

36.


"Pentaur".January 8th 6.

Sir,

My despatch 1005 left
 here per "Helo" on December 21st, and I have
 now to acknowledge the receipt of your 10022
 of December 7th, which arrived here yesterday
 by the "Pentaur", three clear days before her
 advertised date ^{and has only room for about 400 bales.} This might have caused us
 considerable inconvenience, had we been able
 to collect as much Wool as Mr. Harding had
 anticipated, but, owing to the exceptionally severe
 weather which has for some time prevailed all
 over the Islands, shearing and all work connected
 therewith has been rendered impossible. However
 either the "Herodot" or the "Osiris" will call here
 before the end of this month in order to take what
 wool we may have ready - probably 5 to 600 bales.

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

although

Although unavoidable, as already explained,
 it is a matter of regret that there is not more
 work for shipment by this steamer, but Mr.
 Bathurst having a further quantity of furskins
 to send home, the "Fortuna" was able to make one
 other profitable trip and I am shipping ~~slightly~~
 190 bales from Port Howard; amongst the marks
 J.L.W. there are three bales marked  -
 evidently skins sold to Mr. Bathurst by one client
 Messrs. Packer Bros. & Co. a transaction which could
 not be anticipated or prevented from here, and
 respecting which I have had no means of com-
 municating with Mr. Goodhart. The same thing
 has occurred between Cameron & Munro at St.
 Charles as regards 11 bales furskins, but in this
 case having further 19 bales J.B. on hand, I
 consign the 11 to you, and they must arrange
 between themselves as to their respective shares of
 the proceeds.

2. Having to leave disbursements on
 behalf of one client, including the first pay-
 ment of the tax under the last Ordinance, I

have had to give the Colonial Treasurer a
draft upon you for £1000, and further to
apply to the Colonial Secretary for an Order
on the kind for £1000, in silver, which I trust
you will ship by the South American, in order that
we may be prepared to meet the inevitable -
being calls on a cashing for the day's mail.

8. Please to affix the following names
for account of Mr C. Hanson of Bureau Hill.

20 Miles of road a day. per mile

61 40 40 40 40

4. Mr. Stewart, the Inspector of Prisons, has just brought me a printed copy of the General Remarks contained in a Report which he has recently made to the Governor, and which I send to you herewith. He is urging the Governor to once introduce a training discipline, without which he says that the best discipline would be practically impossible. The Governor has just appointed two Sub-Inspectors at a salary of \$300 each; they both came over from New York with Mr. Stewart.

5. As regards the "Flamgoon", things remain in statu quo for the present, the doctor declining to move in the matter until he receives instructions from his Owners. The fire has burnt itself out, and as much gear, etc. has been saved as possible. All the crew are discharged with the exception of the 1st Mate, who is retained owing to the doctor being confined to the house through various illnesses. An official inquiry into the casualty is to be held at the Marten Arms tomorrow the 11th instant. It is, of course, just possible that H. H. S. "Retribution" expected here daily, may bring a telegram for the doctor from his Owners.

6. With reference to the "Ambassador", I am glad to say that Mr. P. Townsend came over from Sandy Point by this steamer, and will, I trust, be able to complete his purchase of the vessel before she leaves. This ship's business has caused her handling an extraordinary amount of trouble, and we shall be glad to see her leave the harbour, more especially as Capt. Lindezen tells me that

two or three parties here were very anxious to get hold of her. Townsend's mode of settling for his purchase is certainly both peculiar and complicated, but his arrangements were, no doubt, completely upset, when he found out that he could not dispose of all the materials, bricks, etc. which he sent down from Montevideo; however I think it will all come out right, especially as I have got Mr. Pettor's and Chas. Williams' names to the two bills on Sandy Point, and which I am sending to Hubert for collection. Mr. Harry Blake, in whose favor the bill on London for £450. is drawn, is the agent in S. America for Savers' Disp. Townsend told me today that he did not intend or wish to interfere with us in any way as regards Savers' Agency for the Islands.

7. Dec. 8. With reference to the coasting risks on our own goods, Mr. Harding informs me that an amount, which should have been advised in May was not given in to this Office by the Storekeeper until some days after the vessel was known to have arrived at her destination, when it was considered superfluous

superfluous to report it. A large amount of stores entered for the Borneo, etc. in the deliveries for July, did not actually leave until the beginning of August. The necessary entry will be made.

8. Dec. 11. By this mail I am sending Mr. Jones's accounts and will send Mr. Alderman to Mr. Alderman by first opportunity. It scarcely seems safe to make up Mrs. Bourne's until the receipt of your accounts up to December 31st.

9. Dec. 5. The rise in exchange in Calcutta, which was not accompanied by a corresponding reduction in prices, increased the cost of Flour from India so considerably (viz. to over 11/- per bag) that it was evident that we should have to either import an inferior quality or raise the price. On enquiring from Humphreys, it was found that good Flour from Buenos Aires could be landed here at about 9/- per bag, especially if ordered in a considerable quantity, on account of lightering down the river. The stock had been allowed to run down in the hope that Indian prices might drop, and the 1000 bags ordered from Humphreys did not remain on hand

long enough to deteriorate, as a gunboat was here at the time.

The draft on Kiroan alluded to by you was sent to us by Humphreys for collection. This was a request that could hardly be refused without great civility, and had Humphreys asked any one but ourselves to collect it, we should doubtless have assented it.

10. Par. 6. I will reply to your remarks on the subject of Yellow, when I have had time to make a few inquiries.

11. Par. 6. I will write to Noble with reference to the firebars, ^{etc} etc, and will report to you later.

12. Par. 9. I have to thank you for the letter addressed to me from the Colonial Office. Strange to say on the very day I received it, a rumour was current that the Volunteers were about to resign en masse, owing to Goldsworthy's actions with regard to Poffy and other Government employees.

I remain, Sir,
your obedient servant,
Andrew C. Baillon.
Sd. &c.

Enclosures to Tilbury

Duplicates (Originals per "Neko" via Sand Point)

Dispatch No. 35

Store Indents No. 180

Accounts per Bk "Frigate"

Second Exchange No. 1702 on Tonaud Bn £92. 5. 6

Remarks on accounts Dec 21

Statement " " " "

Duplicates (Originals per "Sataur" via Montevideo)

Dispatch No. 36

Second Exchange No. 1705 on Moran £923. 9. 7

" " " " 1706 " " 572. 9. 5

" " " " 1711 " Ship of Tarapaca + 450. 0. 0
London

Store Indents No. 181

Coasting Insurance, December

Accounts per Bk "Ambassador"

Remarks on accounts

Statement on accounts

Specification of Sales Shipments F

27.

"Herald"direct.January 25th 6.

Sir,

By last despatch, No 26,
 I have been "Pentecost" on the 10th instant, and I
 am, of course, without anything from you since.
 This steamer arrived here early this morning and
 has, it appears, room for 1200 bales, although I
 had only asked for 600. I have 600 ready, and
 should have had 20 more, had not the "Hornet"
 unfortunately got on to the reef at North Beach, and
 thus been delayed.

2. I enclose an indent from Mr. Blackwell,
 which he recommends to your especial care and
 attention, more particularly as to the exact marking
 of the materials for the different building places.

3. The "Thetis" arrived here early on the
 24th inst. after a very fair passage of 60 days from
 the Cairns. Capt. Lees' opinion of her is, that she is
 a good sea boat, but slow, the latter fact being, no
 doubt,

S. G. Bell Esq.

Managing Director.

London.

doubt, attributable, in no small degree, to her cellular
 bottom. I regret to say that Captain Tress gives me a
 lamentable account of her condition and says that she
 has been terribly neglected; rust is showing through
 the paint everywhere. He does not know where to begin,
 or what to do, in order to get her into something like
 good order; he has already started chipping and will
 utilize all his spare time during his coasting trip in
 endeavoring to stop the spread of rust, &c. He tells me
 that he has referred in his letter to some of the questions
 of his coming alongside the hull. Dehaushlen feels
 certain that during so last year cannot possibly have
 caused her rivets to start, and that that must have been
 done when she took the ground in Gull Harbour last
 year, a fact of which I was, up to yesterday, entirely
 ignorant. To my knowledge Captain Patmore never
 reported the occurrence, and I cannot refer to Mr. Harding
 as he is away at Davis Harbour. It will be interesting
 to know if any mention of it is made in the Log Book.
 The stowage of the vessel is certainly a great improve-
 ment on that of last year, but even this time, things are
 pretty well mixed up, especially in the fore hatch, and
 it is a pity that the coke was not put into barrels. The
 discharging is progressing satisfactorily although

the fact of having to use lighters, causes considerable delay and necessarily extra expense. However your instructions on the subject are clear and positive. I hope to be able to report upon our claims for short delivery, etc on the arrival of the next West Falkland mail.

4. The "Islands" has unshipped most of her coals, and will be ready for sea in a day or two. I regret that I cannot possibly send your ship's accounts etc. by this mail, owing to the Master being most careless and dilatory over his business. I think that it will be found that he has not gained anything by discharging his coal on shore instead of into our hulks.

5. The "Ambassador" is actually in Spanish Bay taking in ballast, and will shortly proceed to Sandy Point. Her owner, Mr. Frank Townsend expressed himself as much aggrieved at my refusal to sell him 100 or 200 tons of coal, on his admission to me that he had not the means to pay for them at present. His mode of settlement over the purchase of the vessel was quite enough for me.

6. I send you herewith copies of some correspondence between the several Chambers and Government on the frozen meat question, upon which Mr. Stewart is particularly keen. As you will see, on perusal of the letters, the question was merely put to the Government as a factum - and I have been careful to impress upon Mr. Stewart that I could in no way pledge myself to or anticipate the wishes of your Board on the subject. Mr. Stewart's idea is to purchase an auxiliary cargo barque, fitted up with refrigerators, etc. which could collect cargoes at different ports, and then let the New Zealand Steamers call for them at Walker Bay or some other such convenient harbour. He goes so far as to say that we should do well to sell the "Thetis", and go in for the steamer, etc. ourselves. The Government is, I believe, opposed to the idea of Mr. Stewart going home on such a mission, and has gone so far as to say that he must think of his friend Mr. Waldron, who is already in the business - and has written to Mr. Matheson for information on the subject. What about "Monopoly" after that?

7. Your Board will, I am sure, have with
regret that Mr James Greenshields met with a very
serious accident, whilst attempting to harness an
animal close to his house last Thursday week. Mr.
Aspinall brought him into Stanting and a few days
later, mortification having shown itself, with signs of
rapidly spreading, Dr. Hamilton had to take off the
right arm above the elbow. Mr Greenshields has
since made satisfactory progress, but is not yet out
of danger.

8. It is reported from Sandy Point that the
"Prinshill" is lost. It is to be hoped that it is not so,
but you will have already had definite information.

9. You will, of course, have seen the slip made
in writing by last mail to Spearing and Waldron,
instead of W. B. Waldron, with reference to the 2 M.
Sheepskins \triangle 7/77.

I am,

Sir,

Your obedient servant,

Andrew G. Baillou.

Surgeon.

Enclosures.

Cuplicate Letters (2) to Mr. Cobb of Newy. 18th
 " Supplementary Statement on facts.

Mr. Nichols's letter and 2 Enclosures.

Statement on Accounts.

Indents No 16 & East and West Stores.

Specifications of Company's Sheepskins. (2)

Specification of Quince Head Wool.

Special Indents. (2)

Return of Standing Establishment to Cashier. 21/10/85

Letter from Capt. Rice to Mr. Cobb.

Mr. Harro's Circulars Nos 1 and 2.

Copy of Correspondence with Colonial Secretary.

Copy of Memorials, etc. to Secretary of State.

Specification of Shipment per "Herodot"

38.

"Harris".via Sandy Point.January 31st 6.

Sir,

My last despatch left here per "Herodot" on the 27th inst. and gave you 23rd of Decem. 31st per "Harris" reached me early yesterday morning - thus making three steamers here in one month. The "Harris" did the passage from Montevideo in 3 days, 15 hours!

2. Messrs. Humphreys & Co have transmitted to me your cablegram of Jan'y 21st, which I interpret as follows:- "£4000. will be paid upon your report: -ing legal transfer approved by Judge of Chancery mortgage to you or Patton on behalf of new mortgagee. Wait our advice by first post if it is possible." As I understand that Mrs. Owen has given Mr. Owen an undertaking that she will not foreclose next month, I assume that there is no immediate hurry, and that I cannot do better than await your advice by post, as suggested in your cablegram.

3. I send you herewith Mr. Mathews' drafts

Trude. G. Cobb, Esq.

Managing Director,
London.

on Mr. W. B. Alderson for the amount of the Port
 Board accounts. Under date of ~~Aug~~ ^{Aug} 24th, Mr.
 Matheson writes me as follows: "In view of the times"
 "not being so good, whilst the rent and taxes are"
 "higher, I am to ask the P. & O. to take off the 1%."
 "commission in future, and to let such remission"
 "date from the 1st of this month. Please send your"
 "reply to this request separately, that I may forward"
 "it to head quarters." Failing to see why any such
 remission should be granted, I shall merely tell
 Mr. Matheson that I have referred the matter to the
 Directors, and you will, no doubt, reply direct to Mr.
 W. B. Alderson.

4. The "Gladys" is on the point of going
 into Port Williams, and I am now able to send you
 the ship's accounts and the Master's draft on his Bankers
 for £440. 4. 11 which I trust will be duly
 honoured at maturity. I had drawn the bill before
 reading your remarks in Dec. 6. to the effect that
 only small bills should be drawn at so freight.

5. Mr. Greenhields told me when I called
 upon him soon after his arrival here, that he was quite
 prepared to give me a cheque for the £200, claimed

by me for his guarantee to that amount for 10%
 Surance. Unfortunately I have to report that Mr.
 Greenshields has taken a very bad turn, mortification
 having again set in and Dr. Hamilton considers
 his case practically hopeless. However I do not
 anticipate any trouble as regards Surance's account,
 and he has promised to clear off everything by
 next July - the time fixed in the deed of mortgage
 given by him to Mr. Greenshields. I know, by
 personal inspection that he has an immense amount
 of work to complete, as also a very large amount
 of outstanding debts.

6. I conclude that the indent for planks
 for the "Fair Rosamonds" deck must have been
 overlooked, as it dates as far back as

7. Your instructions as to the burning of
 the telephone posts shall be attended to. They are
 now erected right up to the lighthouse, and I
 am now waiting instructions from the Colonial
 Secretary as to where to continue them from our
 back wood shed up to Government Office.

8. Per 16. I have not time now to verify

Mr. McAndrew's statement that he claimed for the case of Brandy about as "banned" at the time, but will do so and report to you later.

9. Dec. 19. I will communicate the substance of your remarks, which I can most thoroughly endorse, to Mr. Harding. I have been perfectly well aware throughout that I had but to appeal for assistance to the Directors, to immediately obtain it, a fact of which Mr. Harding was also cognizant.

10. Dec. 21. I am unaware why Mr. Harding failed to report the safe arrival at their several destinations, of all the vessels shipped per "Pentagon", much to the satisfaction of all the consignees.

11. Dec. 24. I am not surprised to hear that the question of crossing the Ohio & Will line is not worth consideration. I will, as you suggest, discuss the matter with Mr. Donat, who desires me to tell you that he has already sent a trial order for about 50 tons of crops, including pollard, beans, potatoes, etc., which will be landed somewhere on the West Island by one of their west steamers. Mr. Donat thinks that the freight on crops - some of which he is also importing -

would be about \$2. per head. I enclose, for your information, copies of the replies I have received from the leading farmers on the West to my letters to them touching the Progers meat question. I also send you printed copy of Mr. Harro's latest addresses to the shareholders of the Colony.

12. Per. 20. Your idea of chartering a sailing vessel early in the spring, with liberty to charter her home, is certainly good; but we have at present quite sufficient stock of coal, lime, cement and bricks, and could not possibly order sufficient wood to fill her. I have, however, instructed the Storekeeper to make up an indent for timber, etc. in time to pass it to you by the next mail.

13. Referring once more to the 4500 sq. feet of $2\frac{1}{4} \times 4$ dark planks for the "Fair Rosamond", indent No 169 of March 5th, 1896, and which you appear to have overlooked, as the spars, etc. ordered at the same time, were shipped per "Belos". It should have been stated that it was yellow pine that is required, and I have told King that he should have been particular in stating that it was for the "Fair Rosamond".

24. The ultimate fate of the "Glenferris"
 still remains in question. The doctor, who is in a
 most precarious state of health, received a cablegram
 from his owners by this mail, which is simply saying
 "draw away" - as it only tells him to consult with
 Lloyd's agent, to note Protest and to say what is
 being done; whereas the doctor asked for explicit
 instructions. All the crew have been paid off with the
 exception of the 1st Mate, whom it was thought desirable
 to keep here, owing to the doctor's critical state of
 health. All baggage, Coleman's of Protest, etc. have been
 already forwarded to the owners. The vessel is lying
 on a mud bottom, in about 17 ft. of water at low water,
 the tide flowing in and out of her; and is, no doubt,
 a construction total loss. Mr. Cropper, of the London
 Salvage Association, informs me by cablegram that
 the hull is insured in England, and asks for all
 particulars. He could get all the information from
 the owners, but I shall of course tell him as much
 as possible in a cablegram by this mail. Would her
 purchase as a hull - all our wooden ones being
 nearly played out - commend itself to the Directors?
 I do not know what the cargo is insured, or what

is intended to be done with it. These cargoes of
condemned coal are becoming a serious nuisance.

16. Having no time to make any Remarks
anxious by this mail, I trust to be excused for
calling your attention here to the fact the Point,
ordered mixed from Hubbard in October 1895,
together 1895, has been sent unmixed.

17. I regret having to report another sad
accident, by which James Kellogg, the carpenter,
unfortunately lost his life. He was at work on the
Williams' vessel, engaged in putting on the
bottom, when a strong gust of wind overturned the
vessel and he was literally crushed to death on the spot.

I am,

Sir,

your obedient servant,

Andrew C. Baillon.

Damaged.

Enclosures.

Duplicate Despatch No 37.

- " Statement on Accts., Jan'y. 27th.
- " Specification of shipment for Herodot.
- " do. do skins do
- " Return of Stanley Establishment.
- " Indents No 100.

Statement on Accounts.

Rate of Exchange, 1897, 1900, 1914.

Rev. Gladys, Accts. & Doctor's letter of advice.

Shipping List.

Indent No 100, East Store.

Indent, Mr. H. R. Paske.

Copies of letters from West B. Parsons.

Dr. Harvatt's printed circular.

Letters for Mr. Cobb and Miss Blake.

39.

"Hampshire"
to London.

February 19th 6.

Sir,

I beg to hand you herewith
enclosed, the Balance Sheet and Profit and
Loss Statement for 1895.

The anticipated falling off in the amount
of net profit for the year, viz. £29,000, as —
compared with £36,700 in 1894, has I repeat
to say, been fully realized. This difference of
nearly £7,000, happens to be, as nearly as possible,
the exact amount of less profit shown on Farm
account this year and, as the amount of Wages and
other expenses on this latter account say but little
with that of the preceding year, it is, I consider,
only right and fair to attribute the deficiency,
almost entirely, to the low prices realized for the
commodities sold. Nevertheless I venture to express
the opinion that the amount paid by us for Farm
Wages, viz. say nearly £11,000, a year, is excessive
and

Wm. C. Cobb, Esq.

Managing

Director,

London.

and that the same result might probably be attained at a less cost. I admit that it might not be easy to effect the reduction suggested, but it is certainly worthy of your Bank Manager's serious consideration.

Remaining Account. The somewhat large amount carried to Store Account is accounted for by the fact that almost all the materials raised in 1892 to cover in the creation of the Centre Camp fence, etc., are still on hand, pending the settlement of the subdivision of the North American location question.

Store Account. The profit on this account, although apparently less than last year, is in reality something like \$1100 better, as knowing the objection the Directors entertain to anything like "inflated profits" and, having ascertained that the average cost of freight and other charges on Stores by steam does not exceed 11%, I instructed the Storekeepers to only add 10% to the cost of their goods instead of 20% as heretofore.

Buildings. Although the amount passed for repairs under this head somewhat exceeds that of last year, you will observe that the amount capitalized

this year is only \$669. as against \$1069. for last year.

Interest and Commission and Rent Accounts.

Both these accounts show an increase in the amount of profit earned, viz. \$95. and \$166. respectively.

Bartram's Shipping shows an increased profit of \$359. over last year, and with reference to Bartram's Schooners, I may point out that in spite of the generally excellent and, at times, brilliant work by these handlands kept out of the "fortune", her Working Account shows but a small profit, owing principally to her being so heavily handicapped by the charge for her insurance. The "Hornet", although much the slowest of our three Schooners, shows a fair profit on her Working Account, owing in a great measure to the large sums which she earns for work debited to her account. I intend to lay this vessel up as soon as the season's work will admit of it. The disastrous figures shown by the "Fair Rosamond's" Working Account are accounted for, partly by the cost of materials used in the necessary repairs carried out on her at the beginning of last year, and also the fact that she lost

very considerable time in running after the "Hector"
and having to pay his wages for Beacon Island and
other various small ports, in addition to which, it
necessarily falls to her lot to have to do all the
most troublesome and tedious duties such as the
charts, Quince Head, &c.

I am,

Sir,

Your obedient servant,

Andrew B. Baillie

Comptroller

Enclosures.

Balance Sheet.

Profit and Loss Statement.

London Office Cash Account.

Statement of Deposit Account.

Inventory of Stores at Corsica Harbour.

Inventory of Stores at Port of Spain.

Summary of Stock, East Store.

Summary of Stock, West Store.

General Summary of Store Stock.

Revenues to and from Camp mess.

Consumption Stores on hand in Camp.

Building materials on hand in Camp.

Fencing materials on hand in Camp.

List of Additions to Plant and Utensils.

Statement of Schoolmaster's earnings not credited.

Copy of Stanley Cash Book for December.

Copy of Stanley Journal for December.

List of Store (B) and Butchery Debt.

40.

"Humphreys."

via Santos.February 24th 6.

Sir,

My last despatch left here for "Harris" on the 21st ultimo, and gave \$100.00 of the 15th, and \$25.00 of the 15th January reached me for "Humphreys" on the 21st instant.

2. In my despatch of 29 on the quarterly accounts, I omitted, when referring to the profit made on the working account of the "Fortuna", to mention that she was debited in March, 1875 with \$100. for a new suit of sails. As you are now kept. As doubts arise to make a trip home in dry meat, then, of course, the "Fortuna" will have to be laid up; would it not be possible to suspend, during that period, such a charge as \$100. per month for her maintenance? Should it become imperative to put her suddenly into commission, I could, of course, telegraph to you to that effect.

3. I send you herewith Mr. Greenfield's draft for \$200. in J. Howard's discharge of his guarantee

Wm. C. Cobb Esq. for account of Wm. C. Turner. I have much pleasure
 Managing Director,
 London.

in reporting Dr. Greenfield's almost complete
convalescence. He is now going to England
by the day-mail.

4. Please to effect the following increases:

10 bales of Wool at 10. per bale, for account
of John D. Key.

5. I send herewith several tickets
from Dr. Cadmont for drugs, and Dr. Bennett
tickets for sundry goods, which I recommend to
your usual attention.

6. James Lee of North Amherst, completely
broken down in health, goes home by this steamer,
with the intention of going at once into the Middlesex
Hospital. Dr. Cadmont fears cancer. Lee, in the
strength of 20 years service with general company, made
an earnest appeal to me for payment of his 1000
bounty, but as he is not on the list of men entitled to
bounty, which you left with me, I told him that I
could not make any such concession, but that I
would recommend his application to your favorable
consideration.

7. I have not heard a word by this mail
in connection with the "Hemlock", either from the

9. With further reference to my cable of the 2^d Dec. to Slope's, I find that it had been ^{so much} ~~misinterpreted~~ ^{misinterpreted} at Antwerp, that it is no wonder that they found it unintelligible. I have also by this mail that the Committee of Slope's have had to appoint a new agent there, Mr. Edward Cooper.

10. Dec. 2. I will go into the Blacksmiths' contract question with Mr. Harding before the next mail, but I much fear that the very thing you suggest, viz: 'that a contract means quadruple pay' occurred in the two cases in question.

11. Dec. 5. I note your remarks with regard to Mr. C. H. Williams' claim on certain freight from Widdell Island. As to the hauls, it has been to Ray Bone and back already - but I will send it again. Unfortunately we have not copies of all our clients' indent in this office.

12. Dec. 10. Mr. Harding desires me to convey his best thanks to the Board for the handsome way in which they have shown their appreciation of his services during my absence in England.

I am,

Sir,

Your obedient servant,
 Andrew C. Bullen.
 Manager

Enclosures (in Montevideo)

Correcting Insurance January

M^r Dean's cheques (2) a loan put back Bank £100 each

M^r Kiersteads' draft on J. H. & Co p £200

First Exchange N^o 1716 on Bank of America p £36. 6. 6

Cop^y of M^r Monro's indent pictures from New Zealand

M^r Nichols Report

Statement on accounts

Remarks on accounts

Shipping Report

Letters fr J. E. Cobb and G. de Ville

Prescribed list of enclosures to Library direct

Note. The duplicates of despatches 37 and the accounts
past year will be sent next mail

Enclosures to Library direct

41.

"Henes".

via Sandy Point.March 16th 6.

Sir,

My last despatch to you left here per "Memphis" on the 24th ulto., but as that steamer took between six and seven days to reach Montevideo, she would not, as I had hoped, catch the homeward bound Pacific boat on the 29th ulto. The "Henes" arrived here on the morning of the 24th inst. bringing me your despatch of 26 with all enclosures in order.

2. Per. 3. It is, as yet, anything but certain that the "Glenegowan" is altogether lost repair and that is why I have strongly recommended the London Salvage Association to send out a special agent, and I trust that one will arrive by next mail. The Master is still hovering between life and death, but Dr. Hamilton says that he cannot possibly last much longer. I take note of your suggestion in case the hull is cold, but fear that it would be

F. W. Cobb, Esq.,
Managing Director, London.

hardly

hardly practicable or profitable. He will, however,
be converted into a most useful body.

3. Dec. 6. The Directors may rest
assured that Mr. Harriet quite understands that
he can rely upon my assistance and cordial co-
operation here, and your support at home.

4. Dec. 7. The bills on Lady Point, the
proceeds of which Mr. Hutchinson is to remit direct
to you, were included in the "Cash of B. H. Townsend
£496. 17. 0" which appears in the account with
Burgess & Co. As Townsend paid the discount on
all the bills (vide Cash Book entry of January 21st),
I thought it sufficient to charge Burgess.

5. Dec. 9. The Volunteers have not yet
actually resigned, but the supposed enthusiasm
in the cause is getting weaker and weaker. I
advise Messrs. Perkins on behalf of Arthur. I do
should I have to proceed against him may possibly
have an important bearing upon this question.

6. Dec. 10. Mr. King, the Cooper's Green
agent expired in February 24th and I had to make
a temporary arrangement with him for 3 months

in order to secure his services for the goose green
work, so I trust that you will be able to despatch
the new man by the 6th day ste. from Tilbury.
It would, I think, be advisable to send out a
set of cooper's tools, which would belong to the
Company and be kept at Goose Green; for had
King chosen to have worked, we should have been
in a very awkward predicament.

7. Dec. 11. With regard to diff. Mr. Howard
has no intention of being arbitrary in the matter,
but would like Davis's patent fluid to have a fair
trial. I am sending the 50 drums ex "Orchard" to
Quarrier Rbr. this week and all that we purchased
from Townsend to the Chartres, where, I regret to say,
there is a most serious outbreak of scab. Mr. Child
is buying balacabs at St. Louis.

8. Dec. 11^{1/2}. I do not see that there is anything
to prevent me from taking up the Quakers case
for Messrs. Arthur & Co., Ltd. It will no doubt be
conclusion to the Governor, who is most steadfast
in his support of and belief in Quakers. The latter
is evidently an unprincipled scoundrel.

9. Dec. 10. Mr. Harding regrets his mistake in charging only steamer freight on the Shepherds W.K.C. for "Abydos". We will recover the local freight and charges at this end, as soon as we know the measurement of the bales in question.

10. Dec. 13. According to your instructions in Remarks on Stores for "Thetis", I forwarded by that vessel 50 cases of Cooper's Dip to Hill Cove and 50 to Rag Cove, making out the invoices here, which agreed with those just sent out by you within a few shillings; but by the West Falkland just to hand, I received the following from Messrs. Blake and Bertrand:—"I do not remember ever ordering 50 cases of Cooper's dip during 1895 and can find no trace of having done so. I refer to the 50 cases sent out from Stanley for 'Thetis'. Williamson offered me that dip or as much as I would take at home cost price, but it is very old stock and I would not have it. Can you tell me when I ordered it? The 'Thetis' landed her cargo when I was clearing up here or I should have been inclined to send it back, the freight and commission business on that consignment rather tickles me, I told a brother farmer about the transaction the other day, and he said 'Good old bumping'." (sgd.) R. Blake.

"The 5 cases of Cooper's dip sent up by 'Hector' is
 "old stock, marked Port Howard. I have returned
 "the 5 cases from 'Hector', and request you will kindly
 "put the amount charged as per bill received —
 "£109. 19. 2 to the credit of Bertrand & Bellon"
 "I will make shift with what Dip I have until next
 "season." signed. Wm. Wickham Bertrand
 pro. Bertrand & Bellon.

You see the further trouble and unpleasantness caused
 us by these unfortunate consignments of Cooper's,
 of which I trusted we had heard the last. As a
 matter of fact only 33 cases out of the 100 sent to
 the above clients came out of the Port Howard
 delivery as credited to Cooper & Co in the December
 Journal, the remaining 67 being part of their last
 consignment to us, which, as you know, dates as far
 back as August, 1887. The charge of £9. 10. 0
 was on 10 tons @ 10/- freight from Port Howard
 to Stanley, but I have no knowledge whatever of the
 charge made (£9. 15. 0) by Messrs. Hearn and
 Waldron, and can give you no information on the
 subject until I have communicated with Mr.
 Mathews, which I will do by the out going West
 Highland mail.

11. Par. 14. I quite agree with the opinion
 late of Hobbs's case and shall act accordingly.
 However capable and ingenious he may be, he is
 most certainly, as you say, deficient in ballast.

12. Par. 15. I have no positive knowledge
 that Cartkins has got all the Government contracts,
 but he certainly has had several already, as complaints
 have been made about the manner in which his work
 is generally done. He is, at present, one of Golds-
 worth's right hand men, and acts as overseer to
 the Government labourers, etc., but I will endeavour
 to obtain accurate information respecting this individual
 from Mr. Halkett.

13. Par. 16. Your instructions as to omitting
 in future the number of bales of cheepskins shipped,
 when cabling to you are noted.

14. Par. 18. I note your remarks as to
 the insurance of the "Fortuna" and "Hornet", and
 as Rowlands wishes to go home by the day mail,
 she will be at once laid up and not allowed to
 leave the harbour until he returns.

15. The "Despatch" arrived here on Friday.

28th, and has discharged all the cargo for us and our clients in capital condition. She is now discharging his coal and bricks, most of which he has already disposed of, and he will shortly proceed to Seal Island.

15. I regret having to report the very sudden death on the 2^d inst. of Mr. T. Robson. His widow is left sole legatee and executrix under his will, and at her death or re-marriage the property is to be divided equally amongst all his children. As Mrs. Robson has asked me to assist her as much as possible in the administration of the estate, I shall be able to protect the Company's interests.

16. Captain Rees is doing fairly well in his trip round the West, as in a letter dated Febry. 28th from Waddell Island, he says that he will finish discharging there on the following day and proceed at once to Spring Point. Unfortunately he will get no Wool either at Waddell or Spring Point, but I shall instruct Capt. Rees to proceed to Fox Bay as soon as he has discharged his Port Stephens cargo, and return to the latter port for about 4000 bales of Wool, etc. which Mr. Hume says will

be ready by the time he can do so, and he can
 then fill up either at that hall or by sending him
 less Ballan and Stickney's 5000 bales are ready
 before he leaves for Bay. As to a cargo of wool
 for the "Thetis" homebound voyage, I much fear ~~that~~
 it cannot be worked this season. Mr. Blake says:-
 "I would rather ship wool per "Thetis" at 30/- & 5/- than
 by Hermes at 40/- & 5/-. I think however that if
 my wool were ready I should prefer the Hermes at
 35/- & 5/- at the beginning of the year, to waiting till
 July for the lower freight." - Mr. Goodhart prefers
 not to give a definite reply without consulting his
 partner Mr. Bucknouth and goes on to say: - "You know
 I reckon on pressing as a winter job for 2 or 3 men
 in wet days and think it doesn't pay to rush it."
 Mr. B. Stickney writes: - "In answer to yours re wool
 shipped home per "Thetis", I am sorry to say my
 partner will not hear of such a thing, otherwise I should
 be quite willing to close with your offer." - No other
 clients have replied at present, but it is, I think,
 immaterial as we shall fill the "Thetis" with Tallaw, etc.
 easily this season as they are booking down over 20,000
 at Gore Green, and Mr. Blake will have nearly 2000
 casks himself. - Besides our other clients' small

lots. In case, however, that you wish to carry
out the arrangement with the Kenners & for the
shipment of all the tatters by the July Steamer,
I would ask you to be good enough to send me
a cablegram to that effect, if possible by the
outward bound steamer, leaving Antwerp on
April 19th, but I fear that you will hardly catch
her, and I shall probably not get it until day
15th. I sincerely wish that Mr. Blake had not
rooted the question of shipment by sailing vessel,
and that the old and, to us, perfectly satisfactory
old order of things had been maintained.

17. Please to effect insurance on 2000
bales Wool - £4000. for account of Messrs
Bentham & Bolton.

I am,

Sir,

your obedient servant,

Andrew G. Baillon.

Manager.

P.S. Capt. Lees reports that the cargo is being
out first class coffee. (S.S.)

Enclosures

Duplicate . Dispatch No 39 + enclosures (Account p 175)
 Store Indents No 184.
 Letter to Mr Cobb, February 24th
 Particulars of shipment per "Memphis"

Stanley Journal and Cash Book January + February
 Cash vouchers East & West Stores " " "
 Coasting Insurance February
 Store Indents No 185
 Store Indent - J. J. Filton .
 Auditors Certificate 1895
 Copy letter - Colonial Secy to Unofficial M.C.s - 26 February
 W. Spearman's store account detailed
 Mail Table
 Inventory of Stores on hand Dec 31st 1895 (J. J. Filton Pat)
 Reports on accounts
 Statement on accounts
 Mr. Nichols Report and enclosures
 Shipping Report

42.
 "Hydros."
via Montevideo.

April 10th 6.

Sir,

My despatch to us left here for "Heras" on the 17th ulto., and your despatch to us reached us on the 2^d inst. with all enclosures in order.

2. Mr. Howard has already sold the "Ambassador" to Messrs. Brown & Demandy for \$1250. and they intend to send her up to Montevideo shortly to be repaired. She is at present being used receiving bulk for wool at Sandy Point.

3. I have obtained judgment against A. Perkins for the full amount of his liability to Arthur H. & Co. I have recovered about \$60. worth of goods, and am making arrangements for the payment of the balance by monthly instalments out of his contracts with the Government. I shall sell the recovered goods in our Diligencia Store, and charge Arthur H. & Co. commission of 10%.

4. Captain Daugherty died here on the 26th

March - and left me in charge of everything connected with
 F. G. Webb, Esq.
 Managing Director, London.

the "Hampden" business. That matter is, however, at a complete dead lock at present, as I heard from the London Salvage Association by this mail that at a meeting of the Underwriters, specially convened to consider the matter, it was then decided not to send anyone out to represent them and Mr. Croft added: "and the matter will therefore take its course", and as "I shall be much obliged if you will keep us informed as to what is done". I have not heard from the Owners up to now, and the interests involved being so great, I have asked Mr. Croft to send me definite instructions as to the disposal of ship and cargo, and, if necessary, confer with you. There is but little doubt that she could be repaired, and in any case she would make a splendid hulk.

5. The "Zelia" arrived here on March 13th with a cargo of wood, pickets, etc., the bulk of which she has sold to Pelton, Greenchields and Pitelings and is now at Salvador discharging. She is to take sheep over to Santa Cruz from Seal Islet and then return to Sandy Point. Mr. Harry Blake, the Agent in S. America for Laroc's Patent Oil came over in her and brought over 2000 gallons of the said Oil, which I have agreed to sell for him on consignment for a well commission.

of 1000. I have already disposed of 4000 gallons to various clients; the 6000 gallons purchased from Townsend are being used at Queen's Wh., and what you sent per "Leahid" has gone to the Chartres, so the fluid in question will soon have a trial. I am anxious to know whether Messrs. Davis & Co have appointed us their Agents for the Islands or not?

6. I am sending you by this mail an indent of materials, etc. for shipment by sailing vessel, as you said you would probably charter in the spring. I think you had better ship half the roofing iron, viz. 10 tons, indented for in February by the sailing vessel as the 10 tons you send by steamer will be enough for us to go on with. I am making some separate remarks on this subject in Remarks on Stores.

7. For your information, I send you copy of Mr. Blake's remarks to me re Coopers' Powder (sup.) and the 50 cases delivered to him according to your instructions.

8. The enclosed copy of a Report to the Colonial Secretary from the Surgeon, Mr. Creegan, will, no doubt, both interest and amuse you. Mr. Dalton has replied to the paragraph referring, in such an unvarnished manner, to him as the mouthpiece of the sheep.

farmers.

9. Dec. 2. I will ~~communicate~~ your remarks as his indent to Mr. Buckenorth and not fail, as you suggest, to scrutinize all our clients' orders. I send you herewith an order for about 8 miles of fencing from Parker Bros. & Co., which, as far as I can see, is perfectly clear and straight forward. I trust that you will have no trouble with it.

10. Dec. 3. I note your remarks as regards the "Electric" going alongside the hull. With reference to the report of her having taken the ground in Hull Harbor, last year, I must wait until the vessel returns to Stanley, when C. Gibbard, who was on board at the time as Pilot, will be able to give me positive information on the subject. Mr. Williams made no report whatever on the matter. I have great pleasure in being able to inform you that up to and including Port Stephens, the report from all our clients is: "all cargo landed in perfect order and condition". Not a single complaint and all anxious to see Capt. Rice again next year. He took 87 bales on board at Spring Point and will get a full load between Port Stephens and Fox Bay. Mr. Hemmels bought 2000 of the bricks he had on board. The only compass the ship had coming out got broken to pieces in a gale off the Grand Passes,

as Captain. Rees has asked me to purchase the
 last one as "Glenngowan", as he must have one for
 his voyage home. He tells me that they had a
 very rough passage coming round from Spring
 Point to Port Stephens, and carried away flying
 jib and main gaffend - a sea also went through
 the foretopmast stayrail; luckily she got a S.E. E.
 wind just in time. Captain. Rees says that the vessel
 is getting in a frightful state for want of paint, as
 whilst lying at Port Stephens, he has had all the
 outside sealed and painted with two coats of brown;
 half the hold shipped and painted and the coils
 repaired. As regards shipping wool home by her.
 Mr. Geo. Bonner writes: - "I am afraid I cannot accept
 your offer as regards to remainder of my wool being
 shipped per 'Thetis'. Thanks for offer all the same."
 In fact the only favourable reply I have had is from
 Mr. Stickney of Spring Point, but even he hedges to
 some extent by saying: - "With reference to sending my
 wool home per 'Thetis', I have no objection provided
 some more clients agreed to the terms and that the
 'Thetis' shall not take tallow or any other cargo likely
 to damage wool, and should any of my bales be shod
 out that you will agree to send them home by steamer
 at the same rate as per 'Thetis'. He considers that the
 difference

difference between steam and "Thetis" is not enough to make clients very keen. But the ~~dear~~ ^{dear} ~~thetis~~ ^{thetis} are good enough to suggest that the Company ought to carry Wool home per "Thetis" @ 15% 15% and that it would pay as well at that! Mr. Lawrence ~~thetis~~ ^{thetis} might, I think, to be the very last gentleman to talk in this manner, seeing that his Wool is not consigned to us, and that we get next to nothing out of his account. As far as I can see, it is altogether hopeless to expect a cargo of Wool for the "Thetis" this year - and I trust that the cablegram, asked for in my last despatch, will authorize me to ship all the tallow and hides by her as usual.

11. Par. 4. Mr. Townsend declined even to give me a draft for the amount of the wool he wished to purchase, making the sapient remark that as we trusted other people, we ought to trust him!

12. Par. 5. With reference to the subject of frozen meat, I do not see that anything can be gained by further discussion of the matter, until Mr. Harvet's proposed visit to England be carried out, more especially after perusal of the enclosed copy of correspondence between Mr. Arthur P. Jackson and Mr. Harvet, in which your name appears, as you are, no doubt, better posted than I am on the subject. Mr. Harvet, as you will see, maintains that Falkland Island

sheep are as good as any that can be got - and that the Islands could easily supply a minimum of 50,000 per annum for a freezer. Further he tells me that, should the freezing scheme fail to be realized, he has got another means of disposing of the farmers' surplus stock, but how he proposes to do this, he does not at present state.

12. Dec. 6. The Directors will, I am sure, learn with satisfaction that Mr. Greenhields is now thoroughly convalescent, and intends to return by the day mail.

13. Dec. 7. P. Sauter went to Sandy Point by the "Hermes", which left here on Sunday 7th.

14. Dec. 9. I will consult with Mr. Nichol as to the possibility of collecting bones in the camp, at a remunerative cost, and will also see at what price Mr. Paske would dispose of his.

15. Dec. 10. I send you herewith copy of despatch 4031, with a margin, as requested.

16. Dec. 11. I note your instructions as to the more accurate description of bales shipped, to enable you to declare them properly for the purposes of Insurance.

17. Dec. 12. One note is taken of your remarks re the cooping of racks, etc., but as there is not a

and more left in strategy, all I can do is to instruct Noble to insist upon all the oldest shocks being taken first and it is to be hoped that by next season, we shall have a respectable and conscientious cooper, who will look after our interests as the lamented McBarthly did.

18. Dec. 13. I am extremely sorry that I have apparently made a mistake in the rates of freight for the three shipments of Wool already made this year. It is not from having neglected to study the voluminous correspondence which took place between you and the Honors Co on the subject, but arose entirely from my idea that the calculation would be made at home in the same way as the Schooner freight returns are done, and that I should only come in when the minimum number of 4000 bales had been reached. With reference to your remarks that we have shipped by "Pentam" and "Herodot" 1142 bales (near and outsiders) at 30¢. - thus entitling us to ship 40% or 460 bales at 25¢. - you are, of course, perfectly right, and by the same rule, after the shipment per "Memphis," the total number of bales (near, distant and outsiders) amounted to 2354, 40% of which are 940 to be shipped @ 25¢. - If therefore the calculation is to be based on the number, and not the measurement of the bales, the whole of the shipment by this steamer must be taken at the 25¢. rate. I cannot possibly see

how the thing is to be worked satisfactorily, and having
 failed to secure any clients' wool for the "Thetis" complicated
 matters still more and as you say you rely upon my
 "securing a full cargo of Wool for her at all events, irrespective
 of all other arrangements, I deem it better to call you
 via Montevideo thus: - ^{to Harris} the wool for Thetis" - meaning I
 cannot obtain any offers of wool for her, to which I ought
 to get your reply by the "Herodot" due here on the 20th inst.
 Mr. Schlectfeldt declines to ship, on his own responsibility,
 at 2 1/2% - all round after the contract number has been
 reached, but is willing to go on at the two rates respectively
 as long as we have wool to give him, provided that the
 number shipped at the lower rate does not exceed 40%
 of the whole. Mr. S. ignores altogether at present the
 likelihood of our chartering a sailing vessel, after
 14,000 have gone by steam, and as far as I can see he
 is not far wrong, as we have had no offer of a vessel
 from Montevideo, and as you will see by the extracts from
 our clients' letters sent you, they decline to hear of sailing
 vessels as long as they can ship by steam at 1 1/2%, and,
 if they refuse the "Thetis", they are not likely to jump at
 some old wooden vessel chartered at Montevideo. Having
 reduced the outward freight for "Thetis" to 1 1/2% - for them,
 our clients should, I think, consider themselves more or
 less

less bound to give us their wool at the same rate as several do with Sperring and Waldron and Capt. Thomas, and I commenced this point to your agent, asking for next season's work. The fact of the freight having just been reduced by the Tacoma Str. naturally militates against our chances of getting wool for the "Hobbs".

19. I ought to have added to Dec. 16 of this a request to invoice 47 bales @ \$10. per bale for account of Mr. C. Hansen instead of 30 sp. @ \$10. as previously stated; 34 of these 47 sp. have just come in for "Hudsons" and there are 13 still left on Passage. Tell Mr. J. J. Belton will have 325 ^{wool} sp. for shipment per "Ashland" instead of 280 as previously stated, which please to note; also 190 bales @ \$16. for H. A. Pitstuge.

20. \$48.56. Dec. 13. With reference to the \$9. 15. 0 charged by Sperring & Waldron on the case of Cooper's dip, Mr. Mathews writes me thus: "The \$9. 15. 0 charged to Cooper & Stephens is for labor, including carting of their dip on shore here from jetty to shed half a mile and back from shed to jetty. The charge had nothing whatever to do with your firm. That is the sort of reply one gets to a civil question."

21. I am drawing somewhat heavily on you

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by this mail, but it will be so much less by the day
mail, and when we come to settle with the Colonial
Treasurer this time, that Official will owe us several
hundred pounds.

22. I trust that I may be allowed to express,
on behalf of this Office, our sincere regret and
sympathy, on hearing of our worthy Chairman's
serious illness.

I am,

Sir,

your obedient servant,

Andrew G. Bellan.

Damaged.

Enclosures

Store Indents N^o 786

Coasting Insurance March

H. Halliday's order on Spearings & Walden p^y £50

Letter from M^r Mathews 4 Jan, to be returned

M^r A. Stickney's ²/₂ with Kirkland, " " "

Copies letters between M^r A. P. Jackson & M^r Mount

Cop letter from Surgeon to Colonial Secretary 25 Nov

Chester's replies to remarks on their boxes per "Jettie"

Remarks on indent for stores by sailing vessel

M^r Nichol's report and enclosures

Statement on accounts

Remarks on accounts

Shipping Report

Press copy of list of enclosures to Tisbury direct

Enclosures to Tithing direct

Duplicates (Originals per "Aeneas" via Long Point March 16)

Despatch N° 41

Stanley Journal & Cash Book January & February

Store Indents N° 185

Coasting Insurance February

Statement on accounts March 16

Remarks " " " "

Duplicates (Originals per "Alydos" via Montevideo April 6)

Despatch N° 42

Store Indents N° 186

Coasting Insurance March

Replies to remarks on stores

Client's replies to remarks on their losses per "Triton"

Statement on accounts April 6th

Remarks on " " "

Remarks on indent for stores by Sailing Vessel

Cop. of despatch N° 31

Indents for stores for M. Sacke & Sacke Bros

Specification of 2 Wool

Stanley's Return March 31st

Replies to remarks on stores

Extract from M. Sacke's letter to Cooper & Dip

Letter from H. B. Cobb

43.

"Herodot"via Sandy Point.April 20th 6.

Sir,

My last despatch to us left here by the "Abglas" on the 6th inst., and your despatch to us ^{of March 20th} reached me per "Herodot" on the 22nd inst., with all enclosures in order.

2. Par. 2. I much regret that, in the hurry and pressure of business, I was somewhat careless in the translation of your cablegram about the Chartres business. I am however pleased that no serious consequences ensued, and, as you must be already aware, my mistake was rectified in ample time.

3. Par. 3. I will convey to Mr. Stiches the Board's decision as regards any reduction to be made in the charge on the Port Howard accounts.

4. Par. 6. The deck of the "Fair Rosamond" is worn through in many places to the extent of $\frac{1}{2}$ of an inch, especially across the fore-castle and the wing of the main hatch. It is much too thin to carry in most places, the deck generally being in a very bad condition,

Wm. L. Bell, Esq.

Managing Director, London.

and

and spring off the beams. As to the estimated cost, it entirely depends on the price of the yellow pine in England.

5. Dec. 7. You must be now aware that none of H. H.'s ships have been down here since the creation of the telephone facts, so the services of their electric experts has been out of the question. John Kellogg is now busy running the wire up, and I trust to be able to report to you the completion of this undertaking by next mail.

6. Dec. 9. I have sent you copies of everything sent in to the Government by Dr. Feltus and myself with reference to the frozen meat industry, and Dr. Goodheart's allusion to the Company's guarantee in the matter can only refer to my undertaking to contribute our share towards defraying ~~the~~ ^{the} ~~expenses~~ ^{of Dr. Feltus's} ~~of Dr. Feltus's~~ proposed visit to England.

7. Dec. 10. I will furnish you as soon as possible with a detailed report on the present condition of all our hulks - and will endeavour to give you by next mail an approximate estimate of the cost of raising and docking the "Glenferuar". This unfortunate matter

remains in statu quo, all that Mr. Crafer tells me by this mail being that the Underwriters have handed to his Association the Bill of Lading, etc. attaching to the cargo, and asks me to do the best I can to realize it to the best advantage and remit them the proceeds. We have already such a heavy stock of coals that I do not see what earthly chance there is of disposing of the said cargo here.

9. Par. 11. C. Williams' application for James's Agency is certainly very funny. I am glad that you have secured the Agency, as those who have already tested this fluid (Mr. Eric Parker amongst others) report favourably on it.

9. Par. 13. We are quite out of Naglis's posts; and had not sufficient to complete two fencing orders sent in recently by Mr. Nichol for the new Racer Park, Tranquilised, the subdivision fence between Bodie Creek and Coslomas fence, etc., and I see that in Mr. Nichol's indent for his next season's requirements, he asks for 25 miles of fencing. We also sell these posts occasionally, but as you consider the quantity ordered large, I have ~~intimated~~ ^{intimated} F. King to cancel a fresh

order for 2000 more of these same coats, which he was intending for by sailing vessel.

10. Dec. 14. With reference to the £2000. in silver coin received by this steamer, I will confine myself as much as possible to giving drafts on you for cash only to our agents, but I think when you consider what a very small balance we have had at the end of the first three months of this year, you will allow that I did not ask for the specie without necessity. The Customs duties on this shipment are over £700.

11. Dec. 15. The result of the Wool sales is truly grand, and I trust that the whole of our clip will be sold equally well.

12. Dec. 16. Your remarks relative to the "Haggle bag's" account, and ship work generally are noted, and before the next mail I will go into the matter with Mr Harding and report to you further on the Blacksmiths labour, etc.

13. Dec. 17. The correspondence with the Colonial Office concerning the Leeward Islands is interesting, but I see from the Notices in the Gazette that the Governor has not included them in the list of Islands,

for which sealing licenses are to be granted.

14. Dec. 19. With reference to the demand made by the Registrar of the Scotch Exchequer for the money collected in our camp for docking, I have got J. B. Fraser, who is going to the coast by this steamer, to make a declaration as to the disposal of the money - which I send you herewith and will, I trust, be sufficient.

15. I enclose, for your information, copy of a letter received this mail by Mr. Stewart on the subject of Sheep runners. I am asking Mr. Nichol to send me in 3 or 4 casks of them for shipment by the Day Steamer as a trial. I think that I have already told you that the price paid in New Zealand is £10. per 1000, the purchaser paying for the preparation, casks and salt. The Falkland Islands runners are fully equal to, if not better than the North Island runners referred to in Mr. Nichol's letter, the sheep being older and therefore tougher and larger, besides which our sheep are practically free from any strain of German blood. You will be able to give all necessary information re freight, labour, etc. The cost of preparing them in New Zealand

is 84. - per thousand. I may mention here that, by this mail, the Secretary of State has sanctioned Mr. Harcourt's proposed visit to England; but it is to be understood that he does not go in any official capacity, but merely as a private individual.

16. The "Thetis" arrived back in Stanley on the 19th inst., her coasting trip having this year taken 70 days as against 94 last year; but of course the Albatross disaster must be considered. I am happy to say that Capt. Lees has discharged the whole of his outward cargo - without a single claim for either damage or short delivery, which is eminently satisfactory after last year's experience. I will leave it to Capt. Lees to make his own report to you, on arriving in England, as to his opinion of the "Thetis" adaptability to coasting round these Islands, but I had better tell you at once that he says he would prefer resigning his command - rather than have to again take her into Port Stephens, or even Spring Point! He brought in 993 bales Wool and Sheepskins - also a quantity of hides. You will know well that it has been quite impossible for me to get a cargo of Wool for

has this season. By goodheart under date of April
 13th writes me as follows:—"A. H. B. was here a short
 "time ago, and I mentioned about Wool house free"
 "Shells" @ 20¢. & 5¢. We both think that a difference"
 "of 5¢. per ton between coal is not quite enough, but we"
 "shall be pleased to ship it house from here by her at"
 "20¢. & 5¢., what say you? That your there should be"
 "from 90 to 100 bales from here. I suppose the others"
 "boats are out of the question, though we should not much"
 "care to ship all our wool by her in consequence of"
 "late arrival home, money lying idle, &c. &c."

I have therefore no alternative left me but to load her
 again with Tallow, Hides and Sheepskins, of which there
 will, no doubt, be quite sufficient to fill her, as there are
 45 casks Tallow at Port Stephens and 100, more or less,
 at Mill Cove, which I shall endeavour to collect in
 time for her. She is now discharging her bricks, &c.
 into the "Giltan", in deference to your wishes that she
 should absolutely not go alongside anything, during
 this voyage at least, and we must put up with the
 extra time and labour thereby entailed. The rust under
 the paint in her hold is really appalling & will give
 capt. Rees' crew a lot of work for some time yet.

He will show you a specimen of it when he gets home.
We can really only conclude that the work on this
vessel was thoroughly completed.

Referring again to your despatch of 27, Dec.
2. I have questioned G. Gibbard, the Pilot, on the
subject and he states positively that when in Hull
Harbour last year the "Thetis" missed stops and went
stern foremost - at a rate of 2 to 3 knots on to the rocks,
but she paid off immediately and did not remain; he
quite thought, however, that she would stem round the
other way and go broad side on to the rocks, in which case
she would most probably have been lost. He describes
her as having hit hard. Then again Gibbard says that
Capt. Patmore insisted upon going through Reef
Channel at dead low water, spring tides, when she again
took the ground and scraped the whole length of her
side on the rocks. In justice to Mr. Harding I must
say that neither Capt. Patmore nor Gibbard reported
either of these events to him, and Gibbard says that his
officers made sure that they would be entered in the
Log Book.

I am,

Sir,

your obedient servant,

Andrew C. Baillon.

Manager.

Enclosures

Duplicate, letter to F.B. Cobb April 6th

Particulars of shipment per "Alyssa"

Stanley Wages Return March 31st

Stanley Journal & Cash Book, March

Cash Vouchers E & W. Stores, March

Stanley Ledger Balances March 31st

Camp Wages Return March 31st

Freight Exchange No 1733 on C. Lyats for the mail £ 733. 2. 7

" " " " 1734 " " " " £ 42. 10. 8

Store Indents No: 187

Indents (2) for Stores for Dean and son

Cp letter from M. Eichelbaum to J. Morat

Letter from J.B. Fraser a John Mackay deceased

Press copy of S. A. Missionary Society's account March 31st

Mr. Nichol's Report and enclosures

Shipping Report

Statement on accounts

Letter from F.B. Cobb

44.

May 11th 6.

Sir,

My last despatch ~~was~~ left here per "Herodot" on the 26th ultimo, and as I have a good deal to report one way or another, I will commence the present one in good time.

2. No 228. Par. 16. With reference to the supposed overcharges for Blacksmiths' and other labour on the "Hagle bag", I have elicited the following information from Mr. Harding and Johnson who had charge of the work. As the old cap was shrunk on to the mast, an iron platform had to be cut to fit the mast, and a fire built all round to heat the cap before it could be removed, and the new cap was put on in the same way. The Captain objected to paying for the iron used for the platform, but, as it was useless to us, or at any rate might not be wanted again for years, the ship was charged with half the cost. It must be remembered that the new cap weighed over $\frac{1}{2}$ a ton when finished, and that the largest cap ever manufactured here previously weighed

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

I met. (the "Bidston Hill", I think). Before the work could be commenced the forge had to be entirely rebuilt and re-constructed with an underblast instead of a sideblast, otherwise the iron would never have been heated. Then owing to the weight and shape of the cap a large platform was erected and a special anvil constructed, for of course the steam hammer could not be used. In fixing the sum of £190., which was the total amount charged for the cap, Mr. Harding included the ship's share of the cost of altering our plant to suit the work. There can be no comparison between prices here and on the Clyde, as I understand that for manufacturing caps, there are special shops and special machinery, that do that work alone. The value of the work too cannot be measured by the current price in starting, the breaking of the cap practically dismounted the foremast, and from what I can gather, our workmen deserve considerable credit for having executed the repair without unshipping the mast. Although £67. is considered outrageous for the other repairs, the list is a fairly long one, and I enclose it herewith for your information. The repair of the baston was exceptionally troublesome, necessitating templates for casting a heavy piece of iron, and drilling several holes, all of which had to be perfectly true. The work could not be hurried, as our lathe is not true, and

the adjusting took considerable time. A lot of the small repairs could not be ascertained at the Survey. When the yards were sent down on deck, a lot of small breakages were discovered. The actual wear and tear on the machinery during the time these repairs were going on was, of course, very slight, and the ship might therefore be reduced, if you think it desirable, to at any rate 30/- per day, which would mean a refund of further £10.

3. I enclose, for your information, a short report on the present condition of our hulks. As regards the cost of re-decking the "Glasgow", Johnson estimates it roughly at £1900. viz. £1500. for materials and £400. for labour.

4. Mr. Bertrand writes me as follows about the 50 cases Cooper's Powder Cips delivered to him per "Thetis" from our stock and consignment:—"A lot of the cases of Cooper's Cips sent here came from Port Howard being old stock, stored for Cooper's Cans by Mr. Bathurst previous, which after lying for a long time, Mr. Williamson had notice from Mr. Bathurst to remove the cases. Mr. Williamson tried to sell the cases of Cips to Holmsted & Blake at cost price, failing to do so, it was sent to Stanley, which Mr. Diller can testify. I ordered new Cips from England and not having received it per "Thetis" as ordered, I beg"

to decline receiving it, and request you will kindly credit Richard Helton with the full amount charged by the B. I. Co. being \$109. 19. 9. I quite thought and hoped that we had for ever done with these unfortunate consignments, which have lately caused us nothing but worry and unpleasantness.

5. One or two of our clients, Messrs. Parker Bros. & Co., have raised an objection to their being charged with a proportion of the expenses of a Customs Officer on board the "Thetis", Wyndham contending that this charge should be borne by the owners, and not the consignees whom it doesn't concern any more than tonnage or pilotage dues. The Revenue says "the Master or Consignee", therefore I should think that when a vessel goes into a port for the purpose of discharging cargo for a particular client, that client is the consignee and therefore liable.

6. I enclose copy of a letter received from a man named Searcy at Port Howard, relative to leasing from the Company the old Cairn building and adjoining land, and shall be glad to know how the Directors would wish me to reply to the same. Personally I should think that the scheme would be of considerable benefit to the residents of Stanley.

7. It would appear that vessels homeward bound round the Horn must have encountered, between April 21st and 23^d, about the worst weather on record, as the following list of casualties will show you. On the 24th April the "Queen of Scots" arrived in Port William, where she has since remained; she is from Iquique, with a cargo of nitrate, bound to the Channel for orders, and had to put in here owing to loss of sails, steering gear out of order and other slight damage. The Master, Captain. Robledo, has bought about 60 bolts of canvas and we are making a big mainsail and foresail for him, the other sails required being made on board by the ship's crew. The necessary Blacksmith's work is being satisfactorily proceeded with. As this vessel cannot get away before the departure of the next outward mail, you will be able to cable to me by the 31st inst. as to whether you have arranged credit with the Messrs. Messrs. Kennedy and McLean of Liverpool. — On the 25th April the "Pass of Balmaine", Torres, with a cargo of wheat, from Tacama for Valparaiso, put in here owing to stress of weather, her cargo having shifted, and also having on board the shipwrecked crew of the M^{rs}. "Bankville" of Liverpool, which vessel was abandoned.

abandoned, in a sinking condition, off Cape Horn on April 2nd. The "Pass of Malucha" has discharged about 200 tons of wheat into the "J. F. Smith", and after tumbling her cargo in the lower hold, will re-stow it all and probably proceed on her voyage before the mail can leave, as she sustained but little other damage. The 44. "Bankville" abandoned, as reported above, was from Valparaiso, with a cargo of wheat for Queenstown for orders. An official enquiry has been held, and the abandonment found to have been justifiable. The crew were all saved, with the exception of one man, and have been paid off. I enclose the Master's draft on his Owners, Messrs. Just & Co., Liverpool for the amount of his disbursements here.

On the 27th April the S. "St. George" of Glasgow, from Iquique to Dunkirk, with 1000 tons, arrived here with her decked bulwarks, stanchions, etc. shattered, steering gear out of order, the Master seriously injured, having encountered the same gale as the other vessels and during which the 1st Mate and Carpenter were washed overboard. The Master, Captain Gordon, is laid up at the Stanley Arms and will probably be confined there for some weeks as his knee cap was broken into five pieces, but Capt. Stephenson

of the late ~~Mr.~~ "Bambaille" is willing to take the ship home, should Captain Gordon not be sufficiently recovered to do so, when the repairs are completed and she is ready for sea; he is, however, progressing very favorably so far. Briggs has got the work well in hand and has, so far, given Captain Gordon perfect satisfaction. The Blacksmiths are at present doing some work for the "Queen of Scots", and ^{will} shortly start on what is required for the "St. Croix". I am glad to say that there is up to now, no friction whatever between Briggs and Chaplin, a thing, unfortunately, always to be found with ships' work. I am cutting everything as fine as possible as regards prices of canvas, rope, etc. and shall only charge £2. per day to the "Pass of Belmabon" for the hire of the "S. P. Smith". The Master of the "Queen of Scots" is laid up at the knee and back with an attack of acute rheumatism, besides being a little queer in his head. I shall do my utmost to delay his departure until after the arrival of the next outward mail (June 5th) in order to get your reply to my cablegram with reference to the credit, as I hear conflicting reports as to the starting and financial position of his owners - but it only comes from the other Captains at present here.

8. I enclose copy of a letter addressed by the Colonial Secy. to the Unofficial members with reference to Mr. Macao's proposed visit to England. He will probably leave this by the next mail.

9. Day 12th. The "Totnes" arrived here at noon yesterday, and I have to acknowledge the receipt by her of your despatch of 8th of April 9th, with all enclosures in order. I had 1600 bales of Wool ready for her, of which she will not take more than 900 to 1000 bales, which is much to be regretted in the present state of the Wool market, and is sure to cause a lot of grumbling from clients, whose produce is left behind. Mr. Schuchfeldt's explanation is that they were short of this in the West Coast and a larger boat than the "Totnes" was not available, so they propose to send the "Candarohi" here as an "intermediate" about the end of the month. No fewer than nine first class passengers go aboard by this steamer, viz. Judge Thompson and his sister, Mrs. and Miss Portland, Mr. and Mrs. L. Bonner, Mr. and Mrs. Greenhields & Mr. H. Clements; amongst the 2^d class are Mr. & Mrs. F. King, Captain, and Mrs. Rowlands, etc. etc. which will account for the somewhat heavy amount of drafts and cheques on you advised in the present statement.

I will not attempt to answer your last despatch by this mail, as I could not possibly do so as fully as it requires.

10. Par. 6. General regret is felt here at the news of James Rae's death.

11. Par. 10. I will reply briefly to the remarks contained in this paragraph relative to information which, much to my regret, I have been omitted to supply.

(a.) The wood indent and other materials for sailing vessel was sent by last mail.

(b.) I have not got seen Able to talk the question of coals over with him, and as Mr. Nichol has replied fully to you on the matter, I thought that any information I obtained from him, would merely be a repetition.

(c.) As regards the cost of transporting coal ^{as before} ~~as before~~. I cannot do better than refer you to Par. 9 of Mr. Harding's despatch No 30 of Septber. 26/95, which supplies you with almost all the information you ask for, viz. that about 900 tons would be landed @ 6/- and reloaded on board @ 3/- per ton. Reference to the ship's account, of which you are in possession, will show that ~~that~~ received £090. 10. 0, which worked out @ 9/- per ton indicates that

that 800 tons were landed and reloaded. It is a matter of pure conjecture as to how many days would have been occupied in discharging into and reloading from a bulk, as so much depends on the duster, crew and weather. It is quite clear from the paragraph quoted above, that bulk hire would have proved much the cheaper, of which fact Mr. Harding vainly endeavored to convince Captain Lumsden.

(4.) I much regret having omitted to report on the unfortunate tin of butter from Lonsdale M^o, which I brought out with me. I found it perfectly good, quite equal to any other tinned butter, but Jas. Turner, the Storekeeper, persists in holding a contrary opinion. Whilst on this subject, might I venture to suggest that, in future, it is understood that, when asked for a special report on any article, if such report be favourable, we should invariably send a small trial order for such article.

12. Dec. 11. I can give you no further information whatever as regards the tonnage of the "Thomas Stephens", beyond what is contained in Dec. 15 of Mr. Harding's despatch No 92 of November 6th, 1895.

13. Par. 13. It is with great satisfaction that we hear of your worthy Chairman's convalescence.

14. The work at Goose Green is now finished, and I have had to send the "Hornet" there twice for tallow, in order to stiffen the "Thetis" sufficiently to get round safely. She ought to be able to start a couple of days after the "Hornet's" return, which I am hourly expecting. Mr. Blake's 100 casks of tallow cannot possibly be ready for her, but I hope to get about 50 from Port Stephens in time for shipment, and hope to be able to fill her with hides and sheepskin bales.

15. I deem it prudent to send you herewith the "Glasgow" accounts up to date, to enable you to demand a settlement from the Owners, Messrs Harding & Co of Glasgow, for the amount of their liability in the affair. Mr. Harding is giving you some explanatory notes on these figures in his Remarks on Accounts. You will observe that I have kept the disbursements connected with the Salvage operations separate, and you will, no doubt, see Mr. Crafer on this matter, and, I trust, obtain definite instructions from him as to how I am to proceed. Whilst on this subject I may as

will send you herewith copy of a letter received
by me from Mr. Burtz with reference to the purchase
of the "Hlen-guam" and her cargo. I am authorized to
sell the letter, which I cannot do, but have no power
at present to dispose of the vessel. Johnson makes out
that it would take about 40000 superf. feet of wood
to reek her, which at 8 per ft. superf. would mean
nearly \$3200. but of course with wood from Sandy
Point, this could be done considerably cheaper. But
Johnson's words to me this morning were: "he will
never leave this port Mr. Baillou". This may be of use
to you in discussing the matter with Mr. Crofer, which I
trust you will do. Of course we have no use whatever
for such a quantity of Anthracite coals (2700 ^{tons} ~~coals~~) and
Bake (500 tons), but if we could get a decent offer for
the "Sabino", the bulk of the above could be sent across
to Sandy Point in her, and probably sold to advantage.

I am,

Sir,

your obedient servant,

Andres E. Baillou.

Manager.

Enclosures to Tisbury direct

Duplicate . Dispatch No. 43

Stanley Journal + Cash Book March
Store Indents No 187

Second of Exchange No 1733 in Grapats £ 733-2-7

" " " " 1734 " " £ 142-0-1

Stanley ledger Balances March 31st

Statement on accounts April 24th

Stanley Journal + Cash Book April

Cash Vouchers E.W. Stores

Coasting Insurances April

Copies of Survey Reports on:-

"Queen of Scots", "Pass of Palmaha" (2), "Saint Brock"

Indents for Stores, Sailors + Stickney, Van Sacke

Specifications of Wool:—

Van Sacke, W. Hill, S.A. Missionary Society

Store Indent No. 188

Remarks on Stores

Accounts per Late Mr "Barker" & letter of advice to Owners
First of Exchange No 1740 on W^m Frost & Co L.P. 7-2

M^r Dean's cheque on London Joint Stock Bank £300. 0. 0

Accounts per Ship "Glenowan" for F.I. Co & for Owners

Copy of Johnson's report on present condition of "Glenowan"

Copy letter from W. Turtge re "Glenowan"

List of minor repairs on "Eagle Craig"

Copy letter from Col Secretary apt 24 re M^r Morat's mission

Copy letter from H. Barney re lease of Dairy

Report on condition of hulks

Postage stamps for M. E. Hughes-Hughes Esq

M^r Nichol's report and enclosures

Remarks on accounts

Statement on accounts

Shipping Report

Dress copy of list of enclosures sent to Tilbury

45
 "Fortunes,"
 via Montevideo.

May 16th 6

Sir,

I must supplement shortly
 my despatch of 14th, dated May 6th.

2. I much regret having to report that a
 large vessel, name and nationality at present un-
 known, was totally lost with all hands on the 13th,
 off the coast during the night of the 14th inst. There is, so far,
 absolutely nothing by which her identity can be traced.
 The "Lizzie" and the "Reault" stood by all night, but
 could not possibly render any assistance to the un-
 fortunate crew, owing to the violent gale and tremendous
 sea. This will surely awaken the Colonial Government
 to the absolute necessity of an immediate improvement
 in the local Pilot service, as the vessel had been seen
 on and off the Island for two or three days. The Pilot boat
 went out on the evening of the 13th inst., but the vessel
 was standing away to the S. E. before she could come
 up with her. Wilmer, the pilot, now says that the vessel
 they saw on the 13th had painted ports, and that the one

F. G. Cobb, Esq.,
 Managing Director,
 London.

Lost

lost on the 14th inst. was printed black - but I question very much the accuracy of his statement.

3. As I see Mr. Nichol has not referred to the matter in his London letter, I had better acquaint you that I am shipping by this steamer 7 casks marked F. V. C. 1/7, each barrel containing about 600 of the ^{B.} Sharp's runners - of which I wrote to you in Par. 15 of my despatch to us of April 24th. I shall be anxious to hear the result of this experiment.

4. Mr. Nilsson of New Beland was pleased to bring a frivolous action against Kellogg, through me, for damages to his belr. the "Madassah," which he alleged were caused by our steam launch the "Kissie," whilst lying alongside the mail ste. "Herodot." I had previously offered, owing to the very conflicting nature of the evidence, to share the expense with Mr. Nilsson, but he had not the courtesy even to reply to my letter. Stockholm's and Kellogg's evidence ought certainly to have secured us the verdict, but the Judge ruled that the Board of Trade Rules of the Road at sea, viz. that "steam must always make way for sail" applied here and therefore gave a verdict for the plaintiff, viz. £9. 19. 0 amount of repairs and 11/- costs. Mr. Nilsson was so insolent and showed

such bad feeling all through the business that, as soon as I receive from you the accounts of his product, I shall request him to pay up the balance and decline his business in the future. It will little or no loss to us.

5. The telephone wire is well on in course of erection, and I trust to be able to complete it as soon as we get a few days settled weather; the wire sent out appears very light and weak, and has already given out in one or two places during a gale of wind. One or more of the cells for the battery were broken in transit, but I have been able to replace them. Nevertheless I think it better to order another set to have as a stand by, which I am doing by this mail.

6. The question of a beam-sitting lathe for the hulling has again become acute, owing to the work to be done on the ships now here. For the "Peanut" for instance, there is a large brass lined box to bore, which must be a perfect fit, and after 3 days turning and boring, instead of getting a parallel hole, Chaplin finds a taper of $\frac{3}{16}$ " on the depth of 5" - which, of course, renders the job almost useless, owing to the chane and head stocks of the lathe not being true, and the saddle

of the white coat is so much worn, that making a new letter can remedy the difficulty. The work for the "queen of Scots" has cost three times as much as it would have done. I feel great diffidence in making this request on behalf of the present blocksmiths, but believe that the purchase of a new letter will really be a good investment. Chaplin suggests that it should be bought from the Britannia Co. of Colchester, London office 100 & 101, Houndsditch; and the one which he considers would do very well is a 10th centric, 16 ft. bed, approximate weight 35 cwt. and costing £41. 0. 0 as per page 25 of their catalogue, dated May, 1872.

I am, Sir,

Yours obedient servant,

Andrew C. Millon.

Manager.

46.
 "Hicks."
 at Sandy Point.

June 5th 6.

Sir,

My last despatches do not yet
 left here per "Hermes" on the 16th instant.

On the following day the Dutch S. "Holland",
 Bone, Master, with a cargo of sulphur from Giganti
 (Sicily) for San Francisco put in here with loss of
 some sails, part of her cargo fallen down, owing to
 the lashing boards having given way and her rigging
 very slack. The Master has purchased canvas with
 which to make some of his sails on board, and is now
 making others on shore for him; he has also taken
 sufficient lumber to enable him to restore a portion of
 his cargo and has nearly finished the work on the
 rigging. He hopes to be able to get away in a week or
 ten days, and there will be no difficulty I trust with
 his draft on Amsterdam, as I shall charge 5% com-
 mission in order to cover any loss on the rate of
 exchange. I wire you thus via Montevideo: - "Holland
 Amsterdam Huggens Amsterdam."

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

Y.

9. The "Dea of Belmaha" is now ready for
 use, and I send you herewith the dealer's draft on his
 bankers for £199. 10. 0. The "Dea of Belmaha" will
 be ready to proceed in a day or two, but I am anxious
 to postpone the closing of her accounts until after the
 arrival of the "Itko", in order to see whether you have
 arranged matters satisfactorily with her bankers or not.
 The work on the "St. Croix" is progressing satisfactorily
 in spite of the Blacksmiths having once more tried to show
 the "closed book".

10. I have to report another accident in connection
 with the hoisting off of Mr. Pittman's work at Seal Island
 by which one bale was totally lost and nine others badly
 damaged by salt water. I at once ordered a sale by
 auction and send you herewith all documents connected
 with this matter.

11. Mr. Anscombe of the Chartered Bank writes to say that
 Russell & Co have not yet acknowledged the payment of
£100. 10. 0 made to them by you on Feb. 14th (as per
 London Bill) nor sent the goods ordered. Should these
 goods not have been shipped per "Itko", will you kindly
 inquire from Messrs Russell the cause of the delay.

12. To 36. per 10. Referring me more to the
 Yellow shipped last year per "Itko", I gather from what

Stolle has recently told me that the soap from quality of the shanks, the stores of fish were to a great extent, completely rotten, accounts possibly for the serious complaints made on this head.

7. The "Thetis" returned from Goose Green yesterday, and I much regret to say that this vessel's ill luck appears to stick to her, as Captain Rees reports:—"that we grazed the bottom in coming through the Narrows for Corruis and again we got aground down here last Tuesday morning. It occurred through having to stop further out; the rope parted, and before we could give her chain, her stern got aground and unfortunately the tide was ebbing at the time, consequently we remained until the flood." Captain Rees does not think that she has sustained any damage whatever, but he noted a Protest on his arrival here, a certified copy of which I enclose herewith, in order that the Underwriters may bear some of the Docking expenses when she reaches home. She is unfortunately not much more than half full, and I cannot possibly keep her sufficiently long to get the Fort Stephens and Mill Bay bottom in for haul, so shall ship all the Sheepskins (about 1000 bales) with all the loose skins from the slaughter house and put on the top of all 73 $\frac{1}{2}$ of Wool from Speedwell Fold, and 1 $\frac{1}{2}$ of

boles belonging to Joseph Johnson. Not having permission from other clients to ship by sailing vessel, I must, of course, refrain from doing so. The non-arrival, however, of an intermediate steamer would almost justify me in filling the "Thetis" up with coal, as her cargo would probably reach the market as early as that shipped by the transoceanic bound steamer due here on the 26th instant.

8. 1887. Par. 8. The entry in the Cash Book on September 28/95 shows that £457.10.0 was paid to the Blacksmiths for contract work on the "Catherine", and the time occupied in this was 15 working days. Chaplin had, I believe, 6 assistants in the shop besides Ogilvie, and made his own arrangements with the latter and the strikers. No pay was drawn from the Company for the Blacksmiths shop, whilst the contract work was going on. The amount earned by the Company for shop hire was £62.10.0 and a further sum of £15. was included in the ship's account for Blacksmiths' work making tools for the carpenters to do the work on board ship. The amount charged for shop hire was made up at 15 days @ £3.10/-, according to the arrangement reported, £62.10.0 and a lump sum of £10. for shop hire during the time the carpenters' tools were being made and

and during which time there was no storm in the shop. The fact that the Blacksmiths' demands were exorbitant was acknowledged in Par. 3 of despatch No 1, and it will be seen from Par. 14 of despatch No 14 that in the most contract for the "Cape Boy", the amount asked by the Blacksmiths, viz. £55, was reasonable, and that a sufficient amount £100, was allowed for the use of the forges, the attraction of one forge and about £20. worth of material.

3. 10. 1. Par. 1. I did not reduce the percentage in costing our stock of stores without due consideration, as I found that the average rate per cent for freight and charges on general goods by steam is 10. 1. 2, leaving 4. 6. 8% to cover landing and other charges, which should be amply sufficient.

I will now endeavour to reply as well as I can to your remarks on the Debtors of Store. Cookins, A. This man's credit was stopped long before Messrs. Arthur & Co. of Attorneys arrived. Turner, W. G. is at present on the West Falklands collecting his own debts which are considerable. I admit that his Store account should have been transferred to the Office ledger account, which latter account was run up by his sending home direct orders for materials, about which I knew nothing until the arrival

removal of the income from your office.

Blaphus and Ogilvie. It is a difficult matter to convey to the Board any adequate idea of the constant nightmare caused by these men. As you are aware they have caused the Company a large sum ever since their engagements and the fact that they still owe large sums is not, as the Board might suppose, entirely due to any lapses or negligence on the part of your staff here, but to a combination of circumstances difficult to describe. Blaphus's credit was stopped at all the stores some two years ago, and a monthly payment of £4. 10/- insisted upon. This arrangement has been regularly carried out. Ogilvie's credit was stopped last year, and he has been paying from £2. to £3. per month against the debt. I do not think that they have run into debt purposefully in order to secure their places. They started in debt, they have large families to support, and have never seriously attempted to clear themselves. Blaphus must, I think, have money in hand now, but I doubt whether Ogilvie has a shilling. I have remonstrated with them time after time, with the result that they either profess ignorance that the debt was so much - and say that their wives are extravagant, and, having away all day, they cannot control their household expenses, and finally promise reform, or else they become

elusive. The position is very nearly accurately described in your words "you have all been afraid to deal with them on account of the temporary inconvenience they might cause by making themselves obnoxious over shipwork." I should however describe it - we have been too prudent to push these men too far, knowing that the moment a ship arrives, they are the absolute masters of the situation, and unfortunately they are only too well cognizant of this fact. I must impress on the Board the fact that shipwork ~~was~~ ^{is} ~~is~~ ^{is} purely ironwork. Carpenters, it is true, do the work on board, but are entirely dependant on the Blacksmiths for material to work with. Can I allow the matter of a Store Account to jeopardize the fulfilment of your general instructions to get through ships' repairs with despatch and economy, instructions so forcibly impressed when you make use of the words "avert the calamity that seems impending over the Colony."

Mr. Harding states that he did use his utmost endeavours to get something out of Chaplin's contract towards the reduction of his Store accounts. The subject was hardly mentioned when Chaplin flew into a most violent temper, saying that he had carried out his agreement to make a monthly payment, and that he would continue to do so, and no more; then poured out a torrent of

chose against the bumping and everybody connected
 with it; in fact, behaved in such a way that, had
 there not been two ships in the place waiting for
 Blacksmith's work, he would have sent for a Police
 Constable to remove him. Mr. Harding states further
 that, at the time, he was doubtful what to do, but gave
 instructions as to making sacrifices in order to retrieve
 the reputation of the place, deemed more important than
 the securing of a store account. There was some chance
 of doing work leading to somewhat retrieve the reputation
 of the place which chance would have been destroyed
 had Blaphem been sued. As regards the Grant too, I should
 like to point out that some months ago a man was sued
 for a store account before Judge Thompson. The debt
 was admitted but, in spite of this, judgment was given
 for only a portion of the account that he owes (subsequent-
 ly ascertained to be better and more) should not be
 sufficient credit to a poor man who, by the way, was
 drawing between £4. and £50. a month!

Now I also draw your attention to the fact that when
 a third Blacksmith was applied for, a suitable man
 could not be found? As regards the amount of debts
 owing being serious, I must point out that the total
 has not appreciably increased since Messrs. Dean's business
 was taken over, and that the proportion written off, so

compared with the Store Sales during the last seven years, viz. £2500. out of total sales of nearly £3000.000, an average of 26 per cent is, probably, less than most firms show, certainly less than other Storekeepers in the Colony. You say finally "whatever book profits the Store account may show they are necessarily fallacious if half the accounts are bad debts" - but, pardon me, how can this be when the total of the debts, does not amount to one half of the Store profits?

In conclusion I can assure the Board that I am fully alive to the grave importance of this question of Store debts, which has caused me endless worry and anxiety - and I trust that they will bear in mind the fact that it was, to a great extent, owing to this said matter that I made my applications to them for extra clerical assistance in this office, answering as I did my utter inability to cope with this difficulty without it, in addition to my other work and receiving so little help from the Storekeepers - whom I cannot possibly exonerate from blame as regards giving credit at libitum to customers, not only in excess but who are altogether undecerning of such credit. I may mention that I hold a second mortgage on R. L. Aldridge's house (the first being held by the Stanley Benefit Club) as security for his liability to the Company, his said house being

being insured in the Royal for \$600. I will not pursue this very thorny question further until I receive your general remarks on the subject, which will I presume, reach me by next mail.

10. I send you, for your information, copy of a letter on the subject of the Pilot Service signed by a number of Masters, Officers and Seamen, which has been taken home by Capt. Dr. Pearson of the late U.S. "Bank-ville" for insertion in a number of newspapers. I have written at some length to the Committee of Lloyd's on the same subject by this mail.

11. I repeat to say that we have not yet been able to ascertain the name of the unfortunate vessel, totally lost on the Billy rocks on the night of the 14th ult., but from the few things brought up by the diver or picked up, there can be little doubt but that she was an American. The last time he went down, he brought up the body of a female about 16 years of age. I am sending full particulars of everything recovered to Lloyd's and the two Boards of New York Underwriters, of which I am the correspondent.

12. I enclose herewith a letter addressed to you by Dr. Westment relative to the North Camp Doctor business. He has asked me to mention the

matter to the Colonial Secretary, who he thinks might help in the matter. Of course, if the new man were stationed at Douglas Station, he would be of little use to the inhabitants of Stanley.

June 6th 1883. The "Memphis" arrived late yesterday afternoon, bringing me your despatches nos 630 and 631 both dated May 5th.

14. Para. 3. I have claimed the £5. 10. 0 charged by Mr. Stukenranch for collecting Mr. H. Townsend's drafts from the latter.

15. Para. 5. The letter from Cooper as their deft is interesting, and shall be communicated to Messrs Blake and Bartland by first opportunity. I will report to you further on receipt of these clients' replies.

16. Para. 7. As far as I can see what our clients mean by declining to ship wool from "Thetis" is that they do not consider the difference between 30/- by sea and the reduced rate of 30/- by Kosmos sufficient; they have nothing against the vessel. As regards the shipment of the remainder of the Wool, I am truly on the horns of a dilemma, having already promised Schlottfeldt 600 bales for the Intermediate which was to have called here at the end of last month, and about 1000 for the regular steamer due here on the 26th inst. Mr. S.

exists upon knowing quite two months ahead the ap-
 proximate number of bales I shall have for each and
 each a steamer - and these 1800 will about complete
 the total shipments of Wool this season. Mr. S. positively
 declines all responsibility as to taking any excess of the
 1800 at the reduced rate of freight, so what am I to do?
 Amongst what remains for shipment there are about 260
 bales from Waddell, 45 to 50 from Spring Point and
 from 50 to 100 from Port Edgar and Cape Island, some
 of which produce is consigned to you, nor would these
 decide like it shipped by sailing vessel. Mr. S. maintains,
 and I must say that I agree with him to a great extent,
 that such a knotty point as is herein involved, should be
 settled by the Head Offices in London and Hamburg -
 as we cannot possibly settle the question satisfactorily here.
 It now appears that they could not arrange for the
 "Canderah" to call here at the end of May, so they are
 sending the "Hermes" about the 15th inst. to take 800 bales,
 which will leave but a very small shipment for the regular
 homeward bound ste. due here on the 26th inst. owing,
 partly to my having to give Wool to the "Phetis" and partly
 to the fact of the "Fortuna" being laid up - which
 renders the collection of produce so much slower - the
 "Fair Rosamond" being at the Chertres and the "Hornet" having

to land a lot of timber at Egg Harbor and then proceed to Port Stephens to collect Pellon and skins there for the 'Phetis'. You will thus see how heavily I am handicapped!

17. Aug 31. I am glad to have Mr. Casper's valuable opinion as to the rivets in the 'Hampden's' plates. You will have received ere this the accounts up to date for this vessel's disbursements and there can, of course, be no shadow of doubt but that if hull and cargo were put up to auction, they would fetch considerably more than the amount in question. I am writing by this mail to the owners requesting them to authorize me to sell the hull if possible, and by the time I get their reply you will have been able to discuss Mr. Casper's proposal. Johnson is very keen indeed on getting her for a hull - for which purpose, he says she is splendidly adapted, but should not buy her. I hope and trust that the purchase will be made at home, as Governor L. is at present particularly bitter against Slough's Agent owing, I think, to the fact that the Police recently obtained search warrants against free or vice men, and it turned out that the majority of the articles searched for and supposed to have been stolen were safe in my charge as representative of the owners and underwriters. The fact I am given to understand that he has written a despatch home on the subject.

18. Per. 2. My remarks in Per. 16 of this despatch will I think, prove to you that I cannot possibly bring off the Shaw Savill business, as I have not pledged myself to have any fixed number of boats ready for shipment at a certain time for, as you well know, if I have to send the "Fair Rosamond" and "Hornet" to such distant ports as Weddell Island, Spring Point and the Shetlands, especially at this time of the year, it might take them five or six weeks to make a trip and I should be unable to carry out the arrangement. Much to my regret, I deem it therefore more prudent to abandon the idea, as it would, as you say, supply you with a splendid lease to work the Cosmos. One thing I should like to know, would the Shaw, Savill boats be able to come into the inner harbour and alongside the "Great Britain" or should we have to load from a barge in Port William? I trust that there will not be a repetition of all this worry and uncertainty next season; it is most unsatisfactory.

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

Enclosures

Duplicate . Despatches Nos 44 and 45
 Stanley Journal - Cash Book April
 Accounts per Ship "Glenowen"
 Accounts per late Barque "Santerre"
 Second Exchange No. 1740 - £92. 7. 2
 Store Indents No. 188.
 Johnson's Report on condition of hulks
 Cys letter from W. Cartys, May 5th re "Thapsvan" + "Jules"
 Remarks on Stores
 Coasting Insurance April
 Remarks on Accounts
 Statement on accounts
 Letter to J. B. Cobb May 16
 Particulars of shipment per "Jormes".

Coasting Insurance May
 Accounts per Ship "Suez & Palmira" + letter of advice to Owners
 First Exchange No 1744 on the "Suez & Palmira" - £199. 14. 8.
 Mr Dixon's cheque on London Joint Stock Bank - £75. 0. 0
 Store Indents No. 189
 Store Indent - Stickney Bros.
 List of stores ordered from Montevideo
 Papers re 10 Bales Wool F lost at Seal Island
 Cys letter to "Times", May 16 by Captain's order
 Cys report survey on Ship "Nederland"
 Certified copy of notary of protest - "Thelis"
 Cys return of Sheep on each Station, and earmarks
 Letter from Dr. Eastment to Mr Cobb.
 Letters for J. B. Cobb, G. Bonner, and J. Howlands (2).
 Mr Nichols's report and enclosures
 Shipping Report
 Statement on accounts

49.

"Hercules".

via Montevideo.

June 16th 6.

Sir,

By last despatch it is left here per "Hercules", indirectly Point on the 10th inst. This steamer arrived here on the evening of the 10th, and will take about 900 boxes of wool, and I am told that the "Herodot", likewise homeward bound, will be here in less than a week's time, and therefore liable to be detained here until her advertised date, the 26th inst. I must take this opportunity of calling your attention to the way our friends the Komos have treated us lately. They are perfectly well aware that the homeward bound steamer is invariably a "large order" both for cargo and passengers; on that occasion they send us the "Totmes", one of their oldest and smallest boats, promising us, however, an intermediate steamer for the end of the month. The said intermediate does not put in an appearance until now, within a few days of the due date of the regular homeward bound boat!

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

Yours

There can I possibly have a decent shipment for
 both Steamers? As it is I shall have to let the Good,
 well and Great Island wood, which I was keeping for
 the "Thetis", go by the "Hercules", as otherwise I should not
 have room for that Steamer! There again the "Thetis"
 has five full days, and I shall not be surprised if
 Mr. Schlottfeldt attempts to saddle the Company with the
 responsibility for her detention. We are, however, in no way
 to blame, and the Kosmos Company ought to write in to
 the Colonial Office, complaining of the absurd restrictions
 imposed on the carrying on of the work - to wit a Customs
 officers on board, and an absolute refusal to allow any
 overtime. You know what that means with only 8 hours
 working days, and the very severe weather we have had
 during the last fortnight. Thanks to what his informers,
 such as Quakers, Manners &c are pleased to tell him, the
 Government is mad on the question of smuggling - and acts
 accordingly. There is now a perfect reign of terror
 here just now.

2. The "Queen of Scots" proceeded on her voyage
 on the 14th inst., and I enclose that ship's accounts, with
 the doctor's draft on his owners for £1073. 8. 0 which
 will, I trust, be duly honoured at maturity. You will
 observe that the store ~~has~~ reaches more than half the amount.

2. Mr. Harrot will inform you of how the Governor went back on his word at the last moment and refused to advance him a copper towards his expenses. Having the written guarantee of the bulk of the Shepherds to contribute their share of the cost of Mr. Harrot's mission to England, I felt justified in advancing him the price of his passage money to London and back, and expect that you will not object to advance him the necessary money for his expenses, which should not, however, exceed from £80. to £100.

4. Being naturally anxious to, if possible, dispose of the coal, etc. at "Glenferrie", I have supplied Captain Liddle of the "Hermes" with a ton or so as sample, in order that he may give it a fair trial. He has promised me to report to you specially on the matter, and should such report be favourable, would it not be possible for you to buy the cargo of coals, viz. 2400 tons of large Double Screened Anthracite Coals at 13/6d. a ton, four 5/- to 8/- a ton, and then make a contract with the Lochmoss Company to take it from us @ 2 1/2/- to 2 5/8/- a ton, the former being their contract price for coal at Montserrat. This is, of course, only a suggestion on my part, but you may deem it worth consideration.

5. The repairs, etc. on the "St. Louis" and "Holland" are progressing favorably, in spite of the bad weather, and both vessels will probably be ready to proceed about the end of the month. The "Holland's" share account will be a very fair one.

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

6. Dec. 18 - 1830.

P. S. I shall defer my reply to your Remarks on Balance Sheet of April 30th until after we have got out the 30th June Balance, as it can then be done more fully and satisfactorily. (H. B.)

Enclosures

Duplicate. Despatch No. 46

Accounts - Ship "Pass of Malmahe"

Second Exchange N^o 1744 on G. H. Clark.

£199.. 14.. 3

Papers re sale of damaged wool F. H. "Orchid"

Coasting Insurance May

Store Indents No. 189

Statement on accounts June 9th

Stanley Journal + Cash Book, May

Cash Vouchers East & West stores

Accounts - Ship "Queen of Scots" + Letter of advice to Dundee

Third Exchange N^o 1746 on Kennedy, M^r Leane & Co - £1073.. 8.. 0

List of stores ordered from Montevideo

Store Indents No. 190

Specifications of Wool (3) H.W. Δ .. S.

Remarks on accounts

Statement on accounts

Enclosures to Tilbury direct per "Keweenaw"

Duplicate Despatch No 47
 Stanley Journal & Cash Book, May
 Accounts per Ship "Queen of Scots"
 Receipt of Exchange No 1746. — £1073. 8.0
 Store Indents No 190.
 Remarks on accounts
 Statement on accounts
 Letter to J.E. Cobb June 16
 Particulars of shipment per "Keweenaw"

Specifications (2) of Wood S.I. and II S
 Letter for J. King

Note. We shall not be able to send all the duplicates of documents posted in Monte Video by this mail as the Post Office bag will close immediately upon the arrival of the West India mail. We could not therefore send the duplicate of the Statement on accounts. As we cannot send all duplicates we consider it better to retain them until next mail

208
"Herodot"
via Montevideo.

June 20th 6.

Sir,

My last despatch left here per "Hercules" on the 16th inst., and the "Herodot" arrived on the 22^d inst. bringing me your despatch of 8 3 2 of May 20th and Mr. Egles' letter of May 22^d, with all enclosures in order.

1. Par. 2. I shall not move in the matter of the sale of the "Hesperian" and her cargo, until I hear from you again, which I hope to do previous to the arrival of Mr. Gutzke here.

2. Par. 3. Mr. Parker desires me to convey his thanks for the reduction on his freight per "Hesperian", which he fully appreciates. No doubt the rate charged to this client is very high, but we have more work and trouble with his cargo than with any other, he being very exacting and often requiring part of a shipment sent to Fitzroy, part to his new station at Port Louis and the rest to Sullivan Row. I can compensate him to some extent by being easy with him in the matter of schooner hire.

Y. L. Gold, Esq.
 Managing Director,
 London.

4.

Mr. Parson. Mr. Sumner is much disappointed to hear that the order from the Classics here from will not be executed in time for shipment on June 1st, as all the articles asked for would have found a ready sale. Sumner states that there have no fresh bad debts made in the Millinery Store for a couple of years past and that travelling is only sold for cash, or when the buyer's credit is beyond dispute. He trusts therefore that you will execute the order as sent, the amount of which he purposely kept under £50.

5. Par. 5. Your Remarks on the Stock of Stoves our hand shall have my early and careful attention. As regards the back on order, it appears that only the sizes of which we are either quite out, or about to run out, have been indented for. This being such an expensive wood, ~~that~~ it is necessary to have a stock of full sizes, as when it has to be reduced, shipmasters naturally complain of the expense thereby entailed, in addition to the loss of material.

6. I very much regret having to keep the "Phetis" lying idle here so long, but cannot think of despatching her until I get more tallow and skins for her. The "Result" will, I trust, bring a load from Fiddell, and I shall now have to send the "Fair Rosamund" to Hill Cove, on her return from the Chartres, in order

to get Mr. Blake's letters (about 9 weeks, I believe) for him, and leave the collection of the remainder of the wool until later.

7. The "H. Enock" is now ready for sea, and I enclose herewith the accounts, together with the Master's draft on his Owners for \$695.15. The "H. Enock" will not be ready for some eight or ten days yet, as Shipley is having a good deal of difficulty with the casting of a new flywheel for that ship's pumps. He finds that the sand always adheres to the patterns, but says that he knows that there is some special preparation or other, with which the patterns are coated and thus prevented from coagulating. Could you not ascertain from some foundry or Pattern makers, what this preparation is, and it may send out a small supply? Should there be any good work on this subject, you might also send me a copy of the latest edition of the same, as it would be both useful and instructive.

8. Mr. Wilson complains that in the account sale of his 22 bales Wool per "Memphis", he is charged 3 1/2% freight, although the said produce was brought in by his own vessel the "H. Enock", as per my specification of February 24th. Kindly look into this.

9. June 26th, 4 pm. The "Result" has not yet
 arrived, and they have closed the mail. I enclose
 B. L. G. and Specification of Shipment by this steamer.

I remain,

Sir,

your obedient servant,

Andrew C. Baillou.

Manager.

Enclosures

Store indent No. 171

Store indent - Fire & Ice

Remarks on stores

Coasting Insurance - June

Amended accounts (2) - Ship "Queen of Scots"

Accounts per ship "St. Troch" and letter of advice to Dundee

Freight charges No. 1749 on Bank of America £ 12. 10. 0

" " " 1751 " J. & W. & Co 150. 0. 0

" " " 1752 " A. McKays Co 655. 5. 2

Cy letter from H. Blake 7 April re Laura dip

Account with Laura Chemical Co

Remarks on accounts

Statement on accounts

Mr. Nichols Report and enclosures

Shipping Report

Letter fr J. S. Morat

Press copy of list of enclosures to Kilbury

Specification of shipment per "Throdot"

Bill of Lading per "Throdot"

"⁴⁹
Famio.

via Sandy Point.

July 13th 6.

Sir,

My last despatch left here
for "Hazardet" on June 27th.

1. The "Hazardet" proceeded to sea on
the 6th inst., and I now send you that ship's accounts,
together with the doctor's draft on his Honor for
£956. 14. 6, which I trust will be duly honoured
at maturity. It is satisfactory to see that the store of
for this vessel amounts to nearly £1000.

2. The store sales for the past six months are £1000.
in excess of the corresponding period last year.

3. The "Duchess" left Port Salvador on the 1st inst.,
and I send you herewith B/Ldg. for Messrs. Feltou and
Pitalunga's produce shipped by her and consigned to
you. Please to effect the necessary insurance on the latter.

4. The insurance is as follows:—"The seal
"skins run more risk of being lost between the Elephant
"and South Passes and Basses, than they do between Basses
"and Sandover. Can you insure to cover the whole? If you
"can please insure 200 (two hundred) at the rate of 10/-
"(twenty shillings) each."

5. With reference to the soil of mine belonging to
Stickney Moss, short delivered by the "Thetis" last year,

P. G. Cobb, Esq.
Managing Director,
London.

Mr.

Mr. Goodhart writes me: "I will certainly send that coil of black wire in by Russell". The sailor Davies made me a present of it as he said Robin Misker had counted his coils and found them correct, and therefore the coil in question was begging for an owner, and not being anyway pressed, I accepted it."

7. I enclose herewith copy of Mr. Blake's remarks with reference to his order for 50 cases Coopers' dip free "Thetis". I have written to him again, urging him to reconsider his decision. As regards the 50 cases for Portland and Pelton, Mr. Portland writes me thus: "With respect to Coopers' dip, after taking everything into consideration, I am willing to accede to it, and do not think you ought to change the purchasing commission in this instance." Kindly inform me whether you authorize me to make what appears to me, a reasonable concession.

8. I despatched the "Thetis" to Hill ^{Coast} on the 6th inst. for Mr. Blake's letters, as she was lying idle here and Mr. B. informed me that he might have as many as 100 casks. With luck I shall now be able to fill her up, and despatch her home by the end of the month.

9. I am sending you here with two or three bundles from clients for stores, etc. see "Thetis". Mr. W. S. Williams has sent me a copy his, the original of which has gone to Mr. C. H. Williams for her approval - before transmitting it to you.

10. The Port Stephens account to June 30th shows a debit balance of £517. 9. 3 which will be paid to you on demand by Mr. J. A. Green, who has requested me not to draw upon him any more.

11. ~~1893~~ 2. Jan. 5. I have replied to the best of my ability, to your Remarks on the stock of Stores; also to your Remarks on the Balance Sheet for 1895 as regards the Debtors of Store Account, accompanied by a list of debts on June 30th, 1896 with full particulars as to each account commented on, which, I trust, will be considered satisfactory. This has entailed some heavy work, which, however, we have been able to get through with Mr. Lynton's assistance.

12. I should be glad if you would take advantage of Captain Rowlands' presence in England to get him to select suitable moorings for our Schooners at Dunmore Head, the cost of which, as I think I have already told you, Messrs. Puckett Bros. & Co. are prepared to share with us.

13. On reference I find that the annual payment to the Tannian Ballots 12th of June for his services in our Camp has not been made since December 31st, 1892. The omission occurred through the fact of Father O'Leary being away from Stanley at the end of the following year and there being a question of the Mission being closed altogether. I shall now pay Father O'Leary £50. for the three years 1893, 1894 and 1895 and in future £5. at the end of every year.

July 16th. 14. The "Tanis" arrived here late last evening (21 days from Sydney to Antwerp) bringing us great despatches of 333 of June 16th, with all enclosures in order. I likewise received through Messrs. Humphreys your cablegram of July 10th, informing me that I was authorized to draw on the City Bank London up to

Errors. & the "Redoubt's" disbursements, but as you will have from Par. 5 of this despatch, your message reached me too late.

15. Par. 4. I note your instructions with reference to the expenses on our schooners. There is no doubt but that the "Fair Rosamond" had, for some time previous to her purchase, been very much neglected.

16. Par. 6. You will have seen by Par. 8 of this despatch that you have been somewhat hasty in the conclusions you came to us regards the "Thetis". The specifications of the shipments of Wool, etc. will show you that she brought in on April 27th the whole of the Port Stephens, both sides of Gas Bay and all that was ready at Spring Point. I could not then send her to Bay Cove, as Mr Portman insisted on his Wool being shipped by the Bay mail and at no other distant port was any Wool ready, the Waddell and Spring Point clips being later than usual this year. Had it not been for your definite instructions to send our Wool home early regardless of everything else, I could have received 4000 to 5000 bales for her at North Arm. As to the difficulty experienced in crossing this vessel round the Islands, I prefer to let Captain Dees speak for himself and go fully into the matter with you when he gets home. As to the general shipment of Wool this season, I beg to call your attention to the fact that up to June 27th I had shipped 5714 bales as compared with 5681 B. - up to July 25th, 1875.

17. Par. 11. The question of Cooper's dip has been partly dealt with both in Par. 9 of this and Remarks on accounts of June 28th past. You instructed us on Cooper's

8th lot to deliver 50 cases to Blake from Store and 50 to Bertrand from Stock. Surely that might have meant from the old consignment and I thought at first that the Storekeepers would do this. The Port Howard lot was, however, more accessible and to save trouble the 100 cases were, without my knowledge, delivered from that lot, a fact which I thought you would have gathered from Messrs Blake's and Bertrand's letters of complaint. It would appear that no great harm has been done and I quite agree with you as to the danger of accepting consignments.

16. Per. 4. I quite agree with you as to it being somewhat unnecessary on the part of our clients to demand to show the charge for the Customs Officer on board the "Phetis". As regards the "Bonwood", a bill for £55. was sent in to this Office, but Messrs Fraser and Harding who were then at Government ^{Office} did not press for payment and the matter was allowed to slide. In the case of the "Beloe", in 1894 I cannot find that any charge was made but in 1896 and even if there had been we should not have paid it as, in your letter of July 25th, 1894 from Beloe, you say that the ship is to bear the expense, there being no deductible cargo on board; in 1894 however the charge made viz. £44. 10. 0 was paid by the ship. although there was tobacco on board for Debbie Island.

17. Per. 15. We learn with much regret that our worthy late Chairman has at last been compelled to retire - but trust that he may yet enjoy some years of rest and health.

20. Per. 20. By first impressions of Yours the

new Cooper are favorable and he cannot but see
an improvement on our late one. The house is not
quite ready for him owing to Mrs. King's children being
unwell and unable to be moved when I wanted her
to leave, but Mr. Kellogg has kindly offered to put
them up for a couple of days.

21. Dec. 21. I am glad to hear of the charter
of the "Worthen", and trust that she will make a good
trip out. As to ships, our stock here and at Cairn is
amply sufficient for the present, especially if you send
us some more barrels. As regards the steamers not being
filled with, Chas. Williams received 95 casks of butter
by the "Humphreys".

22. Dec. 22. I have to thank you for the
Annual Report, and shall communicate to the staff
the vote of thanks - which the General Meeting was good
enough to pass.

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

P.S. 23. I have just received the Cairn mail and
much regret having to report that Mrs. Nichol is somewhat
seriously unwell, so much so that Dr. Cadment has advised
perfect rest and quiet for some weeks and no riding whatever.
This will, no doubt, weigh with your Board in considering Mr.
Nichol's application for leave next year. - I also venture to
support his appeal to you on behalf of Chas. Smith, who,
however, is much better known to you than to any one of us.

(A.G.B.)

Replies to Remarks on Balance Sheet,
dated London, 30th April, 1896.

"Result." This account has been reduced from £200.
on Aug. 11/96 to £50 g. on June 30/96. As previously ex-
plained I have a lien on the Mail contract, which is drawn
from Government, we allowing him to purchase stores against
it, as the vessel cannot afford to give us the whole of the
subsidy and pay for stores as well. The business are
Russell and Fingellie. We are now fully secured by insur-
ance, including Fingellie's debt. I fail to see what more
satisfactory arrangement could be made, seeing that it
has had the effect of reducing the total of the two accounts
by £150. in six months and, if the vessel is stopped
from going to sea, we are only defeating our accounts.

"Bragg." I have written to Mr. Stukemanch asking him
to endeavour to recover something from Bragg, who is
at present employed as bulk keeper at Punta Delgada.
I don't like writing off the debt until the account is
proved to be hopeless. In any case, if it has to be written
off ultimately, we must recollect that we made a good
profit out of the filling out of the Lake "Pandora".

"Bertha." I note your remarks and will see if anything
can be done as regards your suggestion.

"Do not do." I must explain that Martin Johnson is
now sole owner of this concern, having recently bought
out all the original partners, paying them in cash.
On reading your remark to Johnson he at once offered
to pay us (and has done so £55. 16. 10) and will liquidate
the

the remaining £50. as soon as he can, which will be done by a payment to the London Office. He explained that if he had sufficient wool to make it worth sending a Schooner, he would be only too glad to purchase stores and ship his produce through this Company. Sperring & Waldron however, will not send out stores, unless the wool, etc. is consigned to them. Considering that Johnson already pays each to the S. I. Co. for £100. worth of stores every month in Stanley, I venture to ask the Board to waive the interest, as I have full confidence in his intention to pay the debt and in his desire to do his business through us. Pallini. This account, I admit, causes me some anxiety. The Store account has now been transferred to the Office ledger. He has, I know, a certain amount of money due to him for freight, work done, etc. and as soon as he returns to Stanley, I will press him for some arrangement in order to reduce the debt. The "Chance" is of course insured for £200.

Butcher's debts. It is hardly fair to compare 1893 with 1894 seeing that the "Lloyd's" account £40. was included in the latter. Deducting this balance the figures are £189. against £201. - a difference of £12. only, which is surely scarcely worth mention.

Store Debt.

Aldridge, L.H. As already reported has already left the Race Hotel. We hold a second Mortgage on his house for £200. The debt dates back from 1890. Before the signing of the Mortgage, an undertaking was given to pay 5% interest on a sum of £160. only, but I regret to say that he is already in arrears with this. He is ill or unable

unable to work for two days out of every week, so the Foremen carpenters will not have him in their shops.
Ogilvie, J. Credit was stopped one two years ago. A regular monthly instalment insisted upon towards reducing the debt, which has been done to the extent of £16. during the past six months.

Sellman, J. is undoubtedly a good customer. As he has a Store, he occasionally runs his account into a second month. This custom is well worth this concession. I may remark that the Publicans do not regard themselves as having under any obligation to the Company for the "discount and other advantages" mentioned by your R. Mess left us altogether and, with some canvassing, we secured Sellman and Pock.

Turcor, W. G. has a large amount owing to him, and is now on the West doing work and collecting debts. On his return, I will at once press him for payment and insist upon monthly instalments.

Wilkins, G. paid his account on January 8th, and has since had three lots of Flour, value £60. each, for all of which he paid within three weeks of receiving his account, the first one being paid on Jan 9th.

Johnson, A. paid his account on January 19th. I should like to mention that Johnson's total Store Accounts for 1890 amounted to £1918., and, on looking through the Store ledgers, I find that his bill at both Stores is invariably paid within three weeks; his liquor bill always within one week. Surely an account like this is one for congratulation and not adverse criticism!

Beltone,

Polton, W. has owed his account for five years. The only security I could get was a box of plate recovered from the "Colofraci" wreck. He is now employed at Sandy Point and we are again pressing him for payment. His wife's health broke down completely and he had to send her to an asylum in Montserrat.

Chaplin, J. his credit was stopped two years ago. He is paying a regular monthly instalment of £2.10.0 and steadily reducing his liability.

Perrellie, T. R. has reduced his account by £15. this year and, as he has promised a further reduction and that his account may be kept separate from the "Result". I have acceded to this request upon condition that it is covered by the resources of the "Result".

Park, Wm. paid his account on January 11th.

Tones, Wm. It will be seen that Tones had a credit of £61. in the Office Ledger on Decbr. 31/95 and this should have been considered when making your remarks. Money incomes in the shape of limiting his cash drawings and monthly store accounts have been taken for the last three years, with the result that his liability of £130. in 1893 was reduced by the end of 1895 to £21. only.

"Fair Rosamond". On our rough copy of the list of debts, the word "arrear" is added in this case as well as the "Fortins" and "Kousat" arrears' balances, of which you take no notice. If the word was omitted from the copy sent to you, I apologize for the slip, but if not, I must say that I do not understand your remark. In any case you are aware that the stores supplied for the use of the Bahamas are debited every month

in the General and the suggestion that the accounts have been cooked is, I think, both unwarranted and uncalled for, and one to which I consider I am justified in respectfully taking great exception.

Alldridge, L. L. paid his accounts on January 11th. His accounts at the East and West Stores for 1895 amount to £995. and the bills are invariably paid within a week of the delivery of the account. You will see from the list of debts on June 30th that his accounts were cleared on July 5th. Robson, Jas. did not have an office account until this year. His store accounts have now been transferred and I shall demand security for the account.

Rejys, Jas. has reduced his account by £11. He is now working for Bertrand & Bolton, and has promised a further payment as soon as possible.

Rejys, W. credit has been stopped, and a monthly statement will be insisted upon.

Stanley Rifle Club. The Secretary, W. G. Turner, is still on the West Falklands and on his return, the account will be immediately dealt with.

Katt, L. paid his account, which was for timber, on January 6th.

McCarthy, Mrs. - Debt dates from 1890 and 1891. Credit has been stopped some time, and the Ballinacree account is now cleared off.

Balto, Mrs. - Account taken over from O'Connell was £69. 11. of which we reduced to £4. 10. on December 31/95 and is now £35. If we continue to receive the instalment of £1. per month, we shall eventually clear it off without loss.

Next,

West, P. has been at considerable expense in building a house. The materials have been paid for with the exception of about £200, which he will pay as quietly as possible.

Mc'Alumay, P. has been appointed Police Constable; he had to pay the expenses of wife & child's passages out from home and fit up house. He will henceforth pay something monthly.

Kilcan, C. specially requested that his wife's store accounts should be kept separate from his Station account. Pallini and "Chance". These store accounts are now transferred to the Office ledgers.

Corey, C. has not had any credit for three years and the account is being gradually reduced.

Poppy, P. this account has been reduced from £22. to £25.

Lewis, P. this account has been reduced from £33. to £27.

He was in attendance on Jas. Greenfields when the debt ran up.

Aldridge, P. still owes £25. Very little is now allowed him and we get something occasionally. I will endeavour to make some arrangement with Mr. Parke for reducing his debt.

Hartland, P. a portion of this account is in dispute, and it cannot be settled until he comes into Stanley.

Nailey, P. - his wife has just died. Credit was stopped long ago, and we have a mortgage on his house.

Race, P. has just got work with Pilatups and I shall do my best to obtain payment as speedily as possible.

Aslachsen, P. now at Concord with Mr. Bridges, who is to remit the amount owing by instalments.

Reimis

Reimer, Wm. has now paid the amount referred to, but his credit will be restricted.

Grisson, Wm. has now paid the amount referred to, and his actual debt represents three months stores.

Klein, Jos. has reduced the account by £8. Credit not allowed for two years more.

Summers, J. P. pays his accounts, but is inclined to take long credit.

Patterson, Wm. his debt is now reduced to £6.

Biggs, J. P. is paying Dr. Hemmels £8. per month towards this.

Knoble, J. is a good customer. Was working for Mr. Packe at Port Louis during last summer. He pays regularly.

Cawkins, Mrs. Credit was stopped a considerable time ago.

Alapin, Mrs. There was a mistake in this account, a lot of goods paid for in Cash Sales having been debited. The amount is now reduced to £8.

Dick, J. has not yet departed this life, as we got £5. out of him for Butcher's account a month or two ago. If there is any debt left when he does die, I will write it off. Bevan, Jm. is now living at Sandy Point, but we are nevertheless able to get his account after writing in June last year and this April.

Clapperton, Wm. was, much to my surprise, allowed further credit in January last. Credit strictly stopped. Price, J. in spite of the hopelessness of the case, has paid this account.

I trust that, after perusing my replies and the Statement of Debtors on June 30th which accompanies this, you will see some way to modifying the opening statement.

of your General Remarks that "of course the state of things is all wrong", an assertion to which I cannot altogether agree. I quite admit that it is a state of things that requires remedying, and think that I am justified in taking to myself the credit of having recognized the fact long ago, so much so that I applied for extra clerical assistance. Considering that Myfoston had been here only twelve days on December 31st, it will be admitted that we had not had much chance of taking the matter in hand then. It is a matter for some gratification to be able to say that your instructions had mostly been anticipated before their receipt, as we have already this year sent notices, demanded money and followed the applications up with the result that most of the worst cases have been reduced.

I quite admit the desirability of having without so called "sales" whenever there is no chance of recovering the money, but as already pointed out in my last despatch, the value of goods not paid for during the last seven years is almost infinitesimal, viz. 2/6 per £100, worth of goods sold. So far as I can judge the amount of the debts in the list of June 30/96, about which I have the smallest doubt does not exceed £500, excluding the debts of A. M. Aldridge, Charles Ogilvie & W. B. Turner, of all of which we are bound to recover something.

The axiom that large profits are not made without large risks hardly applies to us even, as we do make large profits and get, according to our present experience our risks and losses are comparatively small.

With more help from the Stationers, we should
have

have no difficulty in restricting the credit, but hitherto the mischief has been done, before we could know any thing of it in this Office. I presume the wish of the Board that the present system should be completely altered and amended means that, so far as possible, credit should be limited to one month, or longer in the case of orders from Camp residents to whom credit can safely be given.

Even so when you recollect that our sales average about £2000. per month, you are bound to have debts of quite that amount outstanding at the end of any given month, but you will see by the return of June 30th that a good proportion of the debts had been paid by the 10th of the next month.

Personally I should much like to see a Cash system in vogue here, but I consider it quite impracticable. Our prices have been reduced to as low a figure as is considered necessary or prudent, and if we are to induce people to pay cash down, they will expect a larger reduction than we can afford to give. The Storekeepers too are certainly incapable of dealing with two sets of prices - the Cash Store especially. There we might be able to do it, but his Assistant would certainly make a mess of it. King and Aldridge make so many mistakes with one set of prices that I would not, on any account, have two at the Cash Store. Such a system would not be a success unless all Storekeepers in the Colony combine. Again as we are in the habit of supplying Camp men with a lot of stores which we find for as soon after delivery as they can get a cheque into starting. There would be placed at a disadvantage.

Yours

You ask finally if any proportion may be considered as belonging to the debts taken over from Messrs Jean & Sons. My answer will, I deem it, be considered satisfactory, being as follows: - The H. I. Co took over Messrs Jean & Sons' store debts at £945. 6. 9, although the actual amount according to the Store ledgers was £1321. 0. 10. Of this sum £55. 10. 12 has, at various times, been written off as bad, £53. 13. 9 is still outstanding and the remainder £1415. 16. 11 has been recovered, that is to say we have received £463. 10. 4 over and above what was considered to be the value of the debts, and we have every chance of recovering most of the £53. 13. 9 in addition.

Andrew C. Baillan.

Manager.

Sturtey, July 15th, 1876.

Duplicate Dispatch No. 48
Store Indents No. 191.

Account with Messrs. Lums.
Account per Ship "Hindostan".
Remarks on accounts.

Remarks on Stores
Amended account s. "Queen of Scots"
Coasting Insurance June
Statement on accounts

Second of Exchange No. 1751 on John Moore & Co 150. 0. 0
" " 1752 " A. McKays & Co 685. 15. 2
Particulars of Shipment per "Hindostan"

Refers to Remarks on Balance Sheet

" " " " Stock of Stores at Stanley Dec 1895
List of Store debts June 30th 1896

" " " " " " "
" " " " " " "
" " " " " " "
Stanley Journal and Cash Book June
Cash Vouchers last & next Stores June
Stanley Wagon Return June 30th
Camp Wagon Return " "

Stanley Major Balances " "
S. A. Missionary Society's accounts March 31st
Accounts per Ship "Hindostan" with letters of advice
First of Exchange No. 1754 on W. D. Huggins 956. 14. 6
" " " " 1756 " John Moore & Co 50. 0. 0
M^{rs} Davis cheque on London Joint Stock Bank 125. 0. 0

Noted under separate cover

Store Indents No. 192 Remarks on Stores
Drummond's Indent for Stores
Bills of Lading per "Orchid" (2) - specification of F Wood per "Orchid"
Extract from letter from A. Blake re Cooper's dip
S. Miller's account for Kirkland Cape
Press copy of S. A. Missionary Society's account June 30th
Letters from J. S. Morant Esq
Remarks on accounts
Statement on accounts
Shipping Report
M^{rs} Miller's report and enclosures.

50.

"Thetis"
direct.

August 5th 6.

Sir,

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

I am,

Sir,

Your obedient servant,
 Andrew C. Baillon.

Manager.

Enclosures.

7 Bills of Lading.

Manifest.

List of Packages.

Abstract of "Thetis" coasting log.

Blank Specification of freight.

Particulars of Company's lot of Hides.

Abstract of "Thetis" gross earnings.

Specifications of Company's Yellow & Sheepskins.

Specifications of the Parker's Sheepskins.

"Thetis" account will follow per mail.

51.

"Hobbs".

his despatches.August 6th 6.

Sir,

My last despatch left here for "Paris" on the 19th ultimo and I received this morning your No 34 of July 4th, with all enclosures in order.

2. Par. 2. I at once communicated the contents of this par. to Briggs. He paid up promptly the £60. 2. 6 advanced by you for his account, and undertakes to at once refund any money paid for his family in the same way, should they have occasion to require it.

3. Par. 3. We received 8 sacks of Acas' dip by the "Hates", of which Mr. Nichol has had some sacks and we have sold a few, leaving us 22 in stock at present. Mr. Bellon, their agent, generally has a small quantity on hand.

4. Par. 4. I will communicate the contents of Mr. Durand's letter to Noble. Only a couple of days ago I had the letter in my office here, and spoke very seriously to him about the state of his account and other matters; and before leaving for the Camp he told me that he had made up his mind to have all his children out again, together with a person about 26 years of age, whom he intended to marry on her arrival here, and that he intended to write to you on the subject by this mail. I told him that I thought he was acting wisely. The matter as regards his overpayment of salary has been adjusted, but he declines to make any charge for his visits to Hall etc.

Yours &c. G. C. Cobb, Esq.
Managing Director,
London.

5. Par. 9. I am glad to hear that you think the fall in wool prices has been arrested.

6. The "Thetis" sailed for London at noon today, and I am pleased to say that I was able to quite fill her, her cargo consisting of 799 casks of Tallow, 164 bales of sheepskins, 164 salted hides and a few tons of Bones. I send you herewith press copies of most of the documents forwarded by her, but being in entire ignorance of the reduction which you propose to make on the freight by this vessel, I deem it better, with the view of avoiding possible mistakes - to send the "Specification of freight" in blank - and shall be much obliged if you would fill it up, as also the column of what is due as return freight to the Schooners and send it back to me in order to have it on record, and for future guidance. I have requested Messrs. Osau, Hickney and Co. P. Baillon to arrange with you as to payment of the freight on their produce. You will, I think, find that she has been stowed to the very best advantage and if she only makes a good passage home, she ought to do fairly well on the round voyage. I trust that you will be able to persuade Capt. Rees to bring her out again, as he is certainly the right man in the right place. The date too has done remarkably well.

7. The African Bk. "Marte" - Erickson - from Bunt Island to Seydlitz, with coals, put in here on July 28th, owing to fire in the cargo and damage to her bulwarks, stanchions, etc. The Agents for her cargo are Messrs. Brown, Parkinson & Co., 147 Leadenhall Street, E.C. upon whom the Master proposes to draw, although the vessel belongs I believe,

to the Western Railway Co., Ltd. of 20 Abchurch Lane, &c. She is discharging the bulk of her cargo into the "P. P. Smith" but I do not anticipate that the amount of the account will exceed £500. to £600. She will, I expect, be able to proceed on her voyage in about a fortnight's time.

8. The "Ruth Waldron" with coals and fencing from Cardiff to Punta Delgada ~~port~~ in here on the 1st inst. having lost 3 anchors in the Straits, quite close to her destination. The only anchors we had suitable for him were a spare one belonging to the "Thetis", which Capt. Lees said he could well do without and a very old one from one of the hulks. I charged £50. for the two, of which sum £25. will be credited to the "Thetis". She proceeded on the 4th inst. and I send you herewith the Master's draft on the Bankers for £66. 19. 1 - which, I trust, will be duly met.

9. I send you Mr. Nathans' draft on Mr. C. B. Waldron for £113 4. 4, the balance due by Mr. S. L. Waldron on June 20th last.

10. Mr. Joseph Robson borrowed, it appears, £200. from C. Williams when he started sheepfarming, giving him security on 500 sheep and his fencing. Robson, however, prefers to do his business with us and, as you know, consigned his wool to you - but now Williams wants his money back and Robson has asked me to advance him the money for the purpose. He now owes us £248. against which we have the proceeds of the 1000 lbs. Wool recently sold, another bale of Wool here and one lb. of Sheepskins shipped per "Thetis"; he has now about 1200 sheep, has built a new house or rather shed - with dips and pens. I do not know whether the Board

will sanction the taking over of this amount from C. Williams, or any obtaining from Robeson a mortgage on the whole of his stock, shed, dep and farms. The dwelling house belongs, as you know, to the Company - and for which he pays us £12. a year rent. He pays £80. a year rent for the Fitzroy Section, and is yet sanguine of clearing himself within 4 years from now. I see that his 10 bales of Wool fetched a fair price. The question however is can the Company consistently assist and encourage small Farmers after the position they have taken upon the matter; still Government might get a worse tenant than Robeson. I shall be glad of your instructions on this question by return mail.

11. With reference to your instructions to refrain as much as possible from drawing cheques upon you, I may point out that a fair proportion of those viewed lately have been for remittances to Montevideo. It would, I think, be as well to resort to the system of keeping a balance at the London and River Plate Bank there but this, of course, depends upon our remitting to the Bank when the exchange is low. When the exchange is favourable, I propose to remit and draw on the Bank as done when you were here.

I am, Sir,

your obedient servant,
Andrew C. Baillon.

Daughter P.

Enclosures

Stanley Journal & Cash Book July
 Cash Vouchers £ 10 . Stores

Coasting Insurance July

Store Indents No: 193

Store Indents. Jacke Bros & Co. Henry Waldron

Remarks on Stores

Accounts per Mr "Luth Waldron" Letter of advice to Owners

Freight Exchange No. 1755	Mr H. Waldron	1134.. 14.. 4
" " " 1760	" Speariger Waldron	68.. 15.. 0
" " " 1762	" John Moore & Co	600.. 0.. 0
" " " 1763	" "	243.. 11.. 5

Letter for John J. Mowat

Mr Nichol's report and enclosures

Statement on accounts

Shipping Report

Press copy of list of enclosures to Tilbury direct

<u>Enclosures</u>		
Duplicates.	Second of Exchange No. 749 on Bank of Tarapaca	£14. 10. 0
"	Despatch No. 50 per "Talis" and enclosures	
"	Originals per "Talis" via Sandy Point, -	
"	Despatch No. 49	
"	Replies to remarks on Balance Sheet 1895	
"	" " " " Stock of stores at Stanley	
"	List of debts taken over from Messrs Dean & Sons	
"	List of Butchery debts June 30 th 1896	
"	Stanley Journal & Cash Book June	
"	Stanley Ledger Balances June 30 th	
"	Stanley Wages Return June 30 th	
"	Accounts per Ship "Koderland"	
"	Store Indent No. 192	
"	Store Indent Dean & Dawson	
"	Second of Exchange No. 1754 on Mr. Huggins	1756. 14. 6
"	" " " " 1756. John Ware & Co	50. 0. 0
"	Remarks on Stores	
"	" " Accounts	
"	Statement on accounts	
"	Originals per "Veko" via Montevideo	
"	Despatch No. 51	
"	Stanley Journal & Cash Book July	
"	Store Indent No. 193	
"	Coasting Insurance July	
"	Accounts per Ship "Ruth Widdron"	
"	Second of Exchange No. 1755 on Mr. Widdron	1134. 14. 14
"	" " " " 1760. Shearman & Widdron	68. 18. 1
"	" " " " 1762. John Ware & Co	243. 11. 5
"	" " " " 1763. " "	600. 0. 0
"	Remarks on Stores	
"	Statement on accounts	

Specification of Chartres Wool per "Veko"
 Letter from Miss M. Briggs to F. E. Cobb, May 14th 96
 London cheque No. 5, January 14th 96

52
 "Luce".
in Sandy Point.

August 26th 6.

Sir,

My despatch of 51 left here
 per "Hoko" on the 9th instant.

2. The Norwegian M/V "Solvang", Hjertum, with
 a cargo of coconuts from San Britain to the Channel
 for orders put in here on the 11th inst. owing to some
 slight damage to her masts, and being short of provisions
 and water. She proceeded on the 13th inst. and I send you
 the Master's draft on his owner, Mr. Joh. Henningsen, of
 Borgund, Norway for £53. 13. 10

3. The repairs to the "Hoko" are being proceeded
 with, and I trust that she will be ready for sea about the
 15th proximo.

4. Almost all our clients like to be furnished
 with Tool Catalogues, but owing to the limited number
 you send out, I am unable to supply them. Could you not
 ask the Bookers to post them direct to all our clients on
 the West, as then we should not have to pay the extra postage
 here?

5. I send you herewith copy of further remarks
 from Mr. Blake on the subject of Cooper's life.

6. It appears that a box of geological specimens
 from Mr. Blake was sent on board the "Hoko" at the last
 moment at Hill Cove, respecting which I had heard
 nothing

Respectfully,
 J. C. C. C. C. C.
 Managing Director.

nothing premises to the vessel's departure, so being cause the omission of it on any list of Cases, parcels, etc.

7. Mrs. Anson of the *Wharfedale* requested me to advise payment of £22. 10. 0 to Messrs Russell & Co, Great Charles Street, Hawley, Staffordshire, which I did in the statement of January 18th, and from the London accounts, I see that the money was forwarded by you on February 14th. Mrs. Anson has, however, up to the present received no acknowledgment of the money, nor any goods in lieu thereof. She has written them once without getting a reply to her letter, and therefore asks me to request you to be good enough to take the matter up on her behalf - and demand an explanation from Messrs Russell & Co.

8. I enclose, as a matter which may interest the Board, printed copies of a letter addressed by Mr. Howat to the *Southborough Express* in New Zealand, published there on April 14th and 15th. Jas. Smith received copies of the said newspapers by last mail from an unknown friend, and immediately had several hundred copies printed off for distribution in the Camps on the East and West Falklands. Its publication has caused a good deal of excitement, accounted for, no doubt to some extent, by the fact that the truth is often unpleasant to hear. Mr. Howat probably never expected that his remarks would ever reach the Falklands, or his assertions might have been less sweeping, and more accurate - especially as they were made after about four months' residence here!

9. The erection of the telegraph to the lighthouse is still giving us endless trouble, as after we had completed the whole distance - 2 or 3000 yards were broken down in

the terrific gale we had here on the 15th inst. As long as the posts are in the camp they hold well enough - but all those on the sand work considerably with the least wind, hence the trouble we are in. The only way out of the difficulty is to put an extra post between every 100 yards on the sand - and have these extra posts chained - as they will then be able to resist the action of both the wind and birds. We thought that there might possibly be too much strain on the wire, so tried a slackening of about 15 inches in every 100 yards, but without success. I would therefore ask you to send out four "Phetis" - 25 - 2 ft. poles - barked and cross cut as per Wilson's memo of July 24th, 1894, together with 20 fig. 2 bolted insulators from Paterson's Cooper. All this delay is much to be regretted, but is altogether unavoidable.

10. I am at last able to send you Noble's report, etc. on the boiler required for the "Wasp", which I trust you will be able to send out in the "Phetis". I trust that Noble has been sufficiently explicit to avoid all possibility of a mistake being made in this matter. For your further information I send you a copy of Biggs' report on the damage she sustained during the gale which drove her up against the West Battery and the repairs which he considers would be necessary. As to the cost of fitting her up again, I have been unable to obtain any estimate for contract work, but taking Johnson's and Biggs' figures, as already submitted to you, it would not, I think, be safe to put it at less than £250. I trust that the Board will agree to give this unfortunate craft one more trial, as she would undoubtedly prove most useful

not only as a water-bat, but for towing and other purposes as well.

11. I send you herewith a tracing of Johnson's plan for the proposed conversion of the buildings to the East of the Ship Hotel in Larnmont Row into three good sized cottages. His estimate of the cost of materials and labour is something under £900. - it appears a high figure, but, as you know, much extra labour is entailed where old brick walls have to be made fit to receive lining, etc. I might possibly be able to get this work done by contract, in which case Johnson says it could probably be done for £600. I have already got three good tenants ready to take these cottages - at £2. per month, as well as other applications.

12. It is with much regret that I forwarded to you a letter I received a day or two ago from Dr. Eastment, informing me that, owing to the serious state of Mr. Nichol's health, he considers it imperative that that gentleman should proceed home with as little delay as possible in order to undergo an operation - and further informing me that he does not wish to renew his Agreement with the Company which expires on April 13th next. I shall be extremely sorry to see him go, although things have not always run as smoothly as one would wish, a fact, however, mainly attributable to many of our shepherds and other hands being most unreasonably exacting. He will himself tell you exactly how matters stand and also, I trust, put the horse question before you in its proper light. Unfortunately I can hardly go into it with Dr. Nichol in his present state of health. It is a most unfortunate matter that our Camp Manager should

break down in health is near the beginning of another season, although I am in no way surprised at Dr. Bachman's decision and trust that it has been made in time. Dr. Nichol hopes to be able to get away by the mail of October 30th, which will give me plenty of time to arrange things as far as possible with him, as to the work, &c. of the coming season; I shall be in the camp as much as I possibly can, until stock-taking demands my presence here.

13. August 31st. The "Luzon" arrived here early on the 29th instant, bringing your despatch N 535 of July 25th, with all enclosures in order. My despatch 47 per "Luzon" was sent by Capt. Sübke to Humphreys for transmission as usual, so I cannot account for the delay in it reaching you.

14. Par. 6. So far as I can ascertain the latter hollow staves were, for the most part, those which had been lying about for a considerable time.

15. Par. 9. I saw the letter from the shipmaster in both the daily and weekly "Times". Koller's name was most certainly not attached to it with any consequence. I have by this mail received a letter from Lloyd's, thanking me for mine to them re the Pilotage service.

16. Par. 15. I am sorry to hear the report of the "Luzon's" chief engineer on the Llanquihue's coals.

17. Par. 19. I note your remarks as regards the "Westbury's" deck cargo of wood, and will endeavour to get the mate-hiring dried as promptly as possible.

18. Par. 20. Owing to Kell having omitted to make the usual annual charge for keeping me Nichol's chronometer wound, &c. I too had lost the run of them.

or I need not have purchased the one from Rowlands. However the latter (a bath) is a good one and, I should say, remarkably cheap at £10.

19. Par. 21. I note your instructions that no cheques are to be drawn for less than £2. in future. I may remark that I have already told Williams that I could not oblige him with cheques for such paltry amounts as the Chicago packing Co. claimed from him. With reference to charging a small commission on remittances to England, we have so long been in the habit of thus obliging people (and making a virtue of it) that I am not quite sure that we should be well advised in so doing. There is a risk, however small, that a man like Goldsmiths might attempt to establish a gold legal tender, which would be certainly expensive. I have already suggested that we should meet the question of remittances to Monte Video by re-opening our credit with the London and River Plate Bank as soon as the exchange is favourable, and I now venture to suggest that we should adopt a similar course with the Bank of Venezuela in London Point, where my drafts upon you by this mail for about £1200. will have to be negotiated. I am writing by this mail to the Manager of the latter Bank to know on what terms they would be disposed to do such business.

20. Pars. 11 and 22. I am glad to learn that you recognize the utter hopelessness of continuing the present freight arrangement with the Kosmos Company, as it has turned out so unsatisfactorily as it has never been clearly laid down whether the "near and distant port" rates referred to were assigned to others than the Company.

or not; if not, we shall be well under the 40% from distant ports! As regards my not answering Kilson's letter, I do not see what I could say to him, armed as he was with a copy of the enclosed circular letter which Mr. Harding issued to all our clients on Nov. 8th. Last Mr. Paske remarked to me only yesterday - "the wool freight cannot be too low!" In my despatch of 14th of May 11th I sent you a copy of a letter received by me from Mr. Buntje in which he refers to his bringing over some wool, etc., taking back boxes from Seal Hulet for Thompson to examine, and I have since heard that he has expressed a hope to be able to do some business with these Islands having the steamer in question. I say much doubt his success. I have heard nothing further since then, but will, as you say, keep my eyes and ears open.

I will leave it to Capt. Ross to say why the "Phoebe" did not knock round the Islands, and sweep up all the produce.

21. Jan. 28. I am glad to hear that the Messrs. Leill & Co have determined to let one of their home-bound bound steamers make the experiment of calling in Port William, although the landing of the wools and produce, and shipping of the sheepskins will be a tedious operation rather. There is, I fear, no doubt but that the Governor will endeavour to create difficulties for us in the matter, which, however, we shall no doubt overcome. I do not expect that we shall have quite 200 bales from Green - but will endeavour to make up about that number from our clients. I think that the wools and produce could all be put into the "Kinsaid" and the "Fortuna" could have the 200 bales of sheepskins ready to discharge into the steamer.

22. Please to note that the "Times" of July 16th and 17th were missing.

23. I am coming to have to trouble ^{you} with the Biggs family's affairs, but old Biggs paid in \$125. this morning, requesting me to ask you to be good enough to wire payment of the said sum in full to his daughter Madeline, Sarah B. Foster, Seattle, U.S.A. adding the following to your cablegram: "Leave it" "once Landy Point or Montesides Southern Pacific."

I am,

Sir,

Your obedient servant,

Andrew C. Baillon.

Enclosures

Duplicate letter to J. E. Cobb, August 7th per "Veto"

Store Indents No 194

Store Indents - Vm Packe

Coasting Insurance August

Accounts per Bk "Thetis"

Remarks on Clients Indents

Copy of Mr Moriat's letter to the "Harrowburgh Press"

Accounts per Bk "Solway" & letter of advice to Owner

First Exchange No 1766 - Bk "Solway" - £53. 18. 4

M^{rs} Dean's cheque on London Joint Stock Bank - £13. 16. 10

Extract from letter from J. Noble July 24, re Rogers Dip

J. Noble's report upon "Wasp"

Ship's statement of repairs required to hull of "Wasp"

Letter from J. Noble, Aug 24, re his account

Plan of proposed cottages at Harcourt Row

Letter from J. Eastment August 25th

Circular letter to clients 8 Nov 1895 re freight

Letter for cook of Bk "Thetis"

Mr Nichol's report and enclosures

Shipping Report

Statement on accounts

53.

"Dameri".via Montevideo.September 15th 6.

Sir,

My despatch to you left here per "Luzon" on the 1st inst., and this steamer arrived here yesterday (10 days before her date) bringing me Mr. Ogilby's despatch to you of August 15th, with all enclosures in order.

1. The "Dante" has been ready for sea four weeks now, but cannot get out of the harbour, owing to a persistent blow from the east and north-east during the whole of that time. I enclose the ship's accounts and the Master's draft on Messrs. Brown, Parkinison & Co for £416. 8. 9.

2. Please to effect insurance on 4 casks D.T.I. 1/4 containing 175 beaver skins @ 30/- per skin, for account of Danielsson and Lang. These skins were taken on Bird Island.

3. I enclose herewith copy of a letter received from the Colonial Secretary with reference to the plan of C 23, front 193. It is strange, to say the least, that this very plan should be mislaid or lost!

4. I regret to say that from what Mr. Nichol reports as to the condition of our sheepskins at Goose Green, that we shall not have more than about 100 bales for the "Dameri" in November, but as Mr. Blake will have from 60 to 65, I shall not have any trouble in giving her the 200 bales as promised.

Wm. E. Cobbidge
Managing Director,
London.

6.

6. The "Hornet" has been doing so very badly lately under Captain Kinnichkeen that I have acceded to his request to be relieved of his command for six or nine months. I have sent Matt in here to bring Mr. and Mrs. Nichol into Stanley, and he will probably have to take her to Kill Bovee, as it will take some little time to get Philip Cunningham, whom I have put in their place, in here and get two fresh men for the "Hornet". I will report in a short time to you how the new arrangement answers. I have sorely missed Rowlands and the "Fortune" this season.

7. I enclose, for your information, copy of a letter received from the Manager of the Bank of Barroo in Bank of India, and you will, no doubt, agree with me that the proposed terms would not answer our purpose at all, and that people will, as heretofore, be quite satisfied to accept my drafts or cheques upon you.

8. Par. 2. The Government had been worrying about the completion of the telephone wire to the light-house, and being myself equally anxious to get through with the work, I deemed it better to get a small quantity of wire, etc. from Handisides - as any extra quantity you may send out will sooner or later be required for repairs, etc.

9. Par. 4. I will forward the correspondence re Noble's family affairs to him, urging him at the same time to carry out his intention of having all his children back here again, and thus ease you any further trouble in the matter.

10. Par. 6. I shall be greatly pleased to receive definite instructions as to the disposal of the "Glenysman".

11. Mr. Nichol left Cairns in the "Hornet" on Sunday morning and only reached here at night this Thursday morning, after a most tedious passage. I much regret having to report that Mr. Nichol is in a most critical state of health, and Dr. Casterton states that his immediate return to England is absolutely imperative. He and Mrs. Nichol are therefore leaving by this steamer, of which I inform you in my telegram to you via Amsterdam. The Board may depend upon my doing everything in my power, in order to ensure the work in the bank being carried on as well and as regularly as possible in Mr. Nichol's absence. I shall make a point of visiting each section during the shearing season.

12. As regards this season's wool shipments, and the question of freight thereon, I find that including the "Koko's" cargo, I have shipped as follows:-

£ 30/- in full — 3 7 6 9 Bales

" 20/- " " 1 10 0 4 "

" 30/- & 5% 3 4 0 "

Total 5 5 1 3 Bales, of which 40% being wool,

I am still entitled to ship 800 more bales at the reduced rate of 25/- in full. I am, of course, open to correction, but I cannot make anything else of the wording of the Agreement, as I take it that it only applies to Wool consigned to the Company.

I am,

Cairns,

Your obedient servant,

Andrew C. Baillan.

Manager.

Enclosures - Tilbury

Duplicates (Originals per "Lucor" via Sandy Brit)

Dispatch No. 52

Store Indents No. 194

Contracting Insurance August

Accounts per Mr "Souris"

" " Mr "Thetis"

Statement of repairs required for "Wasp"

Second Exchange No. 1766 - £ 53.. 18.. 4

Additions to Clients Indents per "Thetis"

Statement on accounts

Duplicates (Originals per "Janis" via Monte Video)

Dispatch No. 53.

Stanley Journal & Cash Book August

Store Indents No. 195

Bazaar Indent from Mr Mandon

Remarks on Stores

Accounts per Mr "Marta"

Second Exchange No. 1771 - £ 416.. 8.. 9

Remarks on Accounts

Statement on accounts

Letter fr Capt Reed "Thetis"

" " Steward "Thetis"

Specification of H.W. Tallow

Enclosures via Montevideo

Stanley Journal & Cash Book August

Cash Vouchers E. W. Stores

Store Indents No. 195

Bazaar Indent from M^r Brandon

Pitaluga's Indent per "Thetis"

Accounts per the "Marta" & letter of advice to Owners

Freight Exchange No. 1771 on San Francisco - £ 416 " 8 " 9

Coffee letter from Bank of Tarapaca, Santa Arenas, Sept^r 5th

" " " Colonial Secretary " 11th

Remarks on Stores

Remarks on Accounts

Shipping Report

Statement on accounts

Press copy of list of enclosures to Hilbury direct

54.
 "Osiris".
at Sandy Point.

October 6th 6.

Sir,

My last despatch to you left here
 per "Janis" on the 19th ultimo.

2. H. M. S. "Porpoise" arrived here on September
 29th, bringing me your cablegram via Santorides thus
 worded: - "Desiderando freeze aboard", meaning, I take
 it, "we have decided to freeze on our own account", and I
 shall be extremely anxious to hear by the October 30th mail
 full details of your proposed scheme, with the necessary
 instructions, etc.

3. The Norwegian Bk. "Nien", with a cargo of boxes
 from the Friendly Islands to the Western Isles for orders put in
 here just after the last mail left, Sept. 19th, short of water and
 provisions. She proceeded on Sept. 26th, and I send you here
 with the Master's draft on his Owners for £92. 3. 1

4. Please to effect insurances on 22 two sealions
 @ 30/- each for account of Gaetano Pallini.

5. Mr. Anson writes me under date of Sept. 18th:
 "Mr. Anson begs me to tell you that she has heard nothing"
 "whatever from Russell & Co in spite of their assurance that"
 "they were writing."

6. Although affording you no fresh information
 probably, I send you a copy of Mr. Dawkins' report to me on
 the result of his mission to England, as you might wish

Frank E. Cobb Esq
 Managing Director,
 London.

to

to place the facts on record.

7. I enclose a letter addressed to you by Dr. Keay with reference to the engagement and sending out of a married couple for Fox Bay. There is, of course, no objection to your advancing the necessary funds for Dr. Keay's account in this matter.

8. Mrs. Hansen asks me to request you to effect insurance on 500 Car Sealotkins from Barcelona Island to London - £600. for her account.

9. Referring once more to the question of the 40% freight this rate on our blinde clothes, etc. - that figure no doubt pays us when the goods are delivered in one lot at any one port; but when, as in recent instances for Puske Neos. Plo, Anson and Blake - a quantity of tanning has to be divided up, sorted out and landed at three or four different harbours or creeks belonging to one station, the schooner certainly does not get sufficient return for the time she takes to do the work and we ought, I think, to be able to charge so much a day schooner hire when the work has to be done in that way.

10. G. Nilsson has it appears, disposed conditionally of New Island to A. B. Bull for a sum of £4500., viz. £500. cash down, and £4000. premium afterwards, with 4 to 4% interest on the unpaid balance. Bull has applied to me for a loan of £300. with 6% interest, repayable by instalments of £80. a year, giving security on the stock, viz. about 1900 sheep and some 20 head of cattle. He further undertakes to do all his business with us, including of course the sale of his produce, etc. Bull has been at Port Stephens for 10 or 11 years, and

Mr. Hammett gives him an excellent character, speaking of him as a thoroughly practical, hardworking and deserving young man. However I declined to lend him the money without the sanction of the Board, although I considered that it would be a fairly safe investment, as Bull would get a good deal more out of the place than ever Wilson could. I therefore await your reply by return mail.

11. The "Weathering" arrived here on the 6th instant, 79 days out, after encountering some very bad weather during the latter part of the voyage. The deck cargo is, the Captain tells me, suffering somewhat from the effects of the salt water, but not any of it has been lost. As she will probably not be able to get alongside the "Hesperia" until tomorrow, it will hardly be worth while starting to discharge her before the arrival of the "Viceroy".

12. I enclose Indents from Messrs. Anson for Fencing to come by Steamer and Hy. Waldron for sundries per "Hesperia".

13. The sheepfarmers generally are disappointed at the result of Mr. Hammett's mission to England - a thing not much to be wondered at. However three or four of them on the West are willing and ready to work on the terms of Blance & (and that Blance only) of Messrs. Spearman and Waldron's Proposal No. 1 - and there only on certain conditions, one stipulating that he should be able to send anything he thinks fit for freezing - etc. Mr. Blake declines to close with either proposal and does not think that S. & W. will secure a cargo on the terms offered. He has offered to sell wethers at 6/- and ewes at 6/- on the pound which would give S. & W. a fair margin if as Mr. Hammett thinks his sheep, if shipped on

the consignment basis ought to return from 9/- to 10/- per head with fat and skin.

14. October 9th. The "Parris" arrived yesterday afternoon, bringing me your despatch of 6 & 7 with all enclosures in order.

15. Dec. 14. As regards the time at which the risk on the insurance of sealskins commences, I should take it to be from the time the skin is safely on board the cutter's dingy, as in her letter of June 29th she refers to the great risk run between the Passons and Bessons Islands. She has done very well this season.

16. Dec. 13. I much regret to hear from Mrs D.C. Nichol that her husband was worse after leaving here in the "Parris" than he had ever been before, and I shall be extremely anxious to hear of his safe arrival in England. I have received your letter to him of the 5th September, and note the decision of the Board as regards Chris. Smith's pension. The result of the sale of the sheep's skins is not very encouraging, and I believe you are right in saying that they were not properly cleaned.

17. Dec. 15. Your instructions relative to Mr. Johnson's account will be carefully carried out.

18. Dec. 16. I have only discontinued the practice of giving cheques on the London & River Plate Bank since the exchange has persistently remained at about 57½, at which rate, even charging 2½% commissions, the profit would be very trifling. However I will go through the figures carefully once more before the next mail. As regards your

reference to Trayer's draft for £600. & 9000s. you will see by Remarks on Accounts of September 19th that I charged him with interest at the rate of 2 1/2% per annum - but omitted to take account of the Bill Stamp - in item I will not lose sight of in future.

19. Dec. 19. I am much annoyed at the tone of Dr. Lefebvre's remarks on the arrangements made by me for Wool this season, as he continually forgets to refer to the occasions on which they have been unable to carry all the Wool I had ready for them. I will endeavour to look up the details of when this has occurred between now and next mail, but I am afraid I cannot do so very accurately. In more than one case this year - when I have not had the promised number of bales - it has been a case of "force majeure", the Schooners being unable to get here in time, owing to stress of weather and unfavourable winds.

20. Dec. 19. With reference to the question of Wool freights, I trust that you will be able to come to terms without some other line of Steamers than the Rosines. Mr. Harrold tells me that he believes - if we had 2000 bales ready about the middle of May - Liverpool and Holt would carry it home for 20/- a ton, but as you say, that gentle man is inclined to be over-optimistic in most matters.

21. Dec. 21. Being somewhat in doubt as to whether the proceeds of the sale of the "Glenquinn", her gear, &c. would, if sold now, realize sufficient to settle our claim, I shall wait some time longer and in the meantime get Turner to make an Inventory and Valuation of all the salvage actually in my hands - which I might have sold before putting the ship and cargo up to auction.

22. There is a matter respecting which I think I owe, not only an explanation, but an apology to your Board, as it will probably be considered that I ought to have referred it to you before undertaking the work. Mrs. Baillon's health is, and has been for some time in a very unsatisfactory state, owing to which fact she has to restrain on a couch as much as she possibly can. She is passionately fond of flowers, so it struck me that the erection of a small rose house at the east side of the house, looking out of the dining room window, would afford her both pleasure and distraction during her long hours of confinement to the house. I have therefore taken the liberty without previously consulting you, as I admit I ought to have done, of creating the said small rose house at my own expense, but would add, for your information, that not a brick in the house has been displaced, nor the slightest structural alterations taken place, so that the whole thing can be removed at any time if so desired or that my successor should decline to take it over from me. I think I need not assure you that no disrespect or disrespect towards the Board was ever intended by me in thus acting.

23. The M^{ss}. "Allist" of Charlley, from Leith for San Francisco with a cargo of coals arrived at the entrance to Port Williams on the 7th inst. with her cargo shifted and a very heavy list to starboard. After several unsuccessful attempts, H. M. S. "Porpoise" managed to tow her into the inner harbour yesterday and Mr. Schottfeldt and Capt. Corlsen of the "Vesuvius" are at the present moment holding a survey upon her, the result

of which is that she will have to discharge about 500 tons of cargo and make good some other slight damage, lost sails, etc. Very shortly after the arrival of the "Bellist", the "Boston Bell" from Ponce de Leon arrived with coals put back here with damage to her rigging, loss of sails, etc. The doctor declines to come into the inner harbor, but will anchor his ship abreast of the piers and have all necessary repairs effected as quickly as possible. And finally this Saturday morning I was horrified to see the Mexican M.K. "Laris", which only left here on September 1st, return to the harbor after being literally smashed to pieces in the recent hurricane off the Horn, and I much fear that she requires repairs. There is, of course, no time for a hurry before the mail leaves.

24. I was looking forward to a telegram from you by this mail giving me the probable date of the "Demaris" arrival.

I am,

Sir,

your obedient servant,

Andrew C. Biddle,

Danvers.

Enclosures

Stanley Journal & Cash Book September
 Cash Vouchers E.W. Store
 Stanley Ledger Balances September 30th
 Coasting Insurance September
 Stanley Wages Return September 30th
 Store Indents No. 196
 Store Indents, H. Waldron, Dean & Dawson, Von Becke
 Accounts per M^r "Shen" & letter of advice to Owners
 First Exchange No. 1777 on J. E. Linersee £ 72. 3. 1
 " " " " 1779 " Bank of England £ 65. 0. 0
 S.A. Missionary Society's account Q^d ended 30 June (2)
 Copy letter from J. J. Morat Sep 23, re Frozen Mutton
 Copy Report of Survey - M^r "Elliot"
 Letter from D^r M. Healy
 Remarks on accounts
 Shipping Report
 Statement on accounts
Duplicate Specification of Shipment per "Tania"

55.
 "Abbydon"
Downham.
via Montevideo.

October 26th 6.

Sir,

My despatch No 54 left here per "Parris" on the 10th instant.

2. From the enclosed copy of the Report of Survey on the "Marta", you will see that her case is considered almost hopeless by the Surveyors. The Captain has however decided to go up to Montevideo by this steamer in order to be able to consult his Owners by telegram. This vessel's cargo consists of about 620 tons of "Pembroke best large steam coals" shipped at Buenos Island on April 6th last.

3. The 250 tons of "Hamilton Splint coals" discharged into the "Parris" from the Bk. "Elliot" having been practically condemned (vide enclosed copy of Report of Survey) was, at the request of the Master, sold by auction on Saturday last and knocked down to the Government at the low figure of 10/- per ton, and I have placed the "Parris" alongside the Government Jetty this morning. I could not think of keeping this lot with the quantity of coal we now have in stock and, although we shall now miss the sales to Government for some time, it is better that it should be in their hands than in any one else's. The coal is of a very flaky, flinty nature and very difficult to light. The "Elliot" will be ready

Wm. G. Cobb Esq
 Managing Director.
London.

to

to proceed on her voyage only next week.

4. The "Cotton Hall" will be ready for use in a few days, and I hope to be able to send you her accounts and the doctor's draft on his Bankers by this mail. I expected that this vessel would have been here a good deal longer, but the doctor suddenly made up his mind to leave only once and made one shore instead of three, so we had to be satisfied with selling him the canvas.

5. H. Barney came in from Port Howard by the last West Falkland mail and after inspecting the Dairy buildings, etc. was on the point of giving up his idea of a dairy farm here, owing to the very dilapidated condition of the whole concern. However just before leaving Stanley he offered to rent the Dairy Buildings and land (about 40 acres I believe) for a term of 25 years at an annual rent of £80. (Eighty pounds), providing we erect a new or more dwelling house with a small lean-to at the back put the shed in proper repair and fence the whole lot in. With the old materials on hand, he would himself put up pigsties, fowls houses, etc.; his terms of date from June 1st, 1897. Johnson estimates that the cost of doing what Barney requires would not be less than £900. as the labour in getting the materials, etc. carted up would add considerably to the cost. I shall therefore be glad to know what the Board think of the venture, and to learn whether they decide to accept Barney's offer or not. He is very anxious as to his ultimate success - and it would, as I have already pointed out be an immense boon to the inhabitants of Stanley. I believe that Barney would do the thing thoroughly well.

6. Mr. Hansen has disposed of her boxes of the Passage and Split Belands to two individuals named E. Rosell and P. Lamasa for the sum of £200. cash down and £50. more before the year 1900; the latter sum bearing interest at the rate of 4% per annum. They intend to do all their business through us and Mr. Binks who arranged matters for Mr. Hansen thinks that they ought to make a fair thing of it. There are at present about 600 sheep on the Belands.

7. The lighter "Tilton" got somewhat severely knocked about during a recent gale from the north-west whilst lying alongside the "Egeria". When Biggs took her in hand, he found that most of her deck was perfectly rotten, thereby rendering her utterly useless to put any perishable goods into. Biggs has now been at work on her for some weeks and she is now thoroughly serviceable and good for many years to come; the caulking of her deck will be finished this week, and she will be quite ready for the arrival of the "Hannu" next month.

8. The "Wacthing" has now discharged all her cargo with the exception of the 20-200 bricks and some barrels which she is obliged to keep in her for stiffening. It was very anxious that Capt. Takora should buy the bricks as "ballast" to use as ballast and dispose of later for what they would fetch, but, in the uncertainty as to where he was to go, he did not feel justified in going beyond the 10/- per ton bid by Government. She will now go into Sparrow Cove for 60 to 70 tons of stone ballast and then return to discharge the remainder of her cargo. Upon this latter I will later make a special report, but I may say

say here that the whole of her cargo has been delivered in really splendid order, with the exception of the slight damage by sea water to her deck load previously referred to.

9. 4537. Par. 17. With reference to Mr. Peffer's complaints, all I can say is that I try to be as accurate as possible in my forecast of the number of bales I shall have ready for shipment by a certain steamer and, if my expectations are not realized, it is simply a case of force majeure, owing to wind and weather. From what I can gather from Mr. Schlottfeldt, one great cause of grievance with the Kosmos is that when the "Herodot" was here in June, Captain Woegens saw a quantity of bales of sheepskins on board the "Great Britain", which I was compelled to decline giving him, as otherwise I could not have carried out your positive instructions to fill the "Thetis". As I told you in Par. 9 of my despatch No. 44 of May 11th, I had 1653 bales of Wool ready for the "Totmes" when she arrived here on May 12th, of which she was only able to carry 959 bales. Mr. Peffer carefully omits reference to this fact, and loses sight of the difficulty I am placed in in having to promise a definite number so long beforehand, as it is simply impossible to foresee whether the Schooners will make quick or slow trips, more especially as you well know, where the "Hornet" and "Fair Rosamond" are concerned. I admit it is very annoying for the Kosmos to reserve space for us, which we cannot fill, when they could easily obtain freight from the West & S. and S. W. per ton; but they should make some allowance for the peculiarities of this place and climate.

10. 18837. Dec. 11. As you will see by the statement on accounts, I am sending a draft for £100. from you to the London and River Plate Bank in London, against which I shall draw in dollars as we used to do, charging a commission of 2.50% and converting the sterling at 4.70. I will let you know how this first £100. works out, on receipt of the Bank's account. Your say 2.50% would be under the Post Office ^{rate} which is an error - as we only pay 1% for £5. or 1% here, and you must bear in mind that you cannot send Money orders to Montevideo from here.

11. You are, I think, aware that owing to the Argentine Government having deprived R. A. ships of the right of doing their annual rifle practice up there, all the ships on the Station will have to come down here every year to do it. The question of Steam coal thus becomes a serious one, and that of a contract with the Admiralty worthy once more of your consideration. The "Barraqueta" is taking the remainder of the Peruvian "Robins", but hesitates in taking any of the Harris' Deep Navigation in the "Pier of Brass", owing to the fact of its having been so long in stock. I hear that Capt. Keane is informing the Senior Officer that we have only got about 4000 tons of Steam coal on hand & which has been in stock for five years - and that therefore all the ships had better leave Montevideo with their bunkers full. I remarked to the Chief Engineer of the "Barraqueta" that that would not improve the state of things, as if R. A. ships did not take what we had - the "Robins" cargo would only deteriorate still more and we could not have a fresh supply.

Could it be possible to have smaller but more frequent shipments of Harris' Deck Navigation or other approved colliers? Of course had the Kosmos kept faith with us, we should probably have disposed of the Ellis's cargo years ago. It is fair to presume that if all the four ships of the squadron have to come down here every year, as it now appears certain that they will, we ought to be able to count with certainty on the sale of several hundred tons yearly, but in this case it would be far more satisfactory for all concerned, if we had a contract with the Admiralty, as then neither quality nor price could be disputed by Captains and Engineers as it is now. I shall sell the remaining 4000 tons in the "Havise" @ $47/6$, or even $46/$ - (the price at which it was last taken into stock) sooner than miss the sale of any portion of it, as we really must get rid of it now. I shall be anxious to have your reply and instructions re this coal question.

12. It has been semi-officially stated that the Governor's scheme for the construction of a jetty running sufficiently far across the harbour to enable the Kosmos steamers to lay alongside, and to be paid for out of a loan of £10,000. or £12,000 from the Land Sales Fund - has been actually sanctioned by the Secretary of State and that Mr. G. is already on his way out to report on the most practical manner, etc. of carrying out the scheme. The jetty is to run out from the ^{project} stone battery until they get respect of water - with two lines of beam rails and a quantity of sheds for customs purposes, officers, etc. erected at the end of the T pier. A small tax is to be levied on every package, case, bale or parcel landed there, but I have not heard

whether or not the Governor intends to have all wool and other produce shipped from there.

13. October 29th. The "Abogdos" arrived this morning, bringing me your cablegrams of the 16th inst., via Santiago, thus worded: "Tell Bertrand wife visits Nichols"; also your despatches No 898 of Sept. 25th, with all enclosures in order.

14. Dec. 3. Your remarks re the freeping scheme are carefully noted and your instructions will be strictly carried out. I will endeavor to see Mr. Stewart and consult him as to the best way of proceeding in the matter; and I hope to be able to send you the necessary cable as to the number of sheep we may expect to get from our own flocks as also from foreigners - if any.

15. Dec. 4. I am afraid I cannot recommend the suggested shipment by Messrs. Hindley & Co of a selection of their goods, as it would simply be increasing the quantity of oddments in our stock, which is undesirable. We had 6 bolts of Tarpaule's canvas cut about three years ago, of which we have still three or four in stock.

16. Dec. 5. I will approach the Shipping Master with reference to the terms of shipment of the "Richard Williams" crew, as soon as I have got through my mail work.

17. Dec. 6. The disappearance of 3 casks of baler's dip is an unfathomable mystery, and has not arisen from any want of care and fore sight here. De Bell maintains that only 2 casks were sent to him per "Hornet" and yet I myself overhauled with De Baughman every cask of Dip, Paraffin, etc. that came out of the "Hornet" without being able to find the missing three. I will tell De Bell to use the 2 he has.

18. Par. 7 I will demand an explanation from Armstrong and McBall as to whether any wool from the straggles since at shearing time has been kept back, and, if so, why it has been done. I note your instructions as to not cabling shipments of less than 100 bales.

19. Par. 8. I regret that you were unable to cable me the ^{approximate} exact date of the "Hannan's" arrival in Port Williams. ~~But~~ now I shall have to keep the "Postuma" loaded with from 400 to 500 bales of skins and a lighter all ready to go out to her, until she actually arrives. I do not anticipate much trouble over the work, provided we are favored with a fine, calm day; the transshipment and landing of the skins will be the most ticklish part of the business. I shall have some 330 bales of sheepskins ready - 217 from Goose Green, 8 from Currier and about 100 from clients, and I shall be glad if she can take them all.

20. With reference to Farm matters - Wm. Armstrong reports that the weather on the whole has been very good and there is, he thinks, more growth at this season than he has seen for some years. He fears that a number of lambs probably perished during the very cold, rough weather, which prevailed during the first week in October; otherwise stock has rarely been seen in better condition and he anticipates not only a good increase of lambs, but also a good clip - providing the weather keeps warm. A. Kirkpatrick reports - we are having the finest season for lambing - I have known for years and there is every appearance of a good crop of lambs and a good clip of wool. A. McBall reports both the wethers and ewe flocks as being in capital condition.

and with every prospect of a good clip next shearing season. All are perfectly clean. He anticipates a very good increase, the ewes being in splendid condition, better than he has seen them at this season for some years past. Centre camp is looking up this year owing, no doubt, to the ewes there having been kept idle last year; there are a large number of twin lambs there. There is plenty of young grass, so the ewes ought to have a good supply of milk. We have sold two young St. George stations, one to Mr. Blake and the other to Mr. Cameron.

Referring once more to the freezing business, I think that we shall have no difficulty whatever in getting 15000 sheep from our own and one or two clients' flocks. Mr. Howat, with whom I have just had a chat, decides me to impress upon you the absolute necessity of sending out two experienced butchers for this year in order to ensure the sheep being properly dressed.

I regret having to report the total loss of the "Haddasah" last week in New Year Bay, Weddell Island. Mr. Nilsson and his crew landed here in the "Hir Rosenmund" today. The vessel was ashore owing to the strong current and went to pieces during a heavy gale the following morning. The Captain jettisoned everything on board, including 10 bales of Sheepskins belonging to Mr. Henry Waldron, and I send you, herewith enclosed, the following documents:

Note of Protest, Statement by Mr. Nilsson and Specification of the 10 Bales Sheepskins H.W. 1/10. I trust you will have no difficulty in recovering the insurance money.

I remain, Sir,

Your obedient servant,
 Andrew G. Baillon.
Manager.

Enclosures

Accounts per Ship "Eaton Hall" and letter of advice
to Owners

First of Exchange No: 1781 on Ralpur, Williamson & Co
£ 348. 4. 3

Cpy Report of Survey on "Eaton Hall"

Copies of reports of 2 Surveys on Rk "Elliot"
letters for R. R. Nichol (4).

Papers re loss of H. W. Shepekino per "Madassah"

Remarks on accounts

Statement on accounts

Shipping Report

Enclosures to Tilbury

Duplicates (Originals per "Osiris" via Sandy Pt Oct 10)

Despatch No: 54

Stanley Journal & Cash Book, October

Stanley days Balances Sep 30th

Stanley Wages Return Sep 30th

Store Indents No: 196

Remarks on Stores

Coasting Insurance September

Second of Exchange No: 1776 - £ 72. 3. 1

Statement on accounts.

Store Indents No: 197.

Remarks on Stores

Camp Wages Return Sep 30th

Specification of 2 Wool & Skins per "Alydos"

56.

direct.November 10th 6.

Sir,

My last despatch to you left here for "Abydos" on the 31st ulto, and I am anxiously awaiting the arrival in Port William of the Shaw, Smith steamer.

2. The "Gates Hall" and the "Bliss" sailed early on the 10th inst. I enclose the latter vessel's accounts, unaccompanied, I repeat to say, by the Master's draft on his Owner, Mr. Wm. Bowen, of Banally, South Wales. The enclosed copy of my letter to that gentleman will put you in possession of the facts of the case, and I trust that you will have no difficulty in obtaining a settlement from him. There is no cause whatever for Captain Bowen's extraordinary behaviour.

3. No 38. Dec. 7. With reference to the Wool from the stragglers shown at dipping time, Armstrong informs me that he has 3 bales lying in the shed since Aug 15th, and goes on to say that he can hardly tell why they were not sent off as usual. He pressed them up, but received instructions not to and them away; he marked them 290, 291, 292, but Mr. Nichol told him to blot out the 29 and have the 1, 2, 3. for a start of the coming clip. A. D. Ball too has one bale left to 1000 - 6. 1. 19 and says that Mr. Nichol told him that as the Compton's wool would have

back to both bales,
damaging Original.
London.

left

left before the one bale reached Stanley, it would be better to keep it until next season, and make a note of it, in order to avoid confusion.

10. I send you herewith a certified copy of Mr. Nilsson's Note of Protest with reference to the loss of the "Kadashah". I have spoken to Nilsson about the balance of his account, and suggested that he should give me a preferable lien on his coming clip, which belongs to him although he has disposed of it & closed to Messrs. Bull and Hennrich. He informed me however that he had already written to Mr. Moore & Co. asking them to insure his produce for \$300. sell it on arrival, and pay over to him the amount of his liability to us out of the proceeds. I do not think that there is the least ground for anxiety as regards this account.

6. 1893. Dec. 3. I have counted Armstrong and DeBall with reference to the number of sheep they are likely to have for the freezer. The former says: "I shall have close on 10000 ewes to kill, but the one half of that number may only be fit for freezing purposes, because they are mostly nursing lambs in tranquillity - there are establishing a new breeding flock. In the course of another year or two, I shall have more wethers to work on. Stanley, Goose Green and Qamain take all my wethers." DeBall writes: "I can scarcely say what number of sheep I can give for freezing, of a suitable quality, as last season I sent an extra quantity of sheep off the Bequette flock to make room for ewes going there to form a new flock. Last season I got rid of all my oldest wethers, so this season I should have a good many more better does

"sheep to dispose of to a freezer. I think you may safely"
 "put down Northam for 5000 good mutton ewethers with"
 "a possibility, I think, a possibility of increasing that"
 "number if required. As we expect to take all the ewethers"
 "off Otago this next season, that may lead us to give more"
 "good young sheep than we should otherwise do, if it is to be"
 "an advantage". I have not yet had replies on this subject
 from Walker back, Lively or Speedwell.

6. The Danish Bk. "Hættie", with a cargo of
 coconuts, from the Marshall for the Western Islands,
 put in here this morning, owing to serious illness on
 board. The 1st mate and the steward have already died,
 and the Master is so unwell that he put in here for medical
 advice. Dr. Hamilton being himself an invalid just now.
 Dr. Hewlett of H. M. S. "Barraqueta" is seeing his patients.
 She will proceed as soon as the Master recovers somewhat.

7. H. M. S. "Barraqueta" has cleared out the
 "Lobins" steam coal (90 tons) and is taking 50 tons of
 the Capt. Lee Navigation co's "Ella" @ 49/6 in bags dampish,
 which I consider a good sale under the circumstances.

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

Enclosures

Duplicate. Dispatch No. 55

Store Indents No. 197

Accounts per Ship "Enter Hall"

Friend of Exchange No. 1781

£348. 4. 3

Remarks on Stores

Remarks on Accounts

Statement on accounts

Letter to F.B. Cobb, October 30th

Stanley Journal & Cash Book October

Cash Vouchers to W. Stores, October

Indent for Journal paper for Office

Accounts per Mr. Elliot

" " " " Westbury

Sir. R. Fordworth's cheque on Messrs. Grindlay £7. 10. 0

Certificate of note of protest - Schooner "Madagascar"

Copy of Dickie's letter in reply to Moriat

Copy letter from Captain Evans, Nov 4th" " to Wm Brown, Nov 7th

Specification of fawn green sheepskin

" " Darwin Harbour "

Letter to A. Wilson from M. Baillon

Statement on accounts

Specification of shipment per

21.
 "Ramos"
 via Sandy Point.

November 25th 6.

Sir,

This steamer arrived here yesterday afternoon bringing me your despatch of 23rd of October 20th, and Messrs Humphreys' letter communicating to me your telegram of October 11th, from which I learn with deep regret and concern that Mr. St. John died on the 4th inst. This feeling is, I am sure, shared by every one in the employ.

2. Par. 14. I note your remarks as to Messrs Cooper being willing to allow Bertrand Pelton 76 per cent on the life they have kept, and that they wish all the hard stuff we may have on hand returned to England by the first vessel, which will carry it at 30/- per ton. I imagine that the Komoro Co would do that.

3. Par. 8. I will reply more fully to this paragraph later, but can now say that the delay in the creation of the light-house telephone is entirely owing to mind and weather and the pressure of other necessary work. I am on the very best of terms with the Colonial Secretary, whom I have frequently consulted on the matter and who has invariably left everything to me as the Governor thinks it better not to interfere with or hamper the action of the partner who has the carrying out of the work.

4. Par. 8th. I cannot possibly reply to your

Yours faithfully,
 J. B. B. B. B. B.
 Managing Director
 London.

Remarks

remarks concerning the 'Wasp', but will do so fully by next mail. The 'Hanzas' is leaving to-night, so I have but little time at my disposal.

5. Dec. 9. The question of the contract for the dwelling houses in Dorchester Lane will have to stand over until I can go thoroughly into the matter with Johnson.

6. Dec. 11. There has been no error at this end as regards the packing of my despatches, but as there were three mails from here during the month of June, I cannot possibly recollect everything that took place.

7. Dec. 12. I fully intended sending you a copy of my letter to Lloyd as the Pilotage service, and regret the omission. You will find it herewith.

8. Dec. 13. Your instructions re our Chronometers are noted. The one belonging to Capt. Caughly - a Barrand - No 2493 - sold by Robie of Glasgow is in my hands, as it struck me that it would be more prudent to keep it until the accounts are settled.

9. Dec. 15. I very much regret having, as you say, gone so utterly wrong over the freight question, although I think the actual figures given in my 53-12 are practically correct. I have not time to reply by this mail to Mr. Deffen's remarks - but find that I did so, to a certain extent, in 55-9. I am glad to hear that the 40% limit is abolished in the new contract, and that there will not be a renewal of the present season's trouble. I may remark however that an unsigned copy of the Bldg. for all produce not consigned to the Company has always been sent you.

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10. Dec. 16. Briggs is extremely obliged to you for the transmission by you of the money to the States.

11. Dec. 18. I regret not having reported the safe arrival of Mr. Blake's bull, which I quite meant to do. Having to send the "Hornet" to Garrison for Mr. Nichol, delayed its departure for Hill Cove, but Mr. Blake reports that ^{it} ~~he~~ arrived there on September 23^d in splendid condition.

12. Dec. 19. As regards the Bills of Lading for cargo per "Thetis", it simply means having 4 cts in stead of 3 as heretofore - which shall be done.

13. Dec. 20. The tram truck intended for was intended for the West Belt, but I will act on your suggestion, and see if an old one cannot be adapted to the purpose. The one on the beach, or rather within the fence, to which you refer is still where it was when you left.

14. Dec. 21. I really do not see that it would be any advantage to us to take up Hilberg's agency.

15. Dec. 22. Your instructions as to sending proper vouchers in case of losses on the "Thetis" voyage are noted.

16. Dec. 23. Mr. Ques's mortgage will be returned to him by the "Hannover's" mail six months.

17. Dec. 24. I am pleased to hear of the safe arrival of the "Thetis", and that her cargo has turned out in fair order. I note your remarks as the storage of the loose skins, &c. I am also very glad to hear that Capt. Rice is to retain command of her and that we shall probably be able to send her home with wool.

18. Per. 26. I will endeavour to deal with the Keams correspondence re regards the short supply of wool in my next despatch - but my 56.9, already referred to, deals with the matter to a certain extent. We are quite ready and willing - both on the East and West to take up the question of this most objectionable three weekly mail canoe - and as soon as I have sufficient business I will agitate the same.

19. Please effect insurance on 2 bales of Sheepskins H. W. # 11 and 12 c & 20. per bale. Mr.

Waldron states that they weigh close upon 14 cwt.

20. Capt. Whickson of the "Arctur" returned from Montevideo yesterday and has shown me a telegram received from his House on the 13th inst. thus worded: - "Condemnation will be most advantageous to all concerned. Sell for account of whom it may concern. The ship must be formally condemned before sale. With regard to cargo follow the directions of Surgeons. Transit through Falkland Islands &c." (sgd) Brown. I cannot of course move in this matter until after the mail has left - but it is an unfortunate business case do not want another wooden hulk - nor do we want any more wool of this description.

21. As you will see from the enclosed copy of correspondence with Capt. Keams of H. B. S. "Hawassote", the remainder of the "olla's" cargo of Harris' Sheep has. Navigation Coal is practically sold to H. B. Ships for delivery between now and the end of March next. It is therefore desirable, I think, that you should at once arrange for the shipment

of course 500 to 600 tons of approved ~~steam~~ coal, which will be accepted without demur by H. J. Rife. As I have already reported to you all the men of War on this Station must necessarily come down here one of summer in order to go through their course of Rifle practice, and it will therefore be certainly well worth our while to endeavour to obtain a contract for the supply of coals to them. In the course of conversation with Captain. Keane last night, he said in reply to a question of mine that we ought to keep a minimum stock of 1000 tons. However you will be able to obtain all the necessary information at the Admiralty, and I trust that you will be able to make satisfactory arrangements both as to securing a contract and making a good shipment of coal to arrive here in April or May next.

22. The non arrival of the New Zealand Str. "Hamsui" early this month has been a great disappointment as well as inconvenience to us. I have had the "Fortune" ready in Port William - together with the "Hilton" for ten days - but I shall now have to discharge the 225 bales of Sheepskins out of the former - as I went here to collect Sheepskins from Lou Barlos and lay base in time for the homeward December mail, or I shall again be unable to keep my promise to the Komor Co. and later get more "Pepper".

23. I can report but little to you by this mail on Compt. matters, beyond the satisfactory intelligence that from all accounts, the increase of lambs will be considerably above the average of the past few years;

when Armstrong's note was lost, the counters and tranquillised flocks had yet to be marked and there were 10700 lambs on the base flocks dipping count of 14126 last April. The reports are equally encouraging from Walker Creek and North Arm.

24. Mr. Perc Parke is greatly disappointed at not having received the Press for his new station at Port Louis by this mail. His order was dated June 25th and was despatched from here with the "Herodots" mail on June 27th. Surely the order might have been executed in time for shipment by the "Ranches".

I am, Sir,

your obedient servant,

Andrew C. Baildon.

Donegal.

Enclosures

Duplicate Despatch No. 55

Store Indents No. 197

Accounts per Ship "Eaton Hall"

Second Exchange No. 1781 £ 348.. 4.. 8

Remarks on Stores

Remarks on accounts

Statement on Accounts

Letter to F.E. Cobb, October 30th

Stanley Journal & Cash Book, October

Cash Voucher - E.F.W. Stores October

Store Indents No. 198

Indent for Journal Paper for Office

Accounts per Sk "Elliot" and Sk "Wrestbury"

Sir. R. Girdleworth's cheque on Spindley £7. 10.. 0

Copy of Dickie's letter in reply to Morat

Certificate of note of protest - Schooner "Sadassah"

Copy letter from Capt Evans, Sk "Elliot", Nov 4th" " to W^m Brown, Nov 7th" " " Lloyd's June 6th

Copy correspondence with Capt Keane S.M.S. "Barraqueta"

Letter to A. Wilson from M. Bailon

Shipping Report

Statement on account

58.

"Ramsay".

via Montevideo.

November 29, 1861.

Sir,

My despatches 56 and 57 left here for "Ramsay" on the 22^d instant.

2. The 5 bales of Bagging for 1/5 for Baillan and Stickney from Hindley, stated on the Bill of Lading to be in dispute were not on board the "Ramsay".

3. I send you herewith a draft for £269.- on the Accountant General of the Navy - in payment of the 40 tons ex "Achilles" and 50 tons ex "Achilles" of Bag, the sale of which cargo has already been advised.

4. Be good enough to effect the following insurances :-

For account of Ramsay, W. Q.	125 Bales Wool	£11. 10. 0
" " "	5 " Skins	7. 0. 0
" " " Ramsay, Mrs. J. 200	" Wool	10. 0. 0
" " " Colchester (Black)	160 " "	16. 0. 0
" " " "	240 " "	16. 0. 0
" " " Peake, Kerr	170 " "	17. 0. 0
" " " "	20 " Skins	12. 0. 0
" " " Peake, Mrs. H. 200	" Wool	10. 0. 0
" " " Russell & Co. 100	" Wool	11. 0. 0
" " " Robson, Mrs. J. 90	" "	12. 0. 0

5. It is, I believe, an open secret that Mr. Dore has resigned his appointment as Stock Inspector, and intends to leave the colony by the mail of December 9th. Differences of opinion between the Government and him and the critical condition of Mr. Dore's health are given

Respectfully,
Wm. B. Cobb, Esq.

Managing Director, London.

as the reasons for his retirement, but there is no doubt that his want of tact and discretion have rendered his position here almost unendurable. The general opinion is that Jas. Robertson, the senior Assistant Inspector is quite competent to complete Dr. Darwin's work.

6. An Engineer, or rather skilled mechanic, named Bottom arrived here per "Dances", and has already commenced the work of sawing, etc. in connection with the Governor's wicked and outrageous scheme of an enormous jetty, which is to run half way across the harbor, starting from the present small stone jetty. I presume that when Mr. Bottom has made his report, the matter will be brought before the Legislative Council, although I have been unofficially informed that the scheme has already received the sanction of the Secretary of State. I can hardly credit this, as surely no Governor can spend from £15,000 to £20,000 of the Colony's money, without consulting the unofficial members.

7. 539. Par. 5th With reference to the soundness of the "Taspe's" fastenings, Biggs has examined them most carefully and reports having removed 3 bolts under the cement, along the flat within 2 ft. of the keel under the boiler and engine room; the clinches were quite good and the frames in the way of those bolts in splendid condition. He also took out 2 bolts from along the bulge where there is no cement; the frames there are slightly rusted, but no scale has formed. For your satisfaction I am sending you three fine bolts in a small parcel by the Captain of this steamer. From the cabin bulk head aft and under the shafting, there are three floor frames extending along close

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to the keel, but the bolts there are also in good order. These floor frames could be replaced by new ones along side them at no great expense. You will doubtless remember that the cementing of the bottom of the vessel was done after Bunkle left, the shaft being then in its place, whereby the operation could not be as effectively there as in the other parts of the vessel. The deterioration of the frames, referred to above, does not appear to have been caused by the action of the copper bolts passing through them, but from the want of being properly covered with cement. It would appear that the figures of the estimates had got somewhat mixed - but Briggs now states positively that his figures £390. include the repairs to the damage she sustained in the gale. Therefore if we say £400. for necessary repairs and alterations to the hull and £400. for the engine and boiler - a total of £800. well under your terrible four figures! As you say, she would be but a tub - going perhaps heavy knots, but we do not want her to have the speed of a torpedo destroyer, and there is no shadow of doubt but that she would be extremely useful as a water boat, for carrying stores, etc. to ships in Port Williams and elsewhere and a stunt by in case the "Lisic" suddenly became hors de combat. It cannot be assumed that she is bound to be a failure - and I trust that the Board will decide upon giving her another and final trial.

8. 3. 9. Per. 20. We required a few tons of rails to replace those worn out at the West end. In April 1870, East Stone Indent, 100, 50 Bridge rails were asked for, also 2 sets of points. No information was given as to the weight

weight of rails, or as to the points being right or left, but nevertheless the rails and points were sent all right in August, 1890. We did not ask for a "trans truck," but a small light trolley for the West Betty, gauge 4 ft. 2 in. The trans truck you allude to is so cumbersome and heavy that it was condemned as unfit for use in starting in your time, even as a heavy truck. We have now on the East Betty a heavy trolley and a light trolley, the latter light enough by itself to be moved by one man, while the former requires 2 or 3. On the West Betty there is only a heavy truck, likewise requiring 3 men to move it, and what we require and asked for, was a light trolley for that Betty similar to the one in use on the East Betty. I will ascertain from Noble whether he has a suitable one to spare amongst the East Campbells' plant. As to the necessity or otherwise, the heavy trolley has been in use for years on the West Betty, but as it requires so much labour to move it, it was considered that the saving in labour by having a light trolley would soon pay its cost. As regards the rails, if the tramway is considered necessary, we must have rails. Those crossing the road at the West end are worn out and the Governor insists on there being a double rail sunk to the level of the road. This we have undertaken to do, when Government repairs the road. As a matter of fact the rails on the West Betty are throughout in a dilapidated condition, and for about one half of the length angle iron mounted on wood has been used. This is more expensive than proper rails and entails frequent repairs. I am therefore indenting for a small quantity of rails - sufficient to do the necessary repairs.

2.)
 9. 839. Par. 8. As regards the difficulty experienced in connection with the sloping of the posts in the sand, I have, with the sanction of Captain Keane and the Governor, sent the chief electrician of the "Barrowite" to inspect the telephone line between here and the lighthouse and to see if he could make any practical suggestion. The result is that he pronounces the posts to be life-wood and recommends that we should reduce the height of the posts by at least 10 feet, thereby decreasing considerably the strain on them. This we are now doing, leaving the height of the posts out of the ground at exactly 11 feet, which will, I trust, be found to answer. As regards the posts on the good ground, the wire has stood just as well as the one you put up in 1888, there not having been a single breakage except on the sand. Mr. Stone says that everything else is quite in order, and he will assist Kellogg in fixing and connecting the instruments. He considers that the line ought to be in working order in a fortnight from now.

10. 939. Par. 3. After some correspondence with our three Barrowites, I find that they will be able to supply between them quite 11 000 sheep of a suitable quality for the Presby, and that I shall have no difficulty whatever in obtaining quite 5 000 more between P. I. Pelton, Seal Inlet, Mr. Bonner, San Carlos, Divley and Speedwell Islands. I therefore call to you *vis* *de* *de* *de* as follows:—"Santusas Tractatus Tristesse" - meaning that we can supply 11 000 and get 5 000 more from outsiders. Messrs. Pelton and Bonner quite understand and accept the terms upon which you propose to do the business, and, of course, in this way all the killing and other work will be done at Goose Green. For
 yours

your information, I send a report and chart drawn up by Noble, which will put you thoroughly en rapport of the situation. It strikes me, however, on reading the report and studying the chart, that the work might be considerably facilitated - were a buoy to be fixed in the immediate vicinity of the "Fortuna's" anchorage on the chart, to which the same could be worked from the Pacifier's proposed anchorage and thence from the buoy to the jetty. I have not yet had an opportunity of suggesting this to Noble, but will do so, and I shall be glad of as many instructions and suggestions you deem necessary to send me, to ensure the successful working out of this important venture.

11. 8 3 9. Dec. 26. I have already said as much as I am able to with reference to my unfortunate, but quite unavoidable, failure on one or two occasions to have the promised number of bales ready for shipment by the Kosmos Steamer, but I must be allowed to state that Mr. Schlotfeldt's assertion in his letter to Kosmos of June 9th is absolutely false, as DeBouché assured me that it was not safe for the lighter to lay alongside the Steamer in the gale, which Mr. S. himself says prevailed at the time - and I am prepared to swear that C. Williams' lighter - instead of taking cargo in, as Mr. S. states, was actually lying astern of the "Hampshire", owing to the strength of the gale. All I can say is that Mr. S. is a great adept in the art of distorting facts and perverting the truth as Governor Holden worthy himself - with whom he is in such constant communication. As to the promises of Wool for certain Steamers, am I likely to fail in carrying them out, unless prevented from so doing by force majeure? I am very tired of this subject. -

12. Please to effect the following further insurances:-

For account of William Bell	}	42 bales Wool	at 19. per bale
" " " David Smith		65 " Skins	" 10. " "
		Wool	15. " "

13. I enclose an Indent for Cider, etc. which Mr. Pelton recommends to your best attention.

14. As you will see by the enclosed copy of the Survey Report on the "Harta", that vessel is practically condemned and she and her cargo will be sold at auction on Thursday next. Cartze is on his way from Sandy Point in his Steamer the "Ruby" at the present time and would, I think, be a very likely purchaser; should he not arrive in time, Chas. Williams will probably buy for him - so neither cargo nor hulk will remain here, which is precisely what we want.

15. Shearing will be commenced at Currier on the 30th inst. and at North Arm on December 7th. Had I not, as a matter of precaution and self protection, only asked for space for 250 bales by the Steamer of December 11th, I could easily have got a load of Wool in for her by the "Hornet". They finished lamb marking in the Currier section on the 24th inst.; the preliminary returns sent in by Armstrong shows an increase of 77.2% without the Coe Barnes stud flock. The reports that the old ones at Tranquilidad have done remarkably well. I hope to be able to send you the Returns from Walker Creek and North Arm by the next mail, and trust that they will be equally satisfactory. I hope to be able to get to Currier for a few days as soon as the "Lanieri" has left; but it really seems impossible to have anything with this hateful three weekly mail service.

16. Cedar. 1st, Nov. I have just received the rough lumbermaking returns from Walker Creek and North Star, the former showing an increase of 78% and the latter 69.80%, Cedar Camp having, as usual, pulled the percentage down somewhat. Dr. Ball remarks to me that "the cows were ciled on Centre Camp in 1898, as we did not intend to have any more lands there," "but seeing the cows were in such good condition last autumn," "and being short of cows in other flocks, we decided to take another crop of lands off them for one more season."

17. I am desired by the three Owners to express on behalf of all hands on their respective sections, their very sincere regret at hearing of Mr. Nichols' death, in whom they feel they have lost a good master and friend. They further request me to ask you to convey to his widow the assurance of their deep sympathy.

I am,

Sir,

your obedient servant,

Andrew C. Baillou.

Manager.

Enclausro

59.

"Darius."

December 9th 6.Mr. Montrose.

Sir,

My despatch of 5th and letter to you of the 10th inst. left here per "Darius" on the evening of that day. She ought to be at Montrose today. As it happens, it is rather fortunate that she did leave 400 bales of sheepskins behind, as owing to the very bad weather we have recently experienced, the "Fortune" can hardly get back from San Carlos and Log Bay in time for this steamer, and I should not otherwise have had the 250 bales promised for her.

I enclose, for your information, copies of the 4th sale of the skins consigned by Messrs. Iqbal & Co. and Calcutta & Co., Ltd. for sale on commission, a list of the purchasers of the whole shipment, and copy of an extract from a private letter addressed to Mr. Dunsby by Iqbal & Co. with reference to that firm's draft upon you, which matter will, no doubt, be in order, and that you will send out replies in answer for Messrs. Cameron and Greenhields, and we will make out an account for landing and other charges at this end. We will likewise charge Messrs. Bertrand & Peltier, Messrs. Parker and J. J. Peltier with their purchases out of the lots shipped on consignment. So far every one appears to be well satisfied with their stock and I have every reason to think that the venture will turn out most satisfactorily. Our

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

ccms

cans are being shown today and, weather permitting, A. Delean will start to drive them to Quana tomorrow. On the very strong recommendation of Mr. Harvet, I bought the 2 - a South English Leicester Rams by Champion, shipped by Calvert & Co., Ltd. to replace the 2 Rams belonging to us which died in transit at £6. 6. 0 each; therefore as you will recover £6. 0. 0 for the 2 Rams from the Insurance - the cost of the Leicesters to us will be reduced by £3. 9. 0 - at which price they must be remarkably cheap. As you know Calvert & Co. effected their own insurance. I am not yet able to report on the flour, but can say that the Butler and Mason are both excellent and come at reasonable prices but, as regards the last chaff, I much fear that the freight (^{Tons and} 10. 5 1/4 weight - measuring 26 tons @ 104. 100% prime) will render the price prohibitive costing us, as it does, £9. 10. 0 per ton. This is a pity as Mr. Harvet assures me that it is splendid food for all classes of stock and that, owing to its quality, is cheaper than alfalfa even at £10. 10. 0 a ton!

I send you herewith a statement of our disbursements on account of the S. S. "Namari", which please to recover from the Owners. In sending your invoices for all the cans shipped for clients, kindly remember that we have delivered 100 bags of flour to Mr. S. S. Bolton.

3. As I informed you in my letter of the 10th inst., Mr. W. Burtge bought the "Dorta" and her cargo at public auction for £410. He has already taken a portion of the coal away in the "Beine", in which steamer, he will shortly return to Harvet and then sail the "Dorta" across to Sandy Point. I have already, as Chilian Consul, given

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a Provisional Certificate of Registry and she is now
under the Chilean flag. Capt. Christensen sailed yesterday
as Master of the Danish Bk. "Hertha", and I send you,
herewith enclosed, the "Master's" accounts and a draft upon
you for £109. 6. 0 in settlement of this matter is
advised in the present statement. The late Master of the
"Hertha" goes home by this mail; his disbursements only
amount to £25. 18. 2 which he paid today in cash,
obtained from Mr. Schlotfeldt, acting as Agent for Messrs.
Knöcher & Buschard.

4. The "Nieme" left yesterday and will land Mr.
Feltman's casks at Seal Gulch, Mr. Greenshield's at Pensions
del Moro, Mr. Gammann's at San Carlos and Messrs. Martens
and Feltman's at Hill Base. W. Hope brought over 96 horses
in her, which I expect he will have some difficulty in
selling, as Fidd had carried just previously in the S.S.
"Colombo Maria" with 440, not quite of all which are yet
sold.

5. No 39. Per. 9. Referring again to the proposed
cottages in Summit Row, Johnson and I have been
through the specifications, figures, etc. with the result that we
have persuaded Hansen and Roberts to do the work by
contract for £180 (One hundred and eighty pounds) and
all work to be under the supervision of a Falkland
Islands Company's Foreman Carpenter. This estimate does
not include however a loan to, and the Hansen's work on the
chimneys will, of course, be extra. In any case the total
cost will, I feel sure, show a considerable reduction on
the original figures.

6. Mr. Stewart has sent in his resignation and has

since been interdicted, previous to suspension, by the Governor. The enclosed copy of correspondence between Mr. Harvet and the Colonial Secretary will, no doubt, be of interest to you and place you are aware of what has transpired. As you will gather from perusal of the correspondence, the Governor is in entire ignorance of the fact that Mr. Harvet is actually in possession of a more lucrative appointment to fall back on.

7. 20th & 21st. Par 8. Our difficulties in connection with the erection of the telephone wire would appear almost insurmountable as, since reporting to you last on the matter, a further break of several hundred yards of the new thick wire has occurred, and apparently the only solution of the difficulty is, to either run the wire through small pipes or underground across the stretch of sand, as it is now proved beyond doubt that the breakages are caused by birds (chaps, etc.) flying up against the wire. The Governor is just now too full of his pet scheme the new belt across the harbour to pay much attention to the telephone question.

8. This belt question is a most serious one for the whole of the Colony - and strong and prompt action required in order to defeat the Governor's outrageous project. Mr. Talbot and I are trying our best to send a memorial on the subject to the Secretary of State by this mail. As you know the Governor made, at one time, and has been as to our boats interfering with navigation in the harbour, but should this mad scheme ever be realized, it will practically render navigation or mooring of lighters, etc. to the westward of the proposed pier - impossible.

9. December 10th. The "Oreia" arrived at 5 a.m. today, bringing me your despatch of 8th 1880 of November 9th, with all enclosures in order. The "Oreia" was four days late in arriving at Landy Point.

10. Dec. 2. Your remarks re the colleagues are noted.

11. Dec. 3. I have heard nothing more from Mr. Geo. Munner as to short delivery of his fencing for "theirs"; nor has any been since found lying about the hulks; but I will go into this matter again before next mail.

12. Dec. 10. As you are perfectly well now, it is an utter impossibility for me to explain my action in connection with the freight on the boat and club marks - and I must, at the time, have been suffering from partial mental aberration.

13. Dec. 5. I need not repeat here how deeply and fully all here share your regret at Mr. Nichol's sad death. As I have already informed his widow I shall be only too ready to carry out any wishes which may be expressed by the family. I do not think for one moment that the Government will intervene in the matter of Mr. Nichol's estate and, in any case, I am already in possession of his strong box, letter books and all important letters and papers. I will proceed to Cammer with as little delay as possible, take inventories of everything and make all necessary arrangements. I will at once communicate with Mr. Blake, as suggested by several of the Directors, and telegraph his decision to you by next mail with either of the words given by you. I sincerely trust that, in the interest of all concerned, his answer will be in the affirmative.

14. Shearing is now in full swing at all three sections and progressing well in spite of the extremely rough and inclement weather which has recently prevailed. I have as far the weights up to Quab. 9th of 82 bales at Quoniam Harbour and up to Quab. 5th of 68 at North Arm. A. McCall reports that the Wethers are shearing very well so far - being better fleeces than last year, both as regards weight and quality of wool. Both Armstrong and Kinslaugh report everything to be going on satisfactorily. I ought, wind and weather permitting, to have a good shipment of wool ready for the steamer of January 22^d.

15. At Mr. Eastment's request, I send you here, with enclosed, a list of the furniture at Quoniam Harbour belonging to him and he would like to know whether his successor will be willing to take it over?

16. According to instructions contained in Dec. 3 of Quab. No 36, August 15th, 1896, I have debited James P. O. with £136. 15. 0 for passages of Mr. J. J. Macout and family and £10. 0. 0 cash advanced to him. They leave the Colony by this steamer.

17. Col. Lewis, R.C. arrived here by the "Paris", accompanied by a secretary, and is staying at Government House. The object of his visit is, I understand, to inspect and report upon the possibility and best means of fortifying this, or Port Edgar or whichever other port may be finally selected as a Coaling Station. He informs me that the "Retribution" might possibly be detained in Montevideo, owing to a revolution on a small scale going on in the neighbourhood, so the

"Marsault" will probably be detained here some little time, and thus unable to take the mail which I hoped to send you by her next week.

18. I am much pleased to hear your report as to the condition etc. of the "Thetis" and hope to see her here about January 10th. Your instructions as to her not coming alongside shall be strictly carried out.

19. I enclose for your information, a list of the numbers of the 40 bales of Sheepskins left behind by the L. L. "Samari".

20. Please to effect the following businesses:-
 For account of Mr. H. Waldron 60 bales Wool @ £14. per lb.
 " " " " 15 " Skins @ 11. " "

I am, Sir,
 your obedient servant,
 Andrew C. Baillou.
 Donegal.

Enclosures to Tilbury direct

Duplicates (Originals per "Mamari")

Despatch No: 58

Store Indents No: 199

Remarks on Stores.

Specifications of Sheepskins F & D.H per "Mamari"

" " Wool Weight N.A. 471, 472, 473

" " Shipment per "Mamari".

Bill of Lading per "Mamari".

Lambmarking Spring Return.

Certificate of loss of 11 Rams per "Mamari".

Coasting Insurance Normbr.

Second of Exchange No: 1787 on A/c of Navy - £ 269.

Statement on accounts

Letter to J.E. Cobb, December 3rd

Stanley Journal & Cash Book Normbr

Cash Vouchers B & W Stores

Specification of Sheepskins - Von Packe

Enclosures via Montevideo

Accounts per Ak "Marta".

Account Sale of rams - Dalgety & Co

Account Sales (2) Rams - Sundries - Syne & Co

Press copy of Syne's letter to F. D. Co. Stanley, Normber 7th

Extract from letter from Syne to Morait, Normber 10th

Statement showing disposal of 252 rams per "Mamari".

Receipts for Pilotsage etc - S. S. "Mamari" - £11. 15. 0

Furniture list - D. M. Eastment

Copy correspondence relative to Morait's resignation

Copy letter to Sec of State from Unofficials re jetty.

Store Indent No. 200

Remarks on accounts

Shipping Report

Statement on accounts

Specification of shipment per "Osiris"

Bills of Lading per "Osiris"

Press copy of list of enclosures to Tilbury direct

Statement of numbers of 40 Bales Sheepskin & shut out
of "Mamari" and shipped per "Osiris"

Enclosures per H.M.S. "Barraqueta"

Duplicate (Originals per "Osiris").

Despatch No. 59

Stanley Journal & Cash Book & Voucher
Accounts per Ak' Marta.

Statement showing disposal of 252 rams per "Mamari"

Store Indents No. 200

Remarks on accounts.

Statement on accounts

Specification of shipment per "Osiris"

First of Exchange No 1791 on S.A. Missionary Society £6.

Statement on accounts

60.

H. A. S. Basilisk
at Antiochia.

December 29th 1861.

Sir,

My last despatch left here per
 "Lancaster" on the 14th instant, and Mr. Harding wrote me
 by "H. A. S. Basilisk" on the 16th.

I left for Canine in the "Hornet" on the 16th
 and returned on the 25th inst.; the homeward being taken
 8 days is being as in all is about two years and a half
 since I had visited Canine, and I was very reluctantly
 compelled to state that I was both surprised and pained
 at the present condition of things there. Such as I respect
 the "de mortuis, etc." canon, I am bound to report that every
 thing shows signs of the neglect and carelessness which,
 I much fear, has reigned for some time past. Almost
 every roof in the settlement is more or less damaged of
 paint and suffering consequently from the effects of
 the weather, etc.; many of the buildings, more especially
 the cook house and store are in urgent want of repairs,
 and there can be but little doubt that the surgeon, the storekeeper,
 over the attack of pleurisy from which he is just now
 recovering, to the cold, damp and draughts to which he
 is exposed, when at work in the library attached to the
 store, which he uses as an office. I immediately
 instructed the missionary to do the necessary painting of
 the roofs, etc. as soon as ever the work in the clip shed

Wm. G. Bell, Esq.
 Managing Director,
London.

is

is over. I have instructed the Canadian Carpenter, Mr. P. H. Papp to furnish me with estimates for the necessary repairs to the Cook house and Store - and when in possession of the same, I may possibly submit, for the approval of your Board, a scheme for the erection of a Stone cook house in lieu of the present very dilapidated building, which, I understand, is now some eighteen years old, if not more. This idea occurred to me on inspection of the new Halfway, recently erected in stone at the foot of the Flagstaff hill and which is a most substantial and presentable building, reflecting great credit on its designer, presumably Mr. Nichol, and the mason Mr. Hest. It is admirably arranged and consists of a carpenter's shop, kennels, stables for the cart horses, cart shed, gear room and paint locker. I am told that the new house at Tranquillidad, now in course of erection in stone is as great a success in its way and it is a matter of wonder to me that more of our Camp houses are not constructed of stone, such excellent material being available here and there, and a mason irregular full pay with little or nothing to do. I continue to make these remarks - as the result of what I have seen and heard during my recent visit to the Camp.

I regret to say that several abuses came to my knowledge, which I deem it my duty to recommend should be promptly and radically dealt with by the war camp managers. I refer more particularly to the "Private horse question", the fact of shepherds raising milk butter in large quantities for sale on their private account, the killing of cattle by our shepherds for the

055
sake of making her goe for sale. I am informed
that, when this book of honesty was pointed out to Dr.
Kishol, he remarked that he did not like to interfere
with the shepherds. Further the fact that members of
the Starling Benefit Club in our employ receive full
pay from the Company whilst in receipt of sick relief
from the aforesaid Society; that many of our employes
keep pigs, which are fed to a great extent on Company
mutton, and sundry other minor matters with which I
will not trouble your Board but which, I respectfully
submit, ought to be looked into and reformed. I
told both Armstrong and McCall very plainly what I
thought of such thoroughly dishonourable practices;
they admitted that they were aware of their existence,
but were carried on with the knowledge of the
Camp Manager! In reply I said that it was not my
intention to effect any sudden or violent reforms,
but that I should make it my business to point out
to the next Camp Manager these various abuses, and
it would devolve upon him to remove the existing
evils, in as cautious and diplomatic a manner as
possible. The shearing was progressing expeditiously
in the shed and, whether it was due to my presence
or Dr. Horrocks' remarks in his own historical letter,
I have much pleasure in stating that the men appeared
to handle the sheep much more tenderly than heretofore,
with the result that much fewer were cut or pricked
by the shears. I will report to you as to the progress
of shearing in the three sections up to date before
closing this despatch. McCall reports a very great

deal of sickness at about same time, and it appears to me that the question of the quality of the water there will have to be given into a question.

I am glad to be able to report that our 160 ewes from N. Zealand arrived at Cairn during my stay there all well and sound. To satisfy Armstrong's demand for good and acceptable flocks, I consented to their being dipped for ticks in a mild solution of Dettol's previous to their being turned into the Farm park for the present. From the enclosed copy of a letter just received by me from Dr. Blake you will, I feel sure, be gratified to learn that that gentleman has kindly consented to give us his valuable services for a period of three months from the end of next month by which time, as he says, the sheep will be settled for the winter on their various grounds. I have therefore very much pleasure in calling to your mind the word "Tactics" according to your previous instructions. I should very much have liked to accompany Dr. Blake to Cairn on his first visit, but much fear that my stocktaking work just at that time, will prove an insurmountable obstacle to my doing so. However as he will be here about Aug. 20th, I shall be able to have plenty of consultation and discussion with him before he goes out. You see that he asks me to give orders not to have any of the ewes or stud flock ones shown before his arrival - which I did at once, but as already reported to you, the New Zealand ewes were shown here before being driven to Cairn. It appears that Armstrong admitted to De Ball that the N. Z. Romney Marsh ewes are, in his opinion, much better

than anything we have ever had from England. I had made a temporary arrangement with the owners that 200 Romney Marsh and the 2 English Leicester cows should go to St. Anne, 25 Romney Marsh to Canis and the 45 Lincolns to Walker but, of course now, everything will be subject to Mr. Blake's approval. Armstrong has a very strong "dove" on the Lincolns, as he thinks them altogether unfit for this land and climate. I thoroughly inspected everything at Horse Green and there again I found the Buildings in great need of paint and repairs, which I ordered to be proceeded with as soon as possible. As you are well aware the skin shed has leaked badly for years in the gutter between the two roofs, but Noble and Biggs have suggested a plan by which this might, I think, be remedied and as it will not entail any great expense, I have sanctioned the work being done. I will report to you later as to its success or otherwise. Whatever Noble's feelings may be, there can be no doubt but that he thoroughly understands his duties and takes an immense interest in everything connected with them.

With reference to your letter to Mr. Nichol of Sept. 9th last on the subject of Chris. Smith's pension, I had a long conversation with him at Canis concerning his business, etc. on the Coast and I heard from him, with as much surprise as regret, that he looks upon the whole of his investments there as practically lost to him. The death of his son was a serious loss to him - and he tells me that what with sick and the destruction worked by the birds - his flocks have been more than decimated. He has another sum of £400. to pay early in 1899 before he acquires final and

absolute

succession of the land in question. All he has, is a third share in the venture, which, for the reasons given above, is not likely to be remunerative for years to come. so as he and his wife could hardly exist on £5. 17. 6 per month, the amount he is entitled to as a pensioner, I fully expect that he will elect to stay on at Carriacou, so long as the circumstances, to which he is a terrible mortgage, allows him to do any work. As you well know, his billet is, now a days, practically a sinecure and yet I find that the late Bank Manager sanctioned the employment of J. Basey @ £5. a month to look after and ride the Station. Amundale - with J. Smith, one of the so-called Hacks @ £14. 10. 0 a month - apparently in attendance on J. Smith and J. Basey - a somewhat expensive department - you must admit. No doubt J. Smith is too old and decrepid to ride a fiery querry through brad like Amundale. I saw St. George on Johnson's Islands, he looks very fit and well and carries his years quietly, but I must say that I am sorry that his services should have been wasted on the matched lot of old crippled mares selected for mating with him, as, in my humble opinion, they are not worth breeding from. In conclusion, saying these somewhat lengthy remarks on Farm matters, I trust that I shall not be considered by the Directors to have gone beyond my province.

2. From what J. Smith tells me it would appear that besides the saddle-tree, shipped per "Thetis", and referred to in Mr. Harding's Remarks on Stores of July 20th 1895, No 10, a second saddle tree must have been put on board the "Thetis" at Carriacou, according to

203
Dr. Nichols's advice on page 7 of his letter to you
of July 24th, 1895, but, owing to his having omitted
to report the fact to Dr. Harding, the latter naturally
did not include it in his list of boxes, parcels, etc. I
merely mention this, because C. Smith would very much
like his old saddle tree back again.

11. Please to effect the following insurances:-
200 Pales @ £10. per lb. for account of Chas. Hardie.
200 " " £12. " " " " " " Dean & Assoc.
55 " " £6. " " " " " " Mrs. C. Hanson.
200 " " £16. " " " " " " Alex. Pitkin & Co.

5. I have secured Pitkin's wool for ship-
ment per "Thetis", and I think young Cameron would be
proud to give us his, subject to his mother's approval.

6. As regards steam costs for H. D. Ship & Co., you
had, I think, not more in the matter without consulting
the Admiralty authorities. It is now beyond doubt
that this will shortly become a second class Naval Station,
and the approaches to Stanley strongly fortified. An
officer of the "Retribution" told Dr. Harding in my
absence at Currier that they feared that they would have
to go to Sandy Point for coal and that the Senior Officer
had already written home, asking the Admiralty to
send out a collier. The "Basilisk" has just taken 30 tons
of the "King of Bays" coals and it is fair to presume that
the three gunboats will easily clear the run. I have
on mail service between here and Antwerp, thus having
some for the "Retribution". In discussing the matter with
the Admiralty the enclosed rough statement will enable
you to prove to them what little encouragement we have
had

had to hold a large stock of steam coal for H. A. ships. The house of course retained a sufficient quantity of the "House of King's" cargo for consumption in the "Hissie" etc. for several months to come.

7. Mr. Bellows has this week been fined \$300. under clause 17 of the Lamb Ordinance, viz. \$5 per head on 60000 sheep, although it was admitted by the Sub-Inspector that he had only found one scabby sheep amongst the flocks he inspected. Pitstunge, A. has on the same grounds been fined \$195. These enormous fines will no doubt be ultimately remitted or, at least, a large portion of them. The fact is it all turns on the interpretation placed by the Court on the word "liable" in the eleventh line of the aforesaid clause; Judge Thompson contending that under the Ordinance as worded, he has no alternative but to inflict the maximum penalty - as one scabby sheep renders the whole of the flocks on the Station infected within the meaning of the Act, in spite of sub dividing fences, etc.; the Acting Chief Inspector arguing that although the flocks are generally quite apart and free from contagion when in paddocks or parks divided by sheep-proof fences - the fact of their having to be worked through the same pens at shearing and dipping - renders them liable to infection. If Judge Thompson's interpretation of the word "liable" be correct, the wording of clause 17 should have been: - "the owner thereof shall upon conviction be finned two pounds for every such infected sheep." This clause will most certainly have to be amended - when Bellows, Peake and Pitstunge have sent in their proposed Petition for a remission of their fines.

if the existing state of the law be allowed to remain in force.

8. An unpleasant incident has occurred in connection with the "Lantha Gale", that vessel having, after putting into Long Cove in distress, viz. loss of sails, etc., been seized and ordered into St. John's by the acting collector of Customs on the coast, who displayed both incapacity and "triste de gale" in the matter. During my visit to St. John's the doctor was charged by the collector of Customs here with a breach of clause 5 of the Customs Ordinance of 1896, but after hearing the evidence, that official was very glad to withdraw from the case as the prosecution had utterly failed. The same afternoon, an Executive Council was held and the Governor was pleased to release the vessel. I have, as British Consul, sent particulars, etc. of the whole thing to the Owners, Messrs. Brown & Blanchard, urging them to claim damages from the Colonial Government here for illegal seizure and wrongful detention through the blunders of the Minister for Foreign Affairs at Santiago. As the doctor has hardly sold any of his cargo here, the Customs Officers have not been able to surmount the vessel, so he is on the point of leaving St. John's with a Customs Officer on board, in the hope of disposing of the goods and ballons in some other ports. In any case it will have been a most disastrous trip for doctor and Owners.

9. The enclosed Report of Progress will acquaint you with what sharing has been done so far in the three sections. You will, I think, find that it does not compare unfavourably

unfavourably with former years although all the three
 shepherds report that the sheep are still clearing rather
 light owing to the cold, stormy weather and that there
 is not much gold in the wool.

I am,

Sir,

Your obedient servant,

Andrew C. Baillou.

Enclosed.

Enclosures

Duplicate letter to F. E. Cobb Dec 18th

Statement on account Dec 15th

Sendfne haage № 1791 - £6.0.0

Store Incident No: 201

Coasting Insurance December

Stacey Wages Return Dec 31st 1896

Pres copy of S. A. Mearns; Bristol account Dec 31st

Dr. R. Goldworth's cheque on Spindley & Co. £5.

Return relating to Steam coal

Copy of Clifton's précis of Stanley's correspondence

Mail Table 1897

Copy letter from L. Make Dec 21st 1896

Hearing Progress Report

Statement on account to

61.
 "Harris".
 not surely built.

January 7.

Sir,

My last despatch to 61 left here by H. L. S. "Masilick" on the 21st inst., and should reach you in the second time of my days from here, as I see that the "Harris" is due at home on the 4th. The "Harris" arrived here at 11 a.m. yesterday, after having encountered the full force of the terrific gale which raged in the Bay of Biscay from the 3rd to the 6th December. The passengers are all well, and the cargo so far does not appear to have suffered much, but the vessel herself sustained very severe damage. Captain Mulderhof is making a Protest as regards the cargo in every port at which he discharges. The "Harris" brought me your despatch of 20th of 11th November, with all enclosures in order.

4. Dec. 9. I note the decision to which the Directors have come with reference to the proposed advance to R. B. Bull and are not surprised to hear it. He does, as you surmise, propose to start with a capital of £5000, and undertakes to pay out of the earnings of the station £250, and interest - in addition to the necessary working expenses. As far as I know Milner has not asked Bull for any security. However I now know what to do.

1. Dec. 9. your instructions as to the eight towns

which & both sides of drafts in favour of the London & River Plate Bank are
 damaging Christy, London. noted.

noted.

4. Dec. 12. I regret to say that Turner has not yet had time to make up an inventory of the gear, etc. salvaged from the "Hampshire", but I will get him to do so as soon as possible. I wrote to Mr. Casper by the "Brazilian" informing him that I could not get a reply from the Owners, Hartung & Co., to my various letters asking them for direct authority to sell the hull.

5. Dec. 13. I am obliged to the Board for offering no objection to the warehouse which I have erected at my own expense.

6. Dec. 17. I will communicate the Board's decision re the Query to H. Turner by the next West Falkland mail.

7. Dec. 19. I need not say anything further on the subject of steam coal for H. M. Ships at present. I will convey your remarks to the Senior Officer, who only yesterday told me that he quite understood the position in which we are placed - and that far from attaching any blame to us, he regretted that the Admiralty had not been able to give us more encouragement to hold a fair amount of stock always on hand.

8. Dec. 21. The same idea about the missing casks of Balzer's dip occurred to me, but we had only sent a small number of casks of Mess'rs' out to Seal Point, and so Arthur Feltus assures me that they were not sent to him in mistake. I do not think that the mistake could be made with Little's as the latter are quite different casks.

9. Dec. 25. I note your remarks re the young

270
settlements. The price, which I regret having omitted to report to you, is \$25. and \$2. value, if broken.

10. Par. 26. I have to thank you for the copy of correspondence with reference to the Quaker Church, which is quite conclusive and therefore satisfactory. The Baptist Minister in question is to be married tomorrow to Miss Lelliman.

11. Par. 27. The question of the "Lohio's" future shall have my attention as early as possible, and I will report to you later on the subject.

12. Par. 28. The list of Camp Furniture you have kindly had made out is of course a copy of the details we have on record here. In going over things in our late Camp Manager's house, I found almost everything there according to the list with the exception of a few odd things lost, broken or worn out in use. As I have already told you the desk, which Mr. Nichol has expressed a wish to have, is a very inferior piece of furniture which I bought from Black and which I presume the Boarding took over from me for the use of the Camp Manager - but I cannot possibly find particulars of the price. A small sum however has been credited to me about that time, but I cannot come across the office book. I will ascertain from Mr. Nichol which were those she would wish to keep and then let you know the price of it. Mr. Nichol had three private horses, one of which Mr. Nichol is anxious to take away with her and the two others will have to be sold and the proceeds placed to the credit of his account. You will thus see that we cannot finally close his account just at present.

13. Jan. 21. The "Thetis" boat will be quite ready for Captain Rees on his usual leave.

14. Jan. 22. With reference to the "Thetis" turning out the tallow one cask short, I find that Mr. Nichol wrote to me as follows on Jan. 21st: - "Please tell Capt. Rees from me that there is a difference of one cask between his count and mine - he having given us receipts for 527 - and my particulars showing 528. I told him when he left that 527 was right, as I was under the impression that 528 was the cask sent into London for use in the 'Blackburn' shop - and I only discovered yesterday by accident that this was not the case." - I will write to Noble about this.

15. Jan. 26. I note your remarks as to the delivery of the "Thetis" cargo, etc. - and I do not anticipate any difficulty in filling her with Wool as we are now out of Hannover's, Greenland's and Pitoung's produce. I shall be able, however, to say more about this as soon as I have seen Captain Rees.

16. Jan. 27. Thanks for pointing out my mistake in giving the schooners 10/- a ton freight instead of 5/- but they can certainly do with the larger credit.

17. Jan. 28. I fancy that you are a little under the mark when you say the potatoes you send us from London cost only 5/4 per cwt. including the price of the bags, hatching, etc. We buy the Kaffel potatoes because there are usually not any others to be had just at that time, we make a good profit on them and did we not buy them, some one else would and make that profit.

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

Enclosures

Duplicate - Dispatch No. 60

Store indent No. 201

Coasting Insurance Drafts

Stanley Wags Return Drafts 3rd

Shearing Progress Report

Statement on accounts January 2nd

Store indents No. 202

Shipping Report

Statement on accounts

Store indent - J. F. Filton

62.

H. M. S. "Acorn"
at Montevideo.

January 12th, 9.

Sir,

My last despatch left this per "Harris" on the 6th inst. The "Acorn" arrived here at noon on Sunday, having taken nearly 10 days to come down, and she leaves again tomorrow in order to catch the "Hile's" mail of the 23rd inst.

1. I enclose herewith the draft for £105. 19. 6 on the Accountant General of the Navy for Meat, Bread, &c. supplied to H. M. Ships here up to October 31st, 1876. I delivered 20 tons of coal to the "Acorn" yesterday.

2. H. B. the Governor has been pleased to remit three fourths of the fines recently inflicted on Messrs. Paske, Pollard and Pilotinga under the Seal Ordinance, providing that they obtain clear certificates within three months of their conviction. I expect to hear by the next West Falkland mail that Messrs. Paske and Anson have been heavily fined.

3. Mr. Paske has just informed me that the good Mr. Lyle & Co. have sent out his hydraulic press without any pumps, thereby rendering the former entirely useless to him. We have not got a copy of his order for the Press on record in this office - it having been sent direct to you, but Mr. Paske tells me that he ordered a Press complete - not deeming it necessary to mention

Frank C. Cobb Esq.
 Managing Director,
London.

such

more than the stipulated 1000 lbs.

6. I am sending by Ocean the Port Stephens and Peble Island accounts by this mail, so you will doubtless receive the amount of the debit balance on the former account, the latter one being in credit, as well as Mr. J. H. Cairns' private account.

7. Herewith enclosed I send you a statement of the loss sustained on your shipment of Beer and Whiskey per "Tanis", which has been verified by the Customs Authorities here. In support of your claim against the Underwriters, the only document I am able to send you is ^{an} ~~a~~ copy of Captain Beckendorfs Protest before the German Consul here. Mr. Schlottfeldt went over to Sandy Point by the "Tanis", so I cannot get anything from him.

I am,

Yrs,

Your obedient servant,
Andrew C. Naillon.

Enclosed.

Enclosures

Duplicate. Despatch No: 61

Store Invents No. 202

Statement on account January 5th

First of Exchange No: 1798 on A.C. of Navy £465.. 17.. 6

M^{rs} Dean's cheque on London Joint Stock Bank £ 13.. 16.. 10

Protect (copy) and Statement of damage to cargo per
"Tavis"

Statement on accounts

such a vital part of a hydraulic press as the pumps. Unfortunately he is now at Port Louis, so I cannot communicate with him before this mail closes. He trusts that you will make every possible effort to have these pumps shipped by the steamer leaving Melbourne on the 10th proximo. Mr. Parker has had a further mishap, the cylinder of his press at Sydney having given and broken badly when he had about 50 bales more to press. He will probably write to you direct on this matter, and I am of course, not in possession of the necessary details, dimensions, etc., to enable me to order a new one made. I hope to be able to ship about 90 bales from Sydney by the coming steamer - but the Port Louis clip will now be delayed considerably by the non-arrival of the pumps.

5. Steaming is progressing favourably at all these stations, the number of bales pressed on the 7th inst. - being as follows:-

Queen's Harbour	295 bales
Walker Creek	265 "
North River	471 "
Total	<u>1031</u> Bales, of

which I hope to be able to ship fully 900, and possibly a few more. I have only asked for space for 800 bales as Messrs. Blake, Bucknall and Parker have all made urgent requests that some of their wool should go home by the first steamer, besides which I have about 100 bales of clients' last year's sheepskins, which they expect to be shipped by her also. I trust, therefore, that the "Ansonia" will be able to take a few

63.

"Amman".

via Rotterdam.

January 19, 7.

Sir,

My last despatch, left by H. S. S. "Amman" on the 13th inst., and the "Amman" arrived here yesterday (18 clear days before her anticipated date) bringing me your despatch of 9th 11th 2 of December 19th with all enclosures in order.

1. Herewith I send you an amended statement of claims on the Ale and Whiskey shipped per "Amman", certified to by the Collector of Customs, which I trust will enable you to recover from the Underwriters. We had misunderstood Mr. Lushbon's figures in the first instance.

2. Enclosed you will find copy of a letter from Mr. Isaac Parker relative to his fees, purports, etc., which I respectfully add as a rider to my Remarks, submitted by this mail.

3. I shall be glad if you could obtain legal opinion, unless you can personally supply the information, as to whether the fact of Noble, for the sake of economy in time and money, making small gear for the shearing machines, constitutes an infringement of Messrs. P. & Bell's Patent or not? For instance the base plate costs 6/-, but through the breaking of a small pin it is useless. Noble has and does put feathers into them again.

And H. C. Cobb Esq,
Managing Director,
London.

5. I enclose, for your information, a report on

on the shearing progress up to date, together with specification of all wool pressed. The reports from the three shearers are satisfactory, and all seem pleased to hear of Mr. Blake's temporary barge management, with the exception of Armstrong, who appears to look at it in the light somewhat of a sort of ^{want of} confidence. However I feel sure that Mr. Blake's acceptance will be all that he could desire, and trust that the barge's interests will benefit by his judgment and experience. I hope to see him here by the "Fortuna" before the departure of this steamer, as he is very anxious to have some of his wool shipped by her - and he could then be out at Cairns early next week, which would enable him to see the best blue blocks before shearing - a thing he is particularly anxious to do.

6. The "Hornet" left here for North Arm on December 21st and only got back on January 16th, having been wind bound at Blacken Island for nine solid days! Can I possibly control the wind? and get there? Papper and Schlotfeldt make no allowance for such an occurrence, and had I failed to have the 1200 promised bales for this steamer, Mr. Mailloux must, according to Mr. Schlotfeldt, be the one to suffer. I am still expecting the "Fortuna" with wool from Hill Cove and Mullins Bay, and the "Fair Rosamond" from Canmore Head - as both these clients insist upon having some wool home by this steamer; I must however that 875 bales of one wool will be considered a sufficiently large shipment under the circumstances.

9. 10 9 11. Par. 29. My opinion is that the "Lobins" would be more useful to us as a hulk here than anywhere else, but would suggest that the matter be left in abeyance a little time longer, as I think that there might be a chance of selling her to the Admiralty, and I should be glad to know the exact figure at which the Board would sell her, in case the Senior Officer asks me the question. - The hulk question is, I hear, likely to shortly become acute - as Captain Parrott has, I am told, declared the "Great Britain" to be in the fair way, and there are rumours that we may be called upon to move her and all our other hulks. If the Governor's outrageous little scheme be carried out, and that the Admiralty construct a pier or jetty in connection with the proposed establishment on this side of Hoog Point - the navigation of the harbour will indeed be difficult and dangerous. Mr. Cotton, the skilled mechanic, who came to take soundings, etc. for the jetty, has finished his work and returns to England by this mail. I am pained to understand that he finds the bottom of the harbour where he has sounded to be practically nothing but mud - soft enough, as Cotton puts it, for a man to swim in. The harbour could therefore be very easily dredged.

10. 10 9 11. Par. 21. I send you herewith a list of what salvage is in my hands belonging to the "Helsingfors" - which Turner is going to sell by auction next week and which he values at about £ . . . I do not see how it is possible to estimate the probable value of the hull and cargo in their present condition. The former would be useful in case a vessel happened to

come in here, requiring several yards, etc., in which case, the purchase money would very soon come back with interest. There are three very fine boats, which I shall not sell at present, as in the absence of all competition, I do not think that they would fetch their value.

9. Mr. Berleand has just sold Montague House to Mr. R. Hardy for £1100., £500 cash down, and the balance in annual instalments of £125. each. It is supposed that Mr. L. H. Owen is at Hardy's back, but this is merely hearsay - and I can, in no way, vouch for the accuracy of the statement. Hardy intends to start a store on a somewhat large scale. I held 3 drafts upon him for £50. each, sent by a Bank in Newcas Dues for collection - the first of which matured last week and was punctually paid.

10. Par. 2. The divorce funds for Mr. Buckworth were at once shipped by the "Fair Rosamond" - so until he returns from Curacao Road, I cannot say whether any were lost or not. As soon as I have ascertained the facts - I will, if necessary, obtain a certificate from the agent, to enable you to claim the insurance money.

11. Par. 3. I will communicate the Board's decision as regards expenditure on the Fair to H. Lumsby by the next West Falkland mail.

12. Par. 4. I will not touch on the subject of sheep for the Praeger, until I have been able to talk things over with Mr. Blake; although I think it quite likely that the Dutcheirs would be able to increase somewhat the numbers already promised by them.

I have as yet been unable to find any ~~inquiries~~ ^{inquiries} from you with reference to my not calling the number of sheepskins shipped. The only one I can call to mind being as regards not calling for less than 100 bales. However it is now noted.

13. Par. 5. I have read and carefully noted for future guidance your remarks as to the condemnation of coal cargoes. How about the "Glenquarrie" cargo - although it has been under water for a year now?

14. Par. 6. You are quite right in attributing the delay in shipping the remainder of the Weddell and Spring Point wool to the Managers of those two Stations; more especially in the case of the former who, as already reported, actually refused to give Randalls between 50/60 bales; they were short-handed at Spring Point during the greater part of last season which delayed the shipping & as you correctly surmise, I had no favourable opportunity of collecting such a small quantity until very late in the year. I do my utmost to oblige all our clients in this as in every other way - but it is not easy to please them all and some one's wool must be the last.

15. The cylinder of Mr. P. Parker's press at Fitzroy broke the other day - and he has requested me to ask you to send out another with as little delay as possible. I am afraid that the "Hornet" will not be in with the price before the steamer leaves, but Messrs. Haywood & Tyler & Co. supplied for the same press a 6" C.I. Ram, as per their invoice of September 30th, 1895, they ought to know the exact dimensions of the cylinder now required and I trust that there will be no trouble or delay over this order.

26. With reference to the affairs of the late Dr. Richard, to which I have referred more fully in my private letter to you, I am now able to send you here with an authority from his Executors to pay all moneys due to her to Messrs. Hays, Schumetter and American.

27. The reports just to hand (May. 21st to 4th) from all three sections are perfectly satisfactory - and the enclosed Shearing Report will acquaint of the progress made in that work.

28. I shall be glad to hear that you have succeeded in finding a successor to Dr. Eastment; the latter's time is getting short.

29. Since writing par. 12 of this despatch, I have heard your instructions in the despatch of Aug. 1886 with reference to not cabling the number of sheepskins shipped - and I regret having overlooked the same. I imagined that your object in wishing to have particulars of our shipments was connected more closely with your financial arrangements than the convenience of your Wool Buyers.

I am,

Sir,

Your obedient servant,
Andrew C. Baillou.

Danvers.

Enclosures via Monte Video

Store Indents No. 203

Store Indent J. J. Filson

Remarks on Stores

Certificate of Collector of Customs as to damaged goods for "Tania"
list of goods salved re "Glenbowan"

M^r Nichol's authority to pay Kay, Schnettan & Anerson

Extract from letter from M^r. V. Eicke

Shearing Progress Report

Statement on Accounts

Remarks on Accounts

Shipping Report

Specification and Bills of Lading per "Annon"

See copy of list of enclosures to Tilbury direct

Ms. 100

Enclosures to Tilbury

Duplicate. Despatch No: 62

Statement of damaged goods per "Tami"

Statement on accounts January 12

Sundry Exchange No: 1798, £465. 17. 6

Specifications of Wool, N.A 1-552, D.H. 1-368, W.C 1-265.Enclosures (Originals per "Amman" via Alhas)

Duplicate - Despatch No: 63

Store Invents No: 203

Statement on account

Remarks on Stores

Shearing Progress Report

Remarks on accounts

Specifications of Dressed and Wool

64.

H. A. S. "Brazilista",
via Montevideo.

February 5th 7.

Sir,

My last despatch left here per B.
 "Ammon" on the 29th ultimo.

The "Thetis" arrived here on the 2^d instant,
 all well, although she met with some very heavy
 weather soon after leaving England. I will leave
 Captain Lees to report to you fully on the incidents of
 his voyage out. She has a considerable list to port, but
 the Captain tells me that she had that on leaving dock.
 We shall proceed to discharge her with all possible des-
 patch, and may put the bulk of the cargo for Staating into
 the "Great Britain", as we cannot fill up the lighters just
 before the arrival of the outward mail. This reminds me
 to ask you if you still hold your objection to have a port
 hole cut out of the port side of the "Great Britain", as this
 would be an immense convenience and save a great
 amount of labour? After consultation with Captain
 Lees, I have decided to keep the cargo for Waddell Island
 and Mr. Pinner in the vessel - as if he could not get into
 Spring Point - he could go over to the former Island first,
 and go to San Carlos from Fox Bay, although Mr. G. G.
 Cameron has just written me to say that he wants his
 stock to be shipped by the March mail. However I shall
 see him in a few days, and hope to persuade him to ship
 it

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

it by the "Thetis" after all. Mr. H. Parker's ship arrived safely and in capital condition. I will report on the Lumber Oil cranks as soon as possible. I will give the Thetis' arrival thus: "Thetis belagado." (February 3rd)

3. I am sending to your care 2 watches belonging to Mr. C. L. Williams, which be good enough to have cleaned and repaired and sent back here at your earliest convenience.

4. Please to effect the following Insurances:-
 For account of Mr. C. Hansen 60 bales @ £6. per bale
 in lieu of 55 as claimed in Dec. 4, despatches at 60, and
 also 40 bales @ £10. per bale.
 For account of Mr. Jos. Robson 16 " " " 10. " "

5. I enclose herewith a certificate from the Cosmos Agent relative to the death of one of Mr. Buckworth's dinner parlors on the passage out per "Harris"; he claims £4/- Another one died on board the "Fair Rosamond", but I presume that they were only insured to Stanley.

6. With reference to a remark made in one of your private letters to me, Mr. Schuchlen has recently examined and overhauled the moorings of the "Great Britain" and all our other hulks and reports to me that they are in perfect order.

7. It is pretty certain now that we shall sooner or later have to move the "Great Britain" as, although I do not for one moment think that the Governor's big belly will ever be commenced even, it appears that in view of the basing station scheme, Government will shortly construct a passing dock, pier, etc. just a little

to the execution of the 'Great Britain's' masonry, in fact a gang of men are actually at work here, etc. and Colonel Lewis told me the other day that it being a case of now or never, he hoped that the work would be completed in 2 to 2½ years from now. All this means great and important local changes at no distant date, and embraces, I take it, the value of the Company's property in Stanley very considerably. H. A. S. ~~Quilley~~ left here last Monday with the Governor and Colonel Lewis on board. After doing some firing etc., they were to proceed to Port Louis in order to judge of the quality and quantity of the famous stone to be found there, then on to San Carlos to select or rather ascertain the best landing place for a cable from San Diego or elsewhere, and then on to Port Bay and Port Edgar - returning here tomorrow in time to despatch mails, etc. by the 'Basilio'. The 'Beagle' arrived here at noon on the 3^d inst., but left half an hour later in order to meet the Senior Officer at Port Edgar.

4. I enclose, for the information of the Board, copy of a letter or report just received from Mr. Blake. It speaks so much for itself that I will abstain from comment thereon, beyond expressing the hope that he will have time to complete or at least, consolidate the good work he has begun. It is indeed refreshing to read such thoroughly practical remarks, and there can be but little doubt that his short tenure of office will have a most salutary and far reaching effect on Successors, shepherds and all hands. - They have finished shearing at all these stations but I have not time to

send you any Returns beyond informing you that the total number of sheep shown at Carnarvon is 50,000, giving 5000 bales of the total weight of: ^{5. 18. 3. 12} 169,183 lbs. showing an average of quite 7 1/4 lbs. per sheep. The second bank marking on that section shows an increase of 92% making nearly 82% on the whole; but the usual Returns will be forwarded to you as soon as I can complete them. I am particularly pleased with Mr. Blake's clever and successful manœuvre as regards the wares for the two districts, and I feel sure that both the North Arm and Walker Creek men will be equally amenable to reason. His remarks as to the shearing and handling of the fleeces is not such pleasant reading - but I trust that in a year or two, "the brand" will be held in somewhat higher estimation. I shall be very anxious to read Mr. Blake's report on the North Arm Section, although he will be too late to see any shearing done there.

9. I regret to report that the S. "Pass of Belvedere", Tovar, from Liverpool to Esquimault, with a cargo of tin plates, salt, cement, etc. in being to come up Port William on the 31st ultimo, got on shore on the lower Tussock Island and remained there until H. M. S. "Retribution" towed her off the next morning about 6 am. and later in the day she was brought into the inner harbour by H. M. S. "Herald". This vessel had got as far as 70 West, when she put back having lost some sails, but chiefly owing to the refusal of the Officers and men to go further westward with Capt. Tovar in command, he being, in their opinion, unfit to have charge of his ship. From that time, viz. about six days before reaching Stanley, the doctor had nothing

whatever to do with the navigation of the ship, from the
 time and the first Officer was in charge when she went
 ashore on the Tussac Island. It appears that some seven
 or eight days before she put back, the Captain had a bad
 fall, cutting his head severely - which led to his officers
 and crew making a charge of drunkenness and insubordi-
 nation against him, ending in their refusal to take any
 orders from him. Late on Sunday night, whilst the ship
 was on the rocks, Captain Tovar came up to Stanley to
 obtain assistance from one of H. M. ships and during that
 time the crew breached the cargo, pillaged the Captain's
 cabin and all got drunk, the Officers evidently having no
 control over the men. The Doctor, either from the effects
 of the accident or previous drinking, was, for the first
 few days after his arrival here, in a sort of dazed state,
 and apparently unable to rouse himself or take any action.
 He is rapidly recovering his wits, and has once more
 taken command and asserted his authority on board.
 However it is to be hoped that the real facts of the case
 will be elicited at the Official Enquiry into the whole
 matter, which is to be held on Monday next. A survey
 of ship and cargo is now being held (Feb. 6th) - and it
 is pretty certain that until a diver has examined her all
 over below, it is impossible to say what damage she sus-
 tained during her 20 hours stay on the rocks. When she came
 in, she had nearly 6 ft. of water in the main hold and about
 3 ft. in the fore peak - but McDougal and his men have
 reduced that to less than a foot in the hold and about 2 ft.
 in the fore part of the ship. The amount of water has been
 considerably increased by the discharging of a large quantity

of the 500 tons of salt which she has on board. It is to be expected that the cement which is at the bottom of her will be considerably damaged - if not rendered absolutely useless. I am afraid this will be a troublesome business.

10. The Government Pilot boat "Victoria" - after landing stores, etc. at the light-house on Friday the 29th ultimo went on to the rocks there and soon became a total wreck. As no lives were, it is certainly a matter of congratulation all round that this craft has ceased to be a constant source of danger to those who had to go out in her, and it is to be hoped that it will lead to the local Pilot service being improved, both as regards the craft and the man. I have again written to Sloops, and will send you a copy of my letter by the next mail.

I am,

Sir,

Your obedient servant,

Andrew C. Baillan.

Manager.

Enclosures

Duplicate. Specification of Shipment per "Ammon"
 Specifications of Wool D.H. W.C. N.A.

Camp Wages Return December 31st 1896

Specification of Wool S per "Ammon"

H. Schlotfeldt's certificate of loss of 1 pair per "Tunis"

First of Exchange No. 1855 on acct Genl of Navy - £74. 5.0

Coasting Insurance January

Store Indents No. 204

Remarks on Stores

Copy letter from R. M. Lake February 3rd

Statement on accounts

65.

'Abgdas',
islandy Point.

February 11th 7.

Sir,

My last despatch left here per
 H. L. S. "Masichik" on the 6th inst. The "Abgdas" arrived
 here early this morning, bringing me yours of 4th of
 January 1877, with all enclosures in order. I shall not attempt
 to answer the latter in detail by this mail, containing, as
 it does, reference to so many important matters and to
 which I could not possibly do justice in the time at my
 disposal, but the "Beagle's" mail ought to reach you only
 four days later than this.

1. Par. 4. The matter of the "Elliot's" accounts
 shall have my attention immediately the mail has gone;
 but in any case I could not see to the statutory declaration
 you ask for in time, as Judge Thompson is fully occupied
 with the Official Inquiry as the "Pass of Balmahie".

2. Par. 14. I am quite aware as to the respective
 value of a Note of Protest and an Extension of the same,
 but Wilson was so hopelessly intoxicated at the time,
 that he had almost to be carried to Government Office
 to do the voting - and left Stanley immediately afterwards
 for New Island, whence he has only just returned, on
 hearing, I presume of his wife's death. He has not been
 sober for twenty four consecutive hours since his return,
 but I have written to him today urging him to at once

Frank. G. Ball Cape
 Languey ~~Quinton~~
 London.

make

make an abatement of his Proct and I will send it to you by first mail after I receive it. In the meantime, I enclose copy or rather the original of a report only just received from Mr. Wm. S. Williams of Waddell Island, relative to these sheep-skins.

4. Para ⁵/₁₃. I note your remarks as to the age of our steam coal and the complaints of the Engineers of H. M. Ships on the subject - which are practically what I have already said both to the Senior Officer and Captain. Keane of the "Narragansett". As to my having gone so utterly wrong over the bag question, I must respectfully disclaim any ~~act~~ or intention to presume to alter a custom of forty years standing - but when the Senior Officer makes it an imperative condition that it should be bagged what am I to do? You refer to a contract - but I am not aware that we have any actual contract for coal with the Admiralty. I see the old contract dated January 14th 1889 says "to be delivered free of lighters charges" - nothing more. You must bear in mind that every time we move the "Polar" of New York it costs us \$4. to do so ^{and the expense of the "Polar"} and I question very much if the labour of bagging 20 or 40 tons - that being the quantity the quaborts take at a time now - amounts to that sum - but I will ascertain exactly and let you know. I at once communicated the contents of your Para. 13 to the Senior Officer, but have not yet heard of our having an reply.

5. Para. 6. I enclose, for your information, copies of the whole of the correspondence with Lloyd's relative to the local Pilot service, telephone, etc. We had already tried your plan of firing steamers at certain intervals on the wires - but not with complete

success. However I am glad to be able to report that communication was established through the freight office to the Light House on the 9th inst., but when they tried to acquaint us of the arrival of the mail there was a fresh break down - which ascertained to be not on the sand track, but on the other side of the premises. I hope, however, that it will be in working order again in a day or two.

6. Par. 7. There has been no favorable opportunity lately of sending the late Capt. (Capt. G.) Adams on to his widow, but I will do so by the next mail.

7. Par. 9. It is a fact that the telephone between the Stores has been in disuse for some time past, and I do not think that our business has suffered in any way from the fact. It got out of order during a violent thunderstorm some two or three years ago, but I will now get the electricians of the "Reliance" to have a look at it and put it in working order once more.

8. Par. 10. I have no other wish or intention but to follow the custom observed during our 20 odd years residence in Stanley as regards the Mills of loading by sailing vessel - which shall be strictly adhered to in future.

9. Par. 11. I will go into the tramway question when the mail has left.

10. Par. 15. As soon as Mr. Parker returns from the camp, I will let him have all the correspondence with the prospector, Igle & Co relative to his coal prices. He has been able to fix up his Citygas pump at Port Louis.

11. Dec. 16. On going through the enclosures again I find that the copy of your letter to the Colonial Office referred to in this paragraph is not amongst them.

1905 Forest Dept report having omitted to give the probable number of sheep furnished by the five outside stations for the Tanager independent of deer, bison and horses etc. They are approximately as follows, kindly told me, H. I. will hold 1200; L. B. Feltner 800, Dr. Thomas 600. I have already communicated your remarks to the Tanager and now wish to bring them over to Mr. Blake and he will be able to decide what sheep are to go from each station.

12. Jan. 19. By 10.30 a.m. I think, as far as
practically fully, taken with the sundry accounts, etc. which
accompanied them, to the shipment of same, etc. for
"Lameri" and I trust that this receipt will turn out a
profitable one. Mr. Blake is now on his way to South Africa,
and after a ride over the camp and a chat with Mr. Ball, he
will undoubtedly make up his mind as to the disposal of the
same. Mr. Handberg is quite under the impression that
a statement of disbursements on account of the "Lameri"
accompanied the receipts for Pitotage, etc. enclosed in
my last note to 10.30 via South Africa. He would not
possibly send a receipt for payment of the Customs Office's
charges until after the departure of the "Lameri" and I
thought it better to send all the receipts at the same time.

118. Par. 2's. From the enclosed copy of the
Commissioner's Notice of Sale of the "Harta" and her cargo,
you will see that ship and cargo were first ^{put} up separately,
but, that in the absence of bidders, they had ultimately to

be sold in one lot.

15. Par. 25. Mr. Dorset promised that he would sign an account of our disbursements there on behalf of Messrs. Dimes & Co. on his arrival in England, which I trust he did.

16. Par. 26. Mr. C. H. Hill, the Shipping Master, is one of, if not the most arbitrary and overbearing official I have ever met. As already reported by me to Mr. S. H. Sears, I approached him in a most calm and temperate manner as to the engagement of the "Richard Williams" crew, but he was obdurate, maintaining that he could not possibly sanction the engagement of sailors to work ships, any more than to build houses, or any other class of work on shore and that no action existed in the Merchant Shipping or any other Act, which would make such a proceeding legal. I was not aware that he had made the Master pay his crew 10/- a month extra.

17. Par. 27. With reference to your remarks in connection with the Office Journal, I will only say here that we have had a new Journal in stock for some time past. It was sent out for the Store, but being its office pattern, we retained it and ordered another one for the Store.

18. Par. 28. I have already reported to you as to the loss of our divorce fund for St. Michael's for "Pam's". I believe & if not I phantasied did on board the "Pam's" from natural causes - but as you informed me in 840-9 that they were insured for sea sickness only, I did not think it necessary to report the mortality which occurred. -

19. Mr. Henry Alden writes me that the invoice for the Sewer Press is something too "teen" altogether. When I ordered it I thought it might be about £20. Would be good enough to ask Mr. Cobb to enquire of Messrs. Buck & Hickman if they have not made some mistake in the price?

20. The official inquiry into the putting back and shunting of the "Sewer of Richmond" having lasted three days has resulted in the suspension of the Master's Certificate for 6 months and that of the Mate for three months; but this will not of course come into force until the Board have sent out substitutes for these two Officers. The Court consisted of Judge Thompson with him a Power of H. H. L. "Retribution" and Captain Ross. As you will have seen by the copy of Report of Survey sent you by the "Russell's" mail, the Surgeons recommended that a diver should thoroughly examine the vessel under water, and Mr. Pellini has contracted to do so for a sum of £100. but the weather has as yet not been favourable enough for the operations. They have been able to keep the water under with the one pump available and as soon as we have the Quin's report, a decision will have to be made as regards any necessary repairs, the re-stowing of the cargo, etc. The large proportion of the salt has been dissolved. Cunningham was clearly proved to have been the cause of the Captain's accident and subsequent incapacity to take charge of his ship, etc. The whole proceedings connected with the putting back, stranding and beaching of the vessel are most disgraceful, and reflect disgrace on all concerned.

28. The meeting is now over at all three sections and I send you a progress report, as complete as possible, without the final figures found with them. Both Carver & Mr. and Walker break down a fair increase in the total weight of wool - but you must, I fear, be prepared for a falling off at Southdown. Mr. Blake's last letter to me, a copy of which I enclose, will acquaint you with his movements, etc. during the past few days. His report on the Walker Creek section mill, I take it, he considered very satisfactory. Birdseyne says that it is much better to be understocked than the reverse; he is no doubt right. I am much pleased to see the success of Mr. Blake's bold policy as regards the shepherd's wages for the two stud houses. Mr. L. L. Carver informs me that you would write me as to letting him have 8 of the sheep-shearing men. I have written Mr. Blake on the subject.

I am,

his,

your obedient servant,

Andrew C. Naillon.

Harvard.

Enclosures

Duplicate Despatch No: 64

Second of Exchange No: 1805 - £74.5.0

Contracting Insurance January

Store Indent No: 204

Remarks on Stores

Statement on accounts February 6th

M^r. J. Bonner's account current 1896

Copy Report of Survey - Ship 'HMS of Malacca'

Store Indent No: 205

Indent for Limestone - 2 1/2 Tons

Copy correspondence with Lloyd's re Pilgrage

Copy letter from A. M. M. Darius Harbour

Copy auction notice - The "Marta"

Letter from W. S. Williams re loss of "Indesah" & Sheepskins

Clearing Progress Report

Letter for F. E. Cobb

Shipping Report

Statement on accounts

66.

H. D. S. "Beagle"
via Montevideo.

February 22^d 7.

Sir,

I beg to hand you, herewith enclosed, the Balance Sheet and Profit and Loss Statement for 1896. The latter shows a net profit of \$22,954 as against \$27,904 in 1895, which, I trust and think, will be considered satisfactory. The difference in favour of 1896 is, as you will see, more than accounted for by the profit on Farm Account, which is \$27,056 as compared with \$40,862 in 1895. The capital profits realized for your lot at the early sales explains to a very great extent this satisfactory result, but, as the financial management of this department of your business is, at present, in a state of transition, I will refrain from further comment. I may be allowed here to refer for a moment to the enclosed Abstract of Farm Account for the years 1895 and 1896 first got out by Mr. Harding, the figures of which are most interesting and instructive and which will, I think, be of some use to you in discussing matters with your new Camp Manager.

I trust that the manner in which I have dealt with the shipment of skins from New Zealand will be approved by the Board. I do not think that it would be fair to saddle the 1896 Farm Account with their

Yr. obedt. Servt.
 H. D. S. "Beagle"
 Managing Director,
London.

full

full amount, as their services can in no way benefit this year, so consider it better to debit the said year's account with only \$600. of the total cost, leaving subsequent years to pay for the balance.

Fencing Account. The amount of fencing erected has again been considerably under the annual quantity sanctioned by the Directors, but this will probably not be the case any longer as Mr. Blake has already expressed a strong opinion as to the necessity of erecting a quantity of sub-division fences for the best flocks, the Hares and their foals, etc.

Store Account. I regret that this Account shows the large decrease in profit of \$2419. as compared with 1895, but I have on more than one occasion already intimated to you that such a result is inevitable under existing circumstances. The Sales have been \$1548. and the Deliveries \$8355. less than in 1895, but that does not account for the above named deficiency, which I can only do by attributing it to the fact of a very few ships having come in here in distress; the heavy charge on the account when no ships are in - owing to the expenses of the Blacksmith's shop; the increased competition which, however insignificant, must tell more or less, and the fact of our having cut prices down all round to the lowest possible limit, in order to meet the exigencies of the times. The stock of Stores has been taken as low as it possibly could be.

"Sabino's" Coal Account. This account is now closed and has resulted in a profit of \$1626. on the venture. I wish that I could report

to give the sale of the vessel.

General Charges, Consumption and
Buildings Accounts all show a decrease in the
amount expended on them.

Rent and Interest and Commission Accounts
both show a lessened profit, accounted for
mainly by the absence of ships during the year.

Company's Shipping and Repairs. This
first account showed in reality a loss of \$116.
but, owing to the extensive and permanent nature
of the repairs to the "Doris" and "Tilton", amounting
as they did to \$4000., I felt quite justified in
charging \$100. to 1897 and \$300. to Head Office.
The large profit shown in 1896 on this account was
mainly due to bulk hire, of which there was almost a
total absence in 1896. You will see that it becomes
more and more difficult to run our business at a
profit; there appears to be no prospect whatever of
a reduction in Wages and, as a matter of fact, we
find it more and more difficult to find crews for
them, and when we have laid one up during the slack
time, the difficulty has been increased by the fact
that barge men are invariably unwilling hands
just as we want to put a vessel into commission.
It would appear that we shall be lucky if they are
able to make enough to pay for their insurance
premiums, which amount together to \$946.

I am, Sir,

your obedient servant,

Andrew C. Millan.

Manager

Enclosures.

Balance Sheet.

Profit and Loss Statement.

London Office Cash Account.

Statement of Deposit Account.

Inventory of Stores at Queen's Harbour.

Inventory of Stores at North Cove.

Summary of Stock, East Store.

Summary of Stock, West Store.

General Summary of Store Stock.

Balance to and from Camp use.

Consumption Stores on hand in Camp.

Building materials on hand in Camp.

Fencing materials on hand in Camp.

List of additions to Plant - Company's Shipping.

Statement of Schooner's earnings not credited.

Copy of Standing Cash Book for December.

Copy of Standing General for December.

List of Store Debtors.

List of Butchery Debtors.

Abstract of Farm Account, 1895.

Abstract of Farm Account, 1896.

67.

H. M. S. "Beagle"
via Montevideo.

February 26th 9.

Sir,

My despatch No 65 left here for
 S. L. "Algodas" on the 13th inst., and No 66 accompanies
 this.

4. Despatch No 43. Par. 2. I send you herewith the
 Statutory declaration and all the details I can possibly
 collect relative to the accounts and work done on the
 M^{rs}. "Elliot", which I trust will enable you to prove your case,
 should any litigation arise.

3. The "Thetis" sailed for Hill Cove in the afternoon
 of the 23rd inst., but there has hardly been a breath of
 wind unfortunately since she left. Her cargo was very
 much more mixed than usual, and it is a pity that all
 the cargo which has to be discharged at Stanley could
 not be stowed together in the middle of the vessel, thus
 saving endless extra labour and loss of time. It took
 DeLaurie and his men nearly two days to re-stow the
 cargo which had had to be moved in order to get at the
 Stanley cargo. As regards the casks of Lucca oil, DeL.
 reports them as being all in perfect order except two, one
 of which was quite, and the other, half empty, and he
 attributes the leakage entirely to bad stowage.

14. The "Orchid" anchored at Port Howard on
 the 9th inst.

Wm. C. Cobb Esq
 Managing Director,
London.

5. I have much pleasure in being at last able to report that the Lighthouse Telephone is in working order, the first official message having been transmitted last Sunday night about 10.30 when the Lighthouse keeper among them up at Government Office and informed them that H. L. S. "Acorn" had just anchored in Port Williams. Since then, however, another breakage in the wire has occurred close to the Lighthouse, which can be easily repaired no doubt. Whilst on this subject, I may say that I received a few days ago a letter from Col Lewis, R.E. (copy of which is enclosed) with respect to the relative tensile strength of copper and iron wire; which is both interesting and instructive. Further, through the courtesy of Captain Hancock, the Senior Naval Officer I have recently had the services of the Chief Electrician of H. L. S. "Retribution", who has given material assistance in completing the work on the Lighthouse Telephone and has also put the line between our two Stores into perfect working order again.

6. N° 843. Par. 11. I regret having forgotten at the moment that, in indenting for coils (bans) in 1890, explanations were entered into in your despatch book. The Storekeepers informed me that when the Indent was sent, they merely asked for coils and produced their Indent books as proof thereof. On looking into the matter since I find that two sets of fascists were sent out, but could not find that more than one set had been used and, as the second set had never been taken into stock since, I had forgotten that we had them actually here. They have since been discovered in the "Koparia", so I need not trouble you to send more. The fact that they have not been taken into stock is due to their

having been cleared away with the unfortunate Cassin bridge.

7. S. W. S. Par. 29. I quite understand your remarks as to the absolute necessity of keeping intact all Office books and, as regards the Journal, finding that the current those would only take about half of the December entries, we put the remainder at the end of a previous old Journal, which is, of course, the original record. For convenience of reference, I proposed to have these entries copied and bound in the current Journal, and asked for Journal paper to be able to do this. Before asking for the paper, I was careful to make sure that this binding of sections was feasible and, under these circumstances, I trust that you will not object to the plan.

8. It occurs to me that if the freezing scheme does not come off and you cannot send the 200 tons of steam coals in that way - and should it be decided to send a vessel out here in order to take on the "Pass of Mahanah's" cargo, there might be an opportunity of a cheap freight on the coals. This latter vessel might possibly be loaded with coal for the Texas Plate and then come on here. If so, she would require something for ballast, and we might get our coal done at a very low rate.

9. As regards the "Pass of Mahanah", you will see from the enclosed copy of Report of Survey dated the 20th inst. that the Surveyors recommended that the services of the divers of one of U. S. Ships should be applied for in order to confirm or supplement the local diver's report, a copy of which is likewise enclosed. I at once waited upon the Senior Naval Officer who very

carefully secured without damage to any request. The
 bird has been at work under water for two days off and
 on, and is carefully examining the bottom of the vessel
 from stern to stern. I hope to be able to send you a
 copy of his report with this despatch, but as the "Hag"
 leaves at 1 p.m. for prompt business, it is doubtful.

10. As regards various matters I cannot, I think,
 do better than refer you to the enclosed copies of the
 letters I have recently received from Mr. Blake. In the
 course of conversation he has thoroughly confirmed
 the opinion already expressed by me as to the absolute
 necessity of a certain amount of repairs, painting, etc.,
 being at once carried out on the Buildings at Carnarvon, the
 sheds, etc. at House Green, likewise for the mares and
 their foals, etc. All of which I feel sure that the Directors
 will sanction and carry out without further delay, it being
 for the preservation and improvement of their property.
 There are still about 190 bales at Carnarvon and nearly
 200 at North Down, but I cannot possibly get all these
 in for the coming mail. I have now 693 bales of wool
 laid here ready for shipment.

11. H. B. L. "Hag" left for Carnarvon on Tuesday
 for the Officers to have two or three days shooting in the
 Co. Cantonment.

I am,

Sir,

Your obedient servant,

Andrew C. Baillon.

Ans. 28. 10.

Enclosures

Duplicate Duplicated No: 65
 Store Indents No: 205
 Indent for Tombstone
 Statement on accounts
 Hearing Progress Report.

First of Exchange No: 1799 on W. B. Waldron £959. 10. 0
 M^{rs} Deas cheque on London Joint Stock Bank £ 50. 0. 0
 S. A. Missionary Society's accounts to Dec 31st 1896
 Memorandum on Fencing by Unofficial Members
 Cash Vouchers & W. Stores for December last Book
 Survey Reports (4) Ship "Pass of Balnaha", July 18th, 19th, 20th, 21st
 Copy letter from Police Magistrate to Lloyd Agent January 13th
 Papers relating to Mr "Elliot": —
 Statutory declaration with copy of accounts
 Memorandum on work done
 Copy of final Survey Report
 Copy letter from Tel Secy July 17th re Telephone with copy of
 Memorandum by Tel Secy on wire
 Reports from Mr Hake February 13th and 21st
 Remarks on Stores
 Remarks on Accounts
 Statement on account

68.

"Yamoi".
at Montevideo.

March 4th 7.

Sir,

My despatches 4066 and 67
 left here by H. M. S. "Beagle" on the 2nd of ^{the} 4th ultimo.
 The "Yamoi" arrived here early on the 2nd inst. but
 brought us no mail, owing to the breakdown of the
 "Potosi", somewhere north of Rio de Janeiro, into which
 port I understand she has been towed. It is to be hoped
 that our mail will have been sent on from Rio to Monte-
 video by the H. M. S. "Caiman", in which case it will
 probably reach us by H. M. S. "Basilisk", due here to-
 morrow, and I shall then have time to reply to anything
 of importance. The almost invariable arrival of the ~~Yamoi~~
 steamer now three or four days before her advertised
 date is becoming a nuisance. There ought to be no
 less than 5 steamers now on their way into Montevideo
 with some 600 bales of Wool - and although I am quite
 sure of having the 1000 I promised for this steamer,
 had she only arrived here tomorrow Friday the 5th, she
 could not possibly have got away before Monday - by
 which time all the steamers would almost certainly be
 in, and I should be able to ship nearly 1700 bales in-
 stead of 1000 only - the "Yamoi" having room actually
 for about 2000.

I am sending you in the care of George
 Messer,
 Messrs. E. Cobb, Esq.
 Managing Director,
London.

Enclose a parcel containing several broken bolts from the late Parker's new press, which he thinks Messrs. Haywood, Tyler & Co ought to see and respecting which he has, I believe, written to your direct. He is both surprised and annoyed to find that Haywood, Tyler's very costly material and work should have given out in its very first season whereas the work done here by Johnson and Chaplin has stood the test of five seasons' hard work.

3. George Mercer spoke to me about a Pension, but I advised him to submit his case to you on his arrival at home. I do not find any agreement of his in the wife, but he tells me that he has been in the employ some thirty years.

4. The enclosed copies of Reports of Survey, etc. will acquaint you with what has been done in the "Piers of Malincha" since I last wrote you. The Surveyors were not satisfied with Pallini as a diver, so we were compelled to fall back upon H. H. Hips and the Senior Naval Officer has been most obliging in the matter.

5. It turns out that we are running short of droppers, which I eliminated from Capt. King's Indent of 297 of October 29/96 owing to your instructions that you preferred all the materials to come by sailing vessel to appear on our Indent. I am therefore now obliged to order 20000 droppers and some 1" and 1½" Boreing to come by first steamer.

6. I am sending by Geo. Mercer the late Capt. Caughly's Chronometer, (No 2493, Boreing, London) for delivery at the Company's Office. Will you be good enough to forward it to Mr. J. Caughly, of Wellington.

Caracas, Whittier.

7. Shearing is now over at all three locations with the following result: -

		cuts.	qs.	lbs.
D.H.	534 bales	3399.	2.	12
W.C.	420 .	2694.	2.	21
N.A.	934 .	5956.	2.	19
Total	1058 bales	12049.	10.	0. 24

as compared with the 1895/96 clip: -

D.H.	470 bales	149.	17.	1. 17
W.C.	395 .	125.	0.	0. 26
N.A.	1022 .	316.	15.	1. 12
Total	1887 bales	590.	32.	2. 27

our difference in favour of this season of nearly 10 tons of wool. The number of sheep shorn at North Dune this season is 99,971 compared with 101,161 in 1895/96. There will be a few more bales from Caracas and North Dune for shipment by the May mail. It is to be hoped that next season will show a marked improvement on the above figures. Shearing will be commenced at all three locations about the 15th inst., and Dr. Ball will be able to try the 3 racks of balers on about 9000 sheep, the result of which I will report to you in due course.

8. Referring for a moment to the 1896 Account, I may say that the Stock of Stores on hand might have been increased by £45. or £50. as I regret to say that the Automatic Weighing & Baling Machines were inadvertently overlooked and not taken into stock.

9. I am not sending any duplicates via Hilbury this time, as H. A. S. "Acorn" leaves here on the 10th inst. and her mail should reach you on April 10th.

10. March 6th. H. M. S. "Pasilick" arrived here at 4 p.m. yesterday, bringing me your despatch of January 22nd, with sundry enclosures under separate cover. Our mail from "Polina" will evidently be carried on to Landy Point by the "Crescent" due there on the 12th inst. - so the Governor has asked the Senior Naval Officer to send the "Pasilick" across for it, which he is doing and she leaves this morning. I therefore hope to get our mail about the 15th or 16th inst.

11. Par. 2. I note that the "Opawa" has been chartered by Spearing and Walden as a freighter for San Carlos, and that she will bring out 900 tons of steam coal for us, which, as you say, will be laid down cheaply.

12. Par. 3. I note the Board's final decision that the "Wasp" is to be converted into a lighter. -

13. Par. 4. I have to thank you for being at the trouble of once more enlightening me on the subject of freights on wood which are now perfectly clear to me and I trust that you will have no further cause for complaint on this ground. Unfortunately I overlooked the "disturber" part of the question - and have repeated the blunder in the 27 boxes D. & S. shipped from "Hummus"; but there will now be an end of it all.

14. Par. 5. and 6. I will reply to these two matters in my next despatch.

I am, Sir,

your obedient servant,

Arthur C. Baillon.

Manager.

15. The Judge has promised to let me have Kilosau's statement of Protest at Hadesauk in time for this mail.

Enclosures to Tilbury

Duplicate (Originals per H.M.S. "Thetis" 27 February)
 Despatch No. 66 and enclosures
 Despatch No. 67
 Second of Exchange No. 1799 on W.M. Dalcorn - £959.10.0
 Replies to remarks on stores
 Papers relating to accounts of Mr "Elliot"
 Copy letter from Co Secretary 17 Feb re Telephone wire.
 " " " Police Magistrate to Lloyd Agent 13 Feb.
 Remarks on accounts Feb 25
 Statement " " " 26.

Stanley Journal and Cash Book January.

Cash Vouchers E.W. Stores January

Specifications of Wood (5) : —

Spedwell Island.

David Smith

D.H. 369 - 534

H.A. 553 - 934

H.C. 266 - 420

Enclosures via Monte Video

Coasting Insurance, February.

List of parcels sent in charge of Mercer

List of Exchange No. 1810 on Acct Genl of Navy - £ 150. 2. 5

Ship "Tas & Belmaha" - Copy Report of Survey March 2nd

" " " " " " " " " "

" letter from Capt Kocok March 4th

Store Indents No. 206.

Shipping Report

List of stores ordered from Monte Video.

Copy of intended protest of "Madassah"

Statement on Accounts

Press copy of list of enclosures to Tisbury direct

69.

H. M. S. "Acorn".
via Dundee.

March 9th. 7.

Sir,

I have but little to add to my despatch to 69 and letter of the 6th, which I hope have been "dressed" on the 7th instant.

H. M. S. "Retribution" will leave here on the 20th inst. but instead of proceeding straight to South sides will call at Egg Harbour, Port George and other places on the Patagonian coast. I have not heard it officially but am told that the "Acorn" will not come down again on April 5th, as published in Capt. Rowan's Rail Table, but the "Beagle" will be down again on the 20th inst., and will remain some little time after the departure of the other ships. The "Retribution" and "Beilich" are coaling today and, when done, there will only be a few tons left in the "Hear of Mass" - which the "Beagle" will take.

S. 10444. Par. 6. I much regret to hear of Mr. Freeman's indifference and lack of courtesy in connection with his longstanding debt to the Company. I have not heard of or from him since I left England, and the only letter in our possession bearing upon the matter is the enclosed one, which is practically an acknowledgment of the debt. Of course the 3 individuals referred to separate entirely their liability.

Wm. C. Cobb, Esq.,
 Managing Director,
 Dundee.

4.

no. 441. Dec. 30. As regards Mr. H. Falkner's account, that gentleman writes me as follows by the last West Highland mail:—"I note the contents of your letter 'concerning my account with the Company. My profits' in Patagonia the last two years have been very small," but this season expect they will amount to much more," and intend, when in England, to reduce the account, which please mention to Mr. Bobbs." He intends, I believe, to go to England by the mail of July 9th next.

5. I regret having to report that the "Fortuna" is already showing slight signs of weakness by leaking somewhat in the waterways but, of course, not to any serious extent. When light, she strains a good deal in going into a head sea, which Captain Randalls states could have been prevented had the iron straps which he suggested she should have been put into her. As you can see by the specification of Wool shipwrecks, she does an immense amount of hard work. Should she get worse, I will at once report to you on the matter.

I am,

Sir,

your obedient servant,
Andrew C. Baillon.

Manager.

Enclosures

Duplicate. Despatch No: 68
 Coasting Insurance January
 Store Indents No: 206.
 Board of Exchange No. 1810 on Act General of Navy
 List of Parcels sent in charge of G. Mercer.
 Statement on Accounts March 6th
 Specifications (3) of Wood. D.H., N.A., W.C.
 Letter to F.E. Cobb March 6th
 Specification of shipment per "Tunis"

Letter from W. Spearman to Staring.
 Printed translation of Article in "Le Magellanes", Jan 3rd

70

H. H. L. "Basilisk"
in London.

London 7.

My

My despatch to 64 left here on the 10th inst. by H. H. L. "Basilisk", and we are now anxiously awaiting the arrival of the "Basilisk" with either the originals or the duplicates of our "Basilisk" mail.

H. H. L. "Basilisk" was to have sailed for Sandy Point on the 4th inst. immediately after the arrival of the "Basilisk", but the latter vessel has not yet reached Monty, the delay being owing probably to the fog and strong sou-westerly gales which we have had for the last ten days, possibly to the outbreak of another revolution in these parts.

2. The crews of H. H. L. "Basilisk" have completed their work on the "Basilisk" and I enclose for your information a copy of the Chief Engineer's report on the same. The notes the crew makes denote an almost normal condition of things, although it is more than likely that when a portion of the cargo is re-stowed, as it must be, a certain amount of work will be found necessary to be done, which, however, can probably be done before the new Master can arrive out. Captain Thomas is now thoroughly recovered, and is taking the greatest interest in everything connected with the ship. The men are giving no trouble.

Wm. L. Cobb Esq.
Managing Director
London.

3. The Master L. "Basilisk" "Basilisk", Borneo,
with

with a cargo of coals from Newcastle for Sumner, near
 Aquique but back here on the 14th instant, owing to the
 cargo showing signs of heating. She anchored quite at
 the entrance to Port William, but owing to the very heavy
 gale from the S. and S. W. and the big sea, the Pilot could
 not board her until Tuesday afternoon, although I sent
 the "Fair Rosamond" out three times to enable him to do so.
 On Tuesday evening the Doctor hoisted signals for immediate
 assistance, so I had no alternative but to ask the Senior
 Officer, Captain Horcock, for help. I did it very reluctantly,
 as I know they have a strong objection to being
 made "pups off" - but Captain Horcock at once ordered the
 "Pacilick" to proceed to the ship and render what assistance
 she could. Owing however, to a combination of the heavy
 wind and sea, the "Pacilick" could not do anything
 until late on the Wednesday evening, when she succeeded
 in towing the ship safely into the inner harbour. A
 barge was at once held, a copy of the Report of which
 I send you herewith - and she is now discharging several
 hundred tons of cargo into the "A. D. Smith". I can see
 that the Doctor is extremely anxious to sell the coal by
 bulk into the bulk - a course which I shall most
 strenuously oppose - as, from what I hear, the cargo is not
 heated to any serious extent. The Brousses, Messrs.
 Broussé & Fighi of Lyons are, the Doctor says, very
 wealthy people; their Agents in London are Messrs.
 Blackman H. & Co of 112 Church Street, E.C. upon
 whom you will, no doubt, be able to arrange that the
 Doctor can draw for the ship's disbursements here.
 I therefore give the name Blackman in my telegram to you.

4. I could give a briefer view by the Chairman of the "Queen's Commemorative Fund," upon which matter I should be glad to have your views - and also to know what amount the Directors would wish me to subscribe on behalf of the Company. At the meeting referred to I, while admitting the excellence of the idea as a benefit to a portion of the community here, strongly deprecated the prospect of such an event as they proposed to celebrate being associated with failure - which would be the case, unless they went very carefully into the question of £. s. d. Colonel Lewis informed the meeting that the Building would cost at least £4000. and the expenses from what I can make out would not be less than £500. per annum. Where are the patients, and where is the money to come from if the patients existed? The Governor has taken the scheme up very warmly and is, I am told, determined to see it carried out; another Government official was heard to say - "Oh the 'thorpe' are making their thousands a year - they will have to find the money!" Mr. Hamilton is very positive as to there being no necessity whatever for such an institution, but he is probably influenced by the knowledge that it would mean another medical man here, his objection to which is easily understood. Another objection is that if the Government made a grant in aid of the institution, they would naturally insist upon retaining a certain amount of control in the management, etc., which would soon lead to discord and trouble, especially under the present regime. I shall be anxious to see the replies which the Hon. Secretary gets to his circular on April 11th.

5. I enclose for your information copy of a letter recently received by me from the Survey relative to his Survey of the coast - from which you will gather how very much in earnest he is. Dr. Blake tells me that Survey is considered about the best man at a price on the West, so I think I shall try and get him to focus on the ground in question himself by contract, as it would probably be done better and cheaper by him than I could get it done otherwise. In connection with this matter there is one thing I should like to ask and that is, would the Directors sanction the payment of a small sum weekly or monthly to old Henry Hadden who has for some years lived at the Survey house and for some time is getting very weak and decrepit, although still able to work in Dr. Schuchman's gang?

6. I send you herewith the account lately recd. of the damaged racks of Hove as "Lair's", the net proceeds of which amount to £100 4. 1 which I trust will be found in order.

7. Further you will find the Survey's note of costs in connection with Hadden's Retention of Post as the loss of the "Hadden", etc. - amounting to £5. 10/6 which I presume you will be able to recover.

8. I presume that you would wish our Bellows and ^{that of} our clients which may be ready at the time to be shipped by the Rosina's Steamer due here on Wed 9th?

9. The enclosed copies of letters recently received by me from Dr. Blake will put you up to date on Hove matters. I shall, of course, be most careful to follow out

his very stringent and forcible instructions as to the burning of our barns in the early spring - and I shall carry out his suggestions as to the issue of Notices as to the distribution of matches in the three sections.

As regards Parker's sheep on the boundary fence, he is now keeping them well away and tells me that he feels quite sure of getting a show ticket at the end of his term of quarantine.

I have not yet been able to discuss the question of killing geese, but Mr. Blake is very much in favour of our doing so.

You will read with interest Mr. Blake's remarks on the histories of horses, stags, etc. He has evidently gone very thoroughly into the matter and his latest idea is one with which I most thoroughly agree, as there cannot be a shadow of doubt - but that it is perfectly sound. I refer to the very pernicious custom of "early training" by which not only so many good horses have been ruined and their careers terminated at 3 years old. Mr. Blake thinks that if we B. S. B.'s horse or mare, under 5 years old, were allowed to run on Carnarvon race course, that we should prevent the premature break down now so common. As it is every thing 3 years old goes on the course if he has any speed at all. Some - in fact most of the racing authorities at home condemn early training - if it is but there where animals get every attention and the best of food, it must be prejudicial to grass fed stock - and bad grass at that! As the alteration in the age limit at Carnarvon races is of somewhat a sweeping character, both Mr. Blake and I think that the matter had better emanate from the
London

London Office. I would therefore respectfully suggest that the Directors should issue a Notice to all hands on our Camp to the effect that "any horse under five years old running at Cannon races would be disqualified, and his owner or nominator dismissed for disobedience to orders."

I am glad to find that Mr. Blake bears me out almost word for word what I said to you in despatch No 60, of December 29th, with reference to stone houses in our camp, and I presume that the Directors will kindly encourage any erection of the Builders' houses at Goose Green and the house at Auster, both being built of stone.

I have told Mr. Blake that I think they might as well make one more trial with the sheep's shears, providing particular care be taken to see that they are properly and thoroughly cleaned.

I am sending you as many of the lamb marketing and shearing accounts as I have had time to compile from the materials sent me in by the Overseers, which I trust will be considered sufficiently complete under the circumstances, Mr. Blake naturally preferring to be without any clerical work. He tells me that to do full justice to a Camp Manager's duties and work on such a station as the Camp - entails an immense amount of very hard work, riding about, etc. so it is to be hoped that the new man will be young, active and equal to the strain. I wish that he could have had a few months on the ground with Mr. Blake, but that is, of course, more than we can expect from the latter gentleman.

10. March 15th. The "Haradot" arrived here this morning, bringing me the duplicate of your despatches 1845 of January 29th, 1846 of Febry. 5th and 1847 of February 25th, with all enclosures in order, as far as I can judge from a rapid glance through them. Our "Potasi" mail went on to Sandy Point as we anticipated, and we shall probably have to wait for it now until April 16th, unless the "Biere" brings it across. Through ~~the~~ Montevideo I have received your cablegrams of Febry. 28th, "Pictorial Pass," and that of March 11th - "Gray Wilson Governor" (very pleasant news) and also one of March 11th for Captain Foster from his Owners, in which they inform him that they are sending out a substitute. Of course these cablegrams were meant to rectify the "Beagle" which should have left Montevideo on the 12th inst. but owing to the revolutionary outbreak her trip was abandoned, and the "Acorn" likely to leave on April 5th as originally intended.

11. Per. 2. I will go through your 1847 despatches relative to coal contracts with the Senior Officer as soon as the mail has left; the "Retribution" is on the point of leaving for Sandy Point, so I cannot talk the matter over with Capt. Norcock before he leaves. The contract for provisions expired on January 19th last and has not yet been renewed - owing to my insisting on the 6 months' notice of termination clause - as we have had a little trouble with Wilkins as regards the price of bread since the recent rise in the price of flour; Packe has also raised the price of beef - so altogether I deemed it more prudent not to bind ourselves for another 12 months.

12. Dec. 3. I have not, of course, yet received your "Potosi" machines, but note what you say as regards the securing of birds from the telephone wire. It has been in good working order for some time now and we knew in very good time from the lighthouse that the "Herodot" was coming.

13. Dec. 4. I carefully note your remarks and suggestions both as to the despatch of the Kosmos outward steamers and the collection of wool for the homeward bound boats. They cannot complain this season so far as up to March 6th I had shipped 2914 bales as compared with 2855 lb. up to Febry. 24th of last year. I fear however that I shall have some difficulty in getting the 1000 bales promised for April 16th - as the recent weather has rendered shearer work altogether impossible - either gales from the S. and S.W. or days of dead calm.

14. Dec. 5. I have already sent you all the clients' accounts, upon which you receive payment in England. J. B. Kaper had promised to let me have the final figures in re Mrs. Nichol's affairs in time for this mail - but has failed to do so. I have heard from the Solicitors by this mail asking me whether it will be necessary to prove the Will here as regards that small portion of his estate which is here? Not hearing anything from the authorities, naturally I did not move in the matter - but I will now consult Judge Thompson and reply to them by this mail.

15. Dec. 7. 1884. Dec. 14. I am much pleased to hear that the information as to the sheepskins per "Hawaii" being badly damaged and heated turns out to be wrong.

16. Nov 186. Dec. 2. I shall communicate your remarks on the objections to the erection of stone houses in the camp, which will probably cause him to modify his opinion. I understand, however, that as regards Lower Green, the stone is close at hand, easily quarried and will give work to idle hands. I note that it is desired that I should visit the camp at least once a year. Allow me to remark that the new house at Tranquillised was begun in Mr. Nichols's time. I have not time to look through his letters to you to see if he had referred the matter to you or not, but will do so. I will go into the other camp matters referred to by you with Mr. Blake.

17. Dec. 3. I will go into the question of the North Arm water with A. M. Ball and report to you in my next despatch.

18. Dec. 5. Noble is, as you say, a wild, impetuous fellow who requires curbing a good deal - I do not think however that there is any foundation for saying that he has taken to drink - although he has given way once or twice when in Stanton - in company with ship-masters - and I have warned him more than once.

19. Dec. 4. I am sorry not to have been able to go out with Mr. Blake, but I had really too much to do here, what with clock-making, &c. to feel justified in absconding myself from the Office.

20. Dec. 6. Your account of Chris. Smith's case is, I think, perfectly just and correct - and I shall now know exactly how to deal with him.

21. Dec. 7. I am afraid C. Smith must be held responsible for the mistaken moves put to Mr. George, but Mr. Blake

Blake has, I think, put everything connected with the
 entire business, ~~under~~, the same paper folding again.

42. Dec. 7. All I can tell you about the missing
 saddle tree is that it would appear certain that it was put
 on board the "Thetis" - as must have been delivered somewhere
 in London.

43. Dec. 7. The "Result" is not yet in, as I cannot
 give you any report as to the "Thetis" progress round the
 West, but she ought certainly to reach San Carlos and have
 Hancock's wool on board some time before the "Opawa"
 even reaches there, as the latter vessel could not possibly
 deliver it in London as early as our craft ought to do.

44. Dec. 10. I note your correspondence with
 the Admiralty about coals. I delivered the last 21 tons
 of coal of No. 1 - to the "Resolute" this morning; but as
 no more ships are likely to come down here before next
 October, we shall have a good supply of steam coal
 ready for them then. I believe that the "Reliance" has
 gone to Sandy Point in order to get 300 tons of coal
 there, to enable her to proceed to Antisuyu at full
 speed.

45. Dec. 11. As you will gather from your copies
 of the Government Gazette, Clause 17 of the Coal Bedi-
 cament has been amended. Mr. Pelton and I printed out
 to the Governor in legislative mail that the Judge
 had put an erroneous construction on the word "liable",
 our interpretation of it being exactly similar to yours.

46. Dec. 12. Since the "Martha Hale" episode, the
 great thrust has, I am told, made another "faux pas" in
 connection with the Orchid and the discharge of her

cargo, but I cannot yet give you any details. She is now here discharging her coal at Government Wharf, and will probably proceed to Salvador early next week. The Bolivian Government evidently think that they have made a big mistake over the "Martha Gale" as Mr. L. W. Hill, the Government clerk, has gone to Sandy Point in the "Retribution" in order to interview the owners of that vessel, but I understand that Mr. A. Brown has gone to Santiago on this same business.

27. Dec. 17. The inconsistency of that remark that the ships were "all" clearing earlier light is due to the fact of my having mixed up a statement in one of Armstrong's letters with DeBalls report as to the clearing of the mellers.

28. Dec. 18. As regards the temporary little bill we got from a missionary - the said draft was sent us by Dr. Lawrence from Lima del Pango in payment of a few stores which he had supplied him with and sent over by the "Allen Gardner". I see no other means of dealing with these small matters.

29. Dec. 16. I shall consult Dr. Blake as to the best means of carrying out the freezing scheme - and can quite understand your not having in any way in love with the business. I trust that there will be no hitch. If we can get off with 3000 - Bonner & Patton standing 2000 each - will only ^{have} 3000 for Cameron, Greenhields and Pitanga to supply. I will carefully carry out your suggestions and instructions. Everything will be ready here to ensure the "Opaco" being discharged with all possible despatch.

30. Dec. 18. I note with pleasure that Dr. S. A. Polak will arrive here by the day mail as Dr. Eastman's successor, which ought to allow the latter to leave the Colony by the mail of day 18th.

31. Dec. 18. 7. - 6. I will go into the question of old pumps and devised hydraulic gear next week and report to you thereon in my next despatch.

32. Dec. 7. I am sorry to hear that the loss and whistling for "Lamis" must fall on us. The account referred to in Dec. 6 of the present despatch will not be sent you as it is useless, but I still think that we have acted wisely in getting rid of the stuff at once.

33. Dec. 11. It is absolutely a fact that the winds and the weather generally have changed since you left the Falklands; nevertheless I should not have sent a schooner to Quince Head for 11 bales of wool, had I not been compelled to send her to the Chathams with a supply of life to present Mr. Anson, if possible, from being heavily fined - and that I expected quite 50 bales to be ready to fill her up with at Spring Point or on two of de Stuckey's men, however, left him suddenly and he could not get his shearing done. I could not anticipate that occurrence.

34. Dec. 12. I note your instructions and suggestions as to the "Sabins". The Senior Officer having left the Islands - I can hardly moot the question to him in writing. Could you not approach the Admiralty some how or other on the matter? I will look for your letter to the Harbour Master as to berthing the "Great Britain" in 1887 - but I must say

that, if the growing dock and pier - proposed to be constructed by the Admiralty - are really placed where the preliminary soundings, borings, etc. are going on - she will have to be moved - but I will keep a sharp lookout and act as you say, if necessary.

35. Par. 15. I reported the safe arrival of Dr. Parker's three pigs in No 64 - Par. 2.

36. Par. 16. I am glad to know how the Board wish me to act towards Mr. W.D. Phillips and as regards the collection of the Widdell wool.

37. Par. 17. I had recently referred to Dr. Eastment's agreement and made myself aware that he is not entitled to a passage at the Company's expense.

38. Par. 18. This was replied to by me in No 64. Par. 6.

39. Par. 21. I will communicate your remarks as regards not holding our sheepskins too tightly to Noble and the others concerned.

40. Par. 22. It is satisfactory to hear that Mr. Roscoe's Agent in New Zealand thinks that he has found a likely man for the Cairn's post - and I trust it may be so. We can hardly expect Dr. Blake to remain in our camp when once he has seen the sheep settled on the ground for the winter.

41. Par. 23. I will search for any correspondence bearing on the disposal of the lands. I must - must send you what I find. You are, I think, right in your surmise.

42. Par. 24. I most sincerely regret the most unfortunate ship in connection with the freight charged

on the 27 boxes D. & S. per "Annon". How this slip of the pen could have occurred I cannot understand - as it is proved by my having put 24. 1 5/4. per "Result" direct on my Specification of the shipment in question that I knew that the freight should be 20/- and is charged on the B/Lading, and I cannot think how I can possibly have written 24/- on the rough draft which I always give Mr. Gordon to enable him to make out the Bills of Lading from. Pray do not look upon this most unfortunate mistake as any device or intention on my part to disregard instructions - and I trust that it will not occur again.

43. Par. 25. I have to thank you for the interesting copies of letters between yourself and the G. O. on the subject of the proposed jetty. You have, I consider, scored very heavily in Par. 6 of your letter of Febry. 19th when you refer to the Komros Co's admission that their tugs would require 24 ft. of water at the head of the pier - which could only be obtained by going out a distance of 1500 ft. instead of 700 ft. as proposed by the Governor. My only fear is that you may have made the undoubted rights and obvious interests of the G. O. a little too prominent. It is really beyond me to tell you what foundations Mr. Chamberlain may have for saying that he is unaware of any proposal having been made for the shipment of wool from the public pier, but it is an absolute fact that when explaining his scheme in Legislative Council, the Governor most certainly referred to all Imports and Exports.

44. I cannot possibly prepare a statement in reply to the "Elliot" correspondence in time for this

mail but will do so for the next.

I am,

Sir,

Your obedient servant,

Andrew C. Millon,

Manager.

Enclosures per "Herodot" via Sandy Point

Duplicate Despatch No. 70.

Stanley Journal & last Book February

Remarks on Store Debtors, Dec 31st 1896

Replies to Remarks on Stores

Store Indents No. 207.

Second of Exchange No. 1820 on the

Acct General of N.M. Navy, £1327..3..8

Completed Shearing Returns 1896/7

Completed Lambmarking Returns 1896

Statement on accounts

Enclosures - per H.M.S. "Haulick".

Duplicate Despatch No: 69

" Letter to F.E. Cobb, February 10th

Stanley Journal & Cash Book February.

Cash Vouchers East & West Stores

Store Indents No: 207.

Replies to Remarks on Stores

Remarks on Store debtors December 31st 1896.

Trist's Exchange No: 1820 on acct of H.M. Navy - £ 1327. 3. 8

Exch of Stirling's order on Nat^l Prov^t Bank of England - £ 40. 0. 0

Judge's receipt for Memorial fees - "Indassah" - £ 5. 15. 6

Copy letter from H. Sarney February 27th

Copy circular, March 1897, Queen's Commemoration Fund.

Copy letter from Gunner of H.M.S. "Retribution" - as to Ship "Haulick" 17 March.

Copy Report of Survey on "Caterina Accame", 18 March

Copies of letters (3) from R. Blake. March 11, 12 & 20th

Completed Shearing Return 1896-7.

Completed Lambmarking Return 1896

Shipping Report

Statement on accounts

71.
"Luzon".
via Montevideo.

April 12th 9.

Sir,

My despatch No 70 left here by H. D. L. "Basileide" on March 29th, and on the arrival of the "Basileide" on the 4th inst. with our "Potosi" mail, I sent you a memo. with a statement on accounts - and have to acknowledge the receipt of your letter of January 30th. Your remarks as to my visiting the bank periodically are duly noted - and as to Goldsmith's cheque having been ordered from "Luzon" to "Basileide" without being initialed. I am perfectly aware of the rule, but the cheque in question did not actually pass through my hands at all. Mr. Harding is not ignorant either of the rule, and regrets having made a slip on this occasion.

2. I send you copy of A. D. Ball's reply to my enquiry respecting the North American water, from which it would appear that the source of danger has been removed.

3. The Store Sales for the first quarter of 1899 amount to £6962. as compared with £5953. during the corresponding period of 1896, but the bulk of this increase is accounted for by £2000. coals supplied to H. D. L. and nearly £600. of stores, etc. to Queen & Anson in January and February, instead of by the "Thetis".

4. I regret having to inform you that in a letter

Wm. C. Ball, Esq.
Managing Director,
London.

to

to our distant shore on 4, October. Russ reports that the "Hind" coming out of Bay of Bengal was given a steady thrust to a striking rock on the port side and if she had stopped her way it would be a case with the "Hind" for the "Hind" was blowing and she might easily have been blown back Bay of Bengal. I could not help it for I am doing my best to guard against accidents and get round as soon as possible; the wind at the time was light and fluffy from N.W. and on our starboard beam and she drifted right down on the leeward bank before she gathered head way and if I had stopped to wait for the wind to blow right out of the "Hind", we would have been lost. I don't think she received much hurt, as it was a sliding blow. Otherwise she has done very fairly and ought to be at Port Bay now. All the cargo has so far turned out to the Chinese entire satisfaction.

5. No 507. Para. 22. After going carefully through all the correspondence of the period, I am unable to find any letter from you to the Chamberlain dated with reference to the mooring of the "Great Britain" in her present berth, so conclude that your application must have been a verbal one.

6. No 507. Para. 23 & 24. For your information, I send you copies of Mr Chamberlain's reply to our despatch on the proposed jetties and our reply to his despatch. The only reference to the disposal or application of the Lands Lands Investments in the correspondence I have looked through is, Para. 5 of your despatch No 400 of August 19th, 1885 - and the copy of the Governor's despatches of August 18th contained therein.

7. I enclose a statement signed by the Master and crew of the "Hornet" relative to the swamping and sinking of the canoe with 19 bales of wool belonging to Mr. H. Parker. The bales were promptly recovered from the sea, and Mr. Parker has since had it put into the shed and all opened out. He will later furnish me with an account of his disbursements in the matter.

8. I am pleased to be able to report that Chaplin, the Blacksmith, has signified his wish to terminate his Agreement with the Company and to leave the Colony next March, by which time he hopes to have cleared off all his Home debts and other liabilities - and I trust that he will be able to carry this out. We need not be in any hurry about a successor for him, should the Directors deem it necessary to keep two Smiths on permanently, but in case they do so, I would respectfully suggest that you could not do better than consult Captain Adams Smith on the matter, as he became thoroughly posted as to the requirements and peculiarities of the place during his supervision of the work on the "Galgon. Castle". I may at once say that I do not consider Ogilvie fit or sufficiently reliable to be given charge of the Smithy.

9. As you are, of course, aware Isaac Phillips, under his Agreement of October 29th, 1870 - is entitled to passages home for himself and his family. Now his eldest son Ernest wants to have a trip home and has asked me, under his father's Agreement, to pay his passage for him - a simple fare, of course. I take it that he really can claim it, but prefer to leave it to your decision - a similar case not having occurred before. I have told him to call

inform you on his arrival in England and you will then inform him whether you consider that he is entitled to the \$100. 10. 0 or not. The young fellow has a good second cause.

10. Might I suggest that you would do well to send out a decent office desk for your next Camp Manager. Mr. Blake tells me that he has to write on a small deal table.

11. I send you herewith the weights of three bales of Wash D.H. which Armstrong had omitted to let me have with his previous list. There will be about 40 bales more from there when the men can be spared to press them. The prospects as regards the Wash market appear most glowing. We shall want more and more wool, and weight in it, to compensate for the inflated price it fetches.

12. There will be a large number of passengers homeward bound by this steamer, viz. The Governor and, most likely, Judge Thompson, Miss Poole, Mr. and Mrs. Goodhart and family, Mr. and Mrs. L. Stikney and three children, Mr. G. Nilsson, Mr. J. Watson and a few men from the Camp.

13. Enclosed you will find a drawing, with full particulars made out by Biggs, of a top of dinghy, which would be most serviceable and of ready sale here; the model is from our cutter 'Flora's' present dinghy. You might, I think, safely send three or four out by first favourable opportunity - but they should be identical in every respect with Biggs' specification.

April 13th. 18. The "Luna" arrived at noon today, bringing me your despatches of 8th & 9th of Feb. & 6th (which just missed the "Harriet"), & 8th & 9th of March 5th and 10th & 11th of March 12th, with all enclosures in order.

15. Par. 2. The explanation as regards the error in the Bills of Lading for "Ammon" is, I think, as follows. The "Fortuna" arrived after the first set had been made up - bringing both Wool and Sheepskins from Rotterdam & Blake and Remond - which entailed making a fresh set out. We destroyed the incomplete set, but Dr. Schlotfeldt, not only failed to do so, but copied both Bills of Lading on to his manifest.

16. Par. 3. You are now well posted as to Mr. Blake's movements in our camp. I am much afraid that he will not be disposed to stay after Aug 5th or 6th - which is a pity as you will see from the extracts from his last letters which I send you that he fears, when once his back is turned upon our camp, that most of the men will relapse into their old bad habits. The sooner the new man is on the premises the better. I purposely refrained from making any arrangement with Mr. Blake as to his remuneration - until I knew how long he was likely to stay - a point he said he could not settle until he had been over our camp - and saw how he got on with the Overseers. Considering the amount of good work he has done, I should think that payment at the rate of £1000. a year would not at all of the way. We are not likely to disagree on this point - but I feel sure that the Board will not complain if I have to settle with Mr. Blake on the above basis.

17. Par. 6. I will do as you wish and get a nautical man to place the "Great Britain" exactly on a bearing of the latest harbour plan. I am sorry that the "Detritation" has left, as Lieut. Power has revised the 1891 survey quite recently and would have done it for me at once.

18. No 8 & 9. Par. 2. It is most satisfactory to know that Sir R. I. Goldsmid will cross his successor on the road, and thus have less chance of poisoning his mind.

19. Par. 3. Captain Leungall and a new date for the "Pass of Melusina" arrived by this steamer. I note that the Owners will honour the former's draft. I cannot tell you yet whether Capt. Power & his late chief officer will leave by this mail or not. I think it doubtful. Some repairs beyond what the "Detritation's" duties have done will be necessary before she proceeds on her voyage.

20. Par. 4. The Board's wishes as regards the disposal of the "Labin" are duly noted, and I will endeavour to obtain an offer for her.

21. No 550. Par. 2. As far as I can make out, your ground for objecting to a second port being cut in the "Great Britain" was simply that you thought it might possibly weaken the sides of the hull. I only mentioned it as an idea which occurred to Captain Rees, in case he had to discharge a large quantity of cargo for Stanley from the "Shetis" - and could go alongside the "Great Britain" - without interfering with the discharge of schooners, etc. into her from the opposite side. There will be no difficulty whatever as regards Cameron's work now.

22. Dec. 18. On the absence of the Master of the "Fair Command" from Stanley, I sent you, as requested, a certificate signed by me as Lloyd's Agent, relative to the death of a divorcee found on the passage from here to Commerce Head.

23. Dec. 9. I have already referred to the probable duration of Dr. Blake's stay in our camp. I send you further extracts from his letters to me, which will afford further proof of the very great interest he takes in his work and how urgently reform is needed in many ways. I trust that no time will be lost in getting the new man out here.

24. Dec. 10. I note your suggestion that the unofficial members should now agitate for an alteration of the Pilot service - which we will do soon after the arrival of the new Governor.

25. Dec. 11. I regret having omitted to tell you that although Bannard has practically left the Islands, he still retains his interest in the business at the Ship Hotel - with Lee Whitman as Manager - and he has left me power to act as his Attorney in all and any matters connected with his civil business.

26. Dec. 12. The unfortunate slip made by your junior clerk with regard to the dutiable goods for "Hector's" has, I am glad to say, not had any serious consequences, not is it likely to have. The Collector of Customs sent the Senior Constable for the Manifest - and accepted our explanation of the discrepancy without reserve - allowing us to make an amended entry as soon as we discovered the mistake. As far as I know, the

Governor never saw the 'Theater' manifest at all.

I feel sure that the slip has made no bad impression on the Collector of Customs, and can readily understand how your junior clerk made the mistake in the extreme hurry and pressure entailed by the work of getting the vessel away.

27. 18847. P. 6. For your information I send you herewith copy of a statement which I have got Noble to make relative to all the old papers we have on hand; which will be useful to me in the future, and a reply to your enquiry.

28. 18848. P. 5. I now send you a statement, reflecting as calmly and clearly as possible the monstrosities and absolutely false allegations contained in Captain Coates' correspondence, etc. with his Deniers. It is simply a tissue of falsehood and misrepresentation - and I hardly think it necessary to say anything as regards the office being left or rather "abandoned" - such a charge being simply ludicrous. As the Governor is on the point of leaving the colony, I venture to think that no good result would be attained by writing or officially as to his action in this matter. His friend Dr. Schlottfeldt will, no doubt, tell H. C. as much as we have let him know of what has occurred.

29. I am at last able to furnish you with the late Mr. Nichols' account, which I have been unable to do earlier, as it is only today that I have received the final details of the sale of effects, etc. from J. B. Proyer. As regards the account, in view of your instructions that the Board had decided that it should be credited with

with 3 months salary beyond the date of his death,
 I credited his 1896 account with full salary.
 As, however, you subsequently notified me that the
 3 months extra salary was to be settled privately with
 the widow (Par. 5 of 18845, Aug. 29th) I have, in the
 enclosed account for the Solicitors, credited the salary
 up to date of death only. I trust that this matter
 is now in order.

30. I enclose, without comment - beyond remind-
 ing you of the trees incident, a letter addressed to
 the Directors by Chaplin, the blacksmith.

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

Nil.

Feb.

Enclosures to Tilbury direct

Duplicates:- (Original per "Serapis")

Statement on accounts April 1st

(Originals per "Luxor" via Monte Carlo)

Coasting Insurance March

S. A. Missionary Society's accounts March 2nd

Estate of the late R. R. Nichol account

Statement re Parque "Elliot"

Certificate as to loss of 1 Minerva Soul

Remarks on Accounts

Stanley Journal & Cash Book March

Cash Vouchers E. W. Stores

Stanley Ledger Balances March 31st

Store Indents No. 208

Store Indent - Vere Packe

Specifications of Wool (4)

D. H. S. T. R. W. P. H.

Enclosures

Coasting Insurance March

S. A. Missionary Society's accounts March 31st

Estate of late R. Michel account.

Statement re Barque "Elliot"

Letter from G. Chaplin April 15th

Extract from letter from A. McCall April 3

" " " " J. Noble " 10

Certificate as to damage to 17 Bales Wool, S. at Port Louis

" " " loss of 1 Minica pul per "Fair Room"

Copy of C.O. despatch No. 7 of February 8th re jelly.

" " memorial of Unofficial Members " April 6th

Specification of Dinghy.

Letter for J. E. Cobb from Captain Decs.

" " M. Marison (Please forward to Sarkist, Mission)

Extracts from letters from R. Blake, March 27 to April 9th

Shipping Report . Stanley Wages Return, March 31st

Remarks on accounts

Statement on accounts

Press copy of list of enclosures to Tilbury direct

72.
"Reveries."
via Sandy Point.

May 5th 7.

Sir,

My last despatch left this per
 "Luxor" on the 19th April.

2. The Guardhouse, the old doctor's chapel and
 social club rooms, which recently stood at the beginning
 of the stone jetty, near the Jubilee Cottages, was burnt to
 the ground on the morning of Sunday, April 23rd, owing to
 the stove pipe having set fire to the roof. A constable had
 charge of a scumman from the "Celestine" because there at the
 time, but both fortunately got clear in time.

3. I have received the two following reports on
 Lanes' dip: - Mr. Blake says: "Lanes' dip frothier very"
 "much, and is objectionable on that account. I cannot see
 "that it is more severe in any other way." Mr. Ball writes me
 thus from North Devon: "Lanes' dip is more severe and"
 "sheep, than either Robertson's or a mixture of Cooper's"
 "and Little's, half and half." A client too, whose name
 I cannot for the moment recall, also complained of its
 frothing a good deal; the majority, however, appear to
 be quite satisfied with it. I will communicate the above
 to their Agent, Mr. Harry Blake, on his return from the
 West this week.

4. I omitted to mention in my last that Mr. Lanes
 informs me that he had written direct to Schreyer & Co

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

for

for a supply of lemonade and ginger ale, also to Ashton Green & Co for a small range, asking these people to consign the goods to me here, and that you will settle with them in London, which he requests you will be good enough to do, debiting the Mineral waters to his private account and the range to the Station.

5. I enclose copy of a letter received from Mr. Blotau relative to the condition of the Kitchen range, shipped per "Abogdos", from Watson, Lyons & Co, Ltd. in January last. I recommended my liability in the matter, but said that I would ask you to endeavour to obtain an allowance from the makers for careless packing. We cannot possibly tell now whether the damage was done on board the steamer or not.

6. A recent survey on the hull of the "Pass of Montserrat" revealed the fact that she sustained far more damage, whilst bumping against the rocks, than was originally supposed; the frames in the chambers having started from the floor plates, about 20 rivets broken there and nine rivets of different sizes in the first plates from the keel down and backing. All this must be seen to, to enable the vessel to get under to Montserrat, so I have recommended the new Master to go there by either this mail or the next, in order that he may consult his Owners by cable as to the advisability of chartering a vessel there, or at Buenos Aires, to carry the cargo on to Panamoa. Captain Brown has signed for all disbursements connected with the ship up to April 16th, amounting as you will see by the enclosed copies of accounts to £626. 15. 9. Attached to these accounts is a short explanatory note with reference to the Blacksmiths' labour, in case the same should be, in any way, questioned.

7. Taking advantage of the presence of two ships in the harbour, I deemed it prudent to get rid of a quantity of spare gear, rope and other materials from the "Hesperus", which realized at auction on the 28th ult. the sum of £157. 3 7 as per enclosed account. Further I have obtained the sum of £7 11 for three of her boats, making in all £164 11 to the credit of her salvage account.

8. Capt. Rees reports from San Carlos on the 28th ult. that the weather has been most unfavourable for working wool since he arrived there, but that he had been busy getting the hold, ballast, etc. in order, painting outside, etc. He says that only 161 bales W.K.C. went in the bottom tier, by very hard scowering and he does not think that he will be able to take as many of those bales, as of those he took last voyage, as they do not stow nearly so well as the hydraulic ones. He finally got 2 of 6 bales from Cameroun and is, I trust, now loading in Salvador, although Capt. Rees remarks in his letter "I am afraid we shall get a job to get out of this port, or will have to wait for northerly winds, as it's very narrow to beat." I trust that she will be able to sail for England at the end of this month, or very early in June.

9. Jas. Turner has made about £60. out of his commissions as Auctioneer during the past twelve months, or £45. beyond his usual salary of £100. per annum. Fred. King has got the licence again for the ensuing twelve months.

10. The Store Sales for the first four months of 1897 are £1190. in excess of the same period in 1896.

11. For your information I send you herewith
 copious extracts from Mr. Blake's letters to me on Camp
 matters, which are both instructive and interesting. I told
 him at once that I did not consider his scheme as regards
 Mr. Harding going out to Carmine would be practicable, and
 that it was quite possible that I might be advised by the coming
 mail that the new Camp Manager was on his way out. With
 the exception of selecting the sheep for the freezer, if she ever
 makes her appearance, the season's work is practically com-
 pleted, as they expect to finish at Goosegreen on the 3rd
 inst., so I do not apprehend that the Company's interests would
 suffer by a short inter-regnum - in case Mr. Blake decides
 upon leaving Carmine on the 10th instant as theretofore.
 I do not think that the Quakers will get slack again just
 yet. What Mr. B. says about Mr. Ball in his letter of April 20,
 although qualified considerably by what he says in that of
 April 27th, is decidedly serious, when one considers the
 immense amount of the Company's property under his charge
 and for which he gets a handsome addition to his salary. I
 trust, therefore, that the coming man will receive authority
 from the Board to carry out Mr. Blake's suggestion to them
 for the block of land on which the Quakers and Indians
 houses stand from North Arm to Walker Creek Section.
 As you will see from his remarks Mr. B. is very strongly
 in favour of the change, for which, as far as I am com-
 petent to judge, he advances excellent reasons - more es-
 pecially taking into consideration the very high opinion
 he has of Lindgren as an overseer. You will, no doubt,
 be much surprised to hear of the 6 year old mothers sent
 to Goosegreen from Walker Creek.

I trust that the enclosed Clipping Returns will be considered satisfactory under the circumstances. You will notice that, in spite of the large number, Dr. Blake remarks that no good sheep are being killed at Goose Green.

I shall comply with Dr. Blake's request as to the issue of the two Notices, to which he refers in his letter of April 27th.

I need not add anything to Dr. Blake's statement as regards "Poor Lady" Fraser - and his pension, which fully explains the case. You, of course, know all about the man. I have, therefore, but to enclose his Record of Service, and recommend the question of his Pension to the kind considerations of the Board.

Please to note Dr. Blake's remark as to the wording of C. McCarroll's Agreement. He was one of a batch of ten men who came out in the "Pentagon" in October, 1894. His Agreement is dated September 25th, 1894 - for a term of 5 years, but he insists on leaving now, without being able to give any solid reason for so doing - and Dr. Blake thinks that I ought to make an example of him by suing him for breach of contract.

Dr. Blake's reference to Dr. Ball's "adaptability" only confirms my opinion of him. There is no doubt that he twisted poor Mr. Nichol round and round his fingers - and I should like to see how he would treat Dr. Blake's pet Seal, when once that gentleman's back is turned! It has been for some time past, my humble opinion that Dr. Ball has been made too much of, in fact - spoiled, and his self-conceit and ambition, I know to be boundless. However I trust that he will, as Dr. Blake says, "take in and assimilate new ideas".

Yours

You will, no doubt, be somewhat amused at the Par. in Mr. Blake's letter with reference to my sending the "Hornet" to Egg Harbour with some droppers, etc. and I have had to remind him of some strong remarks he made in a letter to me a few years ago - when I was unable to send a wh. to Hill Cove to collect some wool for the January or intermediate steamer and he complained of the Company neglecting their clients in order to get all their wool home early. But of course the Camp Manager at Quana Hbr. and the one at Hill Cove look at things differently - and Mr. Blake is, of course, perfectly right from his present point of view. It shows, however, that it is at times a matter of difficulty to carry on our own work, satisfy our clients and fulfil promises of freight to the Kosmos Company! Mr. Parker will certainly be very much annoyed if I do not send his pump and cylinder to Pitagor almost as soon as they are discharged from the steamer.

It is now absolutely impossible for the "Opava" to be at San Carlos on or before her cancelling date, the 20th inst. and, as Mr. Blake says, were it not for that last Par. of your letter to Messing and Waldman of Feb. 2^d, there is no doubt but that, at this date, we should be quite justified in considering the contract as cancelled. You must, however, have had some motive in inserting such a clause in the Agreement, and although we do not see your said motive we are, of course, bound to act on it. The "Opava" might have taken the Goose Green Ballow home, were we not pledged to ship all our produce home by the Kosmos Co. I had a considerable number of salted hides too ready for shipment, which may be shipped at the same time as the Ballow, viz. by the steamer of July 4th.

10. Aug 7th. The "Dames" arrived this morning bringing me your despatch of April 6th with all enclosures in order. It is satisfactory to learn that Capt. Boyce is authorized by his Dames to demand from Messrs H. Blackman & Co for the amount of his disbursement here. I trust that the "Celerina Dams" will be able to proceed on her voyage about the end of the month.

11. Dec. 2. I note your instructions as to my future dealings with the Senior Officer as regards the bagging of steam coal for H. S. ships.

14. Dec. 7. The extracts, sent you herewith, from Mr. Blake's letters will unfortunately prove to you that he considers there is little or no chance of our disposing of the 50 casks of coal sent by Iqoot & Co - beyond the eight already sold - but not yet delivered - to Mr. Dean, for Port Stephens and Pebble Island.

15. Dec. 9. You are right in assuming that Pellini was employed as a diver, because the Senior Officer declined to let his men do the work - until the local talent, as you put it, had been exhausted. I regret not having mentioned the circumstance, although knowing that you must be well aware of the service rules in such matters.

16. Dec. 14. Mr. Packer seems resigned as regards the delay in the shipment of his pumps and cylinder, and is particularly pleased with your letter to Hayward, Tyler & Co, which I have just read to him.

17. Dec. 15. No mention or reference to George Dames's pension was made to me either by Mr. Blake or the Overseer, or I should have sent you as this a Record of his services. I will look the matter up at once and report

to you thereon by next mail.

18. Dec. 17. The different Returns recently sent in regards shearing, etc. will supply the information you are short of. I have not yet had time to make the loss accounts, but from a rough calculation, I anticipate that it will be nearly 1% better than last year.

19. Dec. 18. I will reply to this Dec. order to your remarks on the 1895 accounts by next mail; I cannot possibly undertake to do more by this opportunity than express my deep regret that you should consider it necessary to write in the sense you do.

20. Dec. 20. Dr. Foley and family arrived in good health and spirits, after thoroughly enjoying the trip out. I am glad to learn that his engagement is for a term of five years. I hope to get them away in the "Porter" early next week, and the Board can rely upon my doing my utmost to start him comfortably.

21. Dec. 24. I shall have very great pleasure in conveying the thanks of the Board, also the complimentary reference to his services during his stay in our camp to Dr. Blake. It would indeed be a grand thing for the Company should we secure the permanent services of such a man, or any one at all approaching him in ability and energy. His stay has been a most useful lesson to me.

22. Dec. 25. I will communicate with Dr. Perkins with all possible despatch, in reference to the endorsement of the 2d. of Exchange on the London & River Plate Bank, and hope to be able to rectify the omission by the next mail.

23. Dec. 26. Thanks for copies of your correspondence
with

with the Kosmos & the support accorded by this Agent to Goldsworthy's outrageous price scheme. Can you wonder at the difficulty I experience in "dissembling my loss" for that individual.

24. Please to inquire for account of Dr. J. I. Pelton 306 Bales Wool @ £16. per bale, to be shipped per "Orchid".

25. I am sending you by this mail an Indent for a sailing vessel, for which I trust you will be able to make a satisfactory choice. You will see from Dr. Blake's letters that his demands for Building, Fencing and other materials have been on a somewhat extensive scale, and my desire to ascertain the full extent of his requirements is my reason and cause for sending this Indent somewhat later than in former years. A further reason for delaying the Indent in question was, that I waited for the departure of Governor Goldsworthy to approach Mr. Halkett upon the subject of getting the Government a supply of coal through us, instead of through Sperring and Waldron or Capt. Thomas and the "Orchid", as he thought of doing. It is most probable that the Government will discontinue using peat as fuel, as the new Royal Rifle has appropriated a large sum of peat bog - and the Government find that the cost of coal, ^{of cutting & carting their peat raised the} if purchased from the ship's side, as in the case of the "Orchid" and "Ruth Waldron", viz. 42/- or 40/- per ton.

Knowing that the vessel will require dead weight at the bottom, and our stock of bricks being fairly high, I thought it well to suggest to Mr. Halkett that we should import 100 tons for them by our sailing vessel, to be delivered

delivered alongside the Government battery @ 40/- per ton. They ask, as you will see on the indent, for Best Wallend, or if that is not obtainable at the London Dock, the best house coal procurable at a figure to leave us a decent margin for profit.

26. In a letter dated August 24th, 96 addressed by Noble to Mr. Nichol, a copy of which was enclosed to you in the latter's letter of August 26th, I see that Noble made various suggestions with reference to the siting up of the new boiler at Goosegreen, viz. that the boiler should be placed in a house by itself at the end of the shed, and that a large brick chimney should be built, instead of having a sheet iron one. As the letter of August 26th was the last one the late Mr. Nichol addressed to you, no acknowledgment was sent by you, and I should be glad to know whether the Board sanction the proposals or not, as the brick chimney would be a somewhat expensive undertaking.

27. The sum of £90. 16. 4 proceeds of 8 bales wool H per "Seim's" should have been credited to Messrs. Patton and not Mr. E. Hansen as per your 42. Sale. Note my Specifications of December 11th, 1897.

28. It is now late in the evening of May 8th, and still no signs of the "Opavos". Surely it will be hardly possible now to fulfil the contract!

I am, Sir,
your obedient servant,
Andrew C. Baillon.
Enclosed.

Enclosures

Duplicate. Stanley Journal & Cash Book March
 Stanley Ledger Balance March 31st
 Stanley Wages Return March 31st.
 Store Indents No. 208
 Letter to F.E. Cobb April 16th
 Specification of 3 Bale Wood S.H. 535-7.
 Specification of shipment per "Luxor"

Stanley Journal and Cash Book April
 Cash Vouchers & W. Stores April
 Coasting Insurance April.
 Camp Wages Return March 31st
 Store Indents No. 209. (Strainer & Sailing Vessel).
 Store Indents (2). Bailton & Stickney, Stickney Bros, M^{rs} Stickney.
 Copy letter from S. Noble May 4th
 S. Noble's Indent May 4th
 Extracts from S. Noble's letter to A.L. Bailton April 20th to May 4th
 Dipping Returns 1897.
 Return of Horses
 Return of Cattle.
 Copy letter from M^{rs} Claxton re Stores, April 28th
 True copy of Accounts - Ship "Pass of Palmaha" to April 16th
 " " " Account Sale of sundry goods Salvo from "Glenparan"
 Copy Report of Survey on "Pass of Palmaha" April 23rd.
 Remarks on Indent for Sailing Vessel
 Remarks on Accounts.
 Shipping Report
 Statement on Accounts

73.

"Haradot"
 via Honolulu.

Aug 22^d, 7.

Sir,

My last despatch left here for "Gannet" on the 9th instant.

The "Opone" arrived here on the 13th inst., 60 days out, having had a succession of head winds from the time of leaving Cardiff until within 40 hours of sighting the Islands. The Captain is, of course, quite prepared to have his charter cancelled and he, in that event, instructions to proceed from here direct to New Zealand. As you will gather from Mr. Blake's remarks, he prefers not sending a sheep to the Creeper now and the North Camp farmers all consider it much too late, but nothing definite can be decided until the arrival in Honolulu of Mr. Cameron, whom, at Capt. Martin's request, I have asked to come in at once. In the meantime we have put about 500 tons of coal into the "Opone" and then put as much into the "Vice of Bay" as she will safely carry, probably another 500 tons, and the balance will have to be distributed as best we can. The "I. P. Smith" is being employed by the "Balaena Assure". Whilst on the subject of steam coal I had better, for your information, give you an extract from a letter, unofficial of course, which I received last mail from an officer of U. S. S.

Wm. C. Cobb Esq
 Sanaging Director,
 London.

"Retribution":

Their Lordships want to know how much coal we
 shall want at Stanley next summer, observing that the
 steamships are shipping 800 tons. Our answer is 1100 tons,
 and, if we come down, it will be quite that. It is a great
 pity we don't store 1000 tons; it would make a differ-
 ent ship of us. I take it that the 800 tons of "Opus"
 will cost us 30% a ton; what price do you think that
 we ought to charge H. M. Ships? They have recently paid
 109/6 and, after perusal of your "Notes on proposed
 Admiralty contracts" dated Jan'y. 12th, 1889, in which
 you refer to the cost of "use of hulks" and other incidental
 expenses, I do not see how we can charge less than 5%
 per ton, although the interest on the purchase money will,
 in this instance, not be a serious matter.

3. I much regret having to report a somewhat
 serious error in the shipment of the L. A. S. S. S. produce
 per "Lusor" owing entirely to the carelessness of Capt.
 Willis who took the whole thing upon himself. Mr. Lambell
 being engaged in halting on the other side of the Stamer,
 and accepted a receipt from the 1st Officer of the "Lusor"
 for 50 bales Wool, whereas in reality there were 46 bales
Wool and 6 bales Sheepskins, as per amended Specification,
 herewith enclosed.

4. 1887. Par. 15. I am now able to send
 you full particulars as regards the Records of Service
 of George Mercer and Alexander Fraser, which will
 enable you to arrange the Pensions to which these two
 individuals are entitled.

5. 1887. Par. 7. Mr. Blake informs me
 that it is now too late to deliver the H. G. names to

to Port Stephens and Little Island for this season, as they had all been placed on Beech Island, before it was possible to send for them.

6. I send, for your information, some rather interesting correspondence, which has recently taken place between the Acting Colonial Secretary and myself, relative to the fee for moving our hulks alongside and from H. M. Ships for coaling purposes. I should like to know if there are any other grounds upon which you relied in claiming exemption from this antiquated penalty.

7. I am sending you in care of Mr. Castner a small box containing: 1. a pair of spectacles belonging to Mr. Bertrand, which require mending; 2. a broken pattern of a Clamp for lumbermaking - of which Mr. Blake advises me to indent for 10 dozen; 3. 2 screws, 1 spring for coil and 1 pattern cutter referred to in Noble's report and indent sent to you by last mail.

8. I send you an indent for Trunks, &c. from Mr. Polay, which may appear somewhat large to you, but Mr. Castner had let everything run down very low - as his successor might not require the same trunks as he has been in the habit of using. The present order ought to last Mr. Polay nearly two years.

9. P.S. I. I will now endeavour to answer, to the best of my ability, the very severe remarks you deem it necessary to make with reference to the deplorable falling off in the Store profits since 1872, a state of things which, I can assure you, has caused me endless worry and anxiety. In order to answer your numerous queries as to the decline in the Store profits, it

has been necessary to prepare Abstracts showing the different items of profit and of expenses. I have considered it better to take the years referred to more particularly by you, viz. 1895 and 1896. From these you will see that in order to solve the reasons for the decline, it is necessary to go far more deeply into the question than merely the amount of stores purchased by the ships. A study of these Abstracts and of a comparative return for the two years also enclosed would, I venture to think, prove that the decline is not due to the causes suggested by your various questions, which I will answer succinctly.

1st If they (prices) are too low, why cannot you judiciously raise them? I do not think that I have ever said that prices are too low, on the contrary, I have with regret been compelled to report at different times that, owing to increased competition, I thought we should reduce them. May I request you to re-peruse my remarks on Store Account in despatch No 4 of February 10th, 1894, together with your reply. As regards groceries and other goods sold to Stanley consumers, you are aware that in that year, the prices were carefully gone into and a revised Price list printed. I feel convinced that this reduction enabled us to hold our own as regards Stanley customers, in spite of the opposition which, you may not be aware of, now consists of ^{nine} eight stores in Stanley, run by W. R. Hardy, J. Hellmuth, J. Kinross, J. Schaw, J. Cairns, J. Watson, G. Williams, J. Lewis, Miss Pelton, besides the Publicans who used to sell goods over their bar counters (Messrs. Peck & J. G. Aldridge) until prevented
from

from doing so by recent legislation. Under these circumstances, it surely would not be wise to raise the prices of groceries.

With reference to Ships' stores, you will see that substantial reductions have been made since 1892 in accordance with your own instructions in despatch of July 16th, 1895, when a statement was sent compiled by the owners of the "Thomas Stephens", purporting to show that our profits ranged from 95% on canvas to 300% on blocks. The price of canvas has been reduced 6 pence all round since 1892 representing, after allowing 10% for freight, a decreased profit on that article of from 100% to 57 7/10! Rope and other sundries have also been reduced since 1892. When therefore I give as one reason for the decrease in profit, the falling off in the ships' accounts, I must ask you to think of the enormous decrease in the profit, as well as the loss entailed by diminution of the sales.

2^d. Are you sufficiently careful of expenses in the Blacksmiths' shop? I can best answer this question by referring you to the Enclosure showing that the smiths' wages for 1896 amounted to £384. 7. 7. Of this, £250. represents the regular wages payable under agreement to Chaplin and Ogilvie; about £20. is the extra allowance on outside work, and the balance £70. for strikers at 6 pence an hour; so that you see that it would be difficult to cut down the wages, so long as we have a Smiths' agreement. Other expenses are charged to consumption, which account shows a decrease.

3^d. Do you look sufficiently into the question of using

using steam-etc? I can confidently state that this matter is carefully watched by me. Steam is not allowed except by my express authority, which is only granted in urgent and exceptional cases. In 1896 certainly not more than 2 days.

4th. Are you constantly endeavoring to ~~save~~ economize in labor? Monthly Wages Account has shown a decrease for the last 2 years, and you will observe that the Wages paid to men in handling stores has been reduced from £1956 in 1892 to £1890 in 1896.

5th. Do you keep a check on the natural wastage of all those around you, etc? As regards labor, doubtless so; as regards materials - it is proved by the decrease in Consumptions Account which, for 1896, was very considerably lower than it had been for years.

6th. Has the stock been correctly taken? This is a question that might be asked at any stock-taking, and considering the amount of detail involved, and the area over which the goods are distributed, it is practically impossible to avoid errors; but I see no ground whatever for thinking that more errors have occurred this year than at any previous stock-taking - in fact, I should say less, as having extra assistance, I allowed the storekeepers plenty of time in which to do the work. I personally as usual checked the greater part of the stock sheets and not being at all satisfied with the result of the stock-taking, the sheets for 1896 were carefully compared with those for 1895 to ascertain whether there were any omissions, and what mistakes were discovered were

were rectified. I also had the Timber checked a second time, with the result that an omission of \$80. was discovered and put right.

As regards the Automatic Machines, allow me to say that I, at any rate, informed you of the mistake. It was thought of at the beginning of stock-taking but later overlooked, and I hastened to let you know this by the very next mail. As it was then too late to put the matter right, it did not seem material to quote their exact value. I had in my mind that they cost some \$25. to \$30. each, but had the matter been important, I would certainly have ascertained their exact value. There has been an unfortunate omission, viz. Coopers (Cp). This was entered on the Storekeeper's rough sheet - but the quantity omitted as I expected by every mail to have heard of some settlement with ^{some} Coopers & Apfelmus, and I much regret that the matter was overlooked. This represents a sum of \$192. viz. 66 cases, which, added to the value of the Automatic Machines, makes say \$200. to be added to the Store Profit.

Having answered your questions, I will now endeavour by analysing the Abstracts, to show where the decrease of profit comes in. May I be allowed to remark that it is somewhat strange that you should have entirely ignored the fact that in taking stock for the years 1895 and 1896, 15% only instead of 20% was added to cost price of the various stores, etc. for freight and expenses. Had I added 20% instead of 15% only, your table would have been as follows:-

1897.

5.)

	Ships' business.	Store Profits.
1892.	£5,206	£10,520
1893.	1,274	3,567
1894.	613	7760
1895.	4,931	7,967
1896.	2,113	5,356

approximate

The actual falling off of profit to be accounted for is
 $£10,520$ less $4,488 = £6,032$, from which $£300$.
 should be deducted viz. the cost of Spars from the Great
 Britain sold to the S. "Old Kensington" and credited to Store
 account $£5482$.

• 25% on $£11,000$ deficiency in Sales & Colonies $£2,750$.

Landing charges 27.

Blacksmiths' labour 90.

Profit on Ships' labour & Hire of Blacksmiths' shop 1480.

Gratuities to Shipmasters, etc. 145.

Insurance 32.

Additional 5% on stock (15% instead of 40%) 550.

Goods not taken into stock 200.

5374

Less reduction in wages

66

£5308.

Taking Sales and Colonies for the years 1892 &
 1896, it will be seen that the falling off amounts to
 $£11,000$ and as I think I may safely assume that the
 all round profit in 1892 was not less than 25%, this
 would account for $£2,750$. of the loss of profit. I
 feel sure that 25% is not overestimated. Prices charged
 for Ships' stores, as seen by the enclosed Return, were
 much higher and prices charged to Passes and other
 departments

6.)

departments for deliveries were also much too high. The principle of giving to our own departments the "most favoured nation" treatment was approved (in fact, I think, suggested) by you in the case of coal catkins and of lute gears, these prices have been revised. For instance Little's Oil in 1894 was charged @ 5/- per gallon, giving a profit of over 60%. During 1896 as Oil was moved to the Farm as we were dissolving Little's a large profit was thus lost to Store Account. On other Stores 25%, sometimes more, but never less, was added to the cost prices. This has now been reduced to 20%.

As regards the falling off in Deliveries and Sales on the former Farming and Plant alone are responsible for £1365. of it - and the all round reduction of prices on Stores and Materials supplied to the Farm accounts further for the falling off referred to; the amount of goods sold in our business has also sensibly decreased; and account must also be taken of the lower value of goods generally, viz.

Flour, 1894 - 2/- 1896, 1/4/- - With reference to the Sales, I can only attribute as reasons for the falling off - competition in trading, larger imports by clients of their own goods, lower cost prices and lower selling prices - fewer ships and, in connection with this last, I draw your attention to the fact that in 1894 we distributed for wages on ship work no less than £3126. as against £1066. in 1896. That is to say that the working classes received some £2000. less, or had that less to spend, during the latter year, which must tell on the sales. This is proved by the fact that the customs duties on goods sold during the two years were £2025. and £1601. respectively, meaning the sale

4.)

sale, in the latter case, of much less liquor, on which there is always a large profit.

As regards schooners, I must respectfully protest against your attributing loss of profit to extravagance or bad management as regards the ships, without making any allowance for the fact that the two chief sources of revenue to these accounts have been considerably reduced by arrangements made by you in London, over which I had, of course, no control. I refer to the reduction of local freight on wool and the through rate on Clients' stores. As to local freight on Wool, I quite recognize that this reduction was forced upon the Board, but the inevitable loss entailed thereby should hardly be placed at my door. As to the through rate on Clients' stores, I wrote at the time it was inaugurated that the arrangement was undoubtedly a good one for our Clients - it has certainly entailed the Schooners' earnings. As a matter of fact it ties my hands, for if we ship goods from London right through to our out-port, the Client expects the goods to be transhipped almost immediately after their arrival in Stanley - not that this is done immediately, but we cannot keep their goods in Stanley indefinitely. Instead therefore of being able to charge a client something extra for securing a schooner specially when stores are wanted, I cannot even charge the old local rate of 15/- per ton, but am compelled to send a schooner for about 12/6 per ton. I may mention too that, by this arrangement, the Store Account is also deprived of the landing and storing charges. I have already alluded to fencing being shipped at a through rate to be landed on two or three different beaches where there

there is no settlement. Further in your Remarks on accounts to us of December last, you say that you look to the "Thetis" to make a net freight of 20% per ton on all goods she receives from schooners, and the poor schooners have to go to the wall. I mention all this to show that my options in the arrangements of methods of making the revenue for the schooners is limited almost to a minimum. The cost of Insurance too has increased of late years. "Praxis" and "Tiltan". The "Praxis" was reported on by Johnson to be a tolerably good hull, in fair repair. After having hired for the Bk. "Elliot" in November last, she was overhauled and it was found that unless the deck were attended to without delay, future repairs might cost a very large sum. As the work was only done in December, I could not report to you any earlier.

"Tiltan". A leak in this lighter was reported in July, 1895, to which you replied that you hoped she would be made secure against further leaking. On August 15th, 1895 she was considerably damaged by a bad westerly gale, the repairs were taken in hand soon afterwards and on October 26th is reported to be repaired. Par. 9. I reported the occurrence in terms which I anticipated would have prepared you to expect a somewhat heavy bill for repairs. I certainly did not keep the Board in the dark over this matter.

Buildings. In future anything under \$50. will be written off as repairs and charged to Profit and Loss. I was under the impression that the limit was \$25. or thereabouts.

Store debts. I trust that I may be secured a little surprise at reading your remarks on this head, for is it

not

not somewhat inconsistent to compliment me in September last on having made a good beginning and now, upon the receipt of the list of debts on December 31st, to say that I seem to have "entirely ignored" the Board's instructions. To take the case of Garrison. It is true that the debt had increased on Decbr. 31st, mainly owing to the account for December being a heavy one. Very shortly after that date however the account was reduced to under £40. as explained in my remarks of March 28th. I find he spends between £90. and £100. per annum at one store; he possesses a house of his own and if he does one three months stores, I do not think that it follows that the debt is bad. I shall of course inform the Storekeepers that the account must not run so long in future, although he will possibly go elsewhere for stores.

The other cases in which debts have been increased are, I feel sure, few, and I undertook to give some explanations in my Remarks of March 28th.

You ask:—What has been done during the year to carry out the Board's instructions?

During the year I myself in conjunction with my clerks have worked incessantly to get old debts in, and we congratulated ourselves on having been, on the whole, fairly successful. I regret that the Board are unable to view the matter in the same light but, at any rate, I am entitled to be believed when I assert that we have spared no effort whatever and have worked unceasingly to carry out the Board's instructions. I could send you copies of 18 "Lining" letters written between July and Decbr. and 16 letters during March when the annual accounts

were

were finished which resulted in the collection of a lot of odd debts. This, however, is by no means all that I have done for whenever a person has presented a cheque for payment, the Stores Ledger kept in the Office has at once been referred to to see whether the holder of the cheque owed any money. If we had an account against him, application was at once made, if the man refused to pay, proceedings were threatened, and we generally succeeded in getting something from him. We have also asked the Publicans and other Shopkeepers not to cash our cheques in order to compel the man to come to this Office. If we cannot prevent their cashing them if they choose to take the risk now and then, I take it, as Bankers refuse, if demanded to give the bona fide holder of a cheque cash for the full amount, because he owes as much as Shopkeepers, as such a refusal would amount to dishonouring a client's signature.

In anticipation of some queries from you, I am glad to say that a record has been kept of Store accounts collected in this office, either by stoppage of wages, deductions from cheques or in response to the "drumming letters" I have referred to. I found that the sums so collected amounted from August to December to £150. 9. 1 and from December to May to £100. 9. 9. The Store accounts actually paid in through the office for those two periods amount to more than double ~~that~~ ^{these} amounts, but the figures I give represent odd debts recovered by the means I have above described. In the face of that, can it be fairly said that the instructions of April, 1896 have been entirely ignored?

4. What proceedings have been taken in Court?
 Street

11.)

Steel was sued and £200. recovered. I have been careful not to rush into law too quickly, as I consider it would be unwise until other methods are exhausted. Either a part of the account is disallowed, or if the man has ^{not} got the money, the judgment is abortive, as you cannot get blood out of a stone. We know Steel had money; his case was therefore a fit one for law. In other cases we have appealed to the men's employers and are getting so much per month from the account in consequence. This is far better than dragging a man into law, getting him dismissed from employment and thus cutting off all chances of payment.

3. Why has progress not been reported? You are aware that a list of debtors on June 20th was sent with full remarks upon them, and to these you replied in September. The list for December 21st was sent as usual and, by the next mail, remarks were sent. I could not send them before, as we had the annual accounts to attend to, and a mail to despatch almost every week. If you desire it or deem it necessary, I will send a list every quarter, but I was certainly under the impression that, by sending you a list every half year, I should be reporting progress with sufficient frequency.

Finally you say "all these debts figure as assets" and it is more than likely that a number of them are not "good for much". The latter part of this statement I must respectfully take the liberty of questioning. May I draw your attention to my remarks of July 15th, in which I pointed out that Messrs. Dean's debts realized some £260. more than they were valued at and that on June

22.1
 30th, 1896 - \$53.13. of remained owing. I am now
 able to report that, although outstanding for seven years
 at least, we have recovered \$20.11.11 of this, and
 fully expect to recover at least another \$20. Possibly
 \$10, or \$12, will have to be written off. In those remarks,
 I further drew attention to the very small proportion of
 debt that we do write off, and I reiterate the statement
 that with the amount of credit business we do, and we cannot
 carry on business without giving credit, I consider that, as
 regards not making bad debts, we compare favourably with
 most commercial firms.

If the difficulty lies in the fact that debts which the
 Board consider doubtful appear amongst the assets, is
 there not some method of meeting the difficulty by
 opening a "Reserve for Doubtful Debts" account? I mean
 that if we write them off against Profit and Loss, the
 account is as to speak closed; whereas, by passing them
 through some "Reserve Account", they would not appear
 as assets, although recoverable later.

It is both painful and difficult for me to reply to
 the final paragraph of your Remarks on Balance Sheet
 for 1896, of April 21st, which is indeed the most severe
 and, allow me to say, unjust that I have ever had the
 mortification of receiving from the Board. I have already
 remarked that in this office we have worked unceasingly
 and, seeing the results we have obtained, our consciences
 are clear. It appears that no credit is given for what we
 have achieved, and the sweeping terms of your remarks
 are intensely painful to me and decidedly discouraging
 to us all. The Board's instructions of April 30th, 1896
 resolved

reached me at the beginning of June and your "Remarks on debts on Q. 31/96" are based upon less than 9 months working. I defy any one to have done more in the short space of time. You recognized that it "would take some time to bring about a change in the state of affairs" - and yet you allow me barely 9 months. On re-reading your instructions, I can conscientiously say that they have been faithfully carried out - that is in the general sense. If, in a few isolated cases, debts have increased, it does not follow that they will never be recovered, and certainly against these should be placed to my credit the numerous long-standing debts that have been got in.

In your instructions you said that individual cases might be dealt with on their merits, but have you allowed me that discretion? Can you suppose that I would allow Lichen and Ralsett to run up such large accounts in so short a time, unless I saw a very fair prospect of the accounts being paid within a reasonable time? Lichen has already paid £100.

I cannot believe that, when writing these remarks, you had before you my Remarks of July 15th, otherwise you could not have written some of them, and if the whole of the correspondence is read in order, I feel sure that such strictures are not deserved. Activity there certainly has been and results prove it, but I did not think it necessary to tire the Board with a long explanation of how I have been carrying out their instructions. I regret that there is not sufficient time to send a list of old debts that have been recovered, as I think it would show that something considerable

considerable has been done in the space of 9 months, a very short period upon which to condemn us.

Finally as to protecting the Company's interests, I yield to no one in my anxiety and efforts - both in protecting and promoting them, and I can only express my deep sorrow and regret that such a sentence as your last should have been addressed to me.

Aug 26th. 10. The "Herodot" arrived here on the morning of the 28th inst., bringing me four despatches of 25th of April 20th, with all enclosures in order.

11. Par. 2. I did not understand that you wished me to take any steps as regards Hermann's debt at this end, but will now talk the matter over with Mr. Hallock.

12. Par. 3. I note your remarks, as also Campen and Richardson's letter with reference to the "Fortune". The matter shall have my attention and be reported on further by next mail.

13. Par. 10. I acquainted you with the facts relative to the Ship Hotel in my despatch of 1st Jan. 25.

14. Par. 5. I considered that Mr. Blake's reference to the two Leicester rooms in one of his recent reports would be deemed sufficient.

15. Par. 6. When you asked the question as to whether it is possible to put a stop on the delivery of ships' papers until the master has settled his accounts, I quite thought that you only meant it as a hint for the future, in ^{the event of} a similar case to the "Albion" presenting itself. As a matter of fact, shipmasters frequently obtain their papers from Government Office and then ask me or Mr. Harding to put them into safe in our office for them until they sail.

16. Par. 7. The matter of Amos's pension is referred to by me in par. 10 of the present despatch.

1 of Par. 6. Messrs Piquet & Co of Christchurch wrote me under date of November 7th, a press copy of which you may have received from them, stating that acting "under instructions from their Agents, who they understood received the order from your London Manager and D. G. F. "dissent - we are shipping to your order the following live and "dead stock. We have consigned the whole shipment to you for the sake of convenience, but the following brands and ear marks will show for whom each different lot is intended:-

For the Falkland Islands Co

57 Running Rivers - unbounded

9-8 2. red dot on shoulder

50 Lincoln Trans. - not on list

25. 6. Black on head.

Therefore, although I had previously understood that we were only importing 100 cases, I could not in the face of the above decline to take delivery of the 100 and on payment of my only letter to Messrs. Dyer & Co, you will see that I only referred to disposing of those sent on consignment.

18. Par. 2. As regards a new Camp Manager, all I can say on this occasion is that I will at once communicate the Board's offer to Mr. Lathams, and I trust to be in receipt of his reply in time to cable one or other of the cable words you have given me by next mail. Mr. Blake left us finally by the "Fortune" on the 20th inst. and in my very last conversation with him, he expressed himself as strongly in favour of a man like Mr. Lathams of east ^{local} experience as regards camp, chimneys, etc. compared with a man from New Zealand who

who would have an immense amount to burn. As regards
 camp matters I cannot do better than refer you to the enclosed
 copy of Mr. Blake's final report to me just before he left
 Queen Harbour. I trust and think that Mr. Ball will take
 his very salutary advice to heart. As regards Mr. Blake's
 remuneration for the four months he has been with us, he at
 first expressed himself satisfied with my offer to pay him
 at the rate of £1000 per annum, stating at the same time
 that he would not undertake the position permanently for
 that figure, but a little later he added: "You had better"
 "make it £1000 a month, considering the amount of dirty"
 "work I have had to do." I must however the sanction of the
 Board before paying him at the latter rate.

14. Mr. Cameron has come into Stanley and, on
 learning that the "Opawa" could not possibly reach San
 Carlos before June 15th to 20th at the earliest, by which
 date Cameron would be able to deliver my sheep, he and
 Captain Martin both agreed that it would be impossible to
 carry out the freezing scheme successfully now and the
 charter is therefore cancelled, and the "Opawa" will proceed
 direct to New Zealand. This is a great relief to me, as our
 sheep could not have reached San Carlos before the middle
 or latter end of July. I may possibly treat with Captain
 Martin for about 200 to 250 tons of the tallow, of
 which, according to the bill of lading, there are about
 260 tons on board for ship's use, exclusive of our 600 tons,
 as he will not now require the surplus quantity. The only
 difficulty is, providing a price as to price, where I can
 store this extra quantity - as I can easily dispose of it, if the
 ships come down.

20. Par. 10. I note your remarks, together with the correspondence connected with the Lighthouse telephane, which I will answer more fully by next mail, when I have had time to confer with the Government. However I have talked of a settlement; it has been immediately reported - oh - the line is broken again.

21. Par. 11. I will communicate the letter from the Sun Life Assurance agent at Highfield to Mr. G. S. Williams as promptly as possible, but can hardly expect to receive his reply in time for the next mail, owing to the uncertain communication with Waddell Island.

22. 25 11 9. Par. 6. With reference to the exact position of the "Great Britain", I cannot do better than send you, which I do by Mr. Cadman, a chart of the recent survey of the harbour, on which the position of the said hulk is clearly defined, very kindly sent to me by Lieut. Pomeroy of the U.S. "Retribution". The position might be checked by a chart which Mr. Harding informs me was made by Capt. Roberts of the "Halcyon" and sent to you in 1895. You were at the same time requested to mark the position of the Great Britain on one of the new charts and to send one out for our guidance, but it has not yet been received.

23. I expect to say that the sailing of the Station S. "Colorado" will be delayed somewhat by the fact that the coal discharged into the "S. P. Smith" showed signs of heating as soon as they commenced to put it back into the ship, but the latest report is favourable.

24. I much fear that there is trouble ahead with the "Pass of Richmond". A quantity of cargo has recently been removed in the fore part of the vessel, which has led to

to the discovery of further any serious damage to the ship's hull, a full description of which you will read in the copy of Report of the last Survey held out herewith. Mr. Knudsen, the 1st Officer, is sending full particulars to Captain Leungall, at Montevideo; so you will probably know from the Owners what is decided upon in time to telegraph anything special to me by the downward mail of June 15th.

25. Captain. Rece reports to me from Leoncio del Toro, Salvador, under date of May 25th, that he hopes to be instantly in a few days more. He will have 600 bales in all, viz. WKE-293, J.C.-305, R-217 and says that perhaps he will be able to take from 50 to 100 more in here, as also all the loose sheepskins there are. With luck the "Thetis" ought to be at home pretty early this year. As regards the Salinas they have killed 1562 sheep at Goose Green, of which 1498 are the Company's and 644 from Speedwell field. These have only filled about 140 shute racks, which will have to be shipped with the salted hides by the steamer of July 9th.

26. I am drawing away heavily on your cashbooks this mail, owing to the extraordinary number of people who are homeward bound. Amongst the passengers are Mr. and Mrs. Rene Packer and Miss Pelton - who take the "Ocellana" at Montevideo; Mr. and Mrs. Costant, Mr. and Mrs. Arthur Pelton and 2 children, Mrs. Buckworth, Mr. and Mrs. Hanson, Miss Elsie Blake, Canon Apinall - and a whole host of second and third class passengers.

27. 1867. Jan. 25. I send you herewith copy of a letter just received from Mr. Bertrand, which will explain the matter to you, as also the third of exchange, duly endorsed by that gentleman.

I am,

Sir,

Your obedient servant,

Andrew C. Baillou.

Manager.

Enclosures via Monte Video

Store Indents No: 210.

Claim upon Rooney for goods broken by bad packing.

Copy Report of Survey May 15th - Ship "Pass of Palmata"

Replies to Remarks on Balance Sheet 1896.

Copy letter to Lyne & Co Dec 10th 1896.

Copies of Mr. Blake's reports May 9th - 14th.

Copy cones with Lloyd Sec: as boxes for moving hulks
Drug list - Dr. Hey.

Abstracts of Store accounts 1892 & 1896.

Particulars of Service - G. Mercer and A. Fraser

Copy letter from W. W. Bertrand May 21st

Third of exchange on London & River Plate Bank endorsed by Bertrand

J. Wilson's cheque on London & Midland Bank - £300.

List of Stores ordered from Monte Video

Remarks on accounts

Statement on accounts

Shipping report

Press copy of list of enclosures sent to Tilbury direct

Enclosures to Tilbury direct

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

Despatch No. 72.

Stanley Journal & Cash Book April.

Coasting Inurances April

Store Indents No. 209.

Dipping Returns

Return of Horses. Return of Cattle

Remarks on indent per Sailing Vessel

Remarks on Accounts. Statement on accounts

Duplicates (Originals per "Skrood" via Monte Video)

Despatch No. 73

Store Indents No. 210.

Replies to remarks on Balance Sheet 1896.

Abstracts of Store accounts 1892 & 1896

Particulars of Service - G. Mercer and A. Fraser.

Remarks on Accounts

Statement on accounts

Amended Specification of H. Wool & Skins per "Luxor"
Lieut. Fox's chart of Stanley Harbour (in care of T. Goodwin).

Specifications (6).

Δ Wool

K. Wool & Skins

S.I. Wool

W+L Wool

W.P. Wool & Skins

S. Sheepskins

74.

"Thetis".

direct.June 5th 7.

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.

2. At Mr. Greenhields' special request, I have included his case, addressed to Messrs. J. Moore & Co. on the Bill of Lading for his Wool and Sheepskins.

I am,

Sir,

your obedient servant,
Andrew C. Baillan.

Manager.

Enclosures.

4 Bills of Lading.

Manifest.

List of Cases and Parcels.

Specification of Company's Sheepskins.

Abstract of "Thetis" coasting log.

Estimate of "Thetis" gross earnings.

"Thetis" document and vouchers.

Messrs. C. Cobb, & Co.,

Managing Director,

London.

75.
 "Paris".
via Sandy Point.

June 15th 7.

Sir,

My despatches to you left this per "Herodot" on May 28th and to you per "Thetis" on the 6th instant.

2. I send you herewith duplicates of documents per "Thetis", which call for no special comment - but I omitted to put a foot note on the list of cases and parcels, stating that the freight on the same has been paid here. Her homeward cargo will, I trust and think, turn out well, and her freight ought to be satisfactory. I enclose a letter from Capt. Rees.

3. I forward to you Mr. Spearman's account, with an Affidavit sworn to by me attached thereto. The Acting Judge informs me that I could of course obtain judgment against him in the local Court, but execution thereof would be a long, tedious and expensive proceeding - as it would have to be registered in the Court of Queen's Bench, etc. before it could be acted upon. Mr. Halkett advises me that you cannot do better than place the matter in the hands of your Solicitors. Mr. Spearman being, I presume, at present domiciled in England. Both P. I. Hardy and H. Keating dispute any liability to him and, as you know, the horse which he looked upon as an asset, died more than two years ago.

Yours &c. Wm. C. Cobb Esq.
 Managing Director,
London.

4. I regret having to report that the settlement, in fact the whole colony, is at present suffering from a severe epidemic of the influenza; hardly a soul in Stanley has escaped, and I myself was confined to the house Saturday, Sunday and Monday of last week. Captain Rowlands has had a particularly sharp attack and unable to leave the house for over a fortnight; he has, however, improved very much during the last two or three days and will, I trust, be able very shortly now to take the "Fortuna" to Goose Green - the new boiler having been in her now for about two days. I would wish to say here that Rowlands' general health is not anything like so good as it was, and he is constantly complaining of some ailment or other. I should therefore be glad to have the Board's positive instructions as to whom I could entrust the command of the "Fortuna" in case of Rowlands' breaking down or being "hors de combat" through illness for any length of time. As regards seamanship, I believe old Jones would be found equal to the occasion, and he is a certificated Master, as you know. I cannot think of any one else as being competent; you know more of P. Cunningham's qualifications than I do.

5. The Legislative Council voted to drop the money for payment of the Government's half share of the cost of erecting the Telephone wire to the Lighthouse, and we shall be in receipt of the money before the end of the month. After passing the vote, the Administrator appointed the Acting Colonial Secretary, Mr. Patton and myself as a Committee to consider the best means to counteract against the difficulties now with in keeping up the communications - and I will report to you in my next despatch the result of our deliberations.

6. 1895. Dec. 11. I regret to say that, owing to the "Result" not having brought any mail from Weddell Island this time, I have not received any reply from Mr. G. S. Williams relative to the letter sent by you from the Sun Life Assurance Agent at Lichfield.

7. Herewith I send you the loss account returns for the past season, which I trust will be found in order. As you will see, North River shows a slightly higher percentage than last year; Carmin and Walker Creek are both better, and the general average nearly 1% less; in fact it is the best year since the 1891/1892 season. For your information, I will furnish you with extracts from the Overseers' letters, as soon as the Carmin mail arrives, should they contain any matters of special interest.

8. You will, no doubt, have already heard that the Underwriters on the "Pass of Belmaha" are sending out Captain Burns, of the Salvage Association to take charge of the business and Captain Semgall has received instructions to await his arrival at Montevideo. They will probably both proceed to Sandy Point by the "Orissa", and be here by the mail due on July 9th. I wonder if Captain Burns will receive any instructions with reference to the "Glenegowan"? It is to be hoped so.

9. The Master of the Station S. "Baterine" is anxious to dispose of a hundred tons or so of his coal, which, he maintains are not fit to re-ship. I shall, of course, oppose such a sale to the utmost, but the cargo is not, as far as I can learn, named at Glasgow's - if the Surveyors pronounce it to be unfit for re-shipment and recommend the sale, what can I do?

10. June 19th. The "Janis" arrived at mid-day yesterday, three days and sixteen hours from Montevideo, bringing me your despatch No 953 of day 19th, with all enclosures in order.

11. Par. 2. I note your remarks with reference to the Queen's Commemorative Fund and await the Board's decision in the matter after the General Meeting has been held. I have been appointed Chairman of the General Committee, and we are collecting funds throughout the Colony at the present moment. When we know what amount is available, it will then be decided how best it can be expended.

12. Par. 3. I regret having misled you with reference to Sarneg and the Cairg farm. Of course I quite understood that the expenditure on the place is not to exceed the Board's limit of £200. - not a penny has yet been spent and any expense incurred necessarily on fencing will, of course, reduce the amount available for the repairs to the house and sheds. The reduced rent was arrived at in the course of conversations with Sarneg - and as he would only have been willing to pay £80. a year had we spent several hundreds on the place, I considered £200. rent quite sufficient - when once the outlay was limited to £200. I note the Board's decision as regards H. Koller.

13. Par. 4. I have to thank you for your very instructive remarks as regards claims on Insurance, etc. My remarks on Accounts No 1 of day 19th makes reference to this matter.

14. Par. 6. I note what you say as to abstaining from referring matters of detail for the consideration of the Board, but I feel sure that I mentioned the house-keeping business on the strength of Dr. Blake having asked me to do so practically by writing to me on April 8th: "If orders came from the London Office that in future only ^{the} would be paid, the men would say nothing".

15. ^{Par. 7.} I will endeavour to come to an understanding with the employers of meat and bread for N. H. ships and soon in time to arrange a contract with the Senior Officer before the ships come down. I may mention, for your information, that J. Colman gave up his baking business some time ago, leaving C. Wilkins with an absolute monopoly of the trade.

16. Par. 10. As regards the stone house at Lyone Green, its erection is considered advisable because the present construction is perfectly rotten and would cost too much to repair. As steel will of course be the mason and will, I presume, use mortar throughout. Mr. Black who is a most useful and reliable assistant to Noble and who, you may remember, came out married some months ago has been granted the use of the small shanty close to the coke house. Dr. Blake had also a good opinion of Black.

17. Par. 12. I must offer my respectful apology to the Board for the frequent and very stupid blunders and slips to which you refer. I trust, however, that they will accept my assurance that it does not arise from carelessness on my part - but from sheer pressure of business at mail time.

18. Par. 14. I am sorry to say that Capt. Deane

did

did not take the precaution to note a Protest on his arrival at Stanley after striking at Long Cove, although I cannot help thinking that I suggested that he should do so.

19. Par. 19. I will carry out the Board's instructions as regards their reply to Chaplin's letter to them.

20. Par. 18. I have carefully noted your remarks concerning passages of the Comptroller's employees, which I quite understand and appreciate. I find that there are 16 men still in the employ, besides Mrs. Armstrong and children who are entitled to return passages.

21. Par. 22. I referred again to the question of DeBlake's remuneration in Par. 18 of my despatch of 19, to which I await the Board's reply.

22. Par. 25. As regards the Ship Hotel, I cannot, I think, do better than to send you herewith a copy of the Power of Attorney given to me by Hon. H. B. Bland previous to his departure from the Colony, and which, I take it, leaves me practically master of the situation.

23. Par. 26. When I said on February 6th that "the Government here etc." I referred to the Government officials collectively and the Collector of Customs and the Senior Customs Officer individually, who, between them, had discovered a discrepancy between the Manifest and our entry of dutiable goods. Subsequently, judging from the fact that no serious consequences did arise, I said that "as far as I know, etc." viz. that the Collector of Customs, if he had sent the Governor the Manifest at all, did not do so, until he had allowed us to amend it - by adding the dutiable goods which had been omitted.

24. Par. 27. This work (document herewith) was
 proceeded

proceeded with on the strength of the instructions conveyed in Par. 28 of your despatch of 20 of January 1871.

26. Par. 30. I will reply to your queries in the tranquillized and house by next mail.

27. Par. 32. I will comply with the Board's wishes as regards making a list of all the Company's Building now in existence, with as little delay as possible.

28. Par. 35. DeKunin's wishes as regards her Store Accounts shall be attended to.

29. Par. 36. I am sorry to hear that R. Gross is in such low water, but much fear that it would be utterly useless for him to come out here, retirement, all along the line, is the order of the day in our camp; and I do not think that he would do any good elsewhere.

30. Par. 37. I cannot see that I deviated from the "ordinary course" as regards the H & C holes for "Tunis". I look upon DeKunin's letter as "our letter" and, as that was 8 holes, both in discharging the "Hornet" and re-shipping them on board the steamer and with which letter the Ship's Officer agreed. I saw no other course open to me but to make the 13th day out for the lesser number, and considered the post note to my Specification a sufficient explanation.

31. Par. 38. I regret having omitted to mention earlier our new cooper - W. Rogers - particularly as the report I have to make is eminently satisfactory; he is a hardworking - industrious & very respectable fellow - both Mr. Blake and Mr. Noble giving him an excellent character. He has already paid off the advance he had in London

and

and will shortly reduce it further. Should it not have been cleared up by the end of the year, the item will be removed from the London Office Cash Account. As you require such a good salary, I shall not allow him the extra £1. per day during his stay at Horse Green as was formerly the custom.

22. The "Opus" is now in Sparrow Cove taking in about 100 tons of ballast and will shortly proceed thence direct to New Zealand. In order to make quite sure of having the full 800 tons ready for H. B. Ships when they come down, I deemed it prudent to buy some 50 to 60 tons over and above that quantity which Captain Martin has agreed to let me have at 2½. per ton. I tried hard to get it at 2.½. but he would not hear of it.

23. As regards the Board's offer to Mr. G. G. Latham, that gentleman is sufficiently disposed to consider the same as to have decided to go home by this mail, as he says that he must see Mr. W. B. Walden before coming to a final decision on the matter. He has been over to Hull to talk things over with Mr. Blake and got in here by the "Herald" on the 16th inst. I therefore send you the following cablegram in Portuguese:-
"Lathamos Home decidei a seguir" meaning that Latham goes home by this mail - advise you to wait.

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

EnclosuresDuplicates:

Despatch No: 74 per "Thetis"
 4 Bills of Lading " "
 Manifest " "
 List of Cases & Parcels " "
 Specification of Company's Sheepskins per "Thetis".
 Abstract of "Thetis" coasting log.
 Estimate of "Thetis" gross earnings
 "Thetis" account.
 Letter to F. E. Cobb May 27th
 Wool weights D.H. 535/544, N.A. 935/939.
 Specification of shipment per "Herodot".
 Amended Specification of the Wool & Skins

Stanley Journal & Cash Book May (in separate cover)
 Cash Vouchers East & West Stores
 Coasting Insurances May.
 Additional Indent per "Thetis" - Bailion & Stickney.
 Store Indents No. 211
 Remarks on Stores.
 Statutory Declaration re indebtedness of W. Spearman
 Copy of Solicitor's Attorney - W. H. Bond to A. C. Bailion
 Farm Loss Accounts
 Letters for Capt. Lees and W. M. Egles.
 Remarks on Accounts
 Shipping Report
 Statement on Accounts

1813

1813