the Island leases.

3. R. B. Bell asked me to mine 8 bales of Wool, which he has sold to Mr. G. Millson, for £100, as per list sent you last mail. As regards the premium, viz. 20/- I have debited R. B. Bell and credited Head Office with the amount, which I trust is in order.

4. I enclose for your information a statement of

Rt. Hon. C. Cobb, Esqre.
Managing Director,
London.

of the commission earned, during the last twelve months, by Fred. King as Auctioneer. I have, of course, made up the amount of his salary £200. to him, and he has decided to take out the license for another year.

5. I send you herewith Bill of Lading for Mr. Pettman's produce shipped per "Orchid", but I do not yet know the exact date of her departure from Port Salvador.

6. Mrs. Hansen requests me to ask you to be good enough to take three first class passages for her Frederica, Stanley and Susan Hansen by the Steamer leaving Hilbury Coste. on August 23rd next.

7. You will, no doubt, have observed on perusing the Government Gazette, No 14 of May 12th last, that the copy of a Proclamation has been published here, applying certain portions of the Coinage Act of 1890 to this and other Colonies, whereby gold is made the only legal tender for sums over £5. The local authorities have not, so far, issued any notice with reference to this matter and I shall, of course, be careful not to provoke discussion thereon as having at present only a few sovereigns in hand, we might suddenly find ourselves in a somewhat awkward position. I should be glad to know exactly what the importation of gold would cost us by Steamer; I see that the expences on the £2000. which were shipped per Bk. "Cue" in 1890 came to 1½%. We should, I take it, have to charge our clients a small commission on all cheques and cash payments to cover these expenses. I have heard it said that the Dist pays the freight on gold, as well as silver, to certain Colonies.

9. Para. 9. The "Stanley" arrived yesterday afternoon bringing me your despatch No. 90 of Feb. 9th, with all enclosures in order. As regards the letter signed by you of my Comm. of Feb. 21st enclosing the Statement on accounts and Mr. Dallison's report and which I sent through Lieut. Humphreys it must have reached them just too late to be posted by the "Orpheus" on April 9th.

10. Mining just sold 20 tons of coal to Parke, Davis & Co and 20 to Baillon Stickney, these two firms will not want any more for some time, but I will see if they and others of our clients on the West are willing to combine and raise a sufficient quantity to enable you to charter the "Orchid" or some other vessel for a cargo direct to the West. It would be a decidedly good thing to employ Capt. Thomas in that way. The "Orchid" finally sailed from Iquique on the 6th inst.

11. Pars. 4. 5. 6. I will confer with the Governor on the matters referred to in these three paragraphs as soon as the mail has left, but I may at once tell you that G. Pellini of the "Chance" has just got the West Falkland mail contract for the next nine months, by which time it is to be hoped that Government will have made some definite and satisfactory arrangement as regards this very important matter.

12. Par. 7. That there have been very few due for mooring hulks included in the Navy Bill for £220. 19. 0 I should, as on previous occasions, have enclosed receipts and requested you to collect the amounts from the Admiralty. I enclose herewith Capt.

Gamble's certificate as to the bulk "Prosis" having been used to coal H. M. S. "Beagle", reference to which was made in my Remarks on accounts of February 3rd. I sent the Colonial Secretary's receipt for the £1. up to Capt. Gamble in order that he might certify it as used, but he tells me that he has mislaid it, so I am only able to send you the enclosed certificate.

12. Par. 9. I note your remarks with reference to the Bleaker lease, but quite thought that I had already reported to you that Mr. Fell had purchased a house in Stanley and been living here for some months past. Am I to understand that the Board wish me to at once inform Mr. Fell that his lease will not be renewed on the expiration of the present one in 1901?

13. Par. 10. I have written the Royal Insurance with reference to the Stanley Fire Brigade Ordinance. Had the minutes of the Legislative Council been more fully and accurately reported, it would have been shown that on three separate occasions I strongly opposed the obnoxious clause 15. upon which I purposely abstained from voting, and denounced the proposal as altogether ultra vires. The Governor has told me unofficially that he thinks that the Royal are quite right in their arguments against the charge — and I have a strong idea that it will never be made. However I will discuss it with the Governor next week.

14. Par. 11. Your remarks with reference to the Store accounts are carefully noted, and I will trouble Noble on the question of his account on the lines you suggest.

15.

15. Par. 12. Your remarks with reference to the cost of Fencing are noted, and I will go into the matter with Mr. Mathews shortly, in order to see whether, as you say, the valuation ought not to be reduced. Allow me however to call your attention to your "Further notes on Accounts for 1893" dated November 9th, 1894, in which you instruct me to charge the £17. per mile short charged in 1893 in the 1894 accounts, the Fencing erected in 1893 having been capitalized at £60. per mile. In making up last year's accounts, we were only able to allow £32. per mile for the labour of erecting and circling, the explanation of which fact I believe to be that a lot of repairs to the existing fences were carried out, and, owing to the inter regnum in the Camp management, I could not really get to the bottom of the matter without a lot of correspondence, for which there was no time.

16. Par. 14. The prices fetched for our wool are truly deplorable and as you say, the prospects for this year's accounts look anything but rosy.

17. Par. 15. I shall be anxious to see what prices the live sheep shipment per "Inca" realizes in the Liverpool market.

18. I am shipping by this Steamer a case marked F.I.C. JJE containing the broken piston of one of Mr. Fetton's pumps, which he wants repaired and a duplicate also sent out by Kosmos Steamer. Further a case addressed to T. Denison Esq., Leeds containing the female screw of Messrs. Dean and Dawson's press, which he would like to have out here, with all the other parts which have to be made, not later than November.

19.

19. The "Senita" would have been already discharged, had not the ship been compelled to knock off in order to get ballast in for differing her. The coal is excellent and the remainder of the cargo in capital order, only one barrel of Oil having partially leaked. She will leave for Cornwall in a week or ten days time.

20. I should have stated in Par. 3 that the 8 bales Wool E. N. are shipped by George Turner as per enclosed Bill of Lading. I have had the bales measured and charged R. B. Bull with the local freight on same.

21. I much regret having to report that Captain Rees has become so much worse that he is compelled most reluctantly to give up command of the "Thetis" and to return home by this mail. Dr. Jameson assures me that it is the only course left open to him, and that he ought to go straight into hospital and undergo an operation. Captn. Rees assures me that Mr. Thomas is thoroughly competent to take the "Thetis" home, and his name will be put on the Register as Master today, and some slight necessary alterations in the rating of the crew made. She arrived from Valparaiso a couple of days ago and will, I trust, sail for London in about ten days with 900 bales of Wool and Sheepskins, the "Lizzie's" misfit engine and other articles. I advise you of Captain Rees' departure by this Steamer in my cablegram to you via Southampton, also that of Mr. George Webb as arranged.

22. The American Schr. "Carole C." arrived here from Santa Cruz, Patagonia on the 9th inst. whither she returns shortly with a supply of provisions for the "Crossness". She belongs to Mr. R. A. Green of Room No 511.

Chamber of Commerce, Boston, Mass. upon whom the Doctor, F. A. West, will draw for the amount of his disbursements here, which, however, are not likely to be very considerable, and I shall not therefore incur the expence of writing to you about them.

I am,
Sir,
your obedient servant,
Andrew E. Baillou.
Consul.

Enclosures

Store Indents No: 227.
Store Indents. Yorkpacke, Dean & Anson, A.E. Felton.
Remarks on Stores. Store Indent Monte Video
Produce Insurance return No: 2.
Coasting Insurances May.
S.A. Missionary Society Account - March 31st
G.S. Bourne's cheque on London & West Bank Ld, £38.17.0
Cash account - Ship "Thetis" to June 9th
Extract from letter from Capt Rees June 1st
Copy letter from Col: Secy May 28th re acreage of Laponia.
Certificate from Commdr Gamble re hulk for coaling H.M.S. "Skaple".
Bill of Lading per "Stauri", 8 Bales Wool E.N.
Replies to Remarks on Annual Accounts for 1897.
Remarks on Accounts.
Mr Mathews' report and enclosures June 6th
Shipping Report.
Statement on Accounts
Press copy of list of enclosures to Tilbury direct
Specification and Bills of Lading (6) per "Stauri".

Enclosures to Tillery

Duplicates (Originals per "Tanis" via Sandy Point May 20).

Despatch No: 96.
Stanley Journal and Cash Book April.
Remarks on Stores.
Produce Insurance return No: 1.
Claim for damaged Whiskey per "Ramses."
"Glengarvin" accounts (2 copies).
Mr Mathews' report May 16th
Statement on Accounts May 20th

Duplicates (Originals per "Stanii" via Monte Video June 10).

Despatch No: 97.
Store Indents No: 227.
Remarks on Stores
Produce Insurance Return No: 2
Coasting Insurances May
S.A. Missionary Society account March 31st
Cash account Akn "Thetis" to June 9th
Replies to remarks on Annual Accounts 1897.
Remarks on Accounts.
Mr Mathews' report and enclosures June 6th
Statement on Accounts.

Stanley Journal and Cash Book May
Cash Vouchers E & W. Stores.
Statement of Auctioneers commission 1897-8.
Bill of Lading per "Orchid"

Specifications	Wool Z	Wool & Skins	W & L
	" S.I	" " "	W.P
	" R.B.C.	" " "	
		" " "	K

98.
"Thetis".

June 28th, 8.

Sir,

Herewith enclosed I beg to hand you Bills of Lading and Manifest of this vessel's cargo, together with sundry other documents as per details at foot.

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

Enclosures.

3 Bills of Lading.
Manifest.
List of Cases and Parcels.
Abstract of "Thetis" coasting log.
Estimate of "Thetis" gross earnings.
Specification of contents of 3 Cases [E] 1. 2. 3.
"Thetis" Account and Vouchers.

Fredk. C. Cobb, Esqre,
Managing Director,
London.

99.
"Substantial".
via Sandy Point.

June 29th 1.

Sir,

My despatches No 97 left this for "Stanley" on the 10th, and No 98 for "Thetis" on the 24th instant.

2. I very much regret having to report that the rumour of a terrible boat accident in Port Salvador on the 5th inst. has proved to be only too well founded, whereby Mr. Jas. Greenfields and nine others met their deaths by drowning. We can hardly get realise the appalling fact; the disaster has cast quite a gloom over the whole settlement, three families, viz. Kirwan, King and Bunnell having lost sons by the sad event. The gunboat Isla "Enola C". has been in Port Salvador since the 14th inst. searching for the bodies, but up to the time of writing this, entirely without success. Mr. John Greenfields, who was at Cameron's Bay on the Coast has become across in the "Biene", and arrived in Stanley last evening.

3. The "Thetis" sailed on the 24th instant with a full cargo; duplicates of documents by her are enclosed herewith, which I trust will be found in order. She had fair winds for 48 hours after leaving here. You will have time to ascertain from Mr. R. C. Bishop, where she wishes the three cases of furniture to

Capt. C. Bott, Esq.
Managing Director,
London.

to be forwarded to, and please to debit my account with freight, dockcharges and carriage, etc. by rail, as I have money in hand belonging to Mr. R. B. Nichol. Be good enough to have the portion of the "Fortuna's" pump, which I am sending home to you, repaired, and another similar one made to have ready in case required.

4. The Bk "Santa" sailed in ballast for Corand on the instant, and I enclose herewith the account of her balance of freight, disbursements, etc.

5. The settlement and neighbourhood has been suffering from a severe epidemic of influenza and other disease. The P. I. Magazine will acquaint you with details of the deaths which have recently occurred - but I must tell you that hardly a house in the settlement has escaped. The Governor, Mr Hamilton, Father O'Grady and endless others have all been seriously unwell; Dr. Harding has not left his house for twelve days now but is, I am glad to say, nearly convalescent. I am happy to be able to report that Mr Gordon and I have, so far, escaped, being about the only two on the Company's permanent establishment who have done so. The weather for the past month has been most trying, alternate snow and rain with almost continual easterly and south-easterly winds, which has already interfered with all kinds of out-door work - which you will be able to gather from the returns of Hunting Wages. Both old Biggs and McLauchlan have suffered severely - and any to few, gradually backing up, the latter especially showing certain signs of loss of strength and energy.

6. Mr. Geo. Bonner has just made a claim on the Insurance for 2 cases of "Thetis", which were, he says completely damaged and unfit for use, viz.
No 240. 2 doz. 2/- tins Apricots in syrup
No 40. Mixed pole Apple rings.
the cost prices of which are £1. 3. 0 and 16/- respectively. He has since sold the case of apricots for 10/- the Apple rings were useless and he could not get an offer for them; rats had done the damage to these latter. Your clients' invoices for "Thetis" do not state whether the insurance is against S.R. or F.P.A. I enclose a statement of this matter signed by me as Lloyd's Agent.

7. Mr. Mathews in his last letter to me calling attention to your remark about pump leathers for hydraulic press pumps and says that Nolle told him that he has never ordered thick or thin leather, but always a hide, and then he has used the thick parts for thick leathers and the thin parts for thin leathers. I see that you have sent a hide from Hagpond, Tyler 1/0 per "Lakkand".

8. July 4th. The "Lakkand" arrived at 9 a.m. yesterday, bringing me your despatch No 871 of Aug 31st, with all enclosures in order.

9. Par. 5. The sale of the "Lucs" crop of sheep is a little more encouraging. I shall be glad to learn what the "Artisans" make.

10. Par. 6. I will go into the question of dips with Mr. Mathews as soon as I am clear of the mails.

There

There were, as you know, three casks of Belcourt's dip sent to North Arm, respecting the disposal of which I will write and ask Mr. Bell.

11. Par. 5. With respect to the shearing contract, Mr. Matheson asked me the very same question as to whether the dollar quotation alluded to paper or money, and he has written to Mr. Roy to ascertain for certain. I feel sure, however, that it means the 1/6 Argentine dollar or 14/- per 100 sheep. Mr. P. Parke pays his contract shearers 16/. per 100; 33/- for that number would be altogether out of the question.

12. Par. 6. Mr. Matheson is sending you a report on the unfortunate New Zealand rams. I simply disclaimed responsibility as an expert in the selection of sheep, having acted solely on Mr. Lepoat's advice in the matter.

13. Par. 8. As it turns out matters went very smoothly as regards the discharge of the "Lemito", and there was no question whatever of demurrage.

14. Par. 8 bis. Thank you for the information as to the new Blacksmith's wages, in accordance with which I had, fortunately already acted.

15. Par. 10. I returned about 70 tons of Steam Coal for our own consumption.

16. Par. 13. Captain Ross wrote to Mr. Gordon from Montevideo, giving a very bad account of himself. He is evidently very low, as he talks of not reaching England alive.

17. Par. 14. I will explain the insurance business on his 17 bales of damaged wool to Mr. Parke.

18.

18. Par. 15. I shall be glad to receive the Annual Report by next mail, but the further reduction in the dividend you mention is indeed bad news.

19. Par. 16. It is satisfactory to hear that the matter of Mr. Harding's Fidelity Bond is ~~arranged~~ ~~settled~~.

20. Par. 17. I am sorry to hear your report as to Mr. Havelock's personal character. Fred. Hardy left the employ on the 30th ult. and, if I find it necessary, which is hardly likely before the Season comes down again, I will engage some one temporarily.

21. Par. 18. I have to thank you for the copies of correspondence with the Rosmos Co, and think that they have behaved very fairly in the matter of the passage money. The shipment of Cattleffs wool is a small matter.

22. Par. 19. The information kindly supplied by Mr. G. I. Harding re game guards, decoys, etc. will, no doubt, prove very useful, and I will discuss the matter with the Governor the first opportunity I get.

23. I regret to say that I have not yet received Capt Smith's reply to my enquiry relative to the insurance of the "Perseverance" in time for this mail.

24. I enclose, for your information, copy of correspondence with Noble relative to his account, but as he will shortly be in Stanley for a few days, I will go thoroughly into the question with him, and report to you later.

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

Enclosures

Duplicate. Stanley Journal and Cash Book, May
Specification of shipment per "Stanni"
Despatch No: 98 and enclosures (per "Thetis").

Store Indents No: 228
Store Indents. Packe Bros & Co, Dean & Anson, Dr Jameson.
Store Indent, "Thetis" - Packe Bros & Co.
Remarks on Stores
Copy correspondence with J. Noble re account
Account per Barque "Lenita"
Coasting Insurances June.
Insurance on Produce Return No: 3
Stanley Wages Return June 30th
Remarks on Accounts.
Mr Mathews' report and enclosures.
Shipping Report.
Statement on accounts.

Statement of claim - 2 cases Provisions
damaged per "Thetis"

109.
"Tami."
via Santander.

July 19th 1.

Sir,

The "Tami" arrived at 10 am. to day, bringing me your despatch No 92 of June 18th, with all enclosures in order.

2. Par. 2. Mr. Horton requests me to convey his best thanks to the Board for the mission of colony kindly granted to him. May I be allowed to suggest that this advance should date as from Jany. 1st of the present year.

3. Par. 3. The telegram "Lamu, Stallybrass, Submissive" was forwarded by me to Humphrey at the request of Capta. Clemson of the "Sunita", the latter having assured me that "Lamu" was his Owner's registered telegraphic address at Stallybrass. You are quite right in assuming that the word "Sub. missive" meant "Will sail on receipt to sail in a fortnight". As to the telegram received by you with reference to the passengers and cargo per "Tami", the mutilation of my message must have taken place at Santander, as on reference to the copy of my letter to Humphrey, "Tami Foreign" is written in Mr. Reading's best and most legible round hand, a thing I always get him to do in order to avoid any possible mis. reading of my handwriting.

4.

Pratt E. Cobb Esqr.
Managing Director. London.

4. Par. 4. I will procure a record of James Burgess' services which I had an impression had been sent to you by Mr. Mathews.

5. Par. 5. I have to thank you for your further remarks and instructions with reference to the question of claims for damaged wool. It appears that I pursued the right course as regards Mr. Parke's wool at Port Louis with the exception of furnishing you with the original shipping weights, which I will not fail to do in future.

6. Par. 6. Your instructions re the shearing contract are noted, and I will at once communicate with Mr. Mathews on the subject.

7. Par. 7. I regret having omitted to make reference to certain amendments which have been made from time to time to the Scab Ordinance. The Minutes of the Legislative Council Meetings are invariably very imperfectly reported for I remember distinctly, at Mr. Blake's particular request, opposing the reduction of the "infected period" - and I have his notes on the subject still on my desk, which I took to Council with me. After Mr. Mathews' arrival at Canaria, I had some correspondence with him on the subject and it was suggested that Mr. Geo. Cobb and I should interview the Governor and discuss the whole Scab question with him, but it was ultimately decided that I should wait until Mr. Mathews could come in here and with him thrash the matter out with the Governor. I could not, of course, expect any support from my colleague in the Council, Mr. J. J. Felton, who is one of the worst offenders in the matter, of course, I should never allow personal feeling to

to influence my action in a matter of such importance.

8. Par. 8. I will do as you suggest with reference to endeavouring to obtain from the Farmers who have had dealings with the "Result", a statement of all payments made to Engelke during the last few years. It will, however, not be any easy matter.

9. I have just completed the audit of the Domain books up to May 31st, 1898 which are, as usual, in admirable order.

10. I regret to say that the Store Sales for the first 6 months of this year are £1707 less than in the corresponding period of 1897, a deficiency which it will be difficult to recover, unless a ship or two in distress comes along shortly. The importations by Parcels Post appear too to be over on the increase. I have received a letter from James Lewis, a copy of which I send you herewith, with reference to Fred. Hardy's situation at the West Store, but although I consider that he might suit us very well, I am decidedly of opinion that, under present circumstances, we can get on very well with our present staff, and thus effect a saving of something over £100. a year.

11. The American S. "George Nelson", 90 days from the Sandwich Islands with a cargo of sugar for New York anchored in Port William on the 13th inst. She only called for orders and to learn the news, and as Captain Potter has heard from his Owners, Messrs A. Sewall & Co of Bath, Maine, U.S., by this mail, he will proceed on his voyage as soon as the wind will allow him to. He is only taking some

coaster and a few odds and ends in the way of stores. The Master hopes to be able to settle his account by cash. He tells me that most probably two other big ships belonging to Messrs Lovell & Co, the "Kenilworth" (a 4 master) and the "Langrois", both from the Sandwich Islands too, will call in here for the same purpose as he did. I am giving the necessary information re the "George Stetson" to Lloyds by cablegram.

12. I received through Messrs Humphreys & Co your cablegram of the 9th inst. thus worded:- "Perlonco Glangowan Calentaba Marquette", meaning - We have bought "Glango-wan" cargo for £1,000. This is duly noted, and I shall await your instructions and suggestions as to how you think I had better deal with it, after receipt of my recent advices on the subject. The "Sahino" and the "Capricorne" are now both moored within easy distance of the "Glangowan", and, filling them as far as possible with safety, would materially lighten the latter, as I take it our main object is to re float her as soon as possible.

13. I have not sufficient Wool for consignment to you by this steamer to justify a cablegram.

14. I omitted to confirm, in the opening paragraph of this, my despatch No 99 which left here for "Pakkarah" on the 11th instant.

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

Enclosures via Monte Video

Store Indents No. 229. Store Indent - Monte Video

Store Indents. J. J. Felton - Vera Pacha.

First of Exchange No: 1919 on John Stone & Co £150.0.0

" " " " 1922 " Bank of Tarapaca London Ld £100.0.0

Mr Dean's cheque on London Joint Stock Bank Limited £85.6.8

Mr G. S. Burne's " " London & Westminster Bank Limited £7.0.0

Copy letter from James Lewis July 14th

Letter for Mr Cobb. Dr Foley's Indent for drugs.

Mr Mathews report and enclosures.

Shipping Report.

Statement on accounts.

Press copy of list of enclosures to Portland.

Bills of Lading (9) and Specification of Shipment per "Janis".

Accounts per Ship "George Stetson" and letter of advice to Owners

Draft on Demand No 1924 on Messrs Arthur Sewell & Co - $49.62

Enclosures via Portland

Duplicates (Originals per "Sakkarah" via Sandy Point July 4th).

Despatch No. 99

Store Indents, No: 228. Packe Bros & Co, Dean & Anson

Remarks on Stores. Accounts per Barque "Lenita"

Coasting Insurances June. Insurance on produce return No. 3

Stanley Wages Return June 30. Remarks on Accounts

Statement of Bonner's claim for damaged goods per "Thetis"

Mr Mathews' report and enclosures

Statement on Accounts

Duplicates (Originals per "Janis" via Monte Video July 21st).

Despatch No: 100 Store Indent No: 229.

Second of Exchange No: 1919 on John Stone & Co £150..

" " " " 1922.. Bank of Tarapaca & London £100..

(~~Statement on Accounts~~ could not be concluded in time, the Darwin mail arriving only 1 hour before closing of mail)

Sent under separate registered cover.

Stanley Journal and Cash Book June

Cash Vouchers East & West Stores

Stanley Ledger Balances June 30th

List of Store Debtors June 30th

" " Butchery " " "

Remarks on Store Debtors June 30th

Remarks on Accounts

S.A. Missionary Society accounts - July 16th

Fidelity Bond - W. Harding to Falkland Island Company.

Specifications. 13 Bl Wool D.H. 62 Casks Tallow F.I.C

5 " " N.A 6 " " H.G.C

19 " Skins S

163 Hides S

104.

via Sandy Point.

August 10th 8.

Sir,

My last despatch left this per "Tamis" on the 22d ultimo.

2. to 8 & 9. Par. 10. With further reference to the Stanley Fire Brigade Ordinance, at a recent interview I had with the Governor, he very courteously read to me Mr Chamberlain's reply to his despatch on this subject, in which the Secretary of State states that the charge of 1/8th % on the total amount insured in the Colony must stand, as it is in accordance with the provisions of the Imperial Act, viz. 28 and 29 Victoria, Cap. 90 Sec. 13, by which all the metropolitan Insurance Offices pay a tax at the rate of £35. per £1,000,000 insured. H. E. further informed me that the Company in which all the Government's Buildings are insured raised no objection whatever to the charge in question and have, I believe, actually paid it. In communicating this information to the Legal, I told them that any increase in their present rates of premium would be absolutely fatal to their business prospects here, many of their clients having already talked of discontinuing or reducing their policies.

9. to 8 & 9. Par. 9. Dr. Mathews and I interviewed

Frank C. Cobb Esqr.
Managing Director,
London.

missed the Governor last week on the subject of Seal, but as Mr. Mathews has fully reported the ~~purport~~ result of our conversation in his letter to you, I need only confirm what he has told you and trust that Mr. Clake has not failed to return the draft Ordinance, with his comments thereon, by this mail. I will urge upon the Governor the necessity of prompt action in the matter and I think he fully recognizes the unsatisfactory way we are traced, through no fault of our own.

4. to 8 70. Par. 12. I took further advantage of Mr. Mathews' stay in Stanley to discuss the question of the cost of Fencing with him. Previous to Stocktaking in 1893, I was under the impression that the estimate of £90. was somewhat high and, as you will remember, capitalized the Fencing erected during that year @ £67. per mile; but by your "Further notes on Accounts for 1893", dated December 8th, 1894, I was ordered to make an additional entry, when making up the 1894 accounts, of £17. per mile for amount short charged the previous year, which was done. On now going carefully through the figures with Mr. Mathews, we find that the erection of a mile of Fencing, which does not present unusual difficulties, ought not to cost more than £94. The question arises, however, as to how to deal with the cost of the repairs now becoming necessary to some of the old Fences. I have instructed Mr. Mathews to distinguish in his annual Return between the erection of new Fencing and repairs to old Fencing. There are, as far as I can see, three ways of dealing with the latter, viz. - to write the amount off against

Profit and Loss as in the case of Buildings; to debit Farm Account with same, or, to re-capitalize. I shall be glad to have the Board's instructions on this matter before next stocktaking.

5. Referring once more to the vexed question of "interest on freight", Messrs Packe Bros. & Co state that they quite agree that the charge should be made when there is a balance of interest to our credit on the Account current for the year, but they fail to see why the amounts should be charged when it is the other way about, and contend that, in that case, the said sums are most distinctly not "advanced" by us. They go on to argue that, if it is the universal custom in London, why was it not charged before last year, or on prior occasions when they were in our debt?

6. & 7 & 8. Par. 8. With reference to a cargo of house coal for our clients on the West, Messrs Packe Bros. & Co say that they would take about 200 tons between Fox Bay and Cumnock Head, and that there ought to be no difficulty in disposing of as much again between the other Stations. They think it ought to cost them something under £2. delivered; the Master being made to understand that his crew would have to land coals, and back them on shore, as it would take far too much time in the case of Settlements, where there are only four or five men. Could you not persuade Capt. Thomas to undertake this little business, and thus keep him away from Stanley? By loading at or near the pit mouth, the coal could, I should think, be bought very cheap.

7. I send you herewith a letter addressed to me by Chas. Smith on the subject of his pension, which he has asked me to submit for the consideration of the Directors. It would appear that he has all along been under the impression that his "cattle money" would be taken into consideration in the calculation of his pension. He left Sarain Harbour finally on the 9th instant, from which date, I assume, his pension of £3. 17. 6 per month dates. He is going by the coming steamer to Sandy Point en route for his farm at Cox Inlet, Gallegos and has requested me to instruct Messrs. Bacon and Blanchard to pay the aforesaid sum to him monthly for our account, which I will do, as I presume there is no objection to such a course being taken. Smith is in a very poor state of health.

8. August 11th. The "Ammon" arrived here at 8 this morning, bringing me your despatch No 873 of July 12th, with all enclosures in order. I have no cablegram from you to acknowledge. This steamer is making such a short stay here that I will not attempt to reply to your despatch by this mail, more especially as there are several important matters referred to therein.

9. Por. 9. I am writing by this mail to Mr. Cutge in order to ascertain if he would make a respectable bid for the "Glengowan" and her cargo - but I am not sanguine as to his doing so. Might not he be one of the nibblers referred to by the Salvage Association, as he could easily get someone to act for him in London?

10.

2./

10. For your information I enclose copies of a letter and account sale, which I am sending by this mail to the London Salvage Committee.

11. Par. 10. Your remarks re the Lorange Cat are carefully noted, but I do not anticipate that the Colonial Government will move in the matter, at all events, at present.

12. We had an unexpected arrival by this mail in the person of Mr. Lawrey, a Civil Engineer, who it appears has been sent out by the Colonial Office to take up the duties of Director of Public Works here for a term of three years, at a salary in dit of £700 per annum. Although the unofficial members have not been consulted as regards this item of expenditure, I must say that I consider the money will be really well spent, as the roads and drains here are in a most deplorable condition, and a really practical man will do more good than the tinkering of successive Governments during years.

13. By next mail I will forward to you Mellis's report on the "Great Britain's" boiler and winch, the former of which is in a very bad condition; but I have told him that, with wood at its present price, he must do all the patching up he possibly can.

I am,

Sir,

Your obedient servant,

Andrew C. Millar.

Manager.

2./

10. For your information I enclose copies of a letter and account sale, which I am sending by this mail to the London Salvage Association.

11. Par. 14. Your remarks re the Lorange Cat are carefully noted, but I do not anticipate that the Colonial Government will move in the matter, at all events, at present.

12. We had an unexpected arrival by this mail in the person of Mr. Massey, a Civil Engineer, who it appears has been sent out by the Colonial Office to take up the duties of Director of Public Works here for a term of three years, at a salary "on dit" of £900 per annum. Although the unofficial Members have not been consulted as regards this item of expenditure, I must say that I consider the money will be really well spent, as the roads and drains here are in a most deplorable condition, and a really practical man will do more good than the tinkering of successive Governors during years.

13. By next mail I will forward to you Mellis's report on the "Great Britain's" boiler and winch, the former of which is in a very bad condition; but I have told him that, with wood at its present price, he must do all the patching up he possibly can.

I am,

Sir,

Your obedient servant,

Andrew C. Millar.

Manager.

Enclosures

Duplicate. Stanley Journal and Cash Book June
Stanley Ledger Balances June 30th
List of Store Debtors " "
" " Butchery " " "
Remarks on Store Debtors " "
Remarks on Accounts. S.A.M.S. Account July 15
Accounts per Ship "George Stetson"
Second of Exchange No 1924 — $52.55
Mr Mathews Report July 15. Letter to F.E. Cobb July 22nd
Statement on Accounts July 21 & 22nd
Specifications. Wool D.H. 13 Bales NA. 5 Bales
Tallow F.I.C. 62 Casks H.G.C. 6 Casks
Specification of Shipment per "Janis"

Stanley Journal and Cash Book July.
Cash Vouchers East & West Stores
Coasting Insurances July
Account (July 23) - Ship "George Stetson" & letter of advice to Owner
First of Exchange No. 1918 on W.B. Waldron £938.7.3
" " 1926 " Arthur Sewall & Co $34.24
" " 1929 " John Stoare & Co £30.0.0
Store Indents No: 230
Store Indents. Packe Thos & Co - R.P. Cull
Copy letter to London Salvage Association Aug 12th
Letter from C. Smith re pension August 11th
Mr Mathews Report. Shipping Report
Statement on Accounts.

102.

"Theban".

Sir Montcindes.

August 21st 1.

Sir,

My last despatch left here per "Ammon" on the 12th instant.

2. As the movements of the American Schooner "Eula B" are so erratic and uncertain, I deemed it prudent, before she left again for Salvador, to demand a settlement up to date from the Master. This I have obtained from him and on the strength of a letter from his Owner, authorizing him to draw upon him for his disbursements here, which Captain West showed to me, I enclose herewith his draft upon Mr. Richard T. Green of Boston, Mass. U.S. for $ 587.50 c 30 dys., which I trust will be duly honoured at maturity. The Sch. will proceed to South Georgia, Graham's Land, etc. at the end of next month, and will return here in December. It is not unlikely that another of Mr. Green's vessels, the "Porcupine" will shortly put in here.

3. I have amended the "Perseverance" Salvage accounts to the best of my ability, hoping that they will be found in order and give you no further trouble.

4. 1073. Pen. 20. I also send you an amended Statement of claim for the Whiskey per S.S. "Ramses".

5.

Vice G. Bell, Esqr.
Managing Director.
London.

5. No 893. Par. 12. I send you, for your information, copies of the correspondence which I have had with the Colonial Secretary relative to our assessment for the Land Tax, so I need not repeat my arguments here. As you will see from perusal of my letter of the 30th inst., I have informed the Colonial Secretary of my intention to memorialize the Secretary of State on the question, and I would ask you not to communicate with the Colonial Office until you have received a copy of my Memorial. You say that, when the assessment for the Land Tax was originally made, you demurred to the round estimate of 900000 acres always applied to Lafonia, that you asked that Mr. Bailey might measure it upon the system applied to the rest of the islands, with the result that he made it much less. Unfortunately I can find no record whatever amongst our Office archives of this objection on your part. You will, no doubt, observe that, in the figures contained in my letter to the Col. Secretary of August 24th, I have omitted to take into account lots 7, 8, and 29, but this is not material, as the acreage of Lafonia is the only real point at issue.

6. No 893. Par. 5. I have communicated to Mr. Fell the Board's decision as to the renewal of the lease of Bleaker Island, and all he expects and asks for is that they will be good enough to leave him in undisturbed possession during his lifetime. The question of rent can, of course, be left until the expiration of the present lease in June, 1900.

9. to 898. Jan. 15. I shall now have to leave the question of the fees for mooring hulks on the mind of H. I. Ships here. It is reported that the "Basilisk" will be down about the middle of next month.

8. The "Thalaw" has just arrived, bringing me Mr. Ogle's despatch of July 30th, to 894, with all enclosures in order. Your telegram re the corps of "Glengowan" has already been acknowledged.

9. Jan. 1. I reported what the captain of the "Biana" said as to the difficulty he experienced in raising steam with the coal ex "Glengowan" as soon as ever I could after being made acquainted with the fact. I have recently visited the ship with Noble but, owing to the wooden plugs put in by the carpenter of the "Biana" having got washed out, she was quite full of water, and it was quite impossible to get fairly at the coal, especially as the 500 tons of coke, now absolutely worthless, are at the top. Noble thinks, and I agree with him, that the coal is not seriously damaged, as it appears that salt water does not affect this class of coal; he says it is the very best of coal, containing, as it does, 92 per cent of carbon - but requires an immense amount of draught, which probably accounts for its failure when tried on the "Biana", "Seiei" and elsewhere. From what I have been able to see of the coal myself, I do not consider that there is any very great amount of cinder. The chief difficulty, to my mind, is the time, labour and cost required

to get at, discharge and transship the coals. To all, of course, be an easier matter when I have been able to carry out your latest instructions by pumping her out, sending down the yards and masts and the scuttle holes properly filled up by the Blacksmith, as I should then have the anchor lifted and the vessel floated off into deep water. From the copy of the letter just received from Curtze, sent you herewith, you will see that we can hardly look upon him as a likely customer, although there is no doubt but that he would be glad enough to have the vessel for a hulk. As regards your question in No 473. Par. 9 - whether getting £2000. equivalent, can you say, to taking the gear at £1000. would pay us, I was frankly very doubtful about the matter, as all we have on shore at present, are a few sails, worth at the most £30.; but should we, can you suggest, get the yards, masts, anchors and other gear, I should certainly say that it would pay us well, although it might be some time before we realized everything. Until all this has been done, I hardly see how I can arrive at anything like an approximate estimate of what it would cost us to fit her up as a hulk which must be her ultimate fate, as we can have but little hope of selling her, and to be taken away from Stanley. Between now and next mail, I will endeavour to get a rough estimate of what the Carpenters would contract to dock her in for - which figure I would communicate to Mr Curtze and report to you at the same time.

10. Par. 3. I enclose a statement showing the amount of Auction Commission earned by Mr King since the adoption of the new arrangement, directed in your despatch No 777. Par. 5. The year 1896/97 is omitted as Mr. Turner held the licence during King's absence in England. From this statement it will be seen that, at the end of the first two years, King was £12. 16. 5 to the good, during the next two he lost £4. 18. 3 which was made up to him (vide Stanley Wages Return of June 30th, 1896) and during 1897/98 he lost a further sum of £13. 5. 8. The nett loss for 5 years is therefore £5. 7. 6 of which £4. 8. 3 has been refunded to him. If the loss for 1897-8 is made up to him in full, his perquisite from Auction Commission for 5 years will be only £12. 16. 1 which is certainly not too much, more especially as you stated in your aforesaid despatch that the Directors wished me to deal liberally with King.

11. Par. 4. Referring to Par. of this despatch, and your latest remark, allow me to say that it is the second time I have been reproached with having omitted to sign the claim for the last end. To prove that you are in error when you say so, I send you the fresh copy, out of our guard book, of the original document, which kindly return in order that our office records may be complete.

12. Par. 6. One note is taken of your payment of £20. to T. Sewell, in full settlement of his claim against us re "Result". I shall write you further on this

this matter by next mail.

12. Mr. Mathews is evidently having serious trouble with the men, so much so, that he requests me to ask you by cable to send out 12 more labourers by the mail leaving Tilbury on October 4th, as I am unable to engage any decent men in Stanley. To avoid any possible misunderstanding, I cable in plain words thus:- "Send twelve more labourers by October mail" - and this I trust you will be able to manage, although it is to be regretted that you cannot receive this and Mr. Mathews' letter of the 26th inst. until two days before the departure of the October mail. I certainly think that the importation of some fresh blood will have a beneficial effect amongst the present hands, and further that it is better to get them from England than from Montevideo, although, as you have so little time before you, you may have to ask Humphreys Pl(a) to complete the required number.

13. As you well know, McLauchlan's big boat has done an immense amount of hard work for many years now, and is not improving with age. I consider his request to have a second boat as a stand-by and for use during repairs to the other one sufficiently reasonable to justify me in indenting for another boat, to be built exactly to the enclosed specification and sketch and sent out, if possible, by the "Thetis".

14. I send you herewith a report from Mills on the "Great Britain" boiler and winch. I am much relieved to know that the former is, in his opinion,

good

good for another couple of years work, as I fully recognize the absolute necessity, under present circumstances, of reducing expenses in every possible direction. I must, however, ask you to send out the few things, as per enclosed Indent, without which Noble cannot complete the necessary repairs and alterations.

16. I have had a good talk to Noble about his account, which will be very considerably reduced by the end of the present year; he will, of course, be charged interest on it, according to your previous instructions. He has just paid me the amount of the draft (£11. 5. 1) endorsed to you by Messrs. John Kempster & Co., Ld., the payment of which I advise on the enclosed Statement of Accounts. There is one point on which Noble says that there has been a misunderstanding, and which, I regret to say, I omitted to call your attention to earlier. It is that he hoped that, as his two boys who went home in October, would probably have ultimately been entitled to free passages, as members of his family, the Directors might be good enough to pay the amount of their passage money, viz. £25. and authorize me to credit his account with that sum. I shall be glad to know the Board's decision in this matter.

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

Enclosures via Monte Video

Coasting Insurances August.
Account per Schr "India C" and Letter of advice to Owners.
First of Exchange No: 1931 on Richard. T. Green $2557.50.
" " " " 1935 " John Hoare & Co £40.
Mr Dran's cheque on London Joint Stock Bank Limd £13.16.10.
Papers re claim for cargo damaged per "Perseverance"
Extract from extended protest March 10
Statement by Lloyds Agent as to salvage operation
List of goods lost or destroyed.
Statement of claim upon underwriters
Original Invoice of goods
Surveyors Report March 3rd
Statement (amended) of claim for whiskey damaged per "Ramses"
Press copy of original " " " " " "
Store Indents No: 231. Mr Packe, A Pitaluga, Packe Bros - "Thebes"
Store Indent. Articles for Boiler & Winch - "Great Britain"
Indent for Drugs - D.C.N. Foley. Remarks on Stores.
Copy corres with Col Secy as to acreage of Lafonica
F.J.Co to Col Sec Aug 16, 22nd 23rd, 30th
Col Sec to F.J.Co Aug 20 (rec'd 23rd) & 29th
Copy letter from P. Noble Aug 31 re Boiler & Winch "Great Britain"
" " " W. Turtgs Aug 27 re "Glengowan"
London Office paid cheque favr A. Morrison - £26.
Statement of Auction Sales commission 1892 - 1898.
P. Noble's certificate re Mr Packe's broken casting.
Mr Mathews Report Aug 26th. Shipping Report
Remarks on account. Statement on account.
Bills of Lading (4) per "Thebes"
Specification of shipment per "Thebes"
Press copy of list of enclosures to Tilbury direct.

Enclosures to Tilbury

Duplicate (Originals per "Ammon" via Sandy Point Aug 12th)

Despatch No: 101

Stanley Journal and Cash Book July.

Store Indents No: 230

Coasting Insurances July.

Accounts per Ship "George Stetson"

Second of Exchange No 1918 on W.H. Waldron £938.7.3

" " " " 1926 - A Sewall & Co $34.26

Mr Mathews' report August 8th

Statement on accounts August 12th

Duplicate (Originals per "Thekla" via Monte Video, Sep 2nd)

Despatch No 102.

Coasting Insurances August.

Accounts per Schooner "Isola C"

Second of Exchange No. 1931 on Richard T. Green $2587.50

" " " " 1935 - John Hare & Co £40.

Statement re Salvage operations on Schooner "Perseverance"

Papers re claim for whisky damaged per "Lamee"

Store Indent No. 231.

Store Indent. Articles for Boiler & winch "Great Britain"

" "Thetis" for account Lacke Bros & Co

Remarks on Stores

Copy letter from J. Noble re boiler & winch - "Great Britain"

J. Noble's certificate - Mr Lacke's broken casting.

Statement showing auction sales commission 1892-1895.

Remarks on Accounts. Statement on accounts

Specification Great Island Wool & Skins

103
"Stanley"
via Sandy Point.

September 21st 8.

Sir,

My last despatch left here per "Thebes" on the 2d instant.

2. No 892. Par. 8 and No 890 Par. 6. Although this unfortunate matter is now settled with Rowell by payment to him of £25, I nevertheless send you some details of payments made to Pugellie, very courteously supplied to me by various Sheepfarmers on the West, in case you would wish to pass them on to Rowell. Pugellie will shortly be in command of the H.M. "Rinaldo" and as he is pretty certain to, sooner or later, come to Stanley, I may yet have an opportunity of proceeding against him.

3. Should the proposed reduction in the Penal Post rates come into force, we must, I fear, look for a further decrease in the amount of our Lilling Store and other sales.

4. I send you herewith a copy of my Memorial to the Secretary of State with reference to the acreage of Lafonia, and our assessment thereon for the purposes of the Seal tax, which I trust will be considered satisfactory. For your information, and in case you have to enter into correspondence with the Colonial Office, I send you a tracing of the sheet

Capt. E. Cobb, R.E.,
Managing Director,
London.

blast, on which I took my measurements, as referred to in the Memorial, with an explanatory Memorandum, enclosed herewith, which will, I trust, enable you to see at once how I have arrived at the figures I quote.

The information with reference to the negotiations between Governor Lindsay and Mr. Lefanu's Agent in 1846-1849, alluded to in my Memorial, was obtained from an old pamphlet containing the "Answer of the Defendant Alex. Ross Lefanu" in the Chancery suit "The Falkland Islands to r. S. F. Lefanu and A. R. Lefanu". I deem it better to acquaint you with the source of my information on this subject, as you might wonder upon what authority I made the statement. I have much pleasure in acknowledging the very great amount of assistance I have received in this matter from Mr. Harding, who has been at endless trouble to get the timings, figures, &c. as nearly absolutely correct as possible.

5. Mr. Hansen of Barrow Island asks me for an explanation of the following discrepancy:- In your account Sale of 500 Fur Sealskins "ex Ly. Dio." - April 3rd, 1897 the insurance is charged on £600. @ 10/. %, whereas in your account sale of Pony 7/11 ex 8 skins ex "Herodot", you charge 30/.- %. Will you kindly enable me to reply to her?

6. J. Goodwin, the Schoolmaster, was in here recently and was very anxious to know that the auction of the house or cottage you promised him, but knowing Mr. Lethem's ideas on this subject and of which you are also aware, I could only face with him,

by urging that I would again refer the matter to the Head Office.

7. September 25th. The "Stuart" arrived here at daylight this morning, bringing me your despatch No 395 of August 25th with all enclosures in order. I further received from Lieut. Humphrys the cablegram of September 10th thus worded:- "Cancel Stephensons letter returning", which is in order, but, to my intense surprise and dismay, I learn from their letter, dated the 16th instant, that my big envelope, containing my despatch to you, a number of business and private letters, but, more than all, four important cablegrams, addressed to them, and handed by myself to Captn. Beelendorf about half an hour before the "Shelan" sailed, had not reached them and had probably been carried on in the Steamer, owing to the Captain's neglect or forgetfulness. This is a very serious matter indeed, as to which I trust that you will demand an explanation from the Kosmos Head Office. As regards my cablegram to you asking for twelve more men to be sent out by the mail leaving Tilbury on Oct. 25, if the "Shelan" makes a quick passage home the duplicates of my despatch, etc. ought to reach Portland before the end of this month, which might possibly enable you to get three or four men, if not twelve, off by the aforesaid mail, although I admit that your being able to do so is more than doubtful. Fortunately I have been able to pick up three or four extra men here, and several more have returned by

by this Steamer, some of whom I may be able to engage. Further to take every possible precaution against the possibility of being short handed at the commencement of the season's work, I have instructed Armstrong and Alex. Morrison (the purchaser of St. George) who are going across to the Coast by this Steamer, to engage five or six men @ £5. a month for 12 months – the shortest period they will come for and they will come across with Armstrong when he returns here by the mail of October 10th. Whilst on the subject of camp hands, I may mention that I yesterday proceeded against Donald J. McDonald for breach of his Agreement, dated September 20/94, by leaving the employ before the expiration of the same; he was fined £5. or one month, paid the fine and proceeds to the Coast by this Steamer. I intend to proceed against two other 5 years Agreement men, viz. Alfred Harris and James Casey, both of whom have expressed their determination to leave, rather than take orders from Wm. Jones, the recently appointed 2nd Camp boss at North Arm. I trust that this may have a wholesome effect on the men generally, and that Mr. Mathews will, after all, remain master of the situation and successfully accomplish the season's work.

8. Par. 3. Your remarks re Mr. Bonner's claim for insurance on the goods alleged to be damaged in the "Thistle" are duly noted, and I quite agree with you that this client ought to congratulate himself on having his cargo so well delivered.

2.

9. Par. 10. I will go into the question of our supplying hydraulic leathers from Grove Green with Noble before he leaves Stanley this time. I see that Hayward-Tyler & Co charge 4/6 each for the leathers plus charges 6/.-

10. Par. 9. I referred to Noble's financial affairs in my last despatch, but will communicate what you say to him and report later.

11. Par. 11. I have made reference to the Rowell-Fugellie business in Par. 4 of this despatch.

12. Par. 12. I note your remarks re the Store Isles and our Storekeepers, but respectfully submit that your suggestion as to doing away with both our present Storekeepers appears to me of somewhat too sweeping a character. Fred. King is in the prime of life, and ought to be good for many years yet, if he could only be got out of the old groove, a very difficult matter I admit; and as to old Prince, whose manner is, as you correctly say, quite enough to drive many customers, a most hardworking and trustworthy servant who has, more than once recently, remarked to me that he hoped to be considered worth keeping for another year or two. I will, however, give this matter most careful consideration, and refer to it again later.

13. Par. 13. I went fully into the question of the "Glengower" and her cargo in my last despatch, to which remarks I am unable to add anything further at present, beyond saying that the cause of the ship filling again, a fact only ascertained on

the

the occasion of my last visit to her was coming, entirely, to the unclean way in which the carpenter of the "Nina" had plugged the rivet holes.

10. Par. 10. I note your remarks re the Potatoes, which appear conclusive enough, but the unpleasant fact remains that a man like W. Thomas can obtain potatoes and we cannot. Turner will endeavour to ascertain where W. W. gets his supply from - probably Hawking as you suggest. As regards his having sustained any losses unknown to us, Turner says that he knows that he did very well out of last year's lot.

10. Par. 10. I am glad to hear that the "Albatross" has sailed, but you, of course, mean the 10th inst., not the 10th ult. Your remarks on Stores by her are noted.

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

Enclosures

Duplicate. Specification of Shipment per "Thetis"
Stanley Journal and Cash Book August.
Cash Vouchers East & West Stores August.
Camp Wages Return June 30th.
Store Indents No. 232.
Remarks on stores
Copy memorial to Sec^y of State re acreage of Laporia
Tracing of chart of Laporia (for Booklet).
Memorandum to accompany titles.
Replies to clients as to payments to Inspector.
Set of Mauritius Issues Stamps.
Mr Mathews report and measures.
Shipping Report
Statement on accounts.

100.
"Ammon".
via Santander.

October 10th 8.

Sir,

My last despatch left here for "Stanni" on the 23d ultimo. The "Ammon" arrived at 2 p.m. yesterday, bringing me your d. 96 of September 10th, with all enclosures in order. This is very quick work, 29 days from London, via Sandy Point.

2. Par. 2. I am sorry to hear that the "Thetis" is making a long passage, but trust that she will beat the "Orchids" 86 days from Salvador.

3. Par. 4. I note that you say as regards our 40 cases for "Tamis" are covered by insurance to any port in the East Island that Mr. Pattons may decide to have them sent to.

4. Par. 5. I trust that your efforts as regards the shipment of potatoes will ultimately meet with success, and that we shall be all right for another season. Are they not French potatoes?

5. Par. 6. It is satisfactory to hear that our Sharpskins fetched fair prices, and I only wish that you could have reported an improvement in the prospect of the wool market. The first shipment of next season's wool will be by the Steamer due here on Aug. 6th. I will call Mr. Pattons attention to his mark $\frac{T.}{S.}$

6.

Frank G. Cobb, Esqre.
Managing Director.
London.

6. A strange state of things has come to pass as regards the yacht Schr. "Enola C.". She arrived here from Salados late on the 4th inst. and early on the following morning the U. S. Consul came to this office and informed me that by the mail of Septbr. 28th, he had received two cablegrams from the Owners of the said vessel, the first one instructing him to seize and detain the Schooner, and the second one, dated nine days later, saying "let Enola C. proceed on her cruize, if West all right". However, the Consul did seize her and superseded Captn. West by appointing Kelly, the 1st Mate, who joined at Santa Cruz from the "Crossover". Master. Consul Rosen has had no news from Mr. Green by this mail, but strange to say he has quite recently asked Captn. West to resume command of the Schr. and to carry out the original idea of going South in search of Whale, seals, etc. This Captn. West positively declines to do, saying that he is part Owner of the vessel, that he has nothing to fear, having done all through for the best, and that he can explain everything satisfactorily to Mr. Green. He admits, however, that he has taken a good deal to drink whilst in Stanley - and gives as his reason for spending so much time in Salados, his desire to remove himself and his crew from the temptations of the Metropolis. I toasted him with the amount of cash he had drawn, whereupon he assured me that, with the exception of £68, it had all gone in disbursements for the vessel. Consul Rosen, further assured me that Captn. West's draft on his Owner for $2567.50 would most certainly

be honored at maturity, and that he would settle for any further necessary disbursements. I hope therefore that our money is safe and that I shall not be compelled to resort to extreme measures in order to secure ourselves. I shall, in any case, protest against the Schooner being put up for sale, until I know for certain that our debt will be paid. I do not see how they can now carry out the proposed voyage, as several of the crew have already left her, and taken employment in the Camp. In fact, it is quite likely that Dr. Mathews may engage some of them, instead of getting men down from N'Kides.

7. There is nothing fresh to report to you as regards the "Glengowan", beyond transmitting to you the enclosed copy of a letter I received by this mail from Dr. Kirsty, together with a copy of mine to him. You will see from the letter that I said - "the labour alone would be about £250". whereas he refers to "my offer to put a new deck in the "Glengowan" for £250. which seems to me, a wrong way of putting it altogether. However, I hardly think it wise to move in the matter, until C. Williams calls upon me to discuss it, which is not likely to be before the Steamer leaves. So far, Dr. Sandilan has not got had a favourable opportunity of lowering the goods and pumping the vessel out, but should he be able to do the former shortly, it would of course reduce considerably the price Williams is likely to bid for her - as she would then be. I may possibly be able to say something more before

the mail leases on this matter.

9. I regret to say that I have been compelled to discharge Captain Jones from the Company; his conduct during the past week having been so bad, and utterly subversive of all discipline and authority, that I had no alternative, in spite of his somewhat heavy liability to us (about $60.) but to dismiss him. He has had frequent warnings from me, and been given every possible chance of redeeming his character of drunk. and loafer – but I could really stand it no longer, and it would have been an injustice to others in the employ to retain his services. I discharged a young son of his from the "Fair Rosamond" at the same time. I have put J. Campbell in temporary charge of the Schooner, and she has just left for Port Howard and Beaver Island with Mr. Henry Waldron and the Cameras. It will be a matter of difficulty to get another master for her. Capta. Rose would, no doubt, be glad enough to enter the employ, but he is doing so well for Mr. J. H. Ocean in the "Richard Williams," that it would hardly be fair to disturb him, unless he himself applied to me for a change. G. Bragg is, I hear, doing very well as landlord of some Hotel at Sandy Point, or he is a capital man. There remains little Hutchison, but I am not inclined to give him another trial, except under extreme pressure of circumstances.

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

Enclosures via Monte Video

Stanley Ledger Balances September 30th
Coasting Insurances September.
Insurance on Produce Return No 4.
Store Indents No 233.
Remarks on Stores
Certificate re landing of Cyprus cigarettes
Copy correspondence with Curtze re "Glengowan".
Papers re Buckworth's freight on extra luggage per "Lamas"
Remarks on accounts.
Mr Mathews report October 1st
Shipping Report.
Statement on accounts
Specification and Bills of Lading (9) per "Ammon"
Press copy of list of enclosures to Tilbury direct.

Enclosures to Tillery

Duplicates (Originals per "Stanii" via Sandy Point Sep 23rd)

Despatch No. 103.

Stanley Journal and Cash Book, August.

Store Indents No: 232. Remarks on Stores

Replies from clients re payment to "Result"

Mr Mathews' report September 20th

Statement on accounts September 23rd

Duplicates (Originals per "Ammon" via Monte Video, Oct 13th)

Despatch No: 104

Stanley Ledger Balances Sep 30th

Insurance on Produce return No 4.

Store Indents No: 233. Remarks on Stores

Mr Mathews Report October 1st

Statement on accounts. Remarks on Accounts

Specification of Shipment per "Ammon"

Stanley Journal and Cash Book September

Cash Vouchers East and West Stores

Stanley Wages Return September 30th

Camp " " " "

Store Indent - Von Lacke

Store Indent - Monte Video

Stanley cheque on London favor G.B. Smith (paid)

Specifications

L. Wool + Sheepskins

H.W. Wool, Sheepskins, Tallow, Skins

R.B.C Sheepskins, Tallow, Sealskins, Seal Oil

105.
"Tamis".
via Sandy Point.

November 3rd 8.

Sir,

My last despatch left here per "Ammon" on the 13th ult. and the "Tamis" arrived yesterday at 10 a.m. bringing me your despatch No 277 of October 10th with all enclosures in order, as also your note of same date from Pilbury.

2. The eight men from England and the six from Montevideo arrived here all right, but I regret having to report the loss on the passage of 10 Lincoln and 1 Kent rams, as per enclosed Certificate signed by the Captain and 1st Officer of the "Tamis" and countersigned by me as Lloyd's Agent according to your instructions. Under these circumstances, I do not refer to you at all as this matter. Scott tells me that the "Tamis" rolled tremendously at times and that, owing to the defective construction of the pens, when once the sheep got down, they could not recover themselves and suffered severely in the legs in consequence. This is proved further by Stock Inspector Robertson's report on them to Mr. Mathews, a copy of which I enclose for your information. The pens would have been cooler, had the turpentine with which they are covered been painted white instead of black. Robertson is now seeing to the dressing of the 36 rams.

3.

Frdk. C. Cobb Esqre.,
Managing Director,
London.

3. Par. 3. Your remarks and instructions as to the capitalization of and repairs to Penguin are noted and the account will in future be dealt with as you suggest.

4. Par. 4. You are certainly correct in saying that until Messrs. Peake Bros. & Co's account has been credited with the proceeds of their Wool, &c. they cannot claim to have a credit balance, therefore their argument on that point cannot hold good. I trust, however, that this trifling question will not be raised again.

5. Par. 5. The idea of a cargo of House coal for the West Falklands can be relinquished, at all events, for the present, as the Farmers on the West do not appear to be sufficiently "d'accord" with each other on the matter.

6. Par. 6. Your remarks on the subject of Smith's pension are noted. As Messrs Blanchard now have an account current with us - and that we are constantly drawing on each other for mutual convenience, I thought that it would be a simple and safe way of making the monthly payment, Smith having asked me to do him the favour of drawing it every month. I quite recognize the importance and necessity of the Life Certificate - and have written to Smith at length on the subject. It will, I take it, entail a visit to Sandy Point from Gallegos, for him every quarter. I ought to have mentioned above that I do not think for a moment that Messrs Blanchard will make any charge for making the payment for us.

7. Par. 7. I referred in my last despatch to the "Glengowan" and her cargo. Mackenzie and his gang have been busy ever since in lowering the goods and lightening her as much as possible. I intend to put the goods on the "Great Britain", which is the most suitable place for storing them. I regret to say that C. Williams has not yet approached me on behalf of Cintze with reference to her purchase; he is still staying with Mr. Cameron at San Carlos.

8. Par. 10. I note that the Board have fixed the following pensions: Burgess £33. L. Biggs £20. and John Smith £20. per annum.

9. Par. 11. I am afraid that there has been a misunderstanding as regards your colleague's of September 10th "Cancel Mathesons letter returning". I was not aware that he had written to Mr. Mathews saying that he would not return. I interpreted the colleague to mean that Mr. D. had written a letter to say that he was returning - which letter he later wished to cancel. Mr. Mathews must have understood it in the same sense, as he most certainly did not expect him back, or he would not have given his house at High Hill. However as there happened to be a spare horse in Stanley, I have allowed Mr. Dickson to ride out to Carmen in order to see what Mr. Mathews has to say to him. We heard with much regret of Mr. Barrow's death. His nephew fortunately was in Stanley at the time your colleague to the Cape arrived per "Basilisk", which made matters somewhat easier in breaking it to the son. The nephew

tells me that under Bennett's mill, his idea is to draw 600. per annum out of the Farm & Sundays, which I presume he will be able to do, if things continue to go on as well as they have under young Bennett's management.

10. Par. 10. I have not time by this mail to think out the question of an increase in the amount of the drafts you purchase from the Brown Agents, but my first impression is that I shall be unable to give you any really good reason in favour of so doing. The use of Treasury Notes referred to in the enclosed copy of correspondence with the Colonial Secretary does away, I take, with the probability or even possibility of Gold ever being made the legal tender in the Colony.

11. Par. 15. The Directors may rely upon my giving Mr. Pallant every possible assistance in his scientific researches.

12. Par. 19. I have had time but for a very hurried conversation with Noble since I handed him your letter of the 10th ult., but, being extremely anxious to reduce the amount of his liability to the Company as soon as possible, he decides to request you to at once accept his aunt, Mrs. Blanc's offer to transfer the children from the care of Mrs. Booth, at the reduced cost of £52. per annum, pending his being able to make arrangements for getting them all out here again, which he says will be cheaper still for him.

I am, Sir,
Your obedient servant,
Andrew C. Baillon.
Secretary.

Enclosures

Duplicate. Stanley Journal & Cash Book September.
Stanley Wages Return September 30th.
Stanley Journal and Cash Book, October.
Cash Vouchers East & West Stores.
Coasting Insurances October.
Store Indents No 234
Indent, Stanley Assembly Rooms Co. Ld:
First of Exchange No 1944 on London and River Plate Bank Limited £30
" " " " 1945 on John Stone & Co £215.
Order of Governor in Council re Patags
Copy correspondence with Col. Sec: re Treasury note issue
Certificate of Captain of SS. "Tanis" re death of 5 rams.
Report of Inspector of Stock on rams per SS. "Tanis"
Further report of " " " " " " "
Letter for J.B. Cobb
Mr Mathews report and enclosures
Shipping Report
Statement on accounts.

106

"Herodot."

Mr Dentcides.

November 4th 8.

Sir,

My last despatch left here for "Paimio" on the 4th inst. and yesterday this ship brought me your despatch No 998 of the 22nd ult., with all enclosures in order.

2. I am at last able to report the arrival, on the 29th inst. of the "Albatross", just 100 days out, but all well. The Master had a survey on his batteries before he commenced to discharge, and Mr Schlotfeldt's report was satisfactory as to their condition, but since then we find that there has been slight leakage from the deck into the hold, whereby the oil cake in one of the tanks and a roll of Linoleum have been slightly damaged, and, as far as I can see, we have no claim against the vessel under the terms of the Bill of Lading, nor can we claim from the underwriters, the insurance being f.p.a. It is to be hoped that the remainder of the cargo will be discharged in good order, as to which I will report further in my next despatch.

3. I regret to say that another lascar died on the 22nd inst. making the sixth death in all. The remaining 10 are, however, improving rapidly and fast regaining the use of their legs. They

Pardt. G. Cobb Esqre
Managing Director,
London.

They will be thoroughly dipped, according to Mr. Mathews' instructions at the end of this week and will then, I trust, be all right as regards scab; it will, however, be some time yet before they are fit to travel. Mr. Mathews refers to these animals in his present letter to you.

4. Mr. Vere Packe requests me to ask you what is understood by "non damaged hides" in the Brokers' reports, and whether anything can be claimed from the insurance for such damage.

5. No 877. Par. 6. As regards the Life Certificate required in the case of pensions payable to persons residing out of the Colony, could you not procure a Form such as used for Army or Naval Pensioners, adapt it to our circumstances and have a few dozen printed off for our use here?

6. Par. 7. There is not anything fresh to report to you as regards the "Ursula C." beyond the fact that the U. S. Consul here has not heard a word from the Owner, Sulgrave, since the receipt of the two telegrams already referred to, and that the crew are idle and a source of continual expense. Consul Raven quite expects that some representative of the Owner or the other will arrive here by the December mail. I admit that I should have done better had I given you an opportunity of making enquiries as to the financial position of the owner, and regret the omission. Nevertheless from what Consul Raven says, I feel pretty sure that our draft will be duly honoured.

Captain West remains on here

7. Par. 6. My reply to your remarks re the message of Lefevre, etc. must stand over until next mail.

8. Par. 8. I have now but little time to go carefully through my despatches with reference to your question as to when I reported the difficulty in raising steam on the "Maine" with the "Lyburn" coals, but as far as I can make out, I fear that I omitted to enclose, as I fully intended to, in my despatch No 97 of June 6th "copy of a letter from Dr. Bultze dated May 29th", stating the fact. I very much regret this omission, and cannot possibly account for its occurrence. As regards the coke being worthless, I, with others, come to that conclusion from its appearance, the fact of its having had to stand the full brunt of the fire - and the result of numerous trials of small quantities at a time by different people here. Mr. Williams has not yet approached me on behalf of Dr. Bultze. As regards the cost of docking the vessel, I referred to that question in my despatch No 104 Par. 7 and send you herewith copy of some figures given to me by Johnson some time ago - and which may be of use to you. I note that in your opinion any purchaser would require the ground tackle - which I am glad to know as Dr. Bultzelen had thought of using one of the anchors for the hulk "I. P. Smith".

9. Par. 7. I much regret the omissions and mistakes made in writing Par. 11 of my despatch No 108 - and your remarks and instructions are noted.

10. Par. 9. I will reply to your questions as to the satisfaction for Lee's new wheelbarrow by next mail.

11. Par. 11. I will write you fully about Noble, his passage money, etc. by next mail, but I can now say that Tarr & Co. having already paid his fare to England and back in July, 1890 — as also the fares of five of his children home, I take it that he is no longer entitled to a free passage home for himself.

12. Par. 12. The result of the sale of last season's wool is, as you say, most unsatisfactory — and it is indeed bad news to hear that the prospects of the market for coarse wool is still so unfavourable. The Board may depend upon my making every effort to keep expenses down in every branch of the Company's business.

13. Par. 13. The Wood Brothers about whom you enquire are two young men, connected in some way with the Waldrons and Woods, who have kept a small store for some time past in the house formerly belonging to old Nilsson, and now the property of Wm. L. Williams. I hear that T. Trivan has taken L. Williams' house in the Fitzroy Road, between Wood's store and Wilkins, the baker, on a five years lease @ £60. pr. annum, with the option of a renewal for another five years. I have reason to believe that at present Mr. Schlottfeldt enables Trivan to remit money home for his purchases.

14. Dec. 15. I will go into the question of the bids stopped for "Times" and report thereon by post.

15. Dec. 16. Your remarks with reference to advances to clients are noted and I will not miss an opportunity, should it occur, of urging upon Dr. P. Parker the necessity of retrenchment in such times as these.

16. Dec. 19. I have to thank you for the forward of your reply to Dr. P. Clay's supposed grievances. I may here remark that Dr. P. is most undoubtedly the right man in the right place, and is immensely popular.

17. Dec. 18. The increased foreign charge by the Roman ☉ is quite new to me; how is it that Mr. Schlottfeldt has never got referred to the fact.

18. I am in possession of your instructions by "telegram" do not employ "Bunfhell" - duly noted, but I suppose the underwriters object to this word? In one sense it is a fitting, as being safer than remarkably well, and we are on the eve of another wool accounting which Dr. Dillwyn expects me to keep the three sheds constantly clear. I can see no alternative, under the circumstances, but to minute little flaw in either the "Hornet" or the "Tom Rosamond."

19. & 20. Dec. 19. On further consideration I see no good reason whatever for increasing the amount of the Treasury draft by each mail, at ordinary times £4 to £5. is amply sufficient, and when the heavy

payments

payments for rent fall due in January and February, it is quite as, if not more, convenient to give the Colonial Treasurer a draft on the Head Office. Then again they get a good full out of me in the way of interest, as you may each loan in London, which we do not have for quite a month afterwards.

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

Enclosures via Monte Video

Store Indents No: 235.
Remarks on Stores.
Store Indent, Jacke Bros & Co
" " J. J. Felton
Copy letter from H. H. Hannah Oct 17th
" " " Commander of H.M.S. "Basilisk" Nov 23
" " " W. Turtze, May 29th.
Mr Johnson's estimate of cost of new decks, "Glenquoia"
Remarks on Accounts
Mr Mathews' report November 21st.
Shipping report
Statement on accounts
Press copy of list of enclosures to Tilbury direct

Enclosures to Tilbury direct

Duplicates (Originals per "Janis" via Sandy Point Novr 4).

Despatch No: 105

Stanley Journal and Cash Book, October

Coasting Insurances October

Store Indents No: 234.

Mr Mathews Report October 24th

Statement on Accounts November 3rd.

Duplicates (Original per "Strodet" via Monte Video Novr 25th)

Despatch No: 106.

Store Indents No: 235.

Remarks on Stores and Replies to London Remarks.

Copy letter from H. H. Hannah October 17th

Remarks on Accounts.

Mr Mathews report Nov: 21st

Statement on Accounts November 24th

Specifications of Sheepskins; 10 Bales D.H

25 " P

30 " S

31 " L

107.
H. A. L. Neidlich.
via Montevideo.

December 9.th 8.

Sir,

My last despatch left here per "Herodot" on the 25.th ultimo, and this one will, I hope, catch the "Ibenia" at Montevideo on the 16.th inst.

2. No 878. Par. 9. With reference to the shaft-boat at present in use, it now turns out that she was bought from Messrs. J. W. Wolfe Sons in 1879, not 1869, and came out in the "Rose of Peru". I enclose copy of the invoice, from which you will see that the cost was extremely low compared with Messrs. King's shaved posts, and that the difference between Wolfe's boat and the Specification of the new one consists principally in 3 ft. more length and a slightly increased beam, besides a few unimportant alterations suggested by Mr. Lanchlan's experience of the old one. I see in the London Directory that Wolfe and Son are still in existence; therefore, if you did not buy the boat you were going to look at in the West Indies Dock, you cannot do better than apply to them.

3. No 878. Par. 15. As regards the shipment of Hides per "Ibenia", I regret not having sent a specification of them, but the confusion really arises from the fact of the "Potosi's" tally not being 27 in excess of the tally from our three lections, which neither

Mr.

Capt. G. Watt Esqr.,
Managing Director,
London.

Mr. Lathem nor any of the Dockers are able to account for. McLauchlan reported the matter at the time, but as the 1st Officer made no objection and put no remark on the receipt he gave, saying that all the hides on board would be delivered, I did not think it necessary to put anything on the Bill of Lading. As a matter of fact there were 26 bundles of 10 hides each and 1 bundle of 3, making 103 with 787 single hides, giving a total of 893 for which receipt was given.

4. I much regret having to report that owing to the "Herodot" being unable to take the whole of Mr. Packe's Sheepskins, some of which were already on board, I had to order them to be taken off again, as Mr. Packe wanted all or none shipped. Unfortunately one bale S No 12 was somehow or other put into the after hatch, as it had come down alone in a cart and thus escaped the notice of both Mr. Lauchlan and the 1st Officer - with the result that it was shipped without being on the B/Lding. It was only the day after the Steamer had left that the error was discovered. Mr. Schlottfeldt is writing to Hamburg about it by this mail and, no doubt, the Steamer will deliver it all right, but please to note that Mr. Packe does not wish this single bale sold until the remainder of the lot reaches London.

5. I enclose, for your information, copy of correspondence with the Colonial Secretary relative to the Lighthouse Telephone, which will, no doubt, surprise you not a little. I hope to get

SAH

a reply to my letter of yesterday before the "Basilisk" leaves. I might have made a point in that letter of the uselessness of our going to further expense in this matter, until some serious effort is made to improve the local Pilot service.

6. Our old friend the Bk. "Knight Commander" put into Port William on the 4th inst., 130 days out from Vancouver, B.C. with a cargo of lumber, bound to Belfast for orders, being short of provisions. We supplied her with what she wanted and she proceeded on her homeward voyage yesterday. I enclose her accounts and the Master's draft on his Owners for £105. 11. 9. I purchased from the Master two Oregon pine slabs 50ft. long for which I gave him a cheque in favour of the Owners for £12.

7. In obedience to your instructions not to employ Mr. Campbell, I have reinstated Thos Hinichcliffe as Master of the "Hornet" at £10. per month, instead of £12. and J. Cunningham assumes command of the "Fair Rosamond" on her return from North Arm this time, which arrangement will, I trust, be considered satisfactory.

8. In the uncertainty as to whether Mr. Mathews will be able to write to you by this opportunity, I send you herewith his Spring Return of Sawmaking the unsatisfactory result of which, his last letter will have prepared you for. The figures are 51,240 feet giving an average of 63.9% as compared with 56,109 feet or an average of 71.1% last season.

9. H. M. S. "Basilisk" has taken another 90 tons of Steam Coal, leaving the amount of the Admiralty Reserve Stock in our hands at 390 tons on the hulks, which will, no doubt, be promptly absorbed when the other ships come down this summer. Further, as there is just a probability of the American Fleet of war coming down to use the Naval Rifle Range, it is a pity that we shall have no surplus stock of coal from which to supply them, should they require any. With reference to the fees charged by the Colonial Government for mooring hulks alongside H. M. Ships, Capt. Ashe informs me that he has received notice from the Colonial Secretary that in future no charge will be made for mooring hulks for Imperial purposes. Finally, I would suggest that you charter a vessel to bring out a cargo of good Steam coal, to be sent here some time in the next year. The Commodore will, no doubt, cause a request to be made to us of the £3. owing by the "Basilisk" and "Beagle", as Captain Ashe has written to him to that effect.

10. No 676. Par. 10. The enclosed copy of correspondence will show you what has been done by me with reference to the cargo of Lefonic. The copy of Mr. Bailey's estimate, the search for which took us nearly three days, is unsigned but most undoubtedly in the handwriting of Mr. Chas. de Fréville Green, the then Colonial Secretary. I do not see how we can expect a reply to my Memorial of September 10th, before the mail of

January 6th, until when I do not see that I can do anything further in the matter. I shall be very too pleased to see you, if possible, any correspondence with the Colonial Office. As regards the ~~estimated~~ acreages of the leased islands, I have gone carefully into the matter according to your instructions and find that your estimate of 26792 is probably based on the following figures viz. Lively - 12.000; Speedwell, etc. - 14.000; Bleaker - 10.000; Great Island - 6.000 and Swan Island 4800 = 10.800 on a total of 26.000. Capt Smith originally paid £20. 3. 8 representing 6020 acres, but since April 1st, 1890 - the date of his lease of Swan Island, he has paid £9. 10. 0 on 10.800 acres. I shall be glad if you will just look at the tracing of the chart recently sent you, and let me know whether you do not consider it desirable that the acreages of these leased islands should be revised for the purpose of taxation, as it appears to me on measuring the areas that Bleaker is somewhat overestimated and Speedwell, etc. underestimated.

11. The Bkn. "Albatros" has been discharged for some days now and is taking in 60 tons of stone ballast. I have made a claim on the Master for loss on a small quantity of bottled beer and stout, arising from bad stowage, the amount of which will, of course, be deducted when settling his account. On the whole the cargo has turned out in very good condition, respecting which however I am making some separate remarks. The Master will wait for orders from his Owners until the mail of the 16th inst.

12.

~~quantities~~ I send you herewith two drafts on the ~~bankers~~ of the Navy, one for £176.12.0 being the amount of her disbursements here and another for £210. which I have received in exchange for silver and bronze coin, specially asked for from the Paymaster of the "Basilisk" by Commodore Hancock of the "Flora", which latter vessel is expected down here about Christmas.

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

Enclosures

Duplicate. Specification of Shipment per "Stroost"
Specification of 35 Bales Sheepskins (Companys)

Stanley Journal and Cash Book November
Cash Vouchers East and West Stores November
Coasting Insurances November
Copy of Woolf's Invoice of boat September 1879.
Insurance on Produce Return No 5.
Accounts per Barque "Knight Commander" with
Letter of Advice to Owners

Bill of Exchange No 1953 on Messrs W. Louden & Co	105. 11. 9	
" " 1954 " Acct Genl of H.M. Navy	210. 0. 0	
" " 1955 "		176. 12. 0

Copy of correspondence re Scab Act
F.J. Co to Colonial Secretary Dec 7
Colonial Sec'y to F.J. Co. " 8
F.J. Co to Colonial Secretary " 8
Copy of correspondence re Telephone to Lighthouse
Col. Sec'y to F.J. Co Oct 6 . Col Sec to F.J. Co Dec 5
F.J. Co to Col Sec " 10 F.J. Co to Col Sec " 6
Lambmarking Spring Return 1898.
Statement on Accounts Dec 9th.
Remarks on Stores (Cargo per "Albatros")

108.
"Theben".
via Sandy Point.

December 15th, 1.

Sir,

My last despatch left here per H. M. S. "Basilisk" on the 9th inst. and this Steamer arrived this morning at 10.30 bringing me your No. 199 of the 15th ultimo, with all enclosures in order. I regret the delay in the delivery of my despatch No. 108, owing undoubtedly as you say, to the erratic behaviour of the Postmaster at Sandy Point. As suggested by you, I will make a formal complaint to the Colonial Government on the subject.

2. Par. 3. As regards the importation of goods by Parcel post, Dr. Harding informs me that in his time the number of parcels by the six outward mails in the year averaged from 100 to 120, whereas we recently heard from Dr. Hill that the average by the eight or nine outward steamers is about 180, to be, undoubtedly, enormously increased by the reduced rates.

3. Par. 4. I had a short interview a day or two ago with the Governor on the subject of the outrage of Lafonia, at which he informed me that the Accts. I had sent in purporting to be a copy of Dr. Bailey's original estimate, as submitted by the Colonial

Capt. R. Bott, R.E.
Managing Director
London.

Colonial Government to be in the handwriting of the then Colonial Secretary and that could the original be found in the Government archives, (which unfortunately had not yet been done) and that, on the strength of my copy, I appealed to the Supreme Court, he would, he thought, be disposed to give judgment in my favour. It is, I think, a pity that such important matters were, at that time generally dealt with in private letters, most of those I have met with being "My dear Bailey, Cobb or Kerr" as the case might be. Bailey in one note to you, I believe, in July 1882 talks of 216,900 nautical miles or 562,914 statute miles; then in another note to Governor Kerr of about the same date he states the acreage of the Islands as 60,000 and of Lafonia as 562,000 or a total of 622,000 acres. On March 20th, 1888 Governor Moody in writing to Mr. Lafone's agent gives the acreage as 931,548 whereas in July, 1889 the same official says: "This peninsula must contain less than 100 leagues". – These are only rough notes which I was able to jot down in the course of my interview with the Governor, during which he reminded me that Lots 35 and 38 for which we paid as on 10,000 acres only, had been extended on survey to actually contain 31,908! However he went on to say that Clause 11 of Ordnce 10 of 1890 decided that the rate should be complete and taken as recorded in the Books of Record prior to the year 1890. He finally suggest=

ed that we should leave the question in abeyance until he had received the Secretary of State's reply to my Memorial.

4. I send you herewith a little further correspondence in connection with the Lighthouse Telephone, which is both amusing and instructive. From this the Government would appear to intend to put up a new line altogether and I shall take an early opportunity of remonstrating with the Governor on this, as also the matters referred to in your letter to me of November 16th, and Par. 25 of your last despatch.

5. Par. 6. Your instructions as to a house being found shortly for Goodwin shall be carried out with as little delay as possible.

6. Par. 19. I am pleased to hear that your inquiries as to Mr. Green's financial position prove to be satisfactory, and trust that our draft will be all right, of which, however, I have but little doubt. Consul Rawson has by this mail received a cable-gram from Mr. Green, which unfortunately he is unable to decipher, and he will have to send it to the U. S. Consul General in Montevideo for that purpose, which means another 6 weeks of delay and suspense. Mr. Rawson has an idea that Mr. Green leaves it to his judgment either to let the Schooner make the voyage to South Georgia or send her back home.

7. Pars. 13 and 17. I regret to say that I have not heard anything further either direct from Bertge or through C. Williams with reference to

the "Glengower", nor am I over sanguine of being so at all now. I note, however, your intention in the matter, in case they do approach me. For your information, I send you herewith a list of what Mr. Lauchlan has recently got out of her, which leaves her practically with only her masts and fore and main yards. You will thus be able to form some sort of idea as to what it would pay us to take from the Salvage Association for her, should they happen to make any proposal. As regards the experiment you refer to, of using the anthracite coal ex "Glengower" in the proportion of $\frac{1}{4}$ to $\frac{3}{4}$ of Welsh, I am afraid that the stock of the latter, for our own use, is too low to admit of any trying except on a very small scale, for instance in the "Lucia's" furnace for a few runs. Whilst on the question of steam coal, we ought certainly, I think, to retain at least 50 tons of the "Serena's" cargo for ourselves.

8. Par. 14. I note your remarks with reference to Jones and Campbell, and must respectfully observe that I consider you are somewhat unnecessarily severe on me as regards the employment of the latter. I never, for one moment, intended it to be a permanent appointment, told him so clearly and, in fact, asked him at first to take the "Fair Rosamond" just for one trip. As it happens he made a remarkably successful and quick passage to the Bluffs, the Saxons, etc. - and then two short trips previous to the reception of your

colleague of November 11th - saying: - "Do not employ Campbell", both of which tips he has got through very well. Of course, had I been already in possession of the information with regard to your small Underwriting fund, which you are now good enough to communicate to me, but which, I venture to remark, it would have been fairer to acquaint me with earlier, I should never have employed Campbell as Master of any of our Schooners under any circumstances whatever. As regards your sending out a good Coasting man, I trust that you will not be in too great a hurry, as I have every confidence that the present arrangement will work very well - as I think Little Hans will do his utmost to escape a further period of retirement and enforced idleness; it would therefore only be in case of Rowlands' health breaking down, which does not appear to be imminent, that we should require a new coasting Skipper, who should, of course, hold a master's certificate.

9. Jan. 15. It is to be regretted that Mr Cameron will be unable to give us his wool for the "Thistle" next year, but having one of Greenshields' and Pitelugue's produce, I do not anticipate any difficulty whatever in filling her up. Mr B. Stirling mentioned the matter to me before leaving for Fox Bay, and seemed to be quite disposed to entertain the idea. Mr George Bennett has also sounded me on the matter - but, in any case, I have, as you say, ample time before me.

10. Jan. 16. James Burgess is correct in stating that he was paid off on April 16th last.

11.

11. Par. 18. The subpoena to Queen Boadicea concerning W. C. Banner's death reached here by H. M. S. "Basilisk" on October 28th, as reported to you in par. 9 of my despatch No 105; the "Ammon" having arrived here on October 9th. I will obtain the necessary authority from the Executor in order to regulate payments to the widow.

12. Par. 19. It is satisfactory to hear of the further sale to the Admiralty of about 800 tons of steam coal, more especially @ 50/- per ton delivered alongside, providing you have not had to pay more than you did for that shipped per "Waterfoo", and that you have got a favourable rate of freight. I have already referred to the question of the fee for mooring hulks alongside H. M. Ships.

13. Par. 20. As suggested by you I had the case containing Mrs. Banner's window for Christ Church opened on board this morning and, so far as could then be ascertained, there is no breakage and it is in perfect order.

14. Par. 21. I am glad to hear that the "Thetis" had sailed and trust that she will make a quick passage out. The quantity of Reed's ale and stout shipped by her is somewhat alarming, as with what you sent us per "Albatross", we have practically two years stock on hand, and the question of storing away such a quantity becomes serious. There is, however, I take it, no fear of its not keeping; still I should have preferred to have seen more fencing materials and less ale and stout. The Directors

may depend upon my showing Dr. Cooper every possible attention during his stay in the Islands, and I shall endeavour to procure him as much sport as possible. I gave you, in my last despatch, further details respecting the cost, etc. of Rae's old whaleboat but it is satisfactory to learn that you have been able to purchase a suitable one at a reasonable price, and that it is on board the "Thetis".

15. Par. 22. I will look into the matter of the emerging plates belonging to the Walker Creek box.

16. Par. 20. With reference to the irregularities in getting the mails forward which you point out, allow me to remark that, with the exception of the two recent cases of the "Stuart" and "Shelton", our system has, I think, worked remarkably well during the past four or five years, throughout which period I do not remember having once sent a copy of the despatch to Sturkenarch, that gentleman's presence at Sandy Point being very uncertain as he is frequently either in Europe or the West Coast of S. America, and he himself not being thoroughly reliable always, made me deem it more prudent to act independently of him. Were we to always send a copy of the despatch under cover to Sturkenarch, the original would, nine times out of ten, go by the same steamer, thus entailing a certain amount of risk and I much fear that my handwriting would not give a legible triplicate. As a measure of precaution I am requesting the Governor to oblige me by appealing to the

British Vice-Consul at Sandy Point to see that the mail is placed on the Pacific Steamer without fail in future. As regards copies of my cablegrams to you in duplicates, the following difficulty presents itself - owing to the very early time, invariably fixed by the present Postmaster for closing the mail. As you are well aware, it is generally only at the very last moment that I know the exact number of bales which the Steamer will take, hence I might send a cable to Humphreys with one word or number of bales, and then have to send them a corrected message in a letter under the care of the Captain of the Steamer, which might possibly lead to complications and errors. I am, however, quite prepared to carry out any definite instructions you may give me on these matters.

19. Dec. 26. I am in no way surprised to learn that the Directors take a very serious view of Dr. Pasko's and one or two of our other clients' accounts. I cannot, of course, go fully into the question by this mail, but I may say that I have already called Dr. Pasko's attention to the absolute necessity of serious and immediate retrenchment - which he also fully recognizes, and further I must add that his cheques have lately been far less numerous than heretofore. I will take the very earliest opportunity of placing the Directors views before him, and reporting to you further.

I am, Sir,

Your obedient servant,

Andrew C. Billon.

Manager.

Enclosures

Duplicate. Dispatch No. 107.
Stanley Journal & Cash Book Nominal
Coasting Insurances Nominal
Insurance on produce return No. 5.
Accounts for Barque "Knight Commander"
Second of Exchange No. 1953 on Wanden & Co
" " " " 1954 } on The Acct General
" " " " 1955 } of H.M. Navy.
Landmarking - Spring return
Statement on accounts Dec^r
Remarks on Store

Store Indents No. 236
Store Indents. Baillon & Stickney, D. Smith, W. Fraser, V. Packe
Insurance on produce return No. 6
Copy correspondence re Lighthouse Telephone
Col Sec to H.C. 10 Dec; H.C. to Col Sec 13 Dec
Copy letter from Commodore Noeck Dec^r
List of gear landed from "Glenpavon"
Mr Mathews' report and enclosure
Shipping Report
Statement on accounts.
Remarks on account

109.
"Tamis."
at Montevideo.

January 2d, 9.

Sir,

My last despatch left here per "Thebes" on the 19th ult., since when I have made the interesting discovery that an "Ituri" mail was sent back here from Sandy Point by the "Ammon" and evidently transferred to the Pacific at Montevideo before October 21st, as you say that my despatch No 103 per "Ituri" reached you by the "Propeza" on November 11th. Mr. Hill, the Postmaster, gave me this information unofficially so that I did not like to introduce it into my letter to him of December 19th, a copy of which I enclose, but I told him privately what a very important thing it is that the commercial community should be made acquainted with the fact of such a thing taking place, and I also spoke unofficially to the Governor about it – he expressed great surprise, as the Postmaster had not even informed him. Mr. Schlottfeldt must have known but he too was silent in the matter.

2. The "Albatros" sailed in ballast for Barbados on the 23d ult. – and I enclose herewith her accounts. The Registrar of the Supreme Court has since sent in a claim against the Master for £2. 2. 0 being the Fee for the Extension of his Protest, which I have declined to pay, as Captn. Looty drew each and said that

Frank. C. Cobb, Esqr.
Managing Director,
London.

that he would himself pay all accounts. We are therefore, under the impression that the Fee had been paid until we received the Registrar's application. I enclose copy of a letter from that Official, who will be extremely obliged if you will endeavour to collect the amount from the Owners of the vessel or their Agents.

3. I regret having omitted to report that the "Biene" dragged ashore some weeks ago, whilst engaged in salving operations somewhere in the Straits, and became a total wreck. I expect to hear from Engelhie shortly.

4. H. M. S. "Swallow" arrived here on the 4th inst. and leaves again on the 16th inst.; she will take about 65 tons of Steam coal before sailing. The "Flora" is expected to leave Montevideo for Stanley about the 9th or 10th inst. and will make a stay in the Islands of about two months, during which time the "Beagle" and the "Swallow" will, no doubt, carry the Commodore's mails backwards and forwards, and thus afford us means of communicating with you.

5. No 109. Par. 10. With reference to the date on which James Burgess left the Company's employ, when writing the aforesaid paragraph, I quoted from Mr. Rothwell's return of the services of John Biggs, John Smith and James Burgess, already sent to you, in which he states that the latter left on 28.4.99, but he writes me under date of December 28th thus:- "Burgess worked up to the 9th April last, inclusive, "and was so paid off. If this does not agree with my "previous report, the latter must be at fault, as I"

"see the entry in Teague's book today."

6. The "Tamis" arrived here at 2 p.m. on New Year's day, bringing me your despatch No 2 & 0 of December 3d, with all enclosures in order. She left Valparaiso on December 13th and was at Sandy Point for six days previous to the arrival of the Pacific Steamer.

7. Par. 2. I am extremely pleased to hear that the draft on account of the "Enola C." has been paid. Nothing to say there is not anything fresh to report as regards this unfortunate craft. The U. S. Consul received this morning a cablegram from Mr. Green dated November 3d, which ought to have reached him by the "Herbert's mail on Novber. 23d, but which got to Sandy Point by the "Tamis" - and had been knocking about with a whole batch of letters for me and others from Chili and various parts of S. America, some dated as far back as August and September. These vagaries on the part of the Postmaster at Sandy Point are becoming serious. The cablegram referred to above cannot be deciphered here, like the previous one also, both being in Watkins' code, of which there is not a copy in Stanley, nor was Mr Summers able to do it for me either. The first three words of the last message are "If Captain all-right" which Consul Rowen states positively that he cannot possibly answer in the affirmative - hence the deadlock continues - and it is hard to say how it will all end. Captn. West is still living at the Rose Hotel. The Consul is sending the cablegrams up to Montevideo by this mail to have them deciphered.

7. Par. 10. Note is taken that you wish to receive press copies of all the Farmers' accounts current at the end of the year.

8. Par. 5. I quite agree with you that such clients as Bull and A. E. Felton should not be allowed to send indents per "Thetis", of which fact I will inform them in due course. Haines is, as you suppose, one of Parke Davis' shepherds - and I shall, in future, decline such orders.

9. Par. 6. I will defer until after stock-taking the task of reviewing our clients' liabilities to the Company and giving the opinion asked for from me by the Directors. As regards Mr. Pere Parke, however, I have on several occasions urged upon him, in the course of private conversations, the strong necessity of reducing his expenses as much as possible, but have so far purposely refrained from doing so officially knowing that he was armed with a letter written to him by you soon after his uncle's death, in which, he gave me to understand, that in reply to a question made by him, you practically told him that he might "go ahead" - which he certainly has done with a vengeance. I regret that you did not think of mentioning the matter to him when he was in England the year before last, as his account had then already reached a high debit figure, and the question of security could have been so much better and easier arranged between the Directors and him personally. He is, however, quite prepared to give substantial security in case

the Directors should require it, but as he has been away from Stanley almost continuously since the last mail, I have not yet had an opportunity of discussing the matter with him and ascertaining what he proposes to do.

10. Par. 7. I referred again to Noble in my despatch No 105. par. 12 and have but little to add beyond stating that, although I am aware that the Mathews is not altogether satisfied with him, I can testify to his having worked like a nigger at the Great Britain's boiler, etc. and kept perfectly straight during his somewhat long stay in Stanley during this winter and further that the man sees the necessity of retrenchment and the reduction of his debit balance and is making every possible effort to do so. The only thing I have to complain about is that I hear he is about to be married to the cook at Government House – but has made no mention whatever of it to me so far. As regards a further report on the Stores and Storekeepers, I do not want to come to any hasty conclusion, it being a very difficult matter with which to know how to deal for the best. Allow me, however, to remind you that I have referred to this matter in my private correspondence with you, showing that the matter has not been forgotten by me.

11. Par. 8. The Great Island letter has duly been consigned to you, I having, of course, made it a sine qua non when Q. Smith asked me if I had any objection to his sending his sheep to Port Howard instead of Goose Green, the former port being so

much

much more convenient for him than home grown from Great Island.

11. Par. 9. I intend to take an early opportunity of intervening the Governor with respect to the importation of Stores by Government for their employés.

12. Par. 10. I will look into the question of the freights by steam home, most of which errors I can, I think, explain away.

13. Par. 11. I regret concerning the Board's decision to send out a doctor for the "Fair Roads", as I had given Hinrichsen to understand that if he went on all right throughout this season, his appointment would be a permanent one. I recognize, however, the distinct advantage of having a certificated doctor in the employ.

14. Par. 3. I cannot understand your statement that "the objection taken to the assessment was on the wrong lines altogether", "that the acreage you give is entirely wrong" and that "where you got this it is impossible to see." I think you cannot have completely grasped the whole of the correspondence which the Governor promised should be sent to the Secretary of State with my Memorial. I may explain that when the Cook tea was first paid it was remarked that our acreage was considerably in excess of the Land tax, but the answer was that the tea was computed according to the Ordinance and included that a revision of the acreages had been made as I know that the Surveyor in Dr. Sutherlin and Sir R. S. Goldsworthy's time

had been working out acreages from the chart. In your despatch No 893, par. 12. I was instructed to dispute the amount and did so without loss of time and made the land tax acreage the basis of my arguments. I searched through all the correspondence with the Government for something to go on and turned up all the receipts for land tax in the hope of finding some detail, but failed. The only method of corroborating the lower acreage was to endeavour to work it out and prove that there could not be 900,000 acres in Lefanio which I did. Now you say:- "you put it at 912,519 acres", "but where you got this it is impossible to see". If you will read my letter to the Colonial Secretary of August 22nd, you will see that that figure was obtained from the land tax assessment and yet you say in the despatch under acknowledgment:- "You did not "take the trouble to verify it by looking at the payment "made every year from 1893 to 1902, etc. etc."
It was on that same land tax receipt, failing any other source of information that I based the figure, for in 1891, when the sections 16. 24. 25 and 48 — (36000 acres) were purchased, a demand was sent in for payment of land tax on them. In your letter of Feby. 2nd, 1891 you demurred, but had to pay. The tax therefore was £469. 16. 1 + £25 = £494. 16/1 which, at 1/6d per acre works out to 912,519 acres, the very figure that you say it is not possible to see how I got at. Not certainly as one little to Lefanio for 36000 acres. I did not "mark a shot" at Lefanio as being 592,568 acres. I knew that —

912,518 acres was the total acreage on which land tax was paid, and deducted from that the acreage of the locations detailed in the enclosure to the Colonial Secretary's letter of August 29th, and assumed that the balance represented Lefonia. There was positively no other course open as the Government Officials did not know how the land tax was computed and I have already stated that there was absolutely no trace here amongst the Government papers, where I naturally expected to find it. As regards "the hopeless muddle of no estimates" I do not claim and have not asked that my estimate should be considered immaculate. It was made solely to show that there could not be 900,000 acres in Lefonia, and was quoted as a side corroboration of Dr. Bailey's computation. I took care to say that my estimate had been made liberally and that a competent draughtsman would probably find Dr. Bailey's more correct. I have explained verbally to the Governor that the probable reason of there not being any official correspondence is that in 1899 Dr. Bailey was no longer Surveyor General and could not therefore sign any document as such, though matters referring to acreage would probably be referred to him. The Governor has informed me that the Colonial Office has sent out a copy of your letter and has asked me to let him know when the first land tax was paid and whether the payment was always the same amount. I enclose herewith a copy of my letter replying to that. I have

dealt with the acreage of Great and Lower Islands in par. 10 of my despatch No 109. The discrepancy between the amount charged to C. Smith for land and lease taxes has been rectified in last August Journal. C. Smith's lease of Lower Island is subject to "short notice" at a rental of £15. from April 1st, 1890.

In conclusion I will only respectfully say that I consider your remark as to "the invention of facts and figures is by no means well founded and I fail to see why you should now view the matter so differently to what you did when writing Par. 10 of your Despatch No 678.

15. No 679. Par. 6. Not having had any letter from Saunders Island by this West Falkland mail I regret being unable to send you the authority you require from the Executor of the late W. C. Kenney.

16. I shall not send any duplicates by this mail as H. M. S. "Swallow" ought to catch the legal mail of January 21st at Montevideo.

17. Mr. B. Stirling has practically promised to ship his Wool home by the "Thetis", providing she is able to sail for England early in June.

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

Enclosures via Monte Video

Store Indents No: 237. Remarks on Store
Coasting Insurance December.
Produce Insurance Return No: 7.
Account per Ship "Albatros"
S.A. Missionary Society's account July 14 to Dec 31st
Mr Dean's cheque on London Joint Stock Bank Ld - £550.
Copy correspondence with Col Secy re landing cargo.
C.S. to H.C. 20 Dec, H.C to C.S. 21 Dec, C.S. to H.C. 23 Dec
Copy correspondence with Postmaster re Sandy Point mail.
H.C to Postmaster 19 Dec, Postmaster to H.C. 20 Dec.
Lighthouse Telephone account May 31st 1897.
Copy letter from Actg Col Secretary re ditto, June 16th 1897.
Copy correspondence re Laporia
Mr Baillon to Governor 3 January
Col: Secretary to H.C.° 4 January.
Original letter from Registrar of Supreme Court 2 January
re recovery of notarial fees from Ship "Albatros"
Remarks on Accounts
Mr Mathews Report and enclosures December 26th
Shipping Report
Statement on Accounts
Specification and 8 Bills of Lading per "Janis"
Press copy of list of enclosures to Tilbury direct.

Enclosures to Tillery

Duplicate. Despatch No: 108.

Store Indents No: 236

Client Indents.

Produce Insurance Return No: 6.

Mr Mathews Report Dec 12th

Remarks on Accounts.

Statement on Accounts

Stanley Wages Return Dec 31st

Specifications:-

S. 66 Bales Wool. 34 Bales Sheepskins

117 Hides.

D.H.	222	Bales	Wool
W.C.	218	"	"
N.A	272	"	"
D.H.	3	"	Sheepskins
W.C.	11	"	"
N.A.	18	"	"

110.
R. S. S. "Tweed"
via Montevideo.

January 14th, 9.

Sir,

My last despatch left here per S. S. "Tamis" on the 6th instant. The "Flora" arrived here yesterday, but did not bring me a single letter. She leaves for Montevideo again in three weeks, in order to meet the "Bainbridge's" relief, which will, I understand, be the 3rd class cruiser, "Pegasus", a Captain's command, in order that Courts Martial can be held at Montevideo, not now the case.

2. I have this week despatched the 19 Kent cows to South Arm in the "Hornet" and the 15 Lincolns to Carmen in the "Fair Rosamond", all in good health and condition, although some few are still somewhat weak in the legs. I have not yet heard of their safe arrival at destination.

3. There will be about 140 bales of Wool at Speedwell this year; Dr. H. H. Cobb will doubtless inform you as to how much per bale he would wish them insured for.

4. No 103. Par. 9. With reference to hydraulic leather, Noble reports that the hide sent him last year is far in excess, both in superficial thickness, than that formerly sent, but he intends to make another stock and use it up for sole leathers, it being far too

Frank C. Cobb, Esqr.,
Managing Director,
London.

too thick for tempt leathers, but he has plenty in reserve and there is no chance of his running short this season. He tells me that he can easily supply the Colony with either large or small leathers.

5. I have just received, after all, a letter from Messrs Humphreys & Co, enclosing their account up to Octber. 31/96, in which we are debited with £ 9. 2 6 for a telegram on November 5th to Electroing London re "Parkdale"; is not this a mistake, as I have no idea to what it refers?

6. We are daily looking out for the "Thetis" now, and hope that we shall see her in a few days before the arrival of the "Armour".

7. H. M. S. "Lustlow" took 100 tons of Ilam Coal yesterday and sails to-morrow in order to catch the homeward Royal Mail of the 21st instant at Pantaides.

8. Owing to the receipt by the U. S. Consul from intelligible telegram, Capten West has resumed command of the S.S. "Nicola C." and leaves in a day or two for a two months cruise to South Georgia and elsewhere, returning here before going with equipment. Salvage limits the amount of his disbursements here to £4000. Unfortunately we shall not get it all, as Consul Hansen does his business through C. Williams, to whom he is giving some of the orders, considering it, who says, only fair that he should get his share and, in spite of any remonstrances, he declines to alter his opinion.

I. Trust, that having reached more genial weather and, should it continue, the Cotton will probably get through cleaning by February 12th to 15th. We shall have about 600 bales in by the end of next week. I have not anything for you from Mr. Cottons this time.

Yours,
Sir,
your obedient servant,
Andrew C. Baillon.
Manager.

Enclosures

Duplicates (Originals per "Tanis" via Monte Video, Jan 6)

Despatch No: 109.

Store Indent No: 237.

Remarks on Stores

Coasting Insurance December

Produce Insurance Return No: 7.

Accounts per Stmr "Albatros"

S.A. Missionary Society's account, Dec 31st

Remarks on Accounts

Mr Mathews report December 26

Statement on Accounts

Specification of Shipment per "Tanis"

Duplicates (Originals per "Tanis" to Tilbury January 5th)

Stanley Wages Return Dec 31st

Specifications of Company's Wool and Sheepskins.

Store Indent (Tombstone & U.S. Government)

Remarks on Stores

Remarks on accounts.

Receipt for 100 tons Coal supplied to H.M.S. "Swallow"

111.

H. M. S. "Basilisk"
via Montevideo.

January 22d 1.

Sir,

My last despatch left here on the 15th inst. by H. M. S. "Swallow", and I am sending this by the above named vessel, the "Basilisk", as she will catch the Royal Mail of Feby. 4th, due home on the 4th, some 7 or 8 days in advance of the "Amazon" viâ Sandy Point.

2. I sent you by mistake in despatch No 110 the Engineer's receipt for 100 tons of steam coal delivered to H. M. S. "Swallow", and which ought to have been attached to the monthly return of "Stock of coal on hand" which I have to make to the Commodore. Will you be good enough to forward it to the Admiralty and I will explain the matter to the Commodore here. The "Basilisk" took 45 tons the day after she got here, but our present stock will amply suffice for the requirements of H. M. Ships until the arrival of the "Sorcerer".

3. Without wishing to re-open the Rowell v. Pengelly case, I think it only right to inform you that in a letter recently received from the latter he tells me:- "there is £90. for the bill before Rowell went home that is not paid to the P. O. & I have not "an account of them neither". Why could he not have mentioned

Peter E. Webb, Esqre.
Sampling Director,
London.

mentioned this earlier?

4. I am glad to be able to report the sailing of the "Enola G." with Capt. West in command, Capt. Jones as 1st Officer and four other Stanley men in different capacities. She proceeds to Santa Cruz, previous to going south and will probably be back here in June. I send you accounts of the vessel's and Captain's disbursements, together with the latter's draft on his Owner for $3500.00, all accounts being certified as correct by the U. S. Consul, to whom Mr. Green has given full power and discretion. It is to be hoped that Capt. West will make a successful cruise and thus compensate Mr. Green, to some extent, for the enormous expense to which he has been put in this unfortunate business. For your information, I got 2½% on Chas. Williams' account.

5. At 8 P.M. Jan. 6. I have just been very carefully through Mr. Vere Parker's books and his Balance Sheets, drawn up by his Accountants, Messrs. Ward and Wilding and have no hesitation in saying that, in spite of his very heavy liability to this Company, his financial position is eminently sound. I cannot, I think, do better than give you the actual figures of various accounts as disclosed by his books, stating at once that 5% is written off annually from the Tenning, Buildings and Plant accounts for depreciation. The following figures are the balances of the various accounts on the 30th of April in each year, that being the date on which he closes his accounts:-

Fencing, Sheep pens, etc.

1894 ...	£ 1889. 16. 2		Increase.
1895 ...	2136. 6. 6		
1896 ...	2254. 16. 2		
1897 ...	2057. 16. 5		
1898 ...	2999. 17. 1	£ 1109. 0. 11	

Buildings & other Erections.

1894 ...	£ 1945. 0. 0		
1895 ...	2654. 14. 0		
1896 ...	3870. 5. 7		
(Port Lincoln) 1897 ...	5887. 2. 1		
1898 ...	6290. 10. 6	4365. 10. 6	

Plant.

1894 ...	652. 10. 1		
1895 ...	952. 18. 10		
1896 ...	1041. 5. 5		
1897 ...	1256. 17. 7		
1898 ...	1777. 17. 10	1124. 7. 9	

or total improvements to the estate of £ 6596. 19. 2 in the said five years.

This Live Stock account is made up thus on April 30/99:

Sheep.	2906 Sheep @ 5/.	£ 7176. 10. 0	
	50 Rams @ £2.	100. 0. 0	
	16 do. @ £8.	128. 0. 0	7404. 10. 0
Horses.	78 Horses @ £9.	702. 0. 0	
	59 Mares @ £8.	472. 0. 0	
	38 young & unbroken @ £5.	190. 0. 0	
	1 Stallion (Imported)	150. 0. 0	1514. 0. 0
Cattle.	761 Cattle @ £1.		761. 0. 0
	carried forward	£	9679. 10. 0

	Brought forward		£9679. 10. 0
Pigs.	1 Boar @ £5	5. 0. 0	
	3 Sows " £5	15. 0. 0	
	16 Breeding young @ £1	16. 0. 0	36. 0. 0
			£9715. 10. 0

The figures of the previous years are:-

1890	6614. 12. 0
1895	7313. 0. 0
1896	7395. 15. 0
1897	9707. 5. 0

showing an increase between 1890 and 1895 of no less than £3070. 15. 0. He has this season marked 6656 lambs, showing, up to the present, an increase of 63½%. He hopes to shear about 40,000 sheep this season and tells me that the place should ultimately carry quite 35,000 sheep and that he hopes to get 300 bales of wool from them. Everything points therefore to a steady increase of returns all round. His Butchery sales have increased from £986. in 1890 to £1019. in 1897/8.

I called his serious attention to one discount, viz. that of Salaries and Wages, the figures of which are as follows:-

1890	£1602. 3. 3
1895	1867. 1. 10
1896	1928. 11. 10
1897	1916. 3. 5
1898	2311. 6. 4

I insisted upon the absolute necessity of a reduction being made in these last figures, to which he readily assented and said that the current year would already

show a considerable decrease in the amount. His Profit and Loss Account shows the following results:—

1894	£269. 9. 0 Loss.
1895	1151. 1. 6 Profit.
1896	303. 17. 9½ d.
1897	395. 17. 5½ d.

1898 Mr. Parke has not yet received Ward and Wilding's Balance Sheet for this year, which he does not anticipate will show much profit, owing to the very heavy expense he had to incur in starting his new settlement at Port Louis, South, but he thinks that 1899 will be considerably better. As is only to be expected from the vast sums of money expended on the estate, everything in Hunter, at Pitpoy and at Port Louis is in the highest state of efficiency and repair - and should require no further serious expenditure for some years to come, so even should there be no appreciable change in the price of wool for some time yet, Mr. Parke should with ordinary luck, be now able to reduce his liability to the bankers and did I know is his earnest desire. As regards furnishing us with security - he desires me to say that he places himself unreservedly in the hands of the Directors, as to what form they would wish such security to take, and that, in case they would be satisfied with personal security, his father in law, Mr. J. G. Colton, is quite prepared to stand for him, and I await the Board's decision in the matter, as to which I trust that I have furnished them with sufficient information.

6.

6. The 19 Kent and 10 Sinclair rams have arrived safely at their destination and will, I trust, soon be in a thriving condition.

7. No 880. Par. 9 I have had a long friendly chat with the Governor on the subject of the supposed issue of a circular to the Government employés re the importation of stores for them. This he at once pronounced to be a sham, but admitted that they had imported a small quantity of corn from Montevideo as an experiment. He said that he quite recognized what a gross injustice it would be to the business people here, both large and small, were the Government to go in for such a thing and he never had the slightest intention of so doing. I went thoroughly into the cost and selling price of several articles to which he drew my attention and was able to convince him that the profit we get, is nothing more than a fair and legitimate one; he seemed to think that it must be a case of 50% profit at least all round. Should I hear of anything further in this direction, I will at once remove my protest and, if necessary, organize a memorialize the Secretary of State.

8. No 879. No 6. In a private letter just received from Mr. Mathews, he informs me that "Tom Goodwin does not want his house for two years," which confirms what Mr. Parke has told me, viz. that his cook (Goodwin's fiancée) did not intend to leave her place until her three years Agreement had expired.

9. I. B. Rogers has just given me six

months notice from the 20th instant, and send herewith, for your information, copy of a quantity of correspondence which has passed with reference to the payment of passages for himself and family, and upon which I should like your opinion. Surely having been home in 1888 with his wife and three children and, according to Par. 6 of your despatch No 770 of April 1st, 1890, "being provided with a passage out for himself and family" on his return to the Colony in the aforesaid year (1888), he cannot expect any further concessions on the part of the Company. Had Dr. Mathews, in his letter to me of December 7th last been able to give me the dates of the "four bill posters and Mr Cobbe" guaranteeing his passage home, which Teague says he holds, the question might have been settled, but as you will see from Dr. Mathews' letter to me of January 23rd, I. B. T. has not yet been able to produce them, and I can find no trace of them here, as he does not give even approximate dates. We should be able to economize somewhat on Teague's cost when making terms with his successor. Unfortunately I have had no time to discuss the matter with Dr. Mathews, but I doubt very much if young Gould or Kenyon, the A. Dam Storekeeper could be equal to the requirements of the business part of the post, and then there is the Schoolmaster side of the question; but I cannot help thinking that T. Goodwin might very well do the whole of the teaching both in Camp and the Camp, but without consulting Dr. Mathews, I am not in a position to say how this will work.

I add to the correspondence, a copy of your endorsement on Sawyer's Agreement, dated May 9th, 1885, which is probably the document he refers to and on which he cannot at present lay his hands - as it contains, as you will see, an undertaking from us to provide him, upon leaving our service, with a free passage to England for himself and family, etc. Should the Directors consider that we are bound by this, I should think that Sawyer's suggestion, as to the possibility of one of our Schooners taking them across, might very easily be carried out. It would be a nice trip for the "Fair Rosamond" and her new Skipper after the Wool season, and I shall be glad to know that you would consider a fair thing to charge Fare Account with for the trip; I should say certainly not less than £30.?

10. January 29th, Noon. I am glad to be able to report the arrival, this morning at 10.30, of the "States", all well. She was berthed in the harbour for quite a fortnight, and again off the State. Capt. Thomas has not yet come on shore, and as the mail closes at 2 p.m. I shall not have an opportunity of seeing before the "Basilisk" leaves. Mr. Sawyer is very fit and well, and is now with me at the office writing his mail. No sign of the "Ammon" yet, but I see she did not leave Tilbury until December 29th.

I am,
Sir,
Your obedient servant,
Andrew E. Billon.
Manager.

Enclosures

Duplicates (Originals per H.M.S. "Swallow" January 15th)

Despatch No. 110

Indent for Tombstone

Remarks on Store

" " Accounts

Store Indent No. 238.

" " Dean + Anson, Mrs. Ottaway, Jack Straits

Camp Wages Return December 31st 1898.

Accounts per Schooner "Inda. C" + Letter of Advice to Owner.

First of Exchange No 1962 on Richard J. Green £ 3642.46

Cheque on North of Scotland Bank Limited - £43.

Copy correspondence re J.B. Frazer.

Mr Mathews Report and Enclosure Jan 23rd.

Statement on Accounts.

112.
H. M. S. "Flora".
<u>Sir Lantaidoo.</u>

February 3rd, 1.

Sir,

My last despatch left here by H. M. S. "Basilisk" on the 30th ult. The "Magic" arrived yesterday at daylight bringing me the "Cannon" mail, enclosing your despatches No 861 and 864 of the 29th and 29th ult., with all enclosures in order. The "Cannon" arrived this morning early—and until I know whether or not she is likely to catch the "Sigma" at Sandy Point, I cannot decide as to whether to send this by her, or to wait for the "Flora" in which the Commodore intends to catch the Royal Mail of the 19th inst. at Lantaidoo. The latter will probably be the safer course to adopt, as the "Cannon" has still only three blades to her propeller and cannot therefore go full speed across to Sandy Point.

2. Par. 2. As I have already reported to you the safe arrival of the 30 imported rams at their destination, and the fact of Dr. Cathcart having referred to the matter of scab in more than one of his letters to you, I need not add anything more, beyond stating that the Inspector brought me several specimens of the scab insect—and that every effort was at once made to stamp it out under the supervision

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

suspension of Dr. Mathews and the Lock Inspector. I got a clear bill of lading for them on January 2d and have already reported their shipment by the two Schooners. On January 21st A. McCall reports to me that Dr. Mathews, Atkins, the Lock Inspector and he had just made a thorough examination of them, and found them very clean in the skin, but some of them very hungry, thus confirming what Dr. Mathews told you in his letter of November 21st.

2. Par. 3. & 4. & 5. & 7. & 11. I have written to C. Smith and Brown & Blanchard for "Cameron" in the case you suggest with reference to the frequent of his pension and return to you herewith, with thanks, the certificates you received in the cases of Armstrong and Fraser.

4. Par. 6. Noble's conduct is altogether inexplicable and, as you say, unpardonable. I am glad to hear that you have put this unpleasant matter into Dr. Mathews' hands.

5. Par. 7. Father O'Grady has already acknowledged your courtesy in waiving your usual buying commission on the mission of the Church building and the Catholics of Stanley are grateful for all the trouble you have taken in the matter.

6. Par 9. I have to thank you for the Weekly Budget containing an article on the Colony. Dr. Frank G. Carpenter was a fellow passenger of your brother's, Melgeorge Webb, when he left here for "Home" in June last, from whom you can obtain more information concerning him, than I can furnish you with.

7. Dec. 10. I am glad to hear that the "Serena" has sailed for Stanley, as the "Beagle" having just taken 100 tons, we have only about 120 tons left on board.

8. Dec. 11. I certainly see no reason why the "Thetis" should not deliver both the Weddell and Spring Point cargoes on her way round to Port Stephens and I shall instruct Capt. Thomas to do so and he will, no doubt, be able to collect wood at both places.

9. Dec. 12. I have to thank you for the credit of £1. 1. 0 for my certificate on the "Thomas" average bond business. I purposely refrained from making the charge

Telegram 10. No 552. Dec. 5. Capt. Willis arrived here all right by the "Cumnor", and took command of the "Pine Seaward" the same afternoon; Philip Cummings going back to the "Hornet". Captain Willis leaves for Cumnor Head to-day and will, I trust, be back with a load of wood for shipment per "Sabbarah" next week. He has brought with him his eldest son, whom you do not mention; he tells me that he intends to try and get him a billet on Saunders Island with the young Cummings but he appears to be a weak, delicate youth. I trust that Capt. Willis will prove himself to be smarter and more active than when in the service of the F. A. Fishery Society; he did not know where the Cumnor Head settlement is, although he had been there as Pilot in the "Concord".

11.

11. Par. 10. I quite agree with what you say as regards the accounts of those of our clients who do not consign their produce to us, of whom Messrs. Baillon & Stirling are certainly the chief delinquents, their account showing as it does on the 31st. December last a debit balance of no less than £3,[illegible]. Mr. B. Stirling is, as you know, just as difficult and unreasonable to argue and deal with as his partner Mr. C. J. Baillon; in fact his arguments generally consist of abuse and insolence. As a matter of fact, the only difference between their account and the Port Howard one is, that we get the local freight on the B. B. produce and not on J. S. Waldron's - but the matter is a small one and I do not see why they should not, as you suggest, be charged for the accommodation given them the same terms as the Port Howard account. As you say that you have communicated with Mr. C. Baillon, he has no doubt written to his partner at Fox Bay by the last mail - from whom I shall probably hear something with my next West Falkland letters. I am glad to hear of the payment on account of Messrs. Stirling Bros. - another very lean business for us.

12. I am at last able to send you a letter from G. W. Benney with reference to the payment of £400. per annum to the widow of the late W. C. Benney. It appears to me to be a request, not an authority, but I send it as it is, in order to save time.

13.

13. No mail for England left here by the "Ammon" on the 11th instant.

14. The parcel, or rather case, addressed to Messrs. Thos. Cannon Sons, Bream's Buildings, E.C. forwarded by me per "Thetis" last June must have gone astray, or is still lying at the Customs Dept in the London Docks. The case contained Sequoias, etc. which I wished to have bound, and had they reached Messrs Cannon Sons, this would have been done and the bound volumes sent out to me by Fleet and Jones, and kindly endorsed by you as usual in Pearson's Stationery case. I am writing to Messrs. Fleet and Jones by this mail with reference to this matter.

15. As the result of the terribly wet spring and summer we have had, Stanley was ~~[illegible]~~ threatened on the 25th ult. with another fast slipe large mass having started to move, which only stopped some 20 or 30 yards from the common fence at the back of the Campaspe houses, in which Mr. Kelvey, gates and Ryan live. As we have since had a spell of tolerably fine, dry weather, there is, apparently, no further danger to be apprehended.

16. I shall forward the accounts for 1899 by the "Lakemah" next week, and I hope to be able to ship nearly 1600 bales of wool by her. Shearing is over at Carwin and Wakea bar. Shearing at Carwin and Wakea bar - and they ought to finish at Stanley about the 25th instant. Mr. Luther is not writing to you by this opportunity, but is keeping his mail to go, as usual, by Kosmos Steamer.

17.

17. I am at last able to report that all the fees for mining coal hulks have now been paid by H. M. Ships.

18. The accounts for 1899 are now complete with the exception of the amount of Stock of Stores on hand, the result being a net profit of £16,000, without Store Account, which ought to produce, I think, from £5,000 to £6000 more.

19. I will send you in my next despatch a report on Schwalbe's new boat. The process of discharging the "Stores" is progressing satisfactorily, as we are at last having some decent weather.

20. It is now after noon and the "Stores" mail closes at 5 p.m. The "Swallow" has not yet arrived and she is supposed to be bringing us our mail for "Crisos", due at Montevideo on the 5th inst; so she is making a long passage down.

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

Enclosures

Duplicates (Originals per H.M.S. "Swift" via Monte Video January 30th).

Despatch No. 111

Store Indents No. 238.

Accounts for Schooner "Isola C."

Second of Exchange No. 1962 on Richard J. Green, £382-46

Mr Mathews' report January 23rd.

Statement on account January 29th.

Coasting Insurance January.

Lieut Penney's authority for annual payment to Mr McDonney

Bishop Stirling's draft for £70 on the National Commercial Bank of England

Certificates re H. Armstrong's pension

Letter for H. Cobb Esq.

Statement on Accounts £12 12s 6d

119.

"Cathcart"
via Montevideo.

February 15th 9.

Sir,

I beg to hand you, herewith endorsed, the Balance Sheet and Profit and Loss Statement for 1898 and regret that the result, although really somewhat better than I anticipated, is yet so unsatisfactory. The net profit for the year is £14,856, being £4,000 less than 1897. Farm Account, as in 1897, is again unavailable for more than half the defaulting; the Stock accounts with the exception of Store, Bonding, Shipping and the Salvages showing normal figures.

Farm Account. This account shows £9900 less profit than last year, a result hardly to be wondered at, taking into consideration the totally low price of wool and the heavy expenses entailed in carrying out the alterations and improvements deemed necessary by the Camp Manager, a proof of which is that the Farm wages are, after all, £69 in excess of last year.

Store Account shows a profit of £6,856 against £7,798 in 1897 and I must admit that I am somewhat agreeably surprised at this result, taking into consideration the fact that the Store Sales were £6,698 less than in 1897, the billing Store

Fredk. C. Cobb, Esqre.,
Managing Director,
London.

Store deliveries to Farm only £395. against £559. and that not a single ship put in here in distress during the past year. Every possible care has been taken to have the stock of Stores on hand absolutely correct and everything taken at a fair value. I may here mention that I have transferred to Store Account the amount of profit made on the Automatic Machines during the last six months of 1898. I refain, under existing circumstances, from proposing any radical reforms in the carrying on of the Store business both in Stanley and the Camp, but must say that I consider a change both in the staff and their ways has become almost imperative. It might even be advisable to close one Store altogether and have the thing carried on by one first rate, up to date man, it being not unlikely that you might be able to let or sell some of the Store and other buildings to either the Government or the Admiralty when once the place has become a Coaling Station. But, as I have already said more than once, the Directors cannot possibly expect any marked increase in the amount of Store Sales in the face of the existing, and probably increasing competition, reduced Parcel Post rates and constantly increasing direct importations. Sy. 2. 11

Rent, Buildings, Consumption, General Charges and Interest & Commission Accounts — call for no special comment, the figures varying but little from those of late years, although, in the

absence of ships from the port, the profit on Interest and Commission &c. must be considered satisfactory, a result mainly due to the fact that clients paid £105. more for interest on their accounts in 1899 than in 1897.

Company's Shipping and Schooners.

As fully anticipated, these accounts show a very poor result, the loss on the former being, however, easily explained by the absence of ships carrying bulk bill and the heavy expence incurred by the absolutely necessary repairs effected on the "Great Britain", "Agenia" and "J. P. Smith". As regards the Schooners I can only repeat what I said in my remarks on last year's accounts, viz. that a freight of 5/. per ton only on all the Coal collected from the near ports, precludes the possibility of their accounts showing a decent profit, and the only advantage we obtain in running these three Schooners is being able to collect and ship our own Coal early and rapidly.

I regret having to report that, so far, the Carey scheme has proved an utter failure, owing it is true, to a very great extent, to the extremely severe weather of the last eight or ten months, but also, I am sorry to say, to the shortcomings of Carey who has been unable to resist the seductions of the Stanley public houses. Mr. Mathews was unable to let him have any more cars as promised owing to the wretched condition

of all stock last year and, as you know, employed him (Barney) in the Walker Creek Wool Shed during the past season, and a few days ago he wrote to me saying:-"Barney, with all his faults, has been a perfect "God-send to me in the W. Creek shed this season". In this account I propose to give him another chance with the dairy and, in case he fails again, have no doubt but that Cook Steal would gladly take the thing up.

In conclusion I would draw your attention to one satisfactory feature in the year's accounts and that is, the reduction by £913. in the amount due by Debtors of Store, the respective figures being £3000. on December 31st, 1897 and £2371. on December 31st, 1898.

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

Enclosures.

Balance Sheet.
Profit and Loss Statement.
London Office Cash Account.
Statement of Deposit Account.
Inventory of Stores at Canoe Harbour.
Inventory of Stores at North Arm.
Summary of Stock, East Store.
Summary of Stock, West Store.
General Summary of Stock of Stores.
Balances due to and from Companies.
Consumption Stores on hand in Camp.
Building Materials on hand in Camp.
Sawing Materials on hand in Camp.
List of additions to Plant.
Statement of Schooners' earnings not credited.
Copy of Stanley Cash Book for December.
Copy of Stanley Journal for December.
List of Store Debtors.
List of Building Debtors.
Remarks in Store Debtors.
Copy of Mr. Mathews' remarks in Sawing.

1140.
"Sakkarah."
via Montevideo.

February 18th 9.

Sir,

My last despatch, No 1140, left here by R. M. S. "Plata" on the 13th inst. The "Sakkarah" arrived here at 11 p.m. yesterday, bringing me your despatch No 963 of the 14th ult., with all enclosures in order. I shall risk sending this and my despatch No 1139 with the annual accounts through Humphreys & Co, although unless the "Sakkarah" leaves this early on Monday, they will hardly catch the "Orcana" at Montevideo on the 20th inst. In any case, it will be better than posting them per "Sakkarah".

P.S. Par. 9. I did not make the discovery as to Watts having supplied the old whaleboat until some time after I had indented for the new one. I am yet in ignorance as to what the latter cost, not having received any invoice for it so far from you. I regret having to make a very unfavourable report on the new boat you sent out per "Thetis"; Johnson states that the heel of the sternpost was split and the keel warped, owing apparently to its being green wood. The Breast hooks are too slight, both they and the gunwales being badly fastened off. The outside planking being of soft wood is not fit for the use she is intended for and we have

Capt. G. Cobb R.N.
Managing Director,
London.

have to put 4 wooden noses on each side to prevent her from chafing; the caulking too is extremely bad and we have to re-caulk her. The arrangement for the steer oar too is useless and several knots in the planking have already fallen out. I fear that she will be an expensive boat before she is ready for Lee's use.

3. Pars. 3 & 4. Any discrepancy in the tallies of our shipments of produce shall in future be reported without delay. Mr. Lauchlan is altogether unable to give an explanation of how Mr. Parker's bale of sheepskins for "Herodot" escaped his notice and that of the officer tallying on board. I trust that such a thing will not occur again.

4. Par. 5. I will take an early opportunity of going into the Lighthouse Telephone question with the Colonial Secretary and report the result to you later.

5. Par. 8. The "Serena's" cargo of steam coals will, I feel sure, fully supply the wants of H. M. Ships for the present season and from what Commodore Noycock told me the other day, it is highly improbable that we shall the U. S. men of war down here this summer. As regards storage accommodation, we are of course well off now with the "J. D. Smith", the "Prince of Wales", the "Prince" and the "Sakina" all available, although I like to keep one of the above four free, in case of a ship coming in and having to discharge her cargo. On her return from the West the "Swallow" will clear

off the balance of the cartons paid for by the Admiralty - and should anything unforeseen occur, I would at once cable you asking for another shipment. I shall be glad to see the "Serene" arrive.

6. Par. 9. I have to thank you for the copy of your letter to the B. O. with reference to Mr. Green's Memorandum and, taking everything into consideration I feel somewhat sanguine as to our being successful in the question at issue.

7. Par. 10. I will again examine the chart with reference to the acreage of the Islands and make any necessary alterations. Grand Smith's fragment should as you say, be £10. 3. 10 and the £10. 3. 8 must simply be an error in the calculation, which has been perpetuated year after year.

8. Par. 11. Your remarks as regards the insurance of produce not consigned to the Company are noted.

9. Par. 12. Mr. Harding desires me to convey his most grateful thanks to the Board for having sanctioned the transfer of £50. of the surplus cash now standing in Deposit Account, to meet his deficit to that amount which shall be done.

10. Par. 13. I note what you say with reference to Mr. Parker's account, but would remark that most of the fragments for stock, to which you probably refer, are for cattle purchased from Messrs. Blake, Pitchup and others, and, as you know, we do not compete with him in the sale of beef. However as I wrote at some

bought on the subject of this vessel in my despatch to you, I will refrain from further comment on it, until I get your reply.

11. These Cuba agents named here by this mail, viz. the representatives of Lewis, Little & Co and Tison of Spanish Landing, wrote a letter addressed to me by Mr. Henry Blake, which should enable us to compete with all comers, and it is satisfactory to have obtained the entire discount on the shipment per "Albatross". Messrs. Little's representative has called upon me, and from what he said they are evidently anything but satisfied with C. Williams as their agent.

12. Captn. Thomas has had a good deal of trouble with his men, but they appear to have settled down at last, and have worked very well for the last few days. The "Thetis" sailed for Hill Cove this afternoon.

13. I send you herewith copy of a letter just received from T. Duncan the Tremont School master on the West Hill, whose application might be worth consideration in the selection of T. B. Roper's successor. I have not yet been able to discuss the matter with Mr. Mathews, who must have known the man on the West, but I have sent him his testimonials which are certainly first rate as regards his moral character and scholastic attainments, but is he likely to turn out a smart, commercial man?

14. I originally applied for space for 1900 bales, fortunately reduced it later to 1500 and

have actually 1500 bales ready for shipment here, of which it now turns out that the "Lakhanda" cannot take more than 1100 at the most. Unfortunately I am helpless in the matter, as it appears the Kosmos Agent at Valparaiso is the cause of the disaster, so I cannot give any one "hefuce" over it.

10. Messrs Vallentin and Cooper are both homeward bound by this steamer, the former being, he tells me, extremely well satisfied with the result of his labours.

I am,
Sir,
your obedient servant,
Andrew G. Baillou.
Consul

Enclosures to Tilling

Duplicates (Originals per H.M.S. "Flora" via Monte Video, Feby 13)

Despatch No. 112.

Coasting Insurances January.

Bishop Stirling's duplicate draft on demand - £70.

Statement on accounts Feby 12

Duplicates (Originals per "Sakkarah" via Monte Video, Feby 19)

Despatch No. 113 and enclosures (annual accounts)

Despatch No. 114.

Store Indents No. 239.

Remarks on Stores

Second of Exchange No. 1959 on W. R. Wacdron £827 - 4 - 6

Mr Mathews report Feby 11th & 12th

Statement on accounts Feby 19th

Specifications:-

D. H.	329	Bale	Wool
N. A.	358	"	"
"	124	"	"
W. C.	232	"	"
H.G.C	51	"	"

Enclosures via Monte Video

Store Indents No: 239.

Remarks on Stores

Bill of Exchange No: 1959 on W. P. Walaron £827 - 4 - 6

Authority from L. N. Reuben (Thetis) re advance note.

Copy Letter from John Duncan Esq 4th.

" " " H. Blake (Launs Dip). 18th

Shipping Report.

Mr Mathews' report and enclosures Feb 11 & 12

Statement of accounts.

Press copy of list of enclosures to Tilbury

Specification and Bills of Lading per "Sakkarah"

115.
H. M. S. "Beagle",
via Mandeides.

March 9th 9.

Sir,

My last despatch left here for "Sakkarah" on the 19th ults.; H. M. S. "Pluto" arrived here on the 1st and the "Beagle" hoped early tomorrow in order to catch the "Orient" at Mandeides on the 10th instant.

2. As you are aware the "Sakkarah" arrived here on the afternoon of Friday the 19th ults., but, owing to the state of wind and weather, Mr Lauchlan and his men went home at the usual hour, thinking that nothing would be done that night. However Mr. Schlaeffeldt called at my house about 9.45 p.m. to say that he had got a Permit to work over time and that the Captain was very anxious to commence taking in the wool. Not having quite finished my dinner, I at once wrote to Mr Lauchlan telling him to get together what hands he could and to go off to the Steamer without delay. This he did, and they worked up to midnight, starting again as usual at 6 a.m. on Saturday. They worked through out the whole of Saturday but, as usual, the Steamer could not take the wool and ~~worked~~ stow it nearly as fast as we could give it them, with the result that at midnight, they had only taken about 9,250 bales

Capt. G. Cobb, Esqre.
Managing Director,
London.

bales at of the 1600 odd I had ready for shipment. Mr. Schlottfeldt had obtained permission to work all night, but when Sunday morning came our men knocked off and prepared to come on shore, whereupon the 1st Officer said to Mr. that he hoped that they would turn to and finish loading the Steamer which, it turned out could only take about 1000 bales after all. Mr. spoke to the men and told them that he could not pay them more than the usual 1/- per hour for overtime, for which they at once flatly declined to work, saying that they had already worked up to midnight for two consecutive nights. On hearing this, the 1st Officer goes to the Captain, who offers to put 1/- an hour to our usual 1/-, but Mr. declined to accept these terms, as he considered that the work would be solely for the benefit of the Kosmos Company, and no advantage to us. Thereupon the 1st Officer saw the Captain again and returned with the enclosed document, which satisfied the men, who turned to at once and finished loading the 1053 bales at 1 a.m. on Sunday the 19th ult. When Mr. Schlottfeldt came to the Office on the following day to settle up as usual, he asked me whether the F. A. C. would pay half the Sunday overtime, viz. 8 men for 1 hour @ 2/- per hour, amounting to £0. 12. 0. This I quietly, but firmly, declined to do, giving as my reasons that I had already paid £0. 11. 0 for overtime on the Friday and Saturday nights, entirely for the benefit of the Kosmos Co., as it cannot possibly make any difference to us whether our men get home a few hours

sooner or later, that I am always ready and willing to give the Steamers all possible despatch, but that I did not feel justified, in the present instance, to incur such heavy extra expense. I have always argued that the Kosmos & ought in common fairness, the extra labour and consequent expense being inevitably caused, as already stated, by the inability of the Steamer's hands to take in and stow the wool as fast as we can give it them out of the "Great Britain," to bear half of any overtime which may be necessary — as a quick despatch is all to their advantage and not any to us, and all payments for overtime being simply money out of pocket for us. Their Agent here, however, argues the other way and says that it is all important for us to get our wool away from Stanley as quickly as possible, and that therefore we should pay all the labour entailed in so doing. I feel particularly annoyed in this case, having 5000 bales left behind and bearing in mind the ruinous price of wool and the Board's stringent instructions to exercise the strictest economy in all departments of the Co's business. I did not feel justified, after already paying nearly £6. for overtime, in paying a further sum of nearly £6., without any corresponding advantage or gain whatever to the Company, and I trust that the Board will support my action. Dr. Schlottfeldt will no doubt represent things very differently to his principals, but you may rely upon this being exactly what occurred. I have paid