

Nº 6.

FIC ARCHIVE

**STANLEY  
TO LONDON**

No 116 to No 246

10 March 1839

to 25 April 1904

FIC  
D10





the men the \$5,000 pending your decision in the matter.

3. In the Schedule of title deeds, etc., sent home in March, 1891 on front page under heading of Suburban Land, South, you will find in the third line that the documents sent included "Crown parts of Lots 4, 5, 6, 7, 8, 9, 10, 11 Special Suburban Allotments." On enquiry at Government Office some difficulty was experienced in tracing out what these lots are. It appears that the Western Suburban Land was divided out originally into 25 acre lots, 40 commencing at Bulwer House and going Westward round the Harbour, continuing to land at Fairy Lane now in possession of the G. I. Co. 40 which belonged to the Company was exchanged to Mr. Vere Parker in 1895. But it appears that the original 40 4, 5, 6, 7 each containing 25 acres were set apart for subdivision into 10 acre lots called Pensioners Special Allotments. A strip of 10 acres was taken off the Northern portion and the remaining 90 acres divided into lots marked on the accompanying plan in red ink. According to the Book of Record 40 4, 5, 6, 7 of those 10 acre lots belong to the Co., with the exception of 40 6, which is supposed to have been transferred to the Company, although there is no record of it. 40 6 was granted to Pinner, transferred to Rutter, transferred again to Mark Quig and supposed to have been transferred by Mark Quig to the Company. If there is any proper showing this, it would be well to send it out to be

properly recorded. Nos 8 and 9 of the Division, are Special Allotments (10 acres each) belong to the Government and F. Simpson.

The P. I. Co's Nos 8, 9, 10, 11 can therefore, I take it, refer only to the original 20 acre lots as per plan. On enquiring at Government Office, however, I am informed that there is absolutely no record of a Crown grant ever having been issued for these lots, and unless we produce our Crown grants and have them recorded our rights to the same could not be admitted. All this arose from the simple fact of Jean Brandon, acting on behalf of Frank Simpson, asking Mr. Patton and the Company to share with him the expense of having these Special Suburban Allotments of which No 9 (in red ink) belongs to F. Simpson, properly staked out - which made me look closely into the matter before giving him a reply.

11. I am pleased to be able to report that thanks to the courtesy of Capt. Gamble of the "Beagle" and the services of his divers, I have just had the bottom of the "Fortuna" thoroughly swept and cleaned for the small sum of £8. 11. 3.

I am,

Sir,

your obedient servant,  
Andrew C. Patton.

Damaged.

## Enclosures

Duplicates (Originals for "Sakkarah", January 1905)

Specifications: -

D.H. 329 Bales Wool

A.A. 358 " "

" 124 " "

W.C. 232 " "

Specification of Shipment for "Sakkarah".

Stanley Journal and Cash Book January.

Cash Vouchers East & West Stores January.

Store Indent. Vere Sacke.

Remarks on Stores

Mrs Dean's cheques (2) on London Joint Stock Bank £200 & £100

Draft on Messrs Glyn, Mills, Currie & Co £9. 14. 3.

Auditor's certificate (Accounts for 1898).

Coasting Insurances January.

Plan of lots in Western Suburbs of Stanley.

Copy memo. of 1<sup>st</sup> Officer of "Sakkarah".

Statement on Accounts.



List of press copies of clients' accounts current 1898 for Bookplate

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Armistead & Blake

Burtrand & Filton

J. H. Waldron

Fort Stephens account

Kibble Island account

Jacke Bros Co

Millon & Stickney

Dean & Anson

Mrs. C. Williams

Stickney Brothers

Henry Waldron

West Point Island account

Holy. Cobb

Spedwell Island account

Mrs. J. Nelson

J. J. Filton

A. Pitakya

Mrs. J. Bonner

W. D. Munroe Setate

Sharp & Smith

David Smith

W. Kell

Mrs. C. Hansen

R. B. Cull

Wheeler & Lamson

Joseph Nelson

John McKay

Chas. Binder

D. C. N. Frey

G. Ballini

C. J. Anson

W. W. Burtrand

R. Whaito

Anson & Blanchard.

Peter Noble

Marron House account

G. P. Smith

Arnold Stickney

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186.

H. M. S. "Swallow",  
San Francisco.

March 10<sup>th</sup> 9.

Sir,

My last despatch left here for "Beagle" on the 4<sup>th</sup> inst., since when I have not received anything from you.

The U. S. Cruiser, or rather armed transport, "Badger" arrived here from San Francisco on the morning of the 8<sup>th</sup> inst. She has called in on her way to San Francisco to take away the remains of the late Rear Admiral Spots of the U. S. Navy, for whose grave I asked you, at the request of the U. S. Consul, to send out a tombstone only a few weeks ago. At Consul Bowen's further request, I am now sending you a cablegram asking you to suspend the order in question, until he has had time to submit the matter to the Department of State at Washington, and ascertain whether they still wish the monument to be erected here, or forwarded from London to San Francisco or wherever the remains of the late Admiral may be finally deposited. The removal of the remains is to take place tomorrow at noon, and is likely to be a somewhat imposing function owing to the presence here of H. M. S. "Flora" and "Swallow".

Yours faithfully,  
 C. G. B. B. B. B.  
 Managing Director,  
London.

3.



3. I have to report the arrival here on the 9<sup>th</sup> inst. of the M<sup>ss</sup>. "Boothampten", from Rotterdam to Antofagasta with a cargo of coke. The enclosed copy of Survey Report will acquaint you with what damage she has sustained; the work is all over and ought to be completed in three or four days from now. That being so, and Mr. Haguer being already known to us as the owner of the "Blackbecker", which was here at the end of 1893, there is no necessity for me to write you. The Doctor hopes to sail not later than the 16<sup>th</sup> instant. Blyth, the new blacksmith, is proving himself to be a first rate workman and continues to give most complete satisfaction.

4. Sunday, March 12<sup>th</sup> The "Hermi" arrived last evening, bringing me your despatch of the 9<sup>th</sup> ulto., with all enclosures in order. I cannot possibly reply to it now, as the mail closes at 2 p.m.

5. Per. Mr. Burtze has not done or said anything further as regards the "Hemgawon", so the Komos can have her and it will be a great relief to see her out of the harbour. She will, I think, be remarkably well sold. I will endeavor to obtain all the information you ask for concerning her with as little delay as possible, which will however, take some little time. I shall be anxious to learn what is to become of the coal.

6. You will hear from my colleagues

7  
to Lloyd's that both the "Serena" and the  
"Orchid" arrived here yesterday, the 11<sup>th</sup> inst.  
The former anchored in Port William, but is  
now (noon) coming up the harbour and will  
go straight alongside the "Præcis".

7. The wording of my cablegram to  
you with reference to Admiral Spotts' tombstone  
is: - "Orchestra Spotts Tombstone."

8. It will be useless to write and  
you any duplicates via Sandy Point by the  
"Hermes", as the "Basilisk" is expected here on  
the 16<sup>th</sup> and will leave again in time to catch  
the "Hermes's" mail of the 22<sup>nd</sup> inst. from Montserrat.

I am,

Sir,

Your obedient servant,

Andrew C. Baillou.

Manager.

5. (continued) I forgot to mention that  
I have not heard of the arrival of the Inspector  
referred to. (A.C.B.)



## Enclosures

Duplicates (Originals for H.M.S. "Prote" via Monte Video March 8)

Dispatch N<sup>o</sup> 115.

Stanley Journal and Cash Book January

Coasting Insurance January

Remarks on Stores

Statement on Accounts March 3<sup>d</sup>

Store Indents N<sup>o</sup> 240

Store Indent. Stanley Assembly Looms C<sup>o</sup> L<sup>o</sup>.

Indent for Silver (6<sup>3</sup> & 3<sup>3</sup> pieces).

Insurance on produce. Return N<sup>o</sup> 8.

Lieut Segrave's cheque on Messrs Cox & Co - £15.

Press copy of report of survey on Barque "Northernhay".

List of press copies of accounts current 1898.

M<sup>r</sup> Mathews Report March 7<sup>th</sup>.

Shipping Report.

Statement on account

By Book Post.

Stock Returns 1898. East, West & Millinery Stores

Press copies of accounts current 1898

117.  
H. H. S. "Naibik"  
via Santiago.

March 16<sup>th</sup> 9.

Sir,

My last despatch left here by H. H. S. "Sevillano" on the 5<sup>th</sup> inst. The "Naibik" arrived at 9 a.m. today, and will leave again on the 18<sup>th</sup> inst.

2. 3 3 44-3. Enclosed herewith you will find copy of a letter I have addressed to the Colonial Secretary on the subject of the Lighthouse Telephones, but to which I hardly expect a reply in time to send you a copy of it by this mail. I find that there are 5 posts, 40 yards apart between my house and the West Store, and that they are in a wonderful state of preservation, considering the time they have been erected, only one or two of them showing slight signs of decay just at the surface of the ground.

3. Dec. 4. As regards the "Hlangwan" "the Inspector" turned out to be Captain Behrens of the "Hauri" who, with his 1<sup>st</sup> Engineer and Dr. Schlattfeldt went down and inspected the wreck on Sunday morning last. They called at my office on Monday and the Captain at once told me that his report to the Governor would be against the purchase, his opinion being that it would cost them

Wm. C. Cobb Esq.  
Managing Director,

London.

80000.



\$2000. to convert her into a bulk and transfer  
 to Lady Point. Captain. Peckham, a copy of whose  
 report on the wreck was enclosed in my despatch of  
 July 27<sup>th</sup>, 1897, gave, if I recollect rightly,  
 \$2000. as his approximate estimate for converting her  
 into a bulk. As you rightly surmise, Johnson's estimate  
 of the cost of re-decking her was for 446 yellow pine,  
 as shown in his memo. which gives 41.6 to 8 ft. super. @  
 50 per foot. The beams are ft. 4. 6" apart and, as you  
 say, twisted and sunk, so much so, that it would be en-  
 tirely out of the question to attempt to straighten them  
 here and the only feasible plan would be to fix  
 planks over them and thus level up the deck. I will  
 get an evaluation made of all the spars, sails and  
 other gear salvaged out of her with as little delay as  
 possible, but it will probably take some little time,  
 as the spars, etc. are here, there and everywhere.  
 In order to give you a better idea of the condition  
 of her beams, plates, etc. I send you herewith  
 copy of a special Report drawn up by Johnson,  
 at the request of the late Captain Daugherty, and  
 which I do not think you have yet seen, as I never  
 find no reference to a copy thereof having been sent  
 to you. As regards the cargo of coals I think I am  
 right in assuming that Anthracite coal is only of  
 use for smelting purposes, and that I shall not be  
 doing bad business, if I can persuade the master  
 of the "Sera" to go alongside the "Hesperian" and  
 take some 300 tons out of her for ballast at 5/-  
 per ton?

4. Dec. 5. As regards what Dr. Hansen has thought fit to report to Dr. L. J. Quær as to the "Gaia Rosamond" having sustained serious damage and looking badly, I am glad to be able to give you an emphatic denial of such being the case. On his return to Stanley, Campbell at once informed me that he had got ashore on or near "The Tinnis" outside Barrow Island - but that she did not leak nor had she sustained any damage, as far as he knew, beyond slightly scraping her keel, as she went on when the tide was falling, the sea was perfectly calm and smooth and she came off all right the following tide. She was most certainly not leaking when she returned to Stanley - or I should have not failed to report it, and it is much to be regretted that such like queries should be started. You must be well aware that schooners frequently just take the ground in navigating the very narrow waters they have to go through round these Islands and the very last time the "Hornet" came out of Fitzroy she ran on to a spit at the entrance to Port Pleasant, but came off the next tide, without any damage whatever.

5. Dec. 13. Dr. Mathews has quite recently reported to you on the subject of Hobbs's affairs, so I need not refer to the matter, beyond saying that I am sure he is grateful to you for all you have done for him and his.

6. Dec. 17. I have communicated to Dr. Hansen the Buckers' remarks as to the very inferior quality and condition of her work.



7. Dec. 18. I am much obliged for the new letter of household freights, which, as you say, ought to prevent any mistakes in future. The only point upon which I am not quite clear is with reference to your final note. How am I to charge the labor freight to the outside shippers, not knowing either the weights or measurements; should I charge as much a bale? Of course in the case of the Charters the local freight is 10/- more than from other ports.

8. Dec. 19. I have already reported to you that the "Beagle" paid the third £1. morning fee.

9. Dec. 20. I am much afraid that it is beyond my power to explain away the discrepancy in the tally of the hides shipped per "Darius" in July last, but I have convinced Mr. Schlottfeldt that he was entirely wrong in writing home on November 3<sup>d</sup> saying that the missing hides had been found - as what I referred to at that time were the two missing 8 ones belonging to Mr. Parker - for, as regards the 5 55 lot I had these to deal with a surplus in number, not a deficiency, for Schuallani's tally out of the "Portness" was 5 35 hides belonging to the Company, whereas the Officers' figures to me were B.H., 155 - W.H., 193 - S.H., 299 or a total of 505 to which must be added 24 (4 small lots from Chints) and 9 purchased in Stanley making in all 529. That is why I mentioned "an excess per Portness" in my previous reference to the discrepancy in the tally, but if you add the aforesaid 11 - 24 19 to 505 you get 566 or 11 less than you actually sold.

9.

where I have misled you is, I can now see, by stating in Par. 8 of my despatch #209 - the matter of fact there was, etc. - whereas I was in reality only accounting for the figures given in my Specifications of the shipment. There is no doubt but that old Mac and the Officer talking on board the "Carnegie" got into a hopeless muddle between them, which it is absolutely impossible for me to unravel and Mr Brandenberg, the 1<sup>st</sup> Officer, evidently "signed blind" to his junior's figures. One fact remains certain and that is - Our Cassara figures are 808 bidars plus the 31 francs, etc. making 839, and you have sold 879.

10. Dec. 21. My reason for advancing the price of Cassara's life was that Thompson Smith asked if we were willing to sell them Cassara at 2/- per gallon nett, as otherwise they would not use it. We made a very careful calculation of the cost, reckoning freight for sailing vessel, and found that it cost as near as possible 2/- 9 per gallon landed here. Rather than let them go to Williams for little or order from Paris or Rotterdam, we consented, providing that they purchased not less than 1000 gallons - which they have just done. Since then Mr Blake has been here and I have sent you a copy of his letter explaining the arrangements made. We have never sold for less than 2/-.

11. Dec. 22. I charged Humphreys with a commission of 1% for collecting the £90. draft  
on

on D. R. Hardy and have done so on previous occasions.

13. Par. 23. Major Burtis, D.R. and a Dr. Rogers, a civil Engineer, who is to be here for three years, have already commenced to plan out the ground for the Barracks, Hospital, Stores, etc. to be erected on the north shore between Long Point and our most eastern fence. They are buying a few things, such as wheelbarrows, shovels, picks, etc. from us to start with, but it is not likely that our stores will permanently derive much benefit from the scheme, and we shall probably lose the sale of the steam coal altogether, as there is always to be a stock of 6000 tons on hand; although the Commodore has said to me more than once that he saw no reason why the Admiralty should not continue to do the coal business through the Company, even on the greatly increased scale. The value of house and other property in Stanley will, I should think, be much enhanced.

13. Par. 24. I will look up the telephone estimates, etc. which were enclosed in despatch of Aug 21<sup>st</sup>, 1890.

14. Par. 25. I will not miss a favorable opportunity of calling the Governor's attention to the injustice and irregularity of Government paying in for trade - but it is, of course, a delicate matter to handle. I think that we cannot do better than establish a tariff of wholesale nett prices for such customers as the Government, Packer, Pottou



and others, who buy in tolerably large quantities.

15. The work on the "Katherine" has been most smoothly and satisfactorily done by Blgeth and she is already only waiting for a fair wind to proceed on her voyage. I send you herewith the Master's draft on his Order for £149. 15. & the amount of his disbursements here, which will, no doubt, be duly honoured at maturity. Since writing the above the vessel has got under way and is proceeding down Port William.

I am,

Sir,

your obedient servant,  
Andrew C. Baildon.

Donegal.

## Enclosures.

Duplicates (Originals per H.M.S. "Thetis" via Montevideo, Brazil)

Despatch No. 116.

Store Indents No. 240.

Indent for Silver Coin

Insurance on produce return No 8.

List of Clients accounts current 1898 sent by Book Post.

Statement on accounts March 12<sup>th</sup>

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Stanley Journal and Cash Book

Cash Vouchers East & West Stores

Store Indents No 241.

Store Indent - A.R. Hilton

Indent for New Ledger

Remarks on Stores.

Copy Report of Survey on Barque "Northernhay"

Accounts per Barque "Northernhay" & letter of Advice to Owner

First of Exchange No 1973 on Robert H. Gayner - £ 148. 15. 5

Insurance on produce return No 9.

Copy letter to Colonial Secretary March 15 re Telephone

Copy letter to Mrs Bonner March 16. for transmission to  
her in England.

Complete Shearing Report 1898-9

Statement on accounts

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000.  
H. S. S. "Beagle"  
via Antofagasta.

March 25<sup>th</sup> 9.

Sir,

My last despatch left here by H. S. S. "Beagle" on the 18<sup>th</sup> inst. and the "Beagle" arrived yesterday morning, bringing us our mail of Feb. 25<sup>th</sup>, containing your despatch # 895 of that date with all enclosures in order.

1. Par. 2. The safe arrival of the crews of *Carmin* and *North Star* has already been reported; and also that I obtained a clean certificate for them on January 2<sup>d</sup>, sixty days from the date of their being quarantined, according to clause 32 of the *Quarantine Act*, Ordinance # 15 of 1895.

2. Par. 3. I note your remarks with reference to hydraulic leather, and will discuss this subject with Mr. Matthews.

3. Par. 4. This question of the Engineer's receipt for 100 tons coal was explained by me in my despatch # 111. Par. 5. I regret having troubled you unnecessarily.

4. Par. 6. A letter from Messrs. Humphreys brought me your cablegram of the 16<sup>th</sup> inst., from which I learn with as much surprise as regret that Mr. Green had refused acceptance of our draft upon him, signed by both Capt. West and the H. S.

Wm. C. Cobb Esq.

Managing Director, *[Signature]*

Council



Counsel. I immediately acquainted the latter with the unpleasant fact, but he was quite unconcerned at hearing it, saying that he had full power from Mr. Green to do as he thought best for the Consul's interests, which he was conscious of having done and felt sure that the money would ultimately be paid. I presume that you got news of the non-acceptance of the draft by cable, in which case it is possible that Mr. Green was not yet in possession of Consul Rosen's letter to him, explaining all the facts and circumstances of the case. Another possible factor in the matter is that Mr. Green has informed the Consul that he is sending an Agent out here to look after his interests, and may therefore be awaiting the latter's report. The schooner is not expected back here until June. The reason given by Consul Miller for taking his business to C. Williams was that as the U. S. Consulate was rented from him, the sale of the quarterly drafts on Washington to C. W. facilitated the settlement of the Consular and his private accounts. Consul Rosen has merely followed his predecessor's lead in this matter, although that of the "Cushie Co" is, certainly, different. Should I not be advised in the meantime that the draft is either accepted or paid, I would seize the schooner as soon as she returns to this port.

6. P.S. Mr. Harding is almost absolutely certain that he posted a list of enclosures with my despatches to 718, and asks if it might not

possibly have got stuck to the envelope and thus been overlooked. You will, however, have received the duplicate by next mail, from which you will see that your note of what was found is correct.

7. Per. 8. I will look into the cost of wire mails, etc. and revise the prices according to your suggestions, wherever circumstances allow.

8. For your information I send you copy of a letter addressed by me to Bradford & Co with reference to the freight and charges on a Boiler sent out by them to Capt. Richards. I thought it better not to trouble you further in this matter.

9. I have not heard from Capt. Thomas since the "Thetis" left Monterey but, from another source, I learn that she experienced considerable delay in getting into Bay View. I shall, no doubt, have news from the Master by the coming West Highland mail and be able to report to you his whereabouts by the Scotland's mail next week.

10. The discharging of the "Hercules" is proceeding most satisfactorily; we have put about 300 tons into the "Doris", out of which the "Beagle" is taking 73 tons today, and the remainder is going into the "Victor of Brag". The 500 tons paid for by the Admiralty is now exhausted and 33, out of the aforesaid 73 tons, will have to be paid for at the new rate of 50/- per ton.

11. Old Thomas of the "Orchard" is a big nuisance as ever. She is lying at the Dockyard

Betty and the hunting people walk on board and spend all their ready money in buying odds and ends from him. Pelton and others had coal cut by her. I am told, and both the Governor and Mr. Williams have considerable consignments by her.

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



Enclosures

Duplicates (Originals per H.M.S. "Porpoise" March 18<sup>th</sup>)

Despatch No. 117

Stanley Journal and Cash Book February.

Store Indents No. 241

Indent for New Ledger for Stanley Office

Remarks on Stores.

Accounts for Barque "Northernhay"

Second of Exchange No. 1973 £ 148. 15. 5.

" Draft on Demand £ 9. 4. 3

Insurance on produce return No. 9.

Complete Shearing return 1888-9.

Statement on Accounts March 18<sup>th</sup>

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Postage Stamps for H. Lapeyre Esq.

Copy letter to Messrs. Shadford March 25<sup>th</sup>

Remarks on Stores

Remarks on Accounts

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119.

"Answer."  
via Macdonalds.

March 31<sup>st</sup> 9.

Sir,

My last despatch left here by H. M. S. "Beagle" on the 21<sup>st</sup> inst. The "Answer" arrived here this morning without, of course, anything from you.

2. For your information I send you here with copies of correspondence between the Colonial Secretary and myself with reference to Mr. Secretary Chamberlain's reply to my memorial in re the acreage of Lafonia. As you will see by my last letter, I deem it more prudent to abstain from replying to the Secretary of State's despatch, as being addressed to you, you will no doubt have already replied to it yourself. This controversy is thus transferred from Stanley to Horsechurch Street. Having a chart marked off in nautical miles, I will endeavour between now and next mail, to ascertain how other sheepfarmers <sup>are assessed</sup> in order, if necessary, to be able to prove the anomaly and injustice of our being dealt with differently. You will remember that in his evidence Governor Hoodg practically admitted that he knew little or nothing about the question.

3. When last I heard from the West, the "Thetis" was at Weddall Island, so she is not doing  
 R. B. Bobb, Cape  
 Managing Director, London.

as when she started, when she was five days getting to Mill Base. I have already had several cases of complaint of cargo being breeched, of which I will send you details later. She will bring in Wool from Fox Bay and perhaps Spring Point, before proceeding to Belador.

4. I am indenting for 500 Shocks, of which 200 ought to be sent by outward Steamer of ~~August~~ <sup>June</sup> ~~1884~~ <sup>1885</sup> and the remainder might come by the "Thetis", unless you could persuade the ~~Barren~~ Steamer to quote a specially low rate of freight for them. Mr. Mathews, when referring to them in a recent letter, remarks "the larger they are the cheaper". On second thoughts, it is most probable that we shall want more Steam Coal before the end of the year, in which case the remaining 300 shocks might be shipped at the same time.

5. The discharge of the "Serena" is progressing satisfactorily. The "Beagle" took 75 tons, the "Wallace" is taking about the same quantity, and I have sold about 90 tons to Messrs. Brown & Blundell. Steamer the "Loonet" at 55/-, leaving us with a stock of about 700 tons, more or less. Of this we may still sell from 100 to 150 tons more to N. A. Ships this season, so it will do if the next cargo you send gets here in sufficient time for the vessel to be discharged and get away before the arrival of the "Thetis".

6. I am sending you by letter post a box containing a Refractor lamp burner, and would



ask you to be good enough to send out a couple of new ones in the next Stationery case for account of Mr. C. L. A. Ansore of the Chartres. Further I have to request you, on behalf of the Stationery Assembly Room Co., Ltd. to ask Detznerman & Co. to repeat the order for 60 Chairs at 1.10, as per their invoice of July 22<sup>d</sup>, 1897.

7. I am shipping by this steamer 299 bales, the balance of our Wool until dipping is over, and trust that it may realize better prices than the Bakers put on the first shipment. There will be probably between 700 and 800 sacks of Tallow for shipment either in June or July.

8. As you will see by the enclosed documents the crew of the "Coronet" managed to get a bale of Mr. Parker's wool into the sea when loading the barge at Fitzroy. I will send you later an account of the expenses connected with washing, drying and re-baling the wool in question.

I am,

Sir,

your obedient servant,  
Andreas C. Baillon.

Manager.

# Enclosures to Tilbury

Duplicates (Original for H.M.S. "Rape" via Monte Video. Mel 25)

Despatches No. 118

Remarks on Stores

" " Accounts

## Specifications.

Wool  N.A. 296 Sacs

 D.H. 60 "

L 252 "

Hummock Island 3 "

Knightsen 1 "

J. B. 177 "

Z 162 "

 D.H. 95 "

W.P. 24 "

S  
Fitzroy 116 "

Sheepskins. L 5 "

 D.H. 5 "

Enclosures via Monte Video

Store Indent No. 242.

Store Indent - V. Jacke

Store Indent - Monte Video

Coasting Insurance March

Copy correspondence with Col. Sec: re acreage of Lapnia

Extract from log of "Stormet" - re damaged State of War.

First of Exchange N<sup>o</sup> 1976 on Acetlyul of M. Navy £1052. 13. 8.

Major Curtis's cheque on Messrs Cox & Co - £ 20.

M. Mathews' report and enclosures.

Shipping Report

Statement on accounts.

Press copy of list of enclosures to Tilbury.

Specification and Bills of Lading (4) for "Ammon".



1880.

H. A. S. "Swallow"  
 as Montserrat.

April 6<sup>th</sup>, 1880.

Sir,

My last despatch left here for S. P. "Amur" on the 14<sup>th</sup> instant.

2. H. A. S. "Flora" will take 100 tons of steam coal some time next week and leaves us for the season on Sunday the 16<sup>th</sup> inst., although it is rumored that she may come down for a few days in June or July as Commodore Norcock's term of command expires in September next and they say that he is anxious to take a final farewell of the place. The "Swallow" has taken 95 tons of coal and the "Flora" 50, for which I charged 5% instead of 5% as previously reported, as they did not clear out the "S. P. Smith", as originally arranged.

3. H. A. S. Per. 2. As regards the leather question, Noble's reply to Mr. Mathews was:—"I can only state what I have already done and that in my indent for stores, I merely said I bid by 'Frank's leather'." Mr. Mathews goes on to say that he has been in the habit of cutting the hat leathers from the thin part and the remaining ~~that~~ <sup>has</sup> worked in the cup. He has blocks, he says, for 5", 6" and 8" cup leathers; 5" being used for the

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

the horse braces skin braces, 6" for the wool braces and the 9" for the pressure braces being twice as hard. With reference to making a block, Mr. Mathews says that he made the block himself from a piece of oak. The 6" one he has now is one he made about nine years ago, the brass one not having given him satisfaction.

Mr. Capt. Danielson made a terrible fuss about the detention of the "Amur" this time, but as she came in on Good Friday - it was altogether unavoidable, although I admit there was a little delay on the Monday morning owing to my having trusted to Schandelman letting Kelway to have steam up in the "Lizzie" by 9 a.m., instead of giving the latter the order myself. The fact, however, remains that Mac and his men could have worked on Good Friday, but were prevented from so doing by the Customs officer on board, in the absence of a Permit to work which Permit, it afterwards turned out, either Capt. Danielson or Mr. Schandelman had in his pocket all the time; they worked until midnight on Saturday, from 2 p.m. until midnight on Sunday, at a cost of \$5. 6. 0 (double pay, viz. 2/4 per hour) and until 11.30 a.m. on the Tuesday morning, when they finished - we leaving this office at 5 minutes to one on Tuesday a.m. The total payment for overtime to the men, without Mac's time, was \$100. 10. 0 which is a very serious item of expense for us, simply to oblige the Kosmos Co. As you know very well, Mac can always give

them the most much faster than they can possibly  
store it, and it would certainly only be fair and  
right for the Kosmos to engage three or four  
of Mac's gang to assist the Steamer's crew in  
stowing the cargo, as many of the former are  
often standing idle in the Great Britain whilst the  
latter are at work in the Steamer's hold. This matter  
of paying overtime for the Kosmos has always  
struck me as a great hardship on and injustice  
to the P. I. Co. but it is impossible to argue with  
a man of Captain Canicleen's imperious and in-  
flexible nature and, of course, we know the Kosmos  
agent to be a constant and implacable enemy of  
ours. We have fresh proofs of it almost every day.

I am,

Sir,

your obedient servant,

Andreas C. Baillan.

Donegal

Enclosures per H. M. S. "Anson", April 8<sup>th</sup> 1855  
 via Montevideo.

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Duplicates: (Originals per "Anson" via Montevideo  
 April 3<sup>rd</sup>)

Store Indents N<sup>o</sup> 242.

Coasting Insurances March

Extract from Log of "Hornet" re damaged Bale of Wool (2)

Second of Exchange N<sup>o</sup> 1976 on Acct. Gen<sup>l</sup>. of N<sup>avy</sup> 1052.10.8

M<sup>r</sup>. Mathews Report March 25<sup>th</sup>.

Statement on Accounts.

Specification of Shipments per "Anson".

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Duplicates: (Originals per "Anson" to Tilbury April 2<sup>nd</sup>)

Specification: Wool N.A. N<sup>o</sup> 755 to 1050.

" D.H. " 552 to 611.

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South American Missionary Society's account to Mess<sup>rs</sup>

2 cheques on Mess<sup>rs</sup> Cox & Co - £ 16.10.0

M<sup>r</sup>. Mathews report & enclosure.

Wages Return March 31<sup>st</sup>

Statement on Accounts.

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1881.

H. A. S. "Flora"

via Sandwiches.

April 15<sup>th</sup> 8.

Sir,

My last despatch left on the 4<sup>th</sup> inst. by H. A. S. "Hallow" and the "Magle" arrived here on the 11<sup>th</sup> inst., bringing me four \$556 of March 3<sup>d</sup>, with all enclosures in order.

7. Per. 3. Fingellie arrived here yesterday in command of Mr. Burtze's steamer the "Albatross", en route for Douglas Station, whence she takes four or five loads of sheep to Banner's Bay for Messrs. Banner and Greenhields. Fingellie is most bitter against Russell, by whom he says he has been treated most badly and unfairly. He maintains that he furnished Russell with complete accounts as the "Result" every three months and declares that the latter received \$90. from Government, on account of the sail subsidy, which sum was never brought into the schooner's account and of which he claims half. However as he was only here a few hours, I could not possibly go thoroughly into financial matters with him, but will do so on his return from the coast in a month's time. The "Albatross" will then probably take from 20 to 40 tons of steam coal.

8. Per. 4. Four remarks concerning Mr. P.

Parker's account are noted and will be communicated to  
Messrs. G. & Co. Capt.  
Imaging Director, Sandwich.

to that gentleman on his return from the camp.

4. Par. 6. I admit, with much regret, that you are perfectly justified in saying that the paragraph with reference to T. B. Proyer and his claim to passages is incomprehensible. I can only explain my having got so mixed up that I did not so read your letter of Feb'y. 27<sup>th</sup>, 1891 at the time of writing my despatch but simply told Mr. Horton to copy any letters bearing on the case. I should then have followed up the clue given, as you say. Another thing which confused me somewhat, was thinking of Proyer's agreement having been again renewed in 1892 and to which I referred in a postscript to my letter to Mr. Hathorn of December 24<sup>th</sup>, 1890, thus worded: "To the best of my belief, when Proyer's agreement was again renewed in 1892 or 24, nothing was said about passages." However the matter is now cleared up and I will write according to your instructions and suggestion as the "dicta" to Proyer. As regards P. H. Therson, I must have mentioned his name under the impression, as I at first was, that he had come out under a fresh arrangement. I will put this right with Mr. Hathorn.

5. Par. 7. I have to thank you for the copy of Mr. Secretary Chamberlain's letter as the message of Sofonis and your reply thereto. I referred to this matter in my #119. Par. 2 and will now await with interest the Secretary of State's reply to your letter, which is, I think, conclusive and certain to decide the question in our favour.

88

The only time at which any reference is made to the appropriation of the money derived from the Seal Tax is during the discussion of the Estimates for the year and the Supplementary vote.

6. Par. 8. This matter, viz. our shipment per "Lekkerich," has been referred to and explained in my No. 114. Par. 10. Mr. Pappas will perhaps have the fairness to admit that we, not the Kosmos Co., are the aggrieved parties.

7. Par. 9. With reference to the extra mails by H. M. Ships they are, of course, practically over for this season as the Commodore leaves for good on the 19<sup>th</sup> inst. The "Beagle" leaves here on the 26<sup>th</sup> inst. and will catch the "Droopas" mail from Montevideo on the 5<sup>th</sup> proximo, which is the same str. that the "Hodestria" mail would go by, so I shall not have to write for England by the latter boat. Should the "Droopas" come down after all, she will probably be here until the end of May, in order that she may assist Major Curtis and Mr. Hayes in their work on the north shore of the harbour.

8. I much regret having to report a very serious accident to the "Hornet" on her return from Salvador with a load of Wool, Mr. Harding and several other passengers being on board at the time. As already reported the "Albatross" left the harbour yesterday, but would appear to have anchored in Port William as when the "Hornet" was beating up and standing out from Charles Point at 2 p.m. today the "Albatross" came into her and struck her

forward, cutting her stem, horse pipes, etc. clean away; had the blow been a little more soft, nothing could have saved either ship, passengers or crew. Fortunately she made no water and they soon got a cable and anchor out by the stern, and were able to make her secure until the arrival of the "Hissie", which I sent out to her without a moment's delay. She was later able to sail into Stanley Harbour by herself - when I at once discharged her cargo of 79 bales of wool and 18 of the skins ~~R.~~ into the Great Britain and she is now being securely made fast alongside the "Hysie" at the end of the East Jetty. I shall have the damage surveyed on Monday morning and also call for an Official Enquiry into the matter. It is reported that the "Albatross" was not carrying her green light, and it is a pity that Mr. Harding was not on deck at the time. The worst feature in the whole case is the disgraceful fact that, after the collision, the "Albatross" steamed right away, never so much as stopping to ask what damage she had done or whether she could render any assistance. I will report further by the Nagles' mail, but I am glad to say that McDonald's dates that the cargo is entirely undamaged. Mr. Harding says that both Capt. Cummings and his crew behaved remarkably well.

9. The "Hysie" has finished discharging, the weight of coal coming out about 5 tons over the 13/4 ton weight.

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



Enclosures Pa. H. M. S. "Gloria", April 16<sup>th</sup> 79  
Via Montevideo.

Duplicates (Originals per H. M. S. "Gallatin" via Montevideo  
 April 8<sup>th</sup> )

Sth. American Missionary Society's Account to March 31<sup>st</sup>.

Mr. Matthews report April 1<sup>st</sup>

Wages Return March 31<sup>st</sup>

Statement on Accounts.

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Stanley Cash Book & Journal, March.

Ledger Balances, March 31<sup>st</sup>

List of Store receipts, March.

Store Indents.

Statement on Accounts.

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122.

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

April 20<sup>th</sup> 9.

Sir,

My last despatches left here by H. D. S. "Flora" on the 17<sup>th</sup> inst. The "Adroctina" arrived on the evening of the 21<sup>st</sup>, bringing me your despatches of 8 & 9 of March 21<sup>st</sup>, 22<sup>nd</sup> & 23<sup>rd</sup> of March 20<sup>th</sup>, as also your letter of the latter date, with all enclosures in order.

2. Par. 3. I have to thank you for the copy of the correspondence with Mr. C. F. Baillon on the subject of his firm's account which, as you say, calls for no comment.

3. Par. 5. I am afraid that the Colonial Engineer is too much occupied in getting out plans for the Governor's utopian schemes for the erection of palatial Government Offices, etc. to find time to think of port ships; but I will mention the matter in Council, when the discussion of the Estimates comes on.

4. Par. 6. It is a relief to me to learn that the accounts for 1898 are, at first sight, better than the Board expected, but I fear that, if the store sales were carefully dissected, it would be found that the retail sales in the Colony are steady, but surely decreasing.

Frederick C. Babb, Esq.,  
Managing Director,  
London.

5.

5. Par. 7. Not only was the name for the boat from Leslie's "Thetis" not in your despatch of December, nor in the list of enclosures by that mail, but the copy unadvised as being enclosed has likewise been omitted. I note your remarks re the breast hooks. I am told by Biggs that the old boat was not built for the "Black Hawk" but that Captain Ayer superintended the building of her in London for a shore boat here.

6. Par. 8. Thank you for pointing out the omission of the word "see" in Par. 5 of my despatch #114.

7. Par. 10. I have not anything further to report with reference to Dr. Carson the school-master, as Dr. Lathrop and I agreed to let the matter stand over until he could come into Seattle and thrash the thing out between us. Our latest idea, however, was to give Dr. Lewis a six or twelve months trial.

8. Par. 12. This par. is replied to by Par. 2 of my despatch #116 of March 10<sup>th</sup>.

9. Par. 13. Your remarks re the "Bothering" are replied to in Par. 3 of my #116 and 15 of my #117, which I trust will be considered satisfactory.

10. Par. 14 and #116, Par. 2. All your remarks with reference to the unfortunate circumstances connected with the non-acceptance of our draft on A. T. Queen, and I shall act accordingly. General Rowen declined to sign the General Assent, but has promised us his hearty cooperation and

assistance in the matter. He was writing by the "Hodestie" to the U. S. Consular Agent at Sandy Point, authorizing Capt. Jones to assume command and bring the "Carolee" into Stanley - but I dissuaded him from so doing as from what I know of Capt. West, had the Consul done so, we should never see either West or the schooner here again. I enclose, for your information, copy of the telegram received by Consul Rogers from Mr. Green, which are surely "indisputable evidence of a game" - and there can be no doubt that he considered he was acting strictly under instructions and for the best interests of Mr. Green. He had a long consultation on the matter with the Governor before deciding to send the schooner on her present cruise. By this mail he is laying the whole facts of the case before the State Department at Washington; he is, of opinion, that your idea of Mr. Green's letter being merely a "hog-out" is most probably correct, and that, if pushed at all, he will ultimately settle up. If not, Consul Rogers will at once appeal to the State Department in order to compel him to do so. As regards E. Williams' account, I find that nearly \$100. of it was cash advances - and I agreed to include the full amount of his account in our draft for \$500. sooner than let E. Williams start in the "shipwreck" by taking doctor's drafts on their houses - and I never imagined that Green would repudiate the U. S. Consul's signature. As soon as the "Hough" has left, I will interview the Governor on this matter.



11. Dec. 15. Dr. Secretary Chamberlain's reply to your letter of March 1<sup>st</sup> respecting the sale of Lufania surprises me not a little. I will take the first favourable opportunity of endeavouring to ascertain the Governor's opinion as to the manner in which we have been treated in this matter.

12. Dec. 15. I admit that the sale of coals to the Admiralty was a genuine sale and that it would have been quite in order to have credited Store Cottons with the whole 524 tons @ 50/- = £2620, by which the Store profit for 1898 would have been increased by £239, or 395 tons @ 50/-, but my idea was to keep the amount of Store coal sold annually to H. M. Ships at a round figure, more especially as we had only delivered 129 out of the 524 tons at the end of 1898 and that the cost of delivering the remainder would be included in the labour bill of 1899. The "Beagle" is taking 55 tons tomorrow, which will leave us with a stock of about 539 tons, and as I hear that the "Pegasus" is not likely to be out on this Station at all at present, and only one more gunboat down this season, we shall, unless something very unforeseen occurs, have ample stock until you send us a fresh supply at the end of the year; which you can send out together with a few materials, etc. which will shortly be indent-  
ed for.

13. Dec. I note your remarks re T. Patterson's pension, which I will communicate to Mr. Stathers on his return from the West Falklands.

27  
 14. I enclose, for your information, copy of an extraordinary letter addressed to me as Chairman Counsel by the Doctor, etc. of the steamer "Albatross". It was, I imagine, dictated to Ingalls by Mr. L. Williams, father in law of the owner of the steamer, who was on board at the time of the collision and whose sympathies would naturally be with Burge. I have acknowledged the letter, as Counsel, to Burge and told him that I could not possibly appear as both plaintiff and defendant in the same action, but that if he wished it, I would appoint some respectable and competent persons to conduct his case for him. I also send you copy of the Report of Survey on the "Thetis" and by next mail may be able to send you Captain Cummings's Contended Protest. I see by your despatch # 526, Dec. 18 of the 11<sup>th</sup> February, 1896 that this steamer is insured against all risks.

15. I duly received your collation of the 14<sup>th</sup> inst. "Return Albatross Mktg" to which matter I will refer fully in Remarks on Stores.

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

## Enclosures

Duplicates (Originals per M.S. "Kna" via Monte Video April 16<sup>th</sup>)

Dispatch No. 121.

Stanley Journal & Cash Book March

Stanley ledger Balances March 31<sup>st</sup>

Stanley Wagon Return March 31<sup>st</sup>

Store Indents No. 243.

Statement on Accounts April 15<sup>th</sup>

Account per Barque "Serena"

Camp Wagon Return March 31<sup>st</sup>

Copy Report of Survey on Schooner "Hornet"

Photograph showing damage to bow of "Hornet".

Copy letter from Master of S.S. "Albatross"

Store Indents No. 244. Remarks on Stores

Store Indent - Dean & Anson.

Copy letter from Wilson Sons to L<sup>d</sup> re cablegram - India C

List of Exchange No. 1981/2 per Acct General of M.S. Navy £257. 11. 6  
£710. 15. 6.

Particulars of Draft No. 1981/2.

M<sup>r</sup> Mathews' report April 14<sup>th</sup>

Shipping Report. Remarks on Accounts

Statement on Accounts April 25<sup>th</sup>

193  
"Lavinia"  
 on Montecides.

May 16<sup>th</sup> 9.

Sir,

My last despatch to you was left here by H. D. L. "Beagle" on the 26<sup>th</sup> ulto. The Ste. "Lavinia" arrived yesterday morning, but without, I regret to say, bringing our "Oreana" mail, the only bag being a small one containing letters from Hardy Point and the Coast. Mr. Wingfield states that he remembers distinctly seeing the bags landed from the "Oreana" when he went on shore, so the admissible parties are evidently the Hardy Point Postmaster and the Governor Agent there, Mr. Gentry, as the Captain of the "Lavinia" not having been here before, might not know that one small bag could not possibly contain all the Falkland Islands mail. Unless the Postmaster is able to send our mail up to Montecides in time to catch the downward mail due here on June 2<sup>d</sup>, we shall probably have to wait until June 23<sup>d</sup> before we get it, unless the Governor gets either the "Pegasus" or one of the ~~other~~ gunboats, now daily expected, to go across and fetch it.

The "Lavinia" sailed in ballast for Capetown on April 29<sup>th</sup>.

Yours &c. G. C. Esq. The "Thetis" arrived here from Port Nag  
 Managing Director,  
Sandwich.



on the 11<sup>th</sup> inst., bringing 295 bales from Beiloon and Hithney which, of course, she will carry home together with all the wool and skins from Greenhills and Pitetuge - and I have sufficient number of bales of sheepskins on hand now to fill her right up. She will leave for Salvador tomorrow or next day and, with ordinary luck, ought to be able to sail for England from the 20<sup>th</sup> to 25<sup>th</sup> June. The encounter at the very heavy gale we had on the 10<sup>th</sup> from the N. E. on her way in from Fox Bay and had her lower topsail blown to shreds, besides her dinghy being badly damaged by the heavy seas. Capt. Thomas noted a Porpoise soon after his arrival here last week.

10. As our stock of silver specie is again some what low and our disbursements connected with the Admiralty works on the north shore being likely to increase considerably, I have applied to the Government for an Order on the Mint for £5000. increments and send you herewith a copy of the Colonial Secretary's letter according to my request.

11. 1856 10. Per. 10. I have got Johnson and Debenham to make a careful estimate of the amounts at which it would be a fair thing to debit Store Account with the Spars, spare gear, etc. on "Islandgaroon", nothing, as per enclosed list, Feb 7, which will, I presume, enable you to close the "Islandgaroon's" account as soon as she is sold. As regards your question as the lower masts, the main and fore are, apparently, in

good condition, except for a certain amount of corrosion and are, in Johnson's opinion, worth lifting out. The major lowermast is intact, not having been touched by fire.

6. A large number of passengers are leaving by this mail, amongst them being Mr. and Mrs. Halkett and two children, Mr. <sup>Mr. P. H. P.</sup> Depinell and two children, two Miss Poltons (to Montevideo), Tom Patterson, wife, two daughters and a son and quite half a dozen other camp hands of ours. The question of the very wretched 3<sup>d</sup> class accommodations on board the Kosmos Steamer has again cropped up on this occasion, more especially as regards Mrs. Patterson and her daughters who take strong exception to having to sleep in one large, common room with men and dogs. Mrs. P. is very far from well and the 1<sup>st</sup> Officer having offered to let her and her daughters have his cabin for an extra \$20. I declined to pay that sum, but owing to Patterson's earnest entreaties and considering his length of service with the Company, I agreed to divide the expense with him and pay \$5. for the extra accommodations for his wife, which I trust will be approved. Patterson made a further appeal as to the Company paying for Mrs. Patterson's present passage, she having paid her own passage out when she went home ill three or four years ago, but this, I said, I could not possibly grant without the Directors' sanction and advised him to refer the matter to them.

7. The repairs to the "Hornet" are progressing satisfactorily, but will still occupy three or four weeks more. On second thoughts, I will defer sending you the Extension of Capt. Cunningham's Detachment until I can furnish you with the accounts connected with her repairs. The official Enquiry has not yet been held, owing to the absence of Capt. Fagellie on the Coast and the Governor being unable to find a Naval assessor to sit with him until the arrival of one of H. M. Ships. Mr. Burtze, the Consul of the S. S. "Albatross", has appointed his father in law Mr. C. Williams to represent his interests at the Enquiry. The "Albatross" is handsomely expected at San Carlos soon.

8. I am intending for a quantity of Timber, spars, etc. which might, I think, be shipped by whatever vessel you charter for the cargo of Steam Coal, which should be here early in December, as we are entirely out of some kinds of wood, and keeping it for the "Hornet" would make it somewhat late. You might of course ship the 800 shooks by this vessel, unless you wish particularly to keep them for the "Hornet".

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

## Enclosures in Monte Video

Stanley Journal + Cash Book April

Cash Vouchers East and West Stores.

Store Indents No. 245.

Store Indents:- Bailon + Stickney, Henry Waldron.

M<sup>r</sup> Mathews' Indents (2). with sample of hydraulic leather.

Store Indent - Monte Video.

Remarks on Stores.

Return showing supplies to H.M.S. ships, 1898-9.

Trust Exchange N<sup>o</sup> 1986 on John Moore & Co £37. 6. 9

Major Curtis's cheque on Cox & Co £25. 0. 0

Coasting Insurance, April.

Copy letter from Col. Secretary, 11 May, re Specie.

List and Valuation of "Guepman" Mast, Spar + Rigging.

Letter from Rev<sup>d</sup>. J. J. O'Grady 16 May

M<sup>r</sup> Mathews' report and enclosures, 9 May.

Shipping Report

Statement on accounts

Specification and Bills of Lading for "Lavinia"

Press copy of list of enclosures to Tilbury direct.



## Enclosures to Tisbury

Duplicates (Originals for S.M.S. "Arcturion" via Monte Video, Apr 24)  
Despatch No 112.

Accounts for the "Serena". Store Indents No 244.

Remarks on Stores                      Remarks on Accounts

Second of Exchange Nos 1981/2 on dict of H.M. Navy.

Particulars of above draft.

M. Mathews' Report April 14. Statement on Accounts

Duplicates (Originals for "Lavinia" via Monte Video, May 19<sup>th</sup>)

Despatch No. 113.

Stanley Journal and Cash Book April

Store Indents No 245. Remarks on Stores.






Second of Exchange No 1986 on John Moore Esq £37. 6. 9

Coasting Insurance April.

M. Mathews' Report May 9<sup>th</sup>. Statement on Accounts

## Specifications

### Wool

H.G. C	37 Bales		9 Bales
SI	49 "		12 "
	Port Louis 37 "	D+S	60 "
	FB 115 "	H+B	99 "
	91 "	B	83 "

### Sheepskins

H+B	6 Bales
B	14 "

1870.  
"Hutchinson".  
 via Sandy Point.

May 21<sup>st</sup> 8.

Sir,

My last despatch left here for "Lancaster" on the 19<sup>th</sup> inst. It now appears that we were altogether wrong in the conclusion we came to as regards the fate of your mail of April 3<sup>rd</sup>. That mail did not leave at all by the "Crown", but was sent by the "Glyde", which left Southampton on April 10<sup>th</sup> and reached Antwerp on May 6<sup>th</sup>. The Postal authorities at the latter port sent it down to Sandy Point by the "Orissa" on the 14<sup>th</sup> inst. instead of handing it to H. B. S. "Piquet", which left there on the 13<sup>th</sup> and arrived here on the 20<sup>th</sup>, bringing me the duplicate of your despatch of April 3<sup>rd</sup> and a list of Enclosures dated April 13<sup>th</sup>, all of which are in order.

2. The "Thetis" left for Salvador and Campos Station on the 23<sup>rd</sup> inst.

3. I much regret having to report another very serious loss to American shipping, viz. the stranding on the 26<sup>th</sup> inst. between the small islets, just to the west of the Tuscar Islands in Port Willem, of the ship "John R. Kellogg", Chapman, with a general cargo from New York for San Francisco.

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

Yrs

She anchored somewhere about mid channel be-  
 tween the Tussock Islands and Charles Point before  
 the Pilot boarded on the morning of the 20<sup>th</sup> inst.  
 and a delicate question has arisen as to what took  
 place after he did so, the Captain asserting that  
 the Pilot assured him that the ship was in a splendid  
 anchorage, whereas Wilmer states positively that he  
 strongly urged the Captain to take his ship higher  
 up Port Willmer. However an Official Enquiry  
 is shortly to be held, when it is to be hoped that  
 the truth will be elicited. Unfortunately we had  
 a very heavy blow, or rather gale, from E. N. E.  
 throughout the 25<sup>th</sup> and between 6 and 7 p.m.  
 the vessel began to drag her anchors and finally  
 went stern on to the rocks, where she remains. I  
 enclose a copy of the Report of Survey held yes-  
 terday, which will acquaint you with the exact state  
 of things and what the Surveyors recommended. The  
 vessel lies in an extremely advantageous position  
 for salvage operations, but there would be very costly  
 owing to the absolute necessity of employing divers.  
 As the Captain had his wife, daughters and the  
 latter's governess on board with him, the expenses of  
 their return home will be heavy, besides which the  
 crew will have to be paid off - which disbursements  
 will, of course, have to be met before any salvage  
 can be realized. The Captain will give me a  
 draft on his Owner, Mr. John R. Kelley of Bath,  
 Maine, before he leaves, which he hopes to be able  
 to do by the mail due to leave here on June 25<sup>th</sup>.

He will therefore probably have left before I  
 can receive your reply to my cablegrams from  
 Montevideo which, for economy's sake, will be thus  
 worded: - "Federal John R. Kelley, Bath Maine,  
 as you will learn from my message to Lloyd's that  
 the wrecked vessel is named after the Prince.  
 For your information I send you a copy of the  
 ship's manifest, from which you will see that, although  
 her cargo is a valuable one, there is not anything  
 of special value to us, except the Kerosene and a  
 few other things. It is much to be regretted that  
 the "Hornet" is hors de combat, as she would have  
 been extremely handy for salvage operations, and  
 I must keep the two other schooners going on until  
 our Ballows and the remainder of our clients'  
 produce has been collected. This fresh disaster to  
 shipping is another severe indictment against the  
 Pilot service of the Colony, as had there been  
 a decent Pilot boat and an efficient Pilot, it  
 would probably have been averted. It is sheer waste  
 of time for me to bugger the Government Officials  
 here on the subject; I have done so until I am tired,  
 although I shall not, of course, allow this opportunity  
 to pass without returning to the charge, but it most  
 certainly is neither right nor just that the Pilot should  
 invariably have to fall back on the "hissie" in similar  
 emergencies, and it was with the greatest reluctance and  
 only when I heard that the ship was firing rockets and  
 showing other signals of distress that I allowed her,  
 at the earnest solicitation of the Captain and Pilot, to



go out on such a night. As it was, she went on a fruitless round and, being unable to find the wind and sea in Port William, returned to Stanley about 1.30 am. On the recommendation of the Surgeons, the doctor is now calling for tenders for salving the ship's gear and cargo, and should that be unsuccessful, he will have ship and cargo sold by Public auction as she now stands, in which case I should probably have to buy her, as it would not do for b. Williams to get her spars, and other gear.

4. Par. 2. I am glad to learn that you think that the Board will fully approve of the action I took with regard to the overture on the homeward bound Kosmos Steamer. This is a matter on which I have felt very strongly for some time past and was only deterred from expressing my views by my desire to work amicably with the local agent and Managing Director of the Kosmos Company. The "Ammon" business, however, was pure & joke. I shall be most anxious to see Mr. Popper's reply and, of course, follow your instructions as regards despatching to pay more than the usual £ per hour for night work.

5. Par. 3. By 115. Par. 3 was not written until the plan of Stanley, now in the Surgeon's office had been inspected and the sketch sent to you was made from memory after such inspection, not wishing to incur the expense of having a tracing made. The confusion of the West Indian allotments with the South ones arose when the list of title deeds

2/

dated March 12<sup>th</sup>, 1891 was made out, as the deeds described in the third line of the South Suburban lands should have been called West Suburban lands. Nos. 4, 5, 6 and 10 lots must be the Campagna's Quarry land, but I am expecting every moment to receive a letter from the Bureau for which will definitely settle the matter.

6. Par. 4. The "Beagle's" driver did report that the "Fortuna's" bottom was in good order.

7. Par. 5. I note your remarks as regards reporting on the stock of steam coal, which I have, I think, hitherto done. The "Pegasus" will take about 150 tons before she leaves on the 12<sup>th</sup> instant, which will leave our stock at about 500 tons.

8. Par. 6. A press copy of Mr. J. Monro's account for 1890 went by Book Post at the same time as my despatch No. 115 of March 3<sup>rd</sup>, which you have already acknowledged by your No. 889 of April 3<sup>rd</sup>.

9. Para 1<sup>st</sup>. The "Sakkarah" arrived at daylight this morning, bringing me your despatch No. 890 of May 2<sup>nd</sup>, with all enclosures in order.

10. Par. 2. The U. S. Consul here will give a draft on the Treasury at Washington as soon as he knows the amount of the invoice for Admiral Spotts's tombstone.

11. Par. 4. As soon as this mail has left, I will go into the question of our Blacksmiths attempting to get some or all of the Hlangwanani's hammers, into their original, but, of course, the time of the year is ill

all against such work as that.

18. Dec. 6. Your remarks with reference to contractors making use of our hulks and the changes you suggest should be made in such cases are noted, and will be carried out.

19. Dec. 9. As regards Pison's debt, as already reported, their agent, Mr. Rastcliffe, was here two or three months ago and must have obtained orders from the various clients you mention, or they would not be shipping the material. Neither the clients nor Mr. Rastcliffe said a word to me on the subject, so I will write to the four parties you name and ask them for the authority you require, but, if I remember rightly, Mr. Henry Alderson ordered some of this dirt in the-indent from him enclosed in my despatch of 12th of the 18th ult.

20. Dec. 8. Mr. W. G. Hardy went home a couple of weeks ago with the intention of making extensive purchases for the refit of the store they are running at Antigua House, which, as you know, they have bought from Mr. Bertrand, with Mr. G. L. Davis's assistance, for £11000. They are very pushing young people and I think certain to succeed.

21. Dec. 10. I quite agree with you that it would not do to make any reduction in the Blacksmiths' labour bill for the "Northumberland". The repairs to her sails, etc. were done on board.

22. Dec. 12. I regret to hear that Delmea seems determined to dispute his liability as regards the "Duke of Devonshire". The Governor has promised to give me every possible assistance in the

matter and should the schooner be reported as being  
any where near the Islands during the stay of the  
"Pegasus" here, he would at once request Captain  
Cochran to go in pursuit of her and compel her  
to return to Stanley. It is true that a few small  
payments have been made, at Consul Ransom's  
request, since she left Stanley, but they are practically  
covered by a credit she has for work done at San  
Pablo for Dr. J. J. Kelton. Of course all payments  
will now cease.

17. Dec. 14. As a matter of fact the "bustlers"  
made a very long passage up to Lantana and  
as you surmise, missed the Pacific boat.

18. Dec. 15. This matter is referred to in  
Dec. 6 of this despatch. When the "Pegasus" leaves  
us on the 14<sup>th</sup> inst., no other of U. S. ships are likely  
to be down here before next October.

19. Dec. 17. I purposely abstained from  
reporting further in regards Dr. J. Quincey, the  
West Falkland Government Schoolmaster until Dr.  
Lathams went over to the West and was able to make  
personal inquiries about that official. Those in-  
quiries having proved unfavorable to Dr. Quincey,  
it is a good thing that you have engaged Dr.  
Alexander Bain, who, as you say, will have the  
benefit of Dr. Taylor's presence at Quincey Harbour  
for a few weeks.

20. Dec. 18. I quite thought that you were  
aware that Dr. Lee Parker does his books on  
April 30<sup>th</sup> in each year and as he is of course to



make up his account to that date and this year he particularly requested us to keep it open until the arrival of this mail, so that all credits up to April 30<sup>th</sup> might appear in the account. It will now be closed and you will receive a press copy of it by next mail.

21. Par. 19. We have never previously applied to the Colonial Government for an Order on the Mint when it has been a question of small silver coins - but will do so in future; I am under the impression that you have obtained former shipments of this kind from your Bankers.

22. Par. 20. I note Messrs Baillon and Stickney's decision as to the new terms of their account with the Company, which arrangement, I take it, is to date from January 1<sup>st</sup>, 1899?

23. Par. 21. I must now ask you to cancel Par. 5. of the present despatch, as the very exhaustive report you have kindly sent me by this mail puts a totally different complexion on the matter.

24. Par. 22. It is most satisfactory and encouraging to hear that the Bankers consider that some of the Company's wool may possibly be classed as "fine".

25. Par. 23. I shall not fail to reciprocate, in every way consistent with the interests of the Company, Mr. Peppas's most courteous and conciliatory attitude.

26. The balance question here is concerning

a very serious aspect indeed, as you will under-  
 stand when I tell you that unless I had been  
 able to draw on the shipwrecked crew of the  
 "John R. Kelley", I could not have got hands for  
 the "Fortuna" and should have had to send two or  
 three men out of Mr. Schuchman's mess of gang for  
 her present trip. The fact is that Mr. Hayes, the  
 Assistant Civil Engineer in charge of the Admiralty  
 Works, at once gives employment to every capable  
 or schooner hand, every man, youth and boy as they  
 present themselves. The wages are, it is true, a trifle  
 under the laborers usual pay of \$ per hour, but  
 the prospect of three or four years permanent work  
 and the attraction of a continual residence in Stanley  
 decides them at once in favour of the North shore,  
 where over 90,000 cubic yards of dirt, clay, etc.  
 have to be excavated as soon as possible, besides  
 all the buildings and other work connected with the  
 Naval depot. This will be a very awkward  
 problem both for Mr. Matthews in the Camp and  
 my successor here.

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

## Enclosures

Duplicates (Originals for "Lainia" to Tilbury May 19<sup>th</sup>).

Specification of shipment for "Lainia".

" " D.H. 9 Bales Wool

" " N.A. 12 " "

" " D.H. 7 " Sheepskins.

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Store Indents No. 246.

Store Indent - Vene Sacks.

Remarks on Stores.

Coasting Insurance May.

Insurance on produce return No. 10.

Postage Stamps.

Copy report of survey on Ship "Ann. R. Kelley"

Copy of manifest of " " "

Specification of T.B. 117 Bales Wool for "Lainia".

Remarks on Accounts.

Mr Mathews' Report and enclosures.

Shipping Report

Statement on accounts

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185.  
 "Lodestric."  
 via Antiochia.

June 22, 1854.

Sir,

My last despatch left here per "Lodestric" on the 1<sup>st</sup> inst. and I received yesterday per "Lodestric" your despatch of the 19<sup>th</sup>, together with the originals of your of the 19<sup>th</sup> of April, with all enclosures in order.

1. Consul Hansen informed me the other day that he had heard (probably through Capt. Jones) that West intended to sail right up to the mouth of August and then return to this port; but should he decide to run to Sandy Point, Consul Hansen has arranged with the U. S. Consular Agent there to relieve West of his command and replace him by Capt. Jones, who would be instructed to bring her across to Monterey at once. Nothing further can be done in this unfortunate matter at present.

2. The "Achid" left Salvador on the 16<sup>th</sup> inst. and I sent you herewith Bill of Lading for 126 bales Wool and 100 bales of Sheepskins, together with specification of the same, consigned to the Company as usual. This is the whole of her homeward cargo.

3. The "Shet" will, I trust, get away this day. She has over 100 bales on board.

Yours &c. Wm. C. Webb  
 Consigning Director, London.



5. I regret having to report that the "Port. mus" had to put back here on the night of the 8<sup>th</sup> inst. She had left Stanley the previous afternoon with several passengers for the West Island, but encountered during the night a very heavy S. W. gale, during which she lost a boat and one of her decks, besides damage to her bulwarks, main rail, and sails. She left again on the 12<sup>th</sup> inst., but once more, had bad luck and had to ~~lie~~ under Shag Island for two whole days, owing to wind and weather. This serious detention added to the fact that the "Fair Rosamond" is making an abnormally long trip accounts for my having next to no produce whatever for this steamer; but I took the precaution of writing to Dr. Schlottfeldt, explaining the circumstances and he is quite satisfied that it is a case of "force majeure". I shall endeavour to ship the whole of the Company's Tallow, about 550 casks by the mail of August 22<sup>nd</sup>, together with some 900 to 1000 bales of Wool and Skins. The "Thetis" had taken about 60 bales of Seal skins in just before the "Noctua" arrived.

6. I have to report the putting back here on the 18<sup>th</sup> inst. of the American S. S. "James Wakefield" with a general cargo from New York to San Francisco, after meeting a very heavy gale off Cape Horn, during which the Master, Captain Henry, was washed off the poop by a tremendous sea and so severely knocked about the deck that he died in ten minutes from the injuries sustained.

The body of the doctor has been brought on shore to be put into a leaden coffin, etc. and taken on to San Francisco, where his wife and five young children are awaiting his arrival. He was an intimate friend of Captain Chapman of the "John R. Kelley", who has arranged to take command of the "Byres Wakefield" and proceed in her to San Francisco with his family. This vessel belongs, as you will see, to Messrs I. Rosenfeld's sons of San F. and N. York, the owners of the S. "Steering", which was here four or five years ago. Her pumps are out of order, but the survey cannot be held until tomorrow morning, so I shall be unable to report to you what, if any, other damage she has sustained. Although the vessel will most probably have proceeded on her voyage before the arrival of the damaged steamer of July 14<sup>th</sup>, I deem it better to send you a cablegram to enable you to arrange a credit with Messrs Rosenfeld, more especially as Captain Chapman had the "Byres Wakefield" towed up into a safe anchorage in Port Williams by the Ste. "Hedister" for a sum of £100, which will amply compensate the Kosmos Company for their loss of freight this time.

9. After salving as much of the sails, running gear, etc. as possible, the "John R. Kelley" was put up to auction, ship and cargo as she stood, on Saturday last and knocked down to C. Williams at the abominably low price of £200. I had made up my mind not to give more than £100. after they

consideration and discussion with Captain Bluff, Rapp, Schuchman and other experts; but what weighed most with me was the perusal of the letter, copy of which I enclose, addressed by Capt. Cochran of the "Pegasus" to the Governor reporting the result of that ship's divers' operations on the wreck, as it appears from that, that nothing could be done without divers and you know better than I can tell you, the enormous cost of such work here; then again, there is the risk, somewhat remote, I admit, of the vessel breaking up suddenly in a nor-easterly gale and with the experience of the "Bertha" and "Glenbowan" before me, I considered it more prudent to obtain from summing Williams up at the auction and having her perhaps knocked down to my mind and trust that the Board will approve my action in the matter.

8. After delivery of 1000 tons of steam coal to H. L. L. "Pegasus", there remains 286½ tons belonging to the Admiralty out of their purchase of 800 tons as per their letter of 10th Nov. 1898 - but we have not got quite that quantity actually in stock, as we have already used, for our own purposes, more than the 32 tons which we retained from the "Pegasus's" cargo.

9. Dec. 10. I send you herewith Capt. Cummings's statement of Protest relative to the collision between the steamer "Komet" and the steamer "Albatross", from which you will see that we are all right as regards the side lights, it being



clearly stated therein that: "The stern and port lights of the 'Hornet' were burning well both before and after the collision" which fact was amply proved by all our witnesses at the Preliminary Enquiry held into the circumstances of the case before the "Jury" left - and to which reference is made in the enclosed copy of a letter addressed to me by the Acting Police Magistrate. As regards Pagellie it may be a difficult matter to get at him, as we hear by this mail that the "Albatross" struck a sudden rock in Commerce Bay and became a total wreck a few weeks ago, fortunately without loss of life. She lost, however, several hundred sheep on her passage from San Carlos, and Cameron's spec. must have been a most unfortunate one for him. I am sorry to hear that our Underwriting account will have to bear half the cost of re-insuring the "Hornet", as the damage done was very serious and the repairs must be costly and take some considerable time. I am constantly urging Briggs to get on with the work, but the time of the year is against any rapid progress being made.

10. I must regret the omission to send the naval duplicates for "Ammon" to Tilbury, but have a strong idea that, at the time, I had some good reason for departing from the usual practice and being certain that the "Ammon" could not catch the Pacific mail, owing to her long detention here, had no doubt something to do with it. There  
again



again it is very awkward when, as in the present case, the general mail closes at 5 p.m. today, although the steamer will not leave until daylight tomorrow, as I am compelled to close my despatches and other important matters so much earlier in order to get the duplicates off by the steamer's mail.

11. Per. 11. The "baron's" cargo of coal was taken as per Bill of Lading and turned out at 80 9/16 tons, or 5 1/2 tons more than the N/ldg. weight. As regards the cargo of "Waterford" we paid, as you know, freight on 14 tons extra and we got some 8 to 10 tons in addition to the said 14.

I am,

Sir,

Your obedient servant,

Andrew C. Baillon.

Donegal.

## Enclosures via Monte Video

Store Indents No: 247

Store Indent - Packs Nos 10

Replies to Remarks on Stores

Ind of Exchange No. 1992 on Dec 1st 1891 M. Navy £405.0.0

" " 1993 " " " £1146.9.0

Major Curtis' cheque on Messrs Cox & Co £40.0.0

Extended protest of Schooner "Hornet"

Copy letter from 1st Sec. 15 June re "Hornet" inquiry.

Press copy of Mr Sacke's account current 1898-9.

Copy letter from Captain of HMS "Pegasus" re cargo  
of ship "John R. Kelley".

M. Mathews' reports June 12 & 22nd with enclosures

Shipping Report.

Statement on accounts June 22nd

Specification and Bills of Lading for "Modestia"

Press copy of list of enclosures to Portland direct

## Enclosures to Portland

2. Micaks (Originals for "Sakkarak" via Sand, Sinit June 2)

Dispatch No: 124.

Store Indents No: 246.

Remarks on Stores

Coasting Insurance May.

Insurance on produce Return No 10.

Remarks on accounts.

Mr Mathews Report.

Statement on accounts June 2nd.

Duplicats (Originals for "Modestia" via Monte Rio June 22nd)

Dispatch No: 125.

Store Indents No: 247.

Replies to Remarks on Stores

Records of Exchange Nos 1992/3 on Recd Genl of H.M. Navy

Mr Mathews' Reports June 12<sup>th</sup> & 22<sup>nd</sup>

Statement on accounts June 22nd

Stanley Journal and Cash Book May.

Cash Vouchers & W. Stores

Shilling for "Orchid".

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106.  
"Thetis".

June 20, 1884.

Sir,

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

I am,

Sir,

your obedient servant,  
Andrew C. Baillon.  
Manager.

Enclosures.

1 Bills of lading.  
Manifest.

List of Boxes and Parcels.

Abstract of "Thetis" booking log.

Estimate of "Thetis" gross earnings.

"Thetis" account and vouchers.

Specification of likely expenses.

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



127.  
"Hathor".  
via Sandy Point.

July 10<sup>th</sup> 9.

Sir,

My despatch to 125 left here per "Hodestie" on the 23<sup>rd</sup> ulto.

2. The "Thetis" sailed for home on June 24<sup>th</sup> and I send you herewith duplicates of my despatches and sundry documents by her. I regret that, in the hurry and pressure of getting her away, I sent you by mistake the Bills of Lading relative to Messrs. Baillon and Stickney's and Greenhields' produce, instead of addressing them to Mr. B. P. Baillon and Messrs. Hoare & Co. respectively. May I trouble you to repair this error by addressing them to these gentlemen as soon as my despatch to 126 reaches you. Further I send you herewith specification of the 26 H. Sharpskins per "Thetis".

3. Owing to a slip on the part of Mr. Lauchlin, the 28 salted hides shipped per "Hodestie" were given on the specification of shipment as being marked S. and shipped for account of R. Parker, whereas they are marked S. & S. and for account of Sharp and Smith.

4. H. Parker will be much obliged if you will kindly attend to the matter referred

to in the enclosed copy of letter from Messrs. Lake and  
Frank E. Cobb Esq.  
Managing Director, London.

Yours.

then.

5. The "Bynes Wakefield" proceeded on her voyage to San Francisco on the 6<sup>th</sup> inst. and I enclose Capt. Chapman's draft on Messrs. J. Greenfield's Sons for the amount of the ship's disbursements viz. \$777.19.10 or \$7812.16 which I trust will be duly honoured at maturity. Captain Chapman also settled the affairs of the late S. "John R. Kelley" which show a balance against the Owners of \$144.18.5 or \$710.11 for which amount I send you his draft on Mr. J. R. Kelley of Bath, Maine, which will, no doubt, be punctually paid. The item of \$150. for salvage is no doubt excessive, but, after agreeing (unfortunately not in writing) to do the work for \$100, Capt. Patterson of the S.S. "Lockstar" on getting into Port Willimans and seeing the position of the vessel, positively declined to say less than \$150. whereupon Capt. Chapman, who was on board the steamer, consented to give the extra \$50, not wishing doubtless to have a repetition of the "John R. Kelley" disaster, the "Bynes Wakefield" having anchored in almost the identical spot from which the former vessel dragged on to the rocks. It was a rare piece of luck for Louis Willimans, who bought the "John R. Kelley" on his own account and not for his father Chas. Willimans that, twenty four hours after he had made the purchase, the "Bynes Wakefield" should come in with her main pumps broken and be able to sell her those of the "John R. Kelley" for no less than \$100. thus getting back at once those

quarters of the purchase money. A succession of calm days has materially assisted the salvage operations and they have already been able to get several hundred tons of cargo, although the bulk of it is of no marketable value here; they will, however, probably be able to get most of the Kerosene, if they can once loosen the top tier, in which case they ought to make a good thing of it and our sales of this article will be seriously affected thereby.

6. In the last line but one of Par. 7 of my despatch No. 25, please read the word "bid" instead of "mind".

7. The Store Sales for the first six months of 1899 are £1865. in excess of the corresponding period of 1898.

8. As you will see from the Government Gazette which I send you by this mail, our debtor R. H. Aldridge has petitioned the Supreme Court for the appointment of a Receiver, who has ordered the sale of his house and land, which is almost certain to result in our ultimately getting 20/- in the pound, which will be a satisfactory termination to this unpleasant and tedious matter. I am also endeavouring before I leave to obtain a similarly satisfactory settlement of Mrs. Sellmann's account.

9. No. 25. Par. 21. Enclosed herewith you will find a detailed reply to your remarks on our Suburban Allotments of April 12<sup>th</sup>, 1899 which will, I trust, be deemed sufficient.

10. July 10<sup>th</sup>. The "Hathor" arrived at 9 am. yesterday bringing me your despatch of 8<sup>th</sup> of June 1884, with all enclosures in order. I further received through Messrs. Humphreys your colleague of the 8<sup>th</sup> inst. thus worded:—"Kolloy Chocassie has been Parentatye" meaning has communicated with Dances, has no reply yet, must have bottoming if necessary funds not provided. As you will gather from Par. 5 of this despatch, your instructions cannot now apply to the case.

11. Mr. Davis has arrived with his wife and infant child, and it is to be hoped that his engagement will turn out satisfactorily. He will permit as soon as possible to have plenty of time with Payer, but from what Mr. Hathorn says, Mr. Davis and infant may have to stop here until the Payer leaves.

12. Par. 5. I have to thank you for all the very interesting and instructive matter you send me with regard to collisions between steamers and sailing vessels, which will be useful to my successor if the hearing of the case should ever be completed. The question now is whether the Board would wish the Dances, Mr. W. Curtis, to be proceeded against in the Vice-Admiralty Court here. The difficulty will be to get hold of Fyallie who, up to July 20<sup>th</sup>, had not yet returned to Sandy Point from Cameroons Bay with his crew. There can, I think, be no shadow of doubt that the "Albatross" would be held to blame in any court in the world, although I should not like the idea of the case being tried at Sandy Point.



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13. Par. 6. I note your remarks with reference to our passages and we shall proceed home in the Kosmos Steamer, which will, I hear, probably be the "Ako." On this head I think that Mr. Craigie-Kalkeith's opinion and experience of the "Savina," as written by him from Cape Verde Islands, might be both useful and instructive to the Board. Mr. G. H. is sure to call upon you soon after his arrival at home. As regards the rice house, I have much pleasure in being able to report that, a few hours after receipt of your despatch, I succeeded in disposing of it to my entire satisfaction and the obnoxious section will be removed without delay.

14. Par. 7. I have communicated your remarks as to outsiders being prevented from having access to our Catalogues, and they will be more careful in future. Turner tells me that Bellhouse used to trade formerly with Queen's House.

15. Par. 8. I regret the omission of the word "direct" as regards 45 lbs. Wool J.H.D. shipped per "Annex" on April 3<sup>d</sup>. A note will in future be made on the Specification when this occurs.

16. Par. 9. It is satisfactory to hear that the Admiralty will require as much as 1600 tons of steam coal for next season, and that you have obtained such a very low freight. I trust that there will be no difficulty in stowing this large quantity into the hulks.

17. Par. 10. Your instructions as to my handing over to Mr. Harding will be carefully carried

carried out.

18. The U. S. Consul has received notice by this mail from the State Department that they wish the Tombstone to the memory of the late Admiral Spots to be erected in Stanley Cemetery. You can therefore ship it by first outward mail, and your bill for the same will be settled by a draft on the U. S. Treasury as soon as received.

19. The U. S. Consul further reports to me that he has had positive news by this mail, via Montevideo, that the "Concha de." was quite recently at Sandy Point and he is sending instructions by this steamer to the U. S. Consular Agent there to have her seized at once, to depose Captain West and to authorize Capt. Jones to bring her across to Stanley at once. The question, however, is what to do with the schooner when we get her on, unless she has a good cargo of Sealskins on board, she is not likely to fetch sufficient, if sold here, to cover the amount of our draft upon Mr. Loomis.

20. Messrs. Brown & Blanchard's Ste. "Sovast," when on her way to those Islands for a load of sheep, had to put into Rodney Cove, West I., on June 22<sup>d</sup>, owing to having her tail and shaft broken, propeller gone, the main shaft twisted or bent and other damage. She is in a perfectly safe anchorage. Capt. Willumson came in here by the "Fortune" and proceeds to Sandy Point by this steamer to consult his Owners; he approached Captain Ross of the "Hathor" as to what he would

has the "Lionet" across to Lady Point, but he  
 litted of £1000. which is, of course, shared  
 and he will no doubt get it done for less than  
 half that amount by the Chilean government  
 say. These coast Steamers are most unsteady  
 and these constant casualties prove the soundness  
 of your argument as to the folly of putting all  
 your eggs into one basket or one steamer and  
 doing away with the Schooners.

I am,

Sir,

your obedient servant,  
 Andrew C. Baillan.

Denver.

## Enclosures

Duplicates (Original for "Modestia" to Tilling June 22nd)  
 Stanley Journal and Cash Book June  
 Specification of Shipment for "Modestia"  
 Duplicate. Despatch No: 126 & Enclosures for "Thebis".

Stanley Journal and Cash Book June  
 Cash Vouchers East and West Stores  
 Stanley Ledger Balances June 30<sup>th</sup>  
 Stanley Wages Return June 30<sup>th</sup>  
 Coasting Insurances June  
 Store Indents No: 248  
 Store Indents for "Thebis", Bertrand & Kelton, Jacke & Co  
 Store Indents. Vere Jacke, Stanley Apinthy Rooms Co Ltd  
 Memo: from H. Wadron re indent for Dip (Jacke & Co)  
 Accounts for Ship "John D. Kelley" & letter of advice to Owners  
 " " " " "Cyrus Wakefield" " " " " "  
 First of Exchange No: 1996 on Messrs. F. Hunt & Co £ 6.0.0  
 " " 1997 " John D. Kelley \$ 710.11  
 " " 1998 " John Lounfield's Sons \$ 3812.16  
 Copy report of Survey on Ship "Cyrus Wakefield"  
 Order on Messrs. J. Lounfield's Sons for £3.  
 Letter from H. Jagger July 1<sup>st</sup>.  
 Memorandum re Suburban etc. Allotments.  
 Three copies of the Current. Lat Stephens, Little Island  
 J. Wadron, W. E. Williams, S. A. Missionary Society  
 S. A. Missionary Society's Account June 30<sup>th</sup>.  
 Specification of 26 Bales Sheepskin Co for "Thebis"  
 Remarks on accounts. M. Mathews Report.  
 Shipping Report. Statement on accounts.



128.  
Neko  
via Montevideo.

August 1, 9.

Sir,

My last despatch left this for  
 "Kathie" on the 16<sup>th</sup> ultimo, via Sandy Point.

2. 1892. Per 10. I send you herewith  
 carefully compiled inventories of all the furniture,  
 etc. in the Manager's house, of the contents of the  
 safes in this office, cash, etc. duly signed by  
 Mr. Harding, which will, I trust, be found in  
 order. I need not assure that the greatest possible  
 care has been taken of all the Company's property  
 during my term of management and every-  
 thing is handed over to my successor in perfect  
 order and condition.

3. Mr. Dehnbach, the Director, is failing  
 in health and gradually getting past his work.  
 He requests me to ask the Directors whether they  
 would, in the case of his retirement, be disposed  
 to grant him a pension, however small, to  
 supplement his savings which, he fears, would  
 hardly be sufficient for him to live on. Of course  
 his services with the Company has not been con-  
 tinuous and we cannot trace his record previous to  
 February, 1888, but he tells me that he worked  
 about 22 years under Messrs. Thomas and Lane

Frank. Co. 60th St.  
 Managing Director, London.

and

and that you would know exactly how long he was employed running the Mail Schooner, in fact, all about him. The old Log books show that he received \$10. in February and March, 1893 and \$11. a month from April, 93 up to the present time, earlier than that we cannot find his name. You are well aware of the nature of his services to the Company. He has certainly been a good servant during my term of office as Manager, and I come to see that he is gradually finding somewhat in strength and energy.

4. I am sending you various documents by this mail, which the accompanying remarks will, I trust, sufficiently explain.

5. \$800. Per. 4. I took Blythe down to the "Glenview" last week and now send you his report in reply to your question in the aforesaid paragraph. He had not been on board very long before he remarked: "Only two words for it, Sir, 'scraper'". On the other hand Mr. Schlotfeldt has evidently got a commission to buy her at a price, as he came a few days back and asked me what I thought the Company would take for her as she now stands. I mentioned \$1000. but he at once said that such a figure was out of the question. I then told him that, if he would give me the name of the party for whom he is acting and make a bona fide bid on his behalf, I would submit it to you by cable from Montevideo.

he has, so far, only told me that neither the Messrs  
B, nor Mr. Burtys are interested in the matter.  
I shall probably only hear from Mr. B. at the very  
last moment.

August 7<sup>th</sup>. 6. The "Koko" arrived on the 5<sup>th</sup> inst.  
at 11 p.m., bringing me your despatches No 898 of  
the 1<sup>st</sup> ultimo, with all enclosures in order. I will  
leave the reply to this despatch to my successor, as I have  
not sufficient time left at my disposal to do so  
satisfactorily.

9. Dec. 6 1892 - Dec. 6. It is a satisfaction  
to me to know that my opinion of the Hamburg-  
Pacific boats has been confirmed and that the  
Directors now see that my application of  
April 25<sup>th</sup> was based, not on the question of getting  
more or less amusement on the voyage home, but  
simply for the sake of comfort and decency. I  
am obliged for your statement that "you have no  
doubt the Board would agree to your changing  
it sometimes", and am pleased that the arrival  
of the "Koko" has put an end to any such necessity.

I am,

Sir,

your obedient servant,

Andrew C. Millon.

Amagat.

## Enclosures

Duplicates (Originals for "Hathor" via Sandy Point July 15<sup>th</sup>)  
 Dispatch No. 127. Stanley Journal + Cash Book, June.  
 Stanley Ledger Balances June 30<sup>th</sup>. Coasting Insurance, June  
 " Wages Return " " Store Indents No 248.  
 Accounts for Ships "John R. Kelley" + "Cyprus Wakefield"  
 Record of Exchange No 1996, 1997, 1998.  
 Memo: re Suburban Allotment. Remarks on Accounts.  
 Specification of 26 Bales Sheepskins (F) for "Thetis".  
 Mr Mathews Report. Statement on Accounts.

<p>Letter to J. E. Cobb          Store Indents Nos 249, 250          Store Indent "Thetis" from          Vere Sacks + A. J. Kelton          Store Indent "Orchid" J. Kelton          Remarks on Stores          Remarks on Indent for "Thetis"          Replies to remarks on No 1898          Stanley Store Debtors June 30<sup>th</sup> 99          Remarks on ditto          Stanley Butchery Debtors do.          Ind of Exchange No: 1999          on 6th March - £1221. 10.0          Draft No 2000/5 on U.S. Treasury          \$400.00 and \$400.00</p>	<p>Mr Deans cheque - £13. 16. 10          Coasting Insurance July.          Insurance on produce return No 11          Camp Wages Return June 30<sup>th</sup>          Letter from Myh + Pengwan July 26          Specifications:—          547 Casks Tallow <span style="border: 1px solid black; padding: 2px;">FIC</span>          17 " " <span style="border: 1px solid black; padding: 2px;">B</span>          12 Bales Wool <span style="border: 1px solid black; padding: 2px;">NA</span>          62 " " <span style="border: 1px solid black; padding: 2px;">S. I</span>          71 " " <span style="border: 1px solid black; padding: 2px;">DS</span>          3 " Sheepskins <span style="border: 1px solid black; padding: 2px;">Q1</span> do:          Mr Mathews Report runs July 29<sup>th</sup> Aug 6          Shipping Report          Statement on Accounts.</p>
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## Enclosures Via Montevideo.

Duplicates; Originals per News direct.

Despatch N° 128.

Letter to W. M. Cobb

Store Indents N° 249, 250.

Remarks on Indent per "Hefis," and on Stores.

Replies to Remarks on Accounts, 1898.

Stanley Store Debtors, June 30<sup>th</sup> '99.

Remarks on ditto.

Butchery Debtors.

2<sup>nd</sup> of Exchange N° 1999 on W. B. Waldron.

Leasing Insurance - July.

Insurance on Produce N° 11.

Specifications: 549 Cases Tallow F.I.C.

17 " " B.

12 Bales Wool N.A.

W. Mathew Reports, July 29<sup>th</sup> and August 8<sup>th</sup>.

Statement on Accounts.

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129

Hare

August 25<sup>th</sup> 9.

Sir,

Mr Baillon left the Colony in the S.S. "Nika" on the 9<sup>th</sup> instant and in accordance with the correspondence which has passed I assumed the management upon his departure. Owing to the transfer of management I had no time to answer by last mail your despatch No. 893 of July 1<sup>st</sup>, but will do so now.

2. Par: 3. I think that in writing of disbursements on account of Naval Works Mr Baillon's intention was to point out that the fact of 60 to 70 men being employed involved the circulation of more silver than has been usual, and although we do not actually disburse the money, our stock is bound to run low.
3. Par: 4. As far as I recollect the Master of the "Serena" on finding that the coal in the "Glenysman" was under water except at half and low tides, came to the conclusion that it would be cheaper

J. B. Cobb Esq  
Managing Director  
London.

for him to purchase stone ballast at 6/- per ton delivered

delivered alongside. If at some future time we do succeed in pumping out the vessel and floating her there will be a better chance of disposing of the coal as ballast.

4. Jan. 6. I was not present at any interviews between Mr. Bailon and Patterson, but had any question of track allowance been raised by the latter, I think I should have known about it. It is therefore fairly safe to assume that Patterson did not raise the question here and consequently barred any claim he might have had. You will I am sure recognize that it is not possible to prevent any employee from raising a question in London, but in the case of men leaving the Company's service I shall always endeavor to make them understand that when they take their cheque upon you, that cheque represents the settlement of their account with the Company, pension of course excepted.

5. Jan. 7. Mr. Bailon reported in despatch 125 par 9 the loss of the "Albatross" which I fear minimizes our chance of recovering damages, but could we seize any other vessel belonging to the same owner? Mr. Curtze is at present in Hamburg.

6. Jan. 9. I enclose a fresh certificate of the audit of the Accounts for 1898.

- 2/
- 82
7. Jan 10. The notice in the Gazette showed I take it have been worded "W. Brund junior". Mr. W. Brund is still the lessee, has Whitman being his Manager, and under his management the place has done much more business. I understand that Brund intends to return here.
  8. The Governor has appointed me "provisionally" to be a member of the Legislative Council.
  9. The Gazette publishing the Draft of the Import Tariff ordinance was delivered only on August 10<sup>th</sup> after the last mail had gone. This measure will have to be strenuously opposed, as it may be only the thin end of the wedge. When a Council meeting has been held I shall be in a position to write more fully.
  10. August 25. The "Itauri" arrived yesterday afternoon bringing your despatch No: 894 and enclosures all in order.
  11. The "Itauri" had an exceptionally fine passage, the Company's sheep, Mr. Blake's bull and sheep, and sheep purchased by Jackson at Buenos Aires have all been landed alive. Mr. Mathews intends to dip ours before



they are sent round on the Schooner. The  
 Stock Inspector has quarantined Messrs  
 Jackson's sheep for 10 days. Hatters  
 are on board the "Jernett" ready to start for  
 Hill Cove. The work of repairing the "Jernett"  
 is complete with the exception of a little deck  
 work and painting which must wait.

12. Mr. Girling and family arrived safely. Owing  
 to the exceptional pressure of work on all hands  
 entailed by the arrival of the "Jernett" I have  
 not been able to do any papering in the house  
 for Mr. Girling. The necessary painting and  
 cleaning has however been carried out.

13. The S. S. "Jernett" put in here on August 10<sup>th</sup>,  
 just one day after the mail had gone, with  
 trepan and No. 100 full of water. The steamer  
 having struck something at the Southern  
 Entrance to the Straits of the Maine, believed to  
 be a sunken wreck. The details of the casualty  
 are described in my letter to Lloyd, a copy  
 of which I enclose, together with copies of the  
 Director's report and report of survey. Jackson and  
 three times and ascertained that the keel had  
 been struck up about 2 inches from about 5 feet  
 of its length under the first bulkhead, the

slow cracking the plates on both sides of the keel in all directions

I could not refuse the Captain's request to send the "Fair Forewind" down South to search for the missing lifeboat with the Second Officer and four men, although this deviation has interfered very considerably with the coasting work. I felt that a refusal would have been very detrimental to the reputation of the place, more especially as the question of humanity was involved. Captain Willis is well fitted for a search of that nature, as he is so well acquainted with Staten Island and adjacent waters.

The Captain has discharged into the "Great Britain" some 350 tons of cargo; wool, cases and bales of Kauri Gum, cases of tinned meats and a few cases of general cargo. This had been stowed in the tween decks of No. 1 hold and by getting rid of this and stowing coal right aft the steamer is now almost on even keel. When she arrived she was 7 ft down by the head.

Whaughlen took the cargo over, but as his tally did not agree with that taken by

he spent on the steamer, I sent Mr. Graham with a gang of men to make a fresh tally. This was not completed when the mail arrived, but some boats were found to be wet and I intend to have a survey. It is fortunate that this was found out before a receipt was given for the cargo.

In order to make a sufficiently large net we have run 3 sails together and passed a large space with cotton to put over the damaged plates. This was to have been placed today but the arrival of the mail has upset all arrangements. We have made an agreement with the diver to go down and see that the net is properly placed tomorrow, when the Captain will take the steamer & Mr. William to throw over about 15000 carcasses from the 1st lot which have now been under water nearly 3 weeks.

It is a great disappointment to me that we could not have got these to Green Island. I made the Captain an offer to take them and to provide him with a list, but he says that of course his Insurance will not allow of this.



I then asked Mr Schlotfeldt how much he would ask for the Kermor Steamer to take them on deck to Gore Green. He said £200, but could not guarantee that the Captain would consent to do it. If therefore I had had them piled up on the upper deck of the "Great Britain" and the Captain had declined we should have had to get rid of them at our own expense. This was too great a risk and the project of larding down had to be abandoned. They would have scarcely tried out more than 12 lbs each as all inside and kidney fat had been removed.

14. I regret that I have not been able to send more detailed reports. The mail was delivered only at 8pm yesterday and closes at 3 today, the Post Office being severely handicapped by the death of Mr Carlson.

15. During the past fortnight I have expended most of my time in superintending the work for the "Tikoa", and while the mail has been here we had to make arrangements for the disposal of 3 lots of live sheep.

16. I shall endeavour to answer your despatch No: 894 by a mail which the



"John" will probably like to meet you  
 I am telegraphing to you the message  
 "Thank John" I am sure to London

I am, Sir

Your obedient servant

*W. Harding*  
 Manager

I have never before seen you

*W. H.*

## Enclosures.

Duplicate of late letter to Mr. Cobb, August 9<sup>th</sup>.

### Originals:

Stanley Journal and Cash Book, July.

Cash Vouchers East & West Stores, July.

Store Indent N<sup>o</sup> 251.

Indent for Drugs from Dr. Doley.

Indent for "Phetis" with sample packet of sugar  
from Henry Waldron.

### s.s. "Deer":

copy of letter to Lloyd's.

" " Diver's Report.

" " Survey Report.

J. J. Nelson's Certificate of Audit rewritten.

copy of letter from P. Noble.

Shipping Report.

Statement on Accounts.

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190.

Per "Banda"

September 14 9.  
+ 21<sup>st</sup>

Sir,

My last despatch left for "Ivory" on Aug 25<sup>th</sup> Dep 893. Par 11. I made an official application for a tracing showing the Company's land on the North shore of Stanley Harbour and have been informed by the Colonial Secretary that the acreage marked on the Official Plan are inaccurate, and that the Surveyor has to rectify the discrepancies. Mr. Hill said at the same time that the Surveyor would not be able to do this for some months yet, but promised that the tracing should be made as soon as the Surveyor could spare the time.

2. Dep 894. Par 3. I have to thank you for the explanation with regard to advances in such cases as the ship "John R. Kelley", and also for the statement that the Board is prepared to accept the risk involved in the purchase of wrecks. In allowing this to be knocked down to Williams I fancy that Mr. Hamilton was guided by the advice of Briggs and Mr. Hauchler, seeing the latter. I myself accompanied the Captain to Port William the morning after the vessel was wrecked.

B. G. G. Esq.  
Managing Director,  
London.

wrecked and although I did not go on board myself I expressed the opinion that she did not seem likely to break up for a considerable time as she is sheltered by the Islands from every wind except from N.E. and this wind sweeps her only fore and aft. The following sketch will give you an idea of how she lies



She has evidently struck amidships on the small rock marked with a + between the two rocks on the Chart of Stanley Harbour and Port William, from which the above sketch is taken

I take it that she was lifted on to the top of the rock which holds her firmly - the Surveyors find that the depth of water round her averaged 5 fathoms and it seemed probable that the very heavy cargo would have the effect of making her in two, but the long timbers, without scarphs, of which American ships are built no doubt are the cause of her holding together so well.

The American Consul and the Captain agreed that the upset price of ship and cargo should be £200, but the former neglected to tell the Auctioneer, hence the



The property was knocked down at £200. I myself asked the Captain to put up the boiler and winch separately, thinking it would be a good investment for the "Salmo" or "Glenprian", but he talked of an upset price of £300 or £400 which was so absurd that the matter dropped.

L. Williams has had a gang of men down here all the time and has landed several tons of piping, boilers for heating apparatus, & horse shoes, none of which is particularly valuable, but about a week after last mail left got at the Kerosene. He saw M. Lytton on the subject of Kerosene, offering to sell to us at 8/6 per case, and after discussion we came to the conclusion that we might as well make the best of a bad job and we have agreed to purchase at 7/9 per case up to 500 cases landed at our own risk, each party undertaking not to sell at less than 10/- per case. By this means we shall not lose our Kerosene trade and shall make a profit of 20% on what we do sell. I have disposed of 50 cases already to one client. We can still sell barrels at a profit.

C. Williams brought down from Monte Video a professional sub-marine contractor named Jones with 3 other divers, and will get practically <sup>anything</sup>

everything out of the wreck. They naturally brought all necessary gear with them and ours was not requisitioned. It appears that Tallini possesses 2 air dresses but no pump. There is no diver here worthy of the name. Tallini dived 4 times for the "Ikora". The longest spell under water was 2½ minutes, and his reports as you will see from a subsequent paragraph have proved untrustworthy.

As I have said above I am very glad to learn the Board's views, namely that the Company must be the purchaser in such cases; for my own part I have sufficient confidence in my own judgment as to the possibilities of salvage from wrecks, provided I am able to go and see for myself. It is not always wise to accept the opinion of Officers or others who may be biased by the idea that they may be called upon to work a little harder in consequence.

3 I am not aware whether Mr Bailton made any further verbal representation to the Governor as to the Pilot Service. For the service to be really effective the remuneration should be sufficient to create competition between the holders of licences, so that whenever a ship was in sight there would be a race down Port William for who should reach her first. In par 7 of his despatch No 77 Mr Bailton  
referred

referred to the licences granted to the Masters of our Schooners, but these are rendered practically useless by Section 1 of the Regulations which forbids a licensed Pilot to go from Stanley Harbour to a ship without first consulting the Harbour Master or Government Pilot, which means that after wasting a lot of time the Govt Pilot would be sent

4. Par 4. Mr Bailton forwarded a Memo: on Suburban Allotments in despatch 127 par 9. The question of sharing the cost of a fence was not thought of here, nor has it ever been stated or supposed that Simpson's land and the Company's adjoined. The point was the sharing the cost of having the boundaries defined.
- 5 Par 6. The floating of the "Glenquhan" cannot be accomplished without a great deal of expense. I see that Mr Bailton gave in his last despatch Mylne's opinion as to the possibility of doing work on her at odd times. The Blacksmiths have been fully employed lately and I am obliged to let them have steam now for wood box work which is unusually heavy this year. I do not think there is any chance of getting <sup>the</sup> coals as ballast until either the vessel is afloat or some of the water is pumped out, so that the coals could be got at any time irrespective of the state of the tide. Mr Lauchlen says that the plugging



6  
 plugging up of the rivet holes would be worse than useless. It thinks that the vessel being broadside to Westerly winds would be pelted worse than now by spray being blown right over her. I am not at all sure of this myself and later I think of trying the experiment of stopping the holes. If he is right we can easily knock the plugs out and let the water run out without wasting much money.

To refloat her must be expensive - to begin with the windlass must be firmly fixed in order to raise the anchor which was not let go until the vessel had grounded. The windlass is now resting, I may say almost balancing on one of the deck beams, and before it can be worked, must be firmly secured by decking the ship forward round it. Then before starting to pump or lighten the ship the anchor must be laid out up the Harbour for some distance, otherwise the moment the ship commences to lift, the higher up on the sand will she be blown by Westerly winds.

When Johnson returns from Walker Creek I will discuss with him the possibility of fixing in her the "Sabine" windmill pump which would require only 1 man to attend it. Mr Schlottkeat has not since alluded to the would-be purchaser of the "Hesperian"



6. Par 8 I will see that copies of all accounts current up to Dec 31<sup>st</sup> are sent, but I take it that the remark in your Par 8 namely that all documents sent home must be handwritten and not merely press copies of others sent elsewhere, is not intended to apply to these accounts.

7. Par 10 The Admiralty works are for the present suspended and all hands discharged. Mr Stays informed me that he has been summoned home by telegram, presumably to discuss matters, and he proposes to leave by this mail. He expects to return here about January but does not know anything definite until he receives his letters. The proposed memorial was not sent in - it was shown to Mr Stays privately and he at once stated that he would arrange his work so as to interfere as little as possible with the local labour market. He quite saw the advantage of allowing men to leave him for 2 or 3 months, as his course would advise both the Admiralty and the sheepfarmers of the necessity for importing men.

In order to be able to answer any questions that may be put to him at home he asked if we had any hulk which could be fitted out to accommodate say 100 men. I took him down to the "Sabino" which is the only hulk we could use for the purpose  
and

8.

had an inspection. The decks are terribly leaky and would require a lot of expense to make even decently tight and side ports would have to be cut between the <sup>main</sup> upper and lower decks. He said the Admiralty might wish to hire her or to purchase outright. I said that if they expressed a wish either way it could be settled in London, and I am giving him a letter to go so that if the point should be raised, he would probably call and discuss the matter. If the Admiralty wish to hire instead of purchase I think they would do the fitting out and repairing unless they guarantee to pay hire for a sufficient length of time to recoup the cost of making her fit.

If any arrangement is made please give me good notice even by telegram as she is the only hulk we can hire it for heated coals, and I ought to know the ste she would be required by the Admiralty.

8. Jan 11. I reported in Jan 11 of last despatch that the "Hornet" repairs are finished with the exception of a little deck work and painting. I decided to leave this and send her away with Mr. Blake's sheep on route the Chartres to bring in Bran and Anson's which has been waiting for a very long

long time. The amount expended at <sup>the</sup> repairs will very nearly reach £600 although the carpenters were paid 1/- per hour only. I take it that there should be a final survey showing what work has actually been done and I must abstract from the account certain work such as done in the fore-castle which was not really necessitated by the casualty. My next mail I will send final accounts.

- g. Par. 13. I note the new arrangement as to price of steam coal to H.M. Ships. The large quantity arriving in the "Langstone" renders it necessary to store all now on hand in one bulk. We had divided up the "Serenis" lot between the "Vicar of Bray" and "Præcis", and in view of the somewhat shaky condition of both when fully loaded, delivered from each alternately, so that during the winter months neither would be so full as to cause anxiety. At present we have 140 tons in the "Præcis" and 180 in the "Vicar of Bray", making total stock of 320 tons which will all be put into the "Præcis". Although this is extra labour it is necessary as we shall have all the old stock together and as soon as the "Langstone" arrives I can give her a bulk that will take 500 tons which will lighten her up sufficiently to go <sup>alapside</sup>



alongside the "Jt. Smith" to discharge the rest. If she had to discharge into 3 hulks we might be let in for demurrage which is very heavy. I do not at all like the idea of having to store 600 tons in a hulk that cannot be moved to alongside H.M. Ships. As soon as the new Commodore arrives I will explain matters to him and try and arrange for the small sloops to go alongside the "Jt. Smith" - the "Kora" and "Jepson" must have coals taken to them. I trust the new Commodore will be as accommodating as Commodore Norcock.

10. Whilst on this subject I should like to say that I hope I am not prohibited from selling coals to outsiders at less than 60/- per ton as far as to your despatch No. 891. Years ago the price at Sandy Point was 80/- per ton but is now down to 50/-. The "Serena's" coal when put in the hulks cost us 38/- giving a profit of 50% when sold at 57/-. Surely it must be policy to sell at 55/- even and get a profit of 17/- per ton when we can. The live sheep trade between the W. Falkland and Patagonia brings small steamers to the Islands fairly frequently in some years. If they know they can get coal here at 55/- it pays them better to run to Stanley to coal, but if it costs more than that, it is better to go back to Sandy Point & fill up.



11. Jan 14. As regards delay in sending a Constable out to Salvador, it must be recollected that the collision took place at 2 am - by 7 am the "Allatris" was at Salvador, but the "Jornet" could not be got into Stanley Harbour until 3 the same afternoon, and according to the information I have been able to gather, the "Allatris" left Salvador the first thing the next morning.

12. Jan 17-18. The wording of Survey reports, and the copying of documents sent to you will be attended to.

13. Jan 20. Whirling has found plenty to do in the office since his arrival and I am glad to say sticks to work well and takes a great interest in it. Up to the present I have had but very little time to devote to explaining matters to him.

14. I have to ask you to charter a small ship to load about 400 tons of these coal which we should like to arrive as early next year as possible.

15. The British ship "Melarton", Capt. Kilearn, bound from Antofagasta to Antwerp with nitrate put in on August 27<sup>th</sup> for a few provisions and for medical advice for the Third Officer who had been stalked a few days previously by the Steward, a coloured man. The injury proved to be not so serious as to prevent the Third Officer proceeding with the ship which left on August 31<sup>st</sup>. I enclose the Master's  
draft

draft for £172.0.11 upon the Owners, Messrs J. A. Norton & Liverpool. I did not consider it necessary to telegraph to you which I trust was right.

16. Ogilvie the Mackenzie has asked me if the Company would assist him towards the passage home of his wife and 2 children. One child has been ill for a long time with asthma and eczema and the Doctor has told me that nothing but a complete change would do her any good. Ogilvie says that the child's illness has been a great expense and has prevented his doing more towards the reduction of his debt which is now however below £40. I told him that although the Company recognized that he was a good workman, his conduct had not been at all satisfactory, in fact that at one time it was a question whether he had not forfeited his right to passage owing to misconduct, but I must say that latterly he has worked all right and since Mr Baillon left I have been a good deal in the shops and he has been working well. After a long search I found your remarks as to passage in par 18 of despatch 853. His second term of 5 years expired in December 1898 when his family of 7 children were from 6 up to 21 years of age. I explained that when the children were old enough to support themselves it was considered that the Company's liability for passage ceased, to which

which he agreed and said he would never have asked for passages for the 2 eldest. It is now working on the same wages subject to 6 months notice on either side.

17. The text books in the office relating to Marine Insurance seem to be very old. I have seen a copy of C. McArthur's "The Contract of Marine Insurance" dated 1890. Could this work, even a second-hand edition be sent out?

18. The "Fair Rosemond" has returned from Staten Island without having found any trace of the "Tikoa's" missing boat and men. Capt Willis went to Cape St John, round the South of the Island, and to Good Success. He intended to go as far as Ushuaia but the wind was so unfavourable that he returned to Cape St John and thence to Stanley. She left Stanley on this trip on Aug 14<sup>th</sup> via Fitzroy and Goose Green; left Goose Green on Aug 20, put in to Meaker Island for more ballast, left there on August 23 and returned to Stanley on September 11<sup>th</sup>.

19. In telegraphing to you the names of Owners of Ships can I use their telegraphic name and address given in Lloyd's Register? For instance, in my telegram last mail re "Tikoa", I used the word "Searments" from the A.I. Code for New Zealand Shipping Company, but in Lloyd's Register the telegraphic name

14.

name is "Delectable". By this mail I have to telegraph Messrs Black, Moore & Company who are down in Slays as "Lancefield, London", but I am not sure whether you would look for the word in Slays, and I am therefore telegraphing "Black Moore London".

20. The "Fair Rosamund" received information from the Argentine official at Cape St John, Staten Island that on May 10<sup>th</sup> the homestead iron Barque "Andrina" of Liverpool bound from Antwerp to San Francisco, went ashore in Peter Bay Tierra del Fuego. On the 16<sup>th</sup> May the mate and 6 men came to Cape St John for assistance and left again on the 18<sup>th</sup> June in the Argentine lifeboat with 5 Argentines, and have not been heard of since.

21. On September 6<sup>th</sup> the Barque "Pelkamah", Captain Hoop, with cargo of nitrate, 45 days out from Iquique to Antwerp, put in, having sustained heavy damage on the West Coast, about 120 miles North<sup>West</sup> of Cape Horn. From the enclosed copy of the report of survey you will see that the damage to the deck is very heavy - a sea came over the ship, smashed the boats down, and washed them up and down the deck until the deck work was quite broken up. The Captain reported that at one time there was over 4 ft of water in the ship.



15.

I have therefore had a special survey on the cargo, which the Surveyors recommend should be partly discharged and re-bagged. This cannot be taken in hand until the ship comes into the inner harbour. The only berth she can discharge into is the "Great Britain" - the "Salvus" is far too leaky, and the "J.P. Smith" will be wanted for the coal ex "Langstone".

The Captain evidently means to try and abandon the ship and I have been using my utmost endeavours to prevent this. He decided before doing anything to go to Montevideo to consult his co-partners or agents, and required some estimate of what would be the cost of repairs. Ship's estimates that full repairs would cost not less than £3000 and partial repairs as recommended in the Survey report at £1800.

Seeing that the ship is 33 years old and is worth only £3000, and I believe insured for that amount, it is not at all improbable that they will abandon her. I earnestly hope that they will not, as this would be an excellent chance for C. Williams to store and ship his salvage from the "John R. Kelley". If I hear to purchase it will mean being run up to a big figure by Williams for a craft that will be a white elephant. If as in the case of the "Ambassador" and

and the "Marta", we could be certain that the ship would be sent away, it would not matter if Williams did get her. This is not exactly like the case of a wreck, which the Company say should be purchased by us and I should therefore like to have the Board's views as to this.

22. The damage to the S.S. "Iskora" has proved to be more serious than was anticipated from Salini's reports. The mat as reported in my last despatch was got off and with great difficulty placed over the damaged part. Captain Ford then had his pumps working forty hours, but, to our great disappointment, without decreasing the water in the hold at all.

He then talked of clearing away, and steaming slowly to Montevideo, discharging carcasses as he went. I urged upon him that the risk involved in such a course was so great that in the interest of the vessel and cargo, it ought not to be undertaken. As he seemed inclined to pursue his own course I told him I would ask the Directors to consider the point. They came to the office and deprecated the idea - copy of their report enclosed.

Seeing that the mat was a failure the Captain and myself decided to send for Mr Jones the Contractor brought down by Williams. He went down the same afternoon, had a look at the damage, and next day

offered

9.

offered to stop all damaged plates etc for £5000.

We were very staggered at the figure and spent a whole day endeavouring to get Jones to reduce it, but without success. We obtained however an undertaking from him to go with the ship himself and a stipulation that the money should be paid only on the safe arrival of the ship at Monte Video - certainly the best guarantee one could have.

We could not close without a private consultation and after considering all the circumstances, the value of the ship and cargo, and the chances of the repairs being sufficiently good to avoid further expense in Monte Video, decided to accept the offer.

The price is very high indeed, but the ship and cargo represents insurance from £100,000 to £150,000. She might reach Monte Video safely, but when you consider that there is about 700 tons weight of water swashing about in the hold, there is a great risk of the bulkhead giving way, in which case she would be bound to go to the bottom.

Next day <sup>(Aug 20)</sup> Jones went to the "John L. Kelley" wreck and the "Arkona" went to Port William to discharge the carcasses taking 30 shore hands to assist. Capt Ford and I had previously interviewed the Governor to obtain permission to discharge the carcasses somewhere to the



the Eastward of York Point instead of having to go right outside the heads according to Section 12 of Order of 1898

The Governor was agreeable provided that we gave a bond to remove any carcasses that might get into Stanley Harbour but the Board of Health insisted upon the ship discharging them not less than 1 mile inside the heads. When the hatches were taken off the sight was abominable and the stench worse. The whole of the charcoal insulation had been washed away turning the water and carcasses black. Turnt out to her on the fourth day when there happened to be a big swell in Port William and can vouch for it that the carcasses were almost putrid. They were so sodden with water that they would not float and the men had to fish for them with long hooks as the swell churned them to the top. They looked exactly like dead dogs and smelt worse. I have sent out a shore gang in the "Sisic" every day including Sundrup leaving at 6 am and returning at 6 pm, and up to today they have not yet finished discharging. It is perfectly certain that had he gone on with the carcasses to Monte Video, he would have had infinitely more trouble to get rid of them, the water being warmer, and a long period of quarantine would have been certain.

We sent out a lot of wooden wrags on Sept 5<sup>th</sup> and pines went down on the port side, plugged up all the cracks



cracks and thinking that the vessel would now be quite tight, they started to pump, but again could not decrease the water. Jones then dived on the starboard side and found a very different state of affairs; the worst rents were on this side, the plates being torn for some feet leaving rents about 3 inches wide and culminating in a hole, where the plate was torn outward, about a foot wide. As it was but upwards it is not possible to put a manhole plate over it, and bags of cement and sand have been placed over it from the inside. Further attempts were made to pump out the water, and one day 3 inches were gained in 9 hours, showing that some progress has been made.

23. On Sept 14<sup>th</sup> the British Barque "Earl Derby". Captain McIntosh, about 50 days out from Costa Rica to the Channel with cargo of timber, put in for provisions. She had met heavy weather which tore in the cabin skylight, flooded the cabin, and spoiled the stores. I enclose the Master's draft for £122-14-5 upon the Owners, Messrs Guthrie, McDonald, Hood and Co of Glasgow. She will sail in a few days.

24. September 22<sup>nd</sup>. The "Banda" arrived on the 20<sup>th</sup> bringing Mr. Egle's letter of August 12<sup>th</sup> with enclosure. The "Banda" had waited 4 days at San Diego Strait for the mail, the "Iberia" having had 8 days quarantine at Rio. This steamer is the worst of the Sanitary Pacific boats that have called here, having no second class and only 2 first class cabins.

Cabins. Bad weather prevented the discharge of flour and loading of cargo until the next day.

25. I enclose copies of letters from the British Vice-Consul at Sandy Point and from Messrs. Sharen & Blanchard reporting that the "Enda" had dragged ashore here and was wrecked on August 25<sup>th</sup> during a gale which Mr. Blake informs me caused great havoc.

The wreck has been sold and has apparently realized enough to satisfy claims at Punta Arenas, but not much more. Our chances of recovering anything at this end are therefore practically gone and I am therefore returning the protested draft in the hope that something may be done in the U.S.

In a note to Mr. Baillon of March 24<sup>th</sup> you said that you might probably insure her for safe return to Stanley, but I do not find anything further. Consul Sharen tells me that she was well insured by Mr. Green. I should imagine <sup>with</sup> that the telegram appointing Mr. Sharen as Agent and the latter's signature on the draft you might write to fix Mr. Green.

26. Since Carlson's death the Post Office is considerably disorganized here, and under the new local postal regulations there is a lot of delay and uncertainty in getting one's mail. And my letters and those belonging to others were sent out to the West and insufficiently prepaid letters are detained in the Post Office unless someone happens to see the list of names. I enclose a letter I received from Dean Brandon on this subject. Would it be possible to have a bag of our own made up in London on the same principle as

as private firms have all letters delivered in one bag at home instead of loosely? I should then be sure of getting all business letters and valuable time would be saved.

27. my par 14. The house coal is going so rapidly that I am adding to my telegram the words "Caravan Grueches", meaning "Please send 450 tons of Newcastle coal".

28. W. Dittliff informed me some time ago that he intends selling up his property in Stanley about next March and leaving the colony. He tells me that some years back he promised you to give the Company the refusal of the piece of land at the corner of Stirling Road and Kilmour Street. Do the Board wish to purchase? I will obtain from him a list of the plots of land belonging to him.

Mr Mathews writes that he thinks we ought to apply for the lease of Mullet Creek from rented by Dittliff at £50 per annum, which could be stocked with young sheep from which the Stanley mutton could be drawn and thus save disturbance of flocks and driving. Mr Mathews asks me to mention the matter now; later on when he comes to Stanley he proposes to ride over the land to see what it is like.

29. Mr Mathews reported in his letter of Sept 8th the death of J. Bond. We have since arranged to pay full wages up to the date of his death and also to allow the son's wages during the period of his illness, whilst he was nursing him.

30. I have just succeeded in getting the "Hornet's" accounts in time to send by this mail. The total is a terrible figure £606. 15. 1 from which £15 should be deducted for work done in the freecastle not occasioned by the accident. I instructed Mr Schlottfeldt to be careful to specify this in the final Report of Survey and I have endorsed the accounts to that effect as days ago.

31. The "Banda" will take on a part of the "Tehoe's" cargo but I cannot yet tell how much. The Salween people are closing the mail at noon though it is certain that the steamer cannot leave before tonight and it is not at all improbable that she will have to wait until tomorrow. I shall therefore be compelled to send you a supplementary letter.

32. My telegram to you by this mail is "Federal Balkamah Mack Moore London Cavanon Gruchio Banda Sotcare"

I am, Sir

Your obedient servant,

W. Harding  
Manager



## Enclosures via Monte Video.

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(Originals.)

Store Indents No. 252

Store Indents, Ahtaluga's Estate per "Thetis".

do.

do.

per Steamer.

do.

J. J. Felton

per Steamer.

Remarks on Stores.

Replies to remarks on Stores.

Coasting Insurances for August.

Insurance on Produce returned No. 12.

Accounts per Barque "Milderton" and L/A to Owners.

do.

Barque "Earl Dwy" do do.

do do.

First of Exchange No. 2012 on Fr A. Modin for 172.0.11

do.

2014. Guthrie McDaniel Modin for 172.14.5

Copies of two Reports of Surveys on Barque "Balkamach".

do.

do.

S. S. "Tekoa"

Copy of Agreement with C. A. Jones and S. S. "Tekoa"

Copy of final Survey on Schooner "Hornet"

Copy of Letters re. Schooner "Euola C."

Protested Draft on Schooner "Euola C."

Accounts per Schooner "Hornet".

Original & Final Reports of Survey on Schooner "Hornet"

Copy of Letter from Dean Branden to Col. Secretary.

Mr. Mathew's Reports & Enclosures Sept 8. & Sept 19

Remarks on Accounts.

Shipping Report.

Statement on Accounts.

Specification of B/L per S. S. "Banda".

Press Copies of Enclosures to Portland direct.

## Enclosures to Portland.

*Duplicates.* (Originals per "Itauri" Aug 26. via Sandy Hook)  
 Despatch No 129  
 Stanley Journal & Cash Book for July  
 Store Indents No 251  
 Statement on Accounts.

*Duplicates.* (Originals per "Banda" via Monte Video Sept 22<sup>nd</sup>)  
 Despatch No 130  
 Store Indents No 252  
 Indent J. J. Felton.  
 Remarks on Stores.  
 Replies to remarks on Stores.  
 Coasting Insurances for August.  
 Insurance on Produce returned No. 12.  
 Accounts per Barque "Milordton."  
     do. Barque "Earl Derby"  
 Second Exchange No. 2012 for £172. 5. 11  
     do. 2014 " £122. 14. 5  
 Copy of Report of Survey on Schooner "Hornet"  
 Accounts per Schooner "Hornet"  
 Remarks on accounts.  
 Mr. Mathews Report September 8.  
 Statement on Accounts.

Stanley Journal & Cash Book for August  
 Cash Vouchers, East & West Stores  
 Specifications

S. 7 B Wool. 1 B Hair 165 Hides.  
 P.B.C. 4 B Skins H. 54 B Wool.  
 W.T. 10 B Wool 41 Casks Tallow  
 B 21 B Wool. 3 B Skins 15 Cask Tallow. 10 Hides

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for Modestia  
na PaulOctober 5<sup>th</sup> 9.

Sir,

My last despatch left per "Banda" on Sept 22<sup>nd</sup>. After the steamer had left I discovered that I had made an error in the specification of hides - I now enclose a correction with my apologies for the error which arose from the haste of getting the mail away. She was just able to get out to Port William before dark and we took the mails out to her there.

2. With reference to par. 1 of my despatch 130 I have found a rough tracing of the Company's land on the N. shore of Stanley Harbour which was evidently made out in 1889 when you proposed to purchase Blocks No 10 and 11. Some figures + writing are I think Governor Kerr's and some your own. I enclose a précis of the correspondence which passed at the time - it is fortunate perhaps that the exchange then proposed did not take place.

3. Par. 3 my despatch 130. Whilst discussing in the Legislative Council the Estimates for 1900 I called attention to the Pilot Service and urged upon the Governor

F. E. Cobbin  
Managing Director  
London

Governor

Governor that every inducement should be offered to ships to put in here, and that an efficient Pilot service was absolutely essential. I said that the present pilot could not be held entirely to blame as he had no boat to go out in. The Governor replied that he had referred the question <sup>of a boat</sup> to the Colonial Office, but that a suitable boat could not be got here for less than £700, and by way of a joke suggested that we should pass a law enabling the Government to lay violent hands upon any schooner or cutter, the "Sissie" for preference to send the pilot out in. I then told him that the service could be very efficiently performed by licensed pilots provided that they were not hampered by the Regulation compelling them to first consult the Harbour Master or Government Pilot before going out to a ship. McKee said that if the latter were available there would be no object in paying another man to do his work, which was reasonable enough from his point of view, but as I told him, the loss of time getting out to a ship was a much more important point as it frequently meant losing a ship altogether which was a far greater loss than the extra pilotage.

The Governor wound up the discussion which was lengthy by asking me to forward a memo: of my views which I shall do as soon as I can.



3.

4. Mr. J. Stickney asked me to cable to his uncle telling him that he declined to manage for Messrs Stickney for any longer and that he trusted that he would return at his earliest convenience.

I am able to save a few words by sending a coded message through you which I trust will have been understood.

5. Mr. DePinall called to inform me that he had heard from home that the Doctor decided that his wife ought not to return to so severe a climate as the Falklands, and that consequently he intended to send in his resignation to the Bishop which would take effect in March. The matter is not finally decided.

6. We have had 3 meetings of the Legislative Council since last mail left, the Import Tariff bill being read for the second time at the second meeting. The Governor made a long speech stating that it was necessary to raise more revenue, that he had considered the various ways of raising it, and that he had come to the conclusion that the best method would be by a tax on produce. He said there was a difficulty in taxing land as the acreage was not defined, that as regards imports the duties already paid sufficient, and that in the absence of any direct taxation the sheepfarmers ought not to object to a light tax which would bring in about £1050 a year.

spoke for an hour against the measure, and after a few remarks I read a written protest, copy enclosed, signed by Mr. Filton and myself and asked that the same should be entered in the minutes. We thought this course would be more effective. Dr. Hamilton, I am glad to say, supported us as far as he possibly could - he stated that he knew that the sheepfarmers were not in the affluent circumstances generally supposed, and that unless the measure was introduced by the direct order of the Secretary of State, he would abstain from voting; if the Secretary of State had ordered it to be passed, he was of course bound to vote in favour. The Governor gave no reply to his question.

As Mr. Filton had taken the Council into his confidence and explained the means he derived from his farm last year the Governor remarked that he had hoped that the junior unofficial member would have given a sketch of the Company's affairs for the last few years, explaining what dividends they had paid. The junior unofficial member was not however to be drawn so easily, and I contented myself with assuring the Council that the Company's dividends in common with others had suffered from the low prices, but beyond that I could not give any information. I was somewhat surprised at the attempt to extract information at almost the first meeting of the Council that I had attended. The  
 Second

Second reading was passed by the official votes and remains for the present in Committee. The Governor has had another meeting since to discuss Estimates but has not yet passed the tariff, from which I infer that he is not quite certain of his ground. A petition against it has been signed on the West and another is going round the East.

7. At the last meeting of the Council the Estimates were considered and Mr Kilton himself made various protests, specially as to the retention of the Surveyor and Engineer. The Governor in reply to questions said that the Engineer had been engaged in drawing up plans of buildings which were considered necessary, and referred to new Government offices. I said that we could not see that there was any necessity for new offices, more specially as an £2000 had been spent on them 6 years ago. The Governor then said that the Falkland Island Company at least should not object to the Government putting up a substantial building seeing that they had spent a large sum of money themselves in erecting such a house for their manager. I replied that before the Company built that house they had saved up sufficient funds to do it, but the Government had not, and were proposing to borrow the money. He asked if I knew what his plans were: I said 'no' but



6. but should very much like to. He said <sup>perhaps</sup> the Government intended to do the same as the <sup>Company</sup> to which I replied that it would take 5 or 6 years at least to save ~~the~~ enough, and in that case it would be rather absurd to pay the Colonial Engineer £300 a year to draw up plans of a building that could not be started for 5 years. You are aware that this is not the first time that the Governor has attended to the Manager's House. The discussion lasted over 3 hours and was as far as fruitless as such meetings must be when there are 4 officials against 2. The Governor incidentally admitted that the Secretary of State was in favour of economy. We secured a promise from the Governor that no building scheme would be commenced without first consulting the Council.

The Post Office vote was postponed until next week in order to give an opportunity to discuss the renewal of the mail contract.

I take it that the Board prefer to receive a fairly full account of the Council meetings, more especially when the Estimates are considered, as it gives the unofficial members an opportunity of criticizing the general administration.

8. I understand that Mr Skellett is likely to return here in November next



7.

9. The "Modestia" arrived yesterday, Oct 6<sup>th</sup> bringing your despatch No. 895 with enclosures Jan 2. I have to thank you for the explanation as to Bill's shading and I trust that I shall not transgress in this direction.

10. Jan 3. As I have already gone into the question of the "John R. Kelley" I regard this as a further emphasis of your previous instructions to outbid any other would-be purchasers although there is a risk of a loss. We know however only too well that if the Company makes progressive bids and evinces a desire to purchase the auction will run us up considerably.

I may say though that Williams has a big hand in the "John R. Kelley". L. Williams has spoken to me more than once about it and said that he does not want another in a hurry as he finds the expense of working is enormous - about £200 a month which is quite true. His contract with the deers too is 20% of gross proceeds, that will run away with a good deal. Williams was under an impression that the 800 Barrels of lubricating oil were worth from £6 to £8 each, but I was in possession of the insured value through the New York underwriters, namely  $4\frac{1}{2}$  dollars per barrel - of course I said nothing, but Schlöfplat took off a sample to the "Sanda" and the Chief Engineer stated positively that it was worth not more

than 20¢ per barrel. . Similarly with iron piping Williams had a most exaggerated idea of value.

I had to purchase a few feet of 3 inch piping from the "Iskora" which he agreed to let me have at home value. I took him at his word, and instead of his getting 3/6 per foot as he thought, he has had to come down to 10¢ as he had not allowed for an 80% discount on iron. I mention these facts not with

any idea of "sour grapes", but really to prove to the Board that the <sup>material</sup> loss to the Company is not as great as they may suppose. Williams admits that in the absence of appliances, it is not such a great catch

11. Jan. 14. Mr. Bailem had ascertained that the Benefit Club were pressing R. W. Aldridge and at once advised him to file his petition. Our claim was of course sent in <sup>including</sup> ~~with~~ what interest was due

The whole matter is now in the hands of the Court but has been thrown back by Cule's death.

The difficulty is to find a purchaser for the property

The fact of his having property has been reported more than once, see remarks from here of July 15<sup>th</sup> 96.

12. Jan. 6. I will apply to Mr. Stulmrauch and to the Chilean Government for information as to the Chilean shipping law

13. Jan. 7. You will have learned from my previous reports of the loss of the "Enlaca". Mr. Loun had refused <sup>the</sup>

9

the question for advice to the American Consul at Montevideo, and in reply M. Schualm has informed him that he firmly believes that McQueen must pay up. I enclose an account of our disbursements since the draft was drawn - £6. 2. 1, and also an account I received by the W. Falkland mail from St. John's Island for goods supplied to the Schooner there in February to the value of £35. 3. 0. I fear that will prove to be a very bad debt.

14. Jans. In applying for the German Consulate I referred to my service in the Post Office & Colonial Office and relied somewhat on having acted for nearly 10 months in 1895. If any enquiries are made I am sure that Sir E. Wingfield or Mr. C. Harris of the Colonial Office would give information as to respectability.

15. Jans. The question of acquiring the Company's land on the North Shore has not yet been mooted here. I have just ascertained that the half-acre of land repurchased by the Government in 1898 for £74 belonged to Jerkes who was drowned at Salavada and that the land is believed to be to the Eastward of the town near our Daughter's house. I hope to clear this up before the mail leaves.

I can I think understand Mr. Halkett writing semi-officially. When official so as leave for a <sup>man</sup>



Among the C.O. officials naturally discuss local questions with them and no doubt in course of conversation Mr Skellett may have been asked to whom the land adjoining the Naval Reserve belonged and whether they would sell it. Mr Skellett would reply the I.H. Co and offer to find out if they were disposed to sell. The official would no doubt thank him and ask him to sound the Company - then if Mr Skellett succeeded in getting it on easy terms or convincing the Company into selling at a low rate, it would be a feather in his cap.

I forget now how the resumption of land in Saint Lucia was worked when troops were concentrated there about 1885 or 1886. I think that as presumed by you an Ordinance was passed giving power to acquire compulsorily and the value was settled later by arbitration.

16. Jan. 10. Captain Willis is doing well so far, but does not seem to me to handle his schooner particularly well in the Harbour. It is always asking for something, though it does not follow that he gets it; we might have gone further and paid worse. Of course he cannot have a house rent for any more than the other masters.

17. Jan. 11. There will be about 200 Strides of ours to go by next homeward bound steamer, and the <sup>more</sup> ~~more~~ <sup>given</sup> ~~given~~



- Green skins by steamer leaving December 18. The Barque "Sare Dely" in attempting to get away on September 26<sup>th</sup> took the ground off Advance Point owing to being so dirty and not steering. The Captain had previously broken an anchor stock which was replaced from his spare anchor. When she took the ground the anchor was let go and the ship brought up but immediately went astern showing that it was not holding. On heaving in it was found that the ring of the anchor had parted, leaving the ship with only one complete anchor. A new stock has been made and I hope the ship will leave tomorrow. I enclose accounts and further draft on the Owner for £49. 10. 11
19. Captain Rook of the "Belkhamah" not having received replies did not return from Monte Video. The ship is now alongside the "Great Britain" ready to discharge part of the cargo. I have received a cable from the Salvage Association asking for information but I cannot supply much until the Captain returns.
20. The 8 labourers and 2 shepherds arrived by the mail but I fear that one of the labourers, John Burnett, is a failure. He has been very ill on the voyage and I sent Dr. Jameson to see him this morning. He tells me that the man has symptoms of phthisis, but he made only a hurried examination to enable me to

to report to you at once. It is too ill to go to the camp now, and if he really has consumption, it will be useless to send him at all.

21. The divers have succeeded in stopping the leakages of the "Iskova" so far that with the ship's pumps the water in the hold was reduced by four feet. The pumps however become continually choked with charcoal, pieces of calico and mutton. A  $10\frac{1}{2}$ " centrifugal pump has now arrived from Monte Video and we hope that within a week the hold will be pumped dry, cleaned and the ship ready to go. If she leaves in a week letters by her will reach Monte Video before those by the Kermans. I don't however think it safe to keep back the originals. The mail closes at 5 tonight (Saturday) but I don't think the steamer will get away before Monday morning.

I am, Sir

Your obedient servant

W. Harding  
Manager

22. I derive from your letter to Mr. Mathews that the question of shipping live sheep has been raised and I therefore enclose extract of a letter I received from Mr. Stulman with my reply. Mr. Cameron informed me that the net return to him was about  $3\frac{1}{2}$  for sheep on his shipment for "Sarmiento", whereas Sparring Walaton who uses the middlemen made considerably more in his opinion. He would not tell me at first how he knew this, but eventually told me that he accidentally saw the bill of lading & Charter Party of the steamer and the rate of freight was 15%. Of course information obtained in this way could not be made use of, but he wrote to the Pacific Steam Navigation Company suggesting a direct contract. Hence the correspondence. I must ask you not to make use of Mr. Cameron's statement except as a means of getting as low a freight as possible, should you entertain the idea of exporting live sheep.

Mr. K. Cameron will no doubt be able to give you some information

W. H. Harding

## Enclosures.

Duplicates (Originals per "Banda" Sept. 22nd)

Stanley Journal. August.  
 Stanley Cash Book. August.  
 Remarks on accounts.  
 Specification of Shipment per "Banda".  
 Supplementary letter to Mr. Cott.  
 Supplementary Statement on accounts.

## Originals:-

Store Indent No. 258  
 Indent for Voss Packs.  
 Indent for Packs Bros. 160  
 Remarks on Stores.  
 Replies to remarks on Stores  
 Coasting Insurances.  
 Insurance on Produce Return No 13  
 Barque "Earl Derby" Accts. & letter of advice to owner.  
 First Exchange £49. 4. 11  
 Schooner "Enola C" accounts.  
 Stanley Wages Return. September 30  
 Amended Specification of Hides per "Banda".  
 Receipts of Correspondence re. Purchase of Land <sup>in 1889</sup>  
 Tracing of Co's Land on North Shore  
 Correspondence with St. Lawrence re. Shipments  
 Copy of Protocol of unofficial meeting (Five Shepherds)  
 against Elphinstone Tariff Bill  
 Mr. Mathews Report Oct 3rd  
 Shipping Report.  
 Statement on accounts.



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"Iskora"

October 18<sup>th</sup>

9

Sir,

My last despatch left for "Modestia" via Sandy Point on the 8<sup>th</sup> instant.

The Import Tariff ordinance has been passed through Committee and Third reading, but the Governor has not yet assented to it. Mr. Elton and I have drawn up a Memorial to the Secretary of State protesting against the taxation of the farming industry and criticizing the financial administration generally. We propose to send it in within a few days - a copy is enclosed.

2. The "Langstone" arrived on the 14<sup>th</sup> instant. We shall commence to discharge the coal as soon as she is moved higher up the Harbour.

3. Dr. Jameson has informed me that John Burnett, one of the labourers sent out for "Modestia" is rather worse. He undoubtedly has consumption and it is useless to think of his being sent to the camp. Mr. Mathews will be in Stanley in a few days and I can discuss with him as to what is to be done.

4. The Barque "Earl Dwyer" sailed on the 14<sup>th</sup> inst. the delay being due entirely to the illness of the Captain's wife necessitating her being brought on shore.

J. E. Cobb Esq  
Managing Director  
London

show for medical advice, when the ship was quite ready for sea.

5. The French Barque "Alexandre" from Iquique to Nantes with nitrate put in on October 9<sup>th</sup> for medical assistance and sailed on the 11<sup>th</sup>. I enclose the Master's draft on the Owners for £10..7..5.

6. The British ship "Ingurn" Captain Griffith, from Cardiff to Iquique with coal put back on the 12<sup>th</sup> with loss of sails, wheel and main-topsallant mast. She had got a very considerable distance to the Westward of Cape Horn when she encountered heavy westerly gales which carried away so many sails that he could not proceed.

The Captain has already made a new main-topsallant mast himself and will only wait for necessary repairs to his sails.

7. The Norwegian Barque "Prince Arthur", Captain Markussen, from Barry to Iquique with coal put back on the same day October 12<sup>th</sup> with serious damages to bulwarks and rails, loss of boats and sails. I enclose a copy of the report of survey. The Captain informed me that the ship is not insured and I feared it might be another case similar to the "Ambassador". The ship is 30 years old and the cost of thorough repairs would be more or almost more than her value. The Captain talks of temporary repairs, but even these will cost from £1500 to £2000. The registered owner is resident in Christiania, but all business connected with the ship is conducted by Messrs Moran, Gallaway and Co., 13 King Street, Liverpool, to whom any application for

for a credit should be made. The Captain is telegraphing to his Agents to the effect that the cost of repairing bulwarks will be £1500, that the ship can proceed <sup>to</sup> Kalluward, other repairs being done by himself, if lightened.

It thinks the Agents or Owners may take over the cargo themselves and dispose of it perhaps at the Dutch State. Some night hours will be left here. The coal is Kalls Navigation and I am not sure whether it is on the Admiralty list.

The "Ikora" is at last able to leave. The crack in the ballast tank was cemented afresh and the hold pumped out but she still made about 3 inches of water per hour from a leak near the bulkhead. The hold had to be allowed to fill again and fresh cementing done near the bulkhead under water, the concrete taking 48 hours to set. The hold was again pumped out on the 16<sup>th</sup> instant and it was found that she was making very little water, merely a trickle. The final survey has been held this morning and the Captain insists on leaving this afternoon. I have not been able to get his accounts properly made out in detail, but we have agreed as to the total and he has given me a draft on his Owners for that amount, namely £1738. 0. 11.

I am Sir  
Your obedient servant

W. Harding  
Manager

Pictures

Duplicates. Originals to be taken.

Alm. House No. 208

Alm. House No. 208

Alm. House No. 208

Alm. House No. 208

Alm. House No. 208

Alm. House No. 208

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Originals.

Alm. House No. 208

Alm. House No. 208

Alm. House No. 208

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Alm. House No. 208

Alm. House No. 208



133

"Skrodot"

October 28<sup>th</sup>

9.

Sir,

My last despatch left for S. S. "Ikeoa" on the 18<sup>th</sup> instant. We succeeded in making up one set of detailed accounts of the "Ikeoa" for Captain Ford to take with him to send to his owners with the general account, so that I trust there will have been no difficulty in getting the draft accepted.

2. I send herewith Mr. Jack's claim for drying and re-baling the bale of wool damaged per "Hornet" in April last. The certified extract from the "Hornet's" log was forwarded in Mr. Baillon's despatch No. 119.

3. I enclose fresh accounts of the "Hornet" repairs in which the protest fees and wages have now been included. It was not possible to pay off the crew at once after the collision as they were required for dismantling the vessel and assisting in rigging up and attending to the carpenters hanging stages. The cook was kept on as we could not have found another when the schooner was recommissioned.

4. Mr. Mathews has paid a visit to Stanley and in writing to you has referred to the question of Dittleff's farm at Mullet Creek. I enclose a list of property owned by Dittleff in Stanley.

5. Since the departure of the "Ikeoa" we have been

J. E. Cobb Esq.  
Managing Director  
London.

been inundated with ships. A glance at the shipping list will show what we have had to deal with. My telegrams will have prepared you somewhat, but in the cases of the American ship "Alfred" and the late Barque "Bianca" I did not think it worth while to incur the expense of telegraphing.

The various shipmasters now here report that the late gales off Cape Horn are simply without precedent in their intensity and in the length of time they have continued. To take one example, the ship "Blackhawk" was for 53 days off the Horn which she succeeded in passing no less than 5 times, being blown back each time, and being eventually compelled to give up the struggle and put in here. The Captain has ordered 8 new sails and quite 12 more new ones will be required by other ships. Our stock of canvas 6000 yards is only about half enough and I am sending to Humphreys for about 4000 yards.

I may also telegraph to you to send about 3000 to arrive here by the December mail as we ought not to be without this article.

b. The American ship "Alfred" bound from New York to San Francisco with general cargo put back on Oct 19<sup>th</sup> with slight damage to the rudder head which the Captain repaired himself in Port William. The ship is now ready to sail. I enclose the Masters draft at sight on Messrs Paring & Co for \$50.

f. The Danish Barque "Doris Andersen" bound from

from Liverpool to Guayaquil with coal and general  
 cargo put back on the 19<sup>th</sup> with severe damage to  
 bulwarks, rails and rigging. The bulwarks were  
 star right in, breaking the hatches thus allowing  
 a large quantity of water to get down into the  
 hold. Amongst the cargo there is no less than 30  
 tons of gunpowder in kegs which I considered  
 advisable to discharge. Most providentially  
 this was done on the 23<sup>rd</sup> instant for during that  
 night about 2 am the Master and 3 others were  
 almost suffocated by fumes of burning coal, and  
 it was found that the latter was on fire just  
 under the main hatch where the gunpowder had  
 been stowed. We sent down gangs of men with  
 pump and buckets and after 36 hours work left  
 of water had been pumped into the hold, and  
 the fire got under. A survey has since been held  
 and it was decided to sell the damaged coal by  
 auction. 200 tons were put up in 4 lots  
 realizing £ . . . . . Captain Hansen proceeds to  
 Monte Video by this mail to consult by cable with  
 his Owners. He had intended to repair, but  
 when the ship took fire it was evident that the  
 cost would <sup>then</sup> exceed the £1000 which was the first  
 estimate. I did not touch the coal as I think  
 you remarked once that the less we had to do with  
 damaged coal the better, and moreover I don't  
 think it would have been much of a bargain at  
 that price. Then again we have our hands full  
 of work: a large gang sailmaking, another  
 discharging the "Langstons", and another attending to



to the general navy use. I think that when the rest of the coal is turned over it will be found advisable to get rid of another 200 tons - if it is worth having I might offer to take over the lot at our own price. If the ship is repaired and the powder re-shipped it would never do to stow it with coal likely to take fire. I don't think that people here realize the very narrow escape we have had. The settlement would have been pretty well wrecked by such an explosion.

8. The British barket. Barque "Keechbank" bound from Hamburg to Santa Loralia with iron, bricks etc put back on Oct 20<sup>th</sup> with loss of sails.

During the strong Westerly winds she was not able to come up Port William until yesterday - when making an effort to come up 4 days ago she was blown off and had to anchor in Arkley Sound. The Captain will require about 10 new sails.

9. The "Keechbank" brought in the crew of the late British Barque "Pianca", Captain Griffith, bound from Liverpool to Callao with coal and coke. On Oct 5<sup>th</sup> when South of Staten Island heavy seas were shipped which swept the decks, smashed the bulwarks and rigging and carried away all the boats. She drifted in a helpless condition until Oct 18<sup>th</sup> when the "Keechbank" was signalled. All the crew were taken off about 4 p.m. and at 7 p.m. the "Pianca" was seen to founder. I have advanced the Captain the funds for paying off the crew, expenses of Court of Inquiry, and enclose his draft on his Owners, Messrs Robert Thomas & Co of Liverpool for £



10. The British Ship "Kachraes" bound from Shields to San Francisco with cargo of Iron, Coke and Bricks put back on October 23rd with loss of sails, and slight damage to steering gear and deck work. The Captain has ordered new sails and may have other repairs done here.

11. The British Ship "Janie Woodside" and the German Ship "Wilhelmine" put in on Oct 24<sup>th</sup>, but both anchored just at the entrance to Port William and I have not been able to communicate with them on account of the severe weather we have experienced lately.

12. The Norwegian Barque "Premier" bound from Buenos Aires to Lorient in ballast put back on October 27<sup>th</sup> with loss of mainyard, and damage to sails and steering gear. A Survey has not yet been held.

13. The "Skrodt" arrived this morning bringing me your telegram to the effect that a credit had been opened for £1000 on account of the "Balkanah" which would be temporarily repaired. Captain Koop returned in the "Skrodt" and his repairs will be commenced without delay. During his absence about 150 tons cargo was discharged into the "Great Britain" enabling the remainder to be ventilated and also enabling the crew to re-bag a large quantity of loose nitrate. The repairs will have to be cut very closely if the total expenditure is not to exceed £1000, as a certain amount of expense has already been incurred on account of cargo and the Captain's expenses.

expenses in proceeding to Monte Video

14. October 30<sup>th</sup>. I have received your despatch to. 8<sup>th</sup> and enclosures in order, but I regret to say that I am quite unable to make any attempt to answer this owing to the work entailed in interviewing the numerous Shipmasters and attending to their telegrams. You will understand the amount of work entailed when I say that I have had to despatch by this mail no less than 13 telegrams including one to Lloyd of 40 words.
15. The "Jonguern" has completed the meagre repairs and is now ready to sail. The Captain had one sail repaired on shore, purchased a wheel, and did all the rest of the work himself, except a small amount of smithy work. I enclose his draft on Messrs W. Thomas & Co for £129. 11. 6
16. The American ship "Albion" sailed this morning.
17. The British Barque "Janie Woodside" referred to in paragraph 11, Captain Wolfe, put back on October 24<sup>th</sup> about 45 days out from Rosario to Pisagua in ballast, with rigging carried away. Chain plates carried away, decks slightly strained and loss of sails. The Captain had broken his arm some 4 weeks ago. A survey has not yet been held, the vessel being anchored in Port William off the Fuzsae Islands.
18. The German ship "Wilhelmine", Captain Scharsich, bound from Liverpool to Lique with coal put back on October 24<sup>th</sup> with loss of sails and boats, rigging strained, decks strained, standard compass gone, spare spars and deck munnies swept away. She

She anchored outside the head of Port William in 17 fathoms of water in a dangerous position. Owing to the damage she had sustained and the loss of her sails it was impossible for her to move without a dead fair wind, and a Northerly wind would have taken her on to the Seal Rocks. In view of this and the fact of not having a boat on board the Captain signalled to the "Herodot" to tow him. Captain Wiggins decided to land his mails first and yesterday M Schlotfeldt went out to the ship to arrange terms. This morning the "Herodot" towed her into Stanley Harbour for £300.

The "Wilhelmine" has only lately been purchased by her present owner H. H. Schmidt, Schellwede 6, Rinschittel, Hamburg, her name previous to purchase being "Harland".

19. I have been compelled to increase the order for canvas from Monte Video as you will see from the copy of indent enclosed, and I am telegraphing to you to send 80 bbls out to arrive on December 29<sup>th</sup> so as not to be quite out of the article. Unfortunately I have not been able to get any idea of the value of canvas in Monte Video and I have told Messrs Humphreys, that if it exceeds 1/8 per yard, to send me only one half of the quantity ordered and to increase the amount ordered from England by telegram from Twenty bbls each to Thirty bbls each. We are placed in a most awkward position not knowing what sails all these ships really require - it is evident that they cannot leave here without sails, but when they know the



cost of them, they will no doubt cut down their requirements to the lowest possible limit, like the Captain of the "Ingvarn".

The question of boats is more difficult still. I sold one to the "Ikkoa", one to the "Aalkamah", & one to the S. A. Missionary Society. The "Intuna" had one washed away in a gale a few months ago and the Naval Works people seriously damaged another. We have now only one serviceable boat left except the old boat used by the navy gang.

20. The only work being done at present is the sailmaking and I have 2 gangs of 6 men each at work. Johnson will tackle the "Aalkamah" repairs at once, and if it is possible to get anything done by contract, I shall do so.

21. St. Jameson tells me that Burnett is getting worse rather than better and is not fit to travel. Unless he improves the Kosmos Company will not take him - it is a most unfortunate case.

22. This steamer will take away the balance of the cargo left behind from the "Ikkoa". I am rather afraid that the tally may not turn out correct as Captain Ford could not spare an officer for a sufficiently long time to go over it thoroughly with McLauchlen.

23. I enclose copy of a letter from Sturman in reply to my inquiries as to the Chilean law of shipping. I have not received any reply from Santiago yet.

24. It appears that owing to a misunderstanding with Johnson the Captain of the "Prince Arthur" out



2.

sent a telegram to his Owners stating that the cost of repairing his Bulwarks would be £1500, and suggesting that the ship if lightened, could proceed Northward without any repairs here except what he could do himself on board.

I read the Captain's telegram as meaning that after having the Bulwarks repaired for £1500 he would be able to proceed Northward, and I fancy his Owners will interpret it in the same way. However I have had a further talk with Johnson and the Captain and we think that she could be patched up for about £850, and Captain Markussen has sent a further cable to his owners to this effect

25. My telegram type is as follows:—  
 Federal Doris Andersen Winther Nordlyfano  
 Archibank Wier Glasgow Mackhays Later  
 London James Woodside Craig Belfast  
 Premier Hefstad Grimstad Wilhelmine  
 Schmidt Hamburg Scorsio Tursty Holt  
 Each 0123 Canas Skrodt Lohrod

Yours, Sir,

Your obedient servant,

W. Harding  
 Manager

Enclosures direct.Duplicates. (Originals per "Tekoa" & via Monte Video Oct. 1894)

Despatch No. 132  
 Barque Alexandre Accounts.  
 Second Exchange £10.7.8  
 Second Exchange £178.0.11  
 Remarks on Stores  
 Replies to remarks on Stores.

Duplicates (Originals per Hornet via Monte Video Oct. 24<sup>th</sup>)

Despatch No. 133  
 Stanley Ledger Balances Sept. 30.  
 Store Indents No. 264  
 do. per Monte Video.  
 Remarks on Stores.  
 Replies to remarks on Stores.  
 Insurance on Produce Return No. 114  
 Accounts per Schooner "Hornet".  
 " " S.S. "Tekoa".  
 " " Ship "C. Kops" and L.R. to owners.  
 " " late Barque "Bianca" and L.R. to owners.  
 " " Barque Penguin and L.R. to owners.  
 Second Exchange No. 2024 £ 83. 0. 0  
 " " " 2025 114. 10. 0  
 " " " 2026 129. 11. 6  
 " " " 2027 199. 63  
 " " " 2028 140. 44  
 Mr. Matthews Report, October 24<sup>th</sup>.  
 Statement on Accounts.

Originals.

Stanley Journal for September.  
 " Cash Book "  
 Cash Vouchers East and West Stores.  
 Specifications:

W.C. 53 Wool. 13 Pelts.  
 H.W. 52 Wool. 3 Skins. 10 Casks Tallow.  
 R.B.C. 26 Wool 13 Skins. 7 Casks Tallow.  
 D.S. 105 Wool. 3 Skins. 5 Casks Tallow.  
 Z Wool. 8 Skins.

## Enclosures

Stanley Journal for September.

" Cash Book "

Cash Vouchers, East & West Stores.

Stanley Ledger Balances Sept. 30.

Store Indents No. 204

" " West Point Island

" " Monte Video.

Remarks on Stores.

Replies to Remarks on Stores.

Insurance on Produce Return No. 14

Camp Wages Return September 30<sup>th</sup>

Vere Packer's Claims re damaged wool.

Extract from R. Stubbs' letter, re Chilean law of Shipping.

List of Settlement's Land in Stanley.

Accounts per Schooner "Horuet".

" " " S.S. "Tikoa".

" " " Ship ad. Rope & L. to owners.

" " " late Barge "Pianca" do.

" " " Barge "Pugwern" do.

First of Exchange No 2024 for £80.0.0

" " " 2025 " 114.10.0

" " " 2026 " 129.11.6

" " " 2027 " \$108.68

" " " 2028 " \$140.44

Copy of Report of Survey S.S. "Tikoa".

" " " " Ship "Blackbrass"

" " " " Barge "Doris Brodersen" (2)

" " " " Ship "Pugwern"

Mt. Mathews' Report, & enclosures October 21<sup>st</sup>

Shipping Report.

Statement on Accounts.

Specifications & B/L per "Herodotus".

Supplementary Remarks on Store.

Press copy of list of enclosures direct.

134  
"Neko"

November 17<sup>th</sup> 9.

Sir,

My last despatch No. 133 left for "Throdet" on October 30<sup>th</sup>. I have since received from M<sup>r</sup>s "Throdet" on the 14<sup>th</sup> instant your telegrams of Nov<sup>r</sup> 1<sup>st</sup> and 2<sup>nd</sup> with reference to the "Prince Arthur" and M<sup>r</sup> Stickney's intention of returning here which will be communicated to M<sup>r</sup> J. Stickney. Last evening the "Neko" arrived bringing your despatch No. 897 and enclosures, and your two further telegrams received in Monte Video on the 11<sup>th</sup> instant with reference to the various ships now here.

2. Despatch 896 par 2. I have explained to M<sup>r</sup> Hauchlen that his case does not come within the scope of the Company's pension scheme, to which he replied that he had not reckoned on a pension, but thought the Directors might have felt disposed to grant him some allowance. He says that in former years he often received a gratuity at the end of the year, but had not received anything during recent times. He admits that he cannot carry on much longer and I expect he will have to give up at the end of this summer.

3. Same par. I have also communicated to Briggs your decision that he should take his pension. He

F. E. Cobb Esq.  
Managing Director  
London.

was



was somewhat surprised as he assures me that he has never raised the question or thought of applying for a pension and it was some time before I could make him realize that it was not a question of his not being perfectly competent. I was of course obliged under the circumstances to omit any reference to the decline of shipping, and in fact I think the date of retirement must be postponed until say March 31<sup>st</sup> next, as he is more than likely to have shipwork on hand at the end of the year. I told Briggs that he himself might not have raised the question but I knew the matter had been discussed either whilst Mr. Baillon was at home or soon after he returned. Briggs desires me to convey to you his thanks for the amount of the pension which he admits is very liberal, but asks at the same time whether its acceptance debars him from doing any work, as he fears that he will not be able to live on the pension alone more especially as he now has his daughter, Mr. W. R. R. and a child living on him.

I said I did not think that the Company would place any restriction on his doing private work. In this case I presume I am taking the correct view as Briggs' pension is more in the nature of an abolition allowance than a pension to an old servant who is quite past work.

Mr. Lar. 3. I had the "Hengaman" tightly plugged up and a week ago went down to see the result which is just what Mr. Hauchlen anticipated. I admit I was sceptical about the spray washing over

3

orr, but he is substantially right. For the level of the water inside the vessel was 2 feet higher than the outside, when it was about half tide. I think that the water washes through the scupper holes and not over the bulwarks. There is nobody here at present capable of taking a decent photograph unless I could get the Sergeant of Volunteers to do it. I spoke to Mr Schlupf about the offer he was supposed to have received, but he told me it was quite off. I have my doubts as to whether it ever existed.

x. Par. 6. I have seen Mr Loran twice about the "Encl. C." and he has promised to let me have any extracts from Green's letters which would prove that he had appointed him his Special Agent. These extracts however are not yet forthcoming and I have just sent a note to Mr Loran asking him to send them in time for this mail.

5. Par. 8. I am glad to hear that the Government are in a hole about their coal as they never by any chance come to us for anything except as a last resource, a fact of which I took an opportunity to remind the Governor at the Council. I know they are short.

b. Par. 9. I presume that you will have by now received payment from the Admiralty for the Naval Works Store account. We did find them a good deal of silver cash in exchange for gold, a transaction which was not shown in the books. Until Mr Stays left the Admiralty had arranged for every gunboat to

to supply McKays with 600 samaras.

7. Jan. 11. I had asked McKeren to ascertain from the U.S. law of shipping and the practice as regards shipwrecked seamen. I see however that the draft on McKelley has now been paid.

8. Jan. 12. The C.O. letter on the Import tax is very unpleasant and proves that Mr Grey Wilson is following up the methods adopted so successfully by Sir J. Goldsmith. He has evidently been pugging away at the Secretary of State until the latter, worn out, has given in. I think however the C.O. has given in on an unfortunate question for them. The principle of taxing exports is so inherently bad especially in a Crown Colony that if a question about it were put in the House of Commons they would be obliged to withdraw the tax.

Mr Kelton and I had our memorial printed in order to circulate it more easily around the West where our clients have a notion that the unofficals do not do all they might in Council. The minutes published are as a rule very meagre. Mr Gorman has not published his assent to the Ordinance.

9. My next mail I hope to ship the Gore Green sheepskins, about 240 bales also some 400 hides of our own. The shearing gang consisting of 12 men, a cook, and capataz, have arrived by the steamer and I have the "Fatima" loaded to take them. Unfortunately, however, is 2 hands short and we cannot replace both. I have



8. taken a man from the navy gang and have to pay him shore wages. The shipmasters here are trying to get men. M-Mathews asks for men, and C. Williams is offering \$10 a month for men to carry on the wrecking of the "John S. Kelley".

It is most fortunate that the Naval works are suspended for the present.

10. I fear I omitted to report the safe arrival at the outports of the sheep and bull shipped for "Itauri". I relied on M-Mathews to report the safe arrival of our sheep - M-Miller did not write me a word about the bull but the Master of the "Hornet" reported that it arrived safely at Hill Cove.

11. The Norwegian Barque "Samoa", Skrutzen brand from Hamburg to Santa Arenas, Costa Rica, with general cargo was stranded on W. Falkland on October 25<sup>th</sup>. When to the westward of Cape Horn she encountered heavy gales which caused the cargo to shift and the crew were so exhausted that they were unable to work the ship which gradually drifted back. When near the Islands the Captain decided to put in to some harbour and tried to make Port Richard. He thought that during the night he had made the entrance, but had not, and let go anchors in Queen Charlotte Bay. The wind got up, and being near a rock could not pay out chain; he slipped both anchors and ran the ship Northwards towards the Island. She bumped the reef between the Island and the mainland heavily twice, but got over it and pitched up on a



a beach of stones and sand almost opposite the settlement at Spring Point. The Captain did not come in himself but sent his mate and an apprentice to see what assistance could be sent.

Of course at this time of the year a schooner is quite out of the question and without further information about the ship it is difficult to decide what to do. Mr Schlotfeldt cannot go out to hold a survey at present and I am writing to the Captain to come in himself to give me more information, judging from the manifest, a copy of which is enclosed, the cargo is a fairly valuable one. The Captain is of opinion that the vessel cannot be floated again.

12. M.S. "Kaga" arrived here on the 14<sup>th</sup> instant and will according to present arrangements remain until about the middle of December, being relieved by H.M.S. "Seymour". The "Kora" will not be here until about the end of the year.

The "Kaga" will require about 100 tons of coal, but seeing that the Admiralty asked for so large a quantity I enquired how so much as 1600 tons would be used if each ship on the station came here for 1 visit only. They tell me on the "Kaga" that it is believed that whilst the "Kora" is here the smaller gunboats will perform a mail service between here and Sandy Point taking all necessary coal here I presume.

Our stock now is 1350 tons.

13. As regards the ships here I have to report as follows:—

7. "Blackhawk". The sails are being proceeded with and I don't think the Captain will have any other repairs carried out. An Easterly wind yesterday enabled her to come well up Port William to a safe anchorage. She had been anchored just off York Rocks on a sandy bottom and had dragged her anchors.

"Blackhawk". Sails being proceeded with. The vessel was brought into Stanley Harbour yesterday a certain amount of repairs to deckworks are required - cost would be from £100 to £200.

"Sulphur". The necessary repairs are being proceeded with and Johnson estimates that they will take another month yet. The Captain thinks he can get home without renewing the topmast and proposes to save boat skin by putting boats on the forward deck house. I am not urging him to use up more labour than absolutely necessary, so as to keep the repairs within the £1000; moreover the carpenters are urgently required for other ships.

"Wilhelmine". We are calling out sail for the Captain to be seen on board as we cannot scrape up enough sailmakers. Carpenters are proceeding with other repairs - I think the total including £300 paid for tar and pitch will not exceed £1400.

"Premier". The Captain has received orders to do just what is necessary and proceed. He has purchased one of the "Glenprovan" yards which I had to let him have for £40 as Williams had offered a good wooden yard for £35. This vessel came well up Port William yesterday.

"*Janie Woodside*". Came into the river harbor yesterday, and will proceed with a few repairs. I do not anticipate that the cost will amount to much.

"*Prince Arthur*". The Captain has received orders to sell part of his coal here and proceed to the River Plate. I told him that I judged from your cable that it was contemplated at home that he would do considerable repairs here, as otherwise I should not have been told to reduce the commission. I said this had been done in previous cases when a cost was opened and a considerable amount disbursed.

If he did not have any repairs done the full commission would be charged. I have ascertained from MRS "Hope" that South's Navigation Coal is not down in the Admiralty list, so I don't like touching it. I intend to try some in the "Sisac" and on shore.

"*Doris Andersen*". Captain Hansen returned from Monte Video with instructions to confer with Mr Schlotfeldt. His owners suggested that he should store part of his cargo here, take the ship to Monte Video for repairs, and call in here again & reload for payaguait. We had a conference today, and came to the conclusion that the repairs would cost about £1200 & occupy about 7 weeks.

Mr Schlotfeldt has advised the Captain to go on with repairs at once and the Captain is sending a telegram to the Owners to arrange a credit with you.

"*Langstone*" has discharged about 600 tons of coal.



7.

coal into the "Hear of May", 80 into the "Tracis" and about 200 into the "Smith". He will have to keep the balance until she gets ballast. I am glad to say there will be no question of demurrage.

I had 80 tons of the new coal put on top of the old stock in the "Tracis" so as to reduce the amount in the "Smith" which we cannot move to alongside the quayside.

14. Whilst on the subject of coal I am informed that some Italian men of war may put in here and the Commodore had been asked whether they would be likely to get 200 tons of coal here. I am sending ~~off~~ word to the Commander of the "Hafle" that our stock is now 1350 tons which fact he will communicate to the Commodore. There is also a statement in one of the Buenos Aires papers to the effect that a Chilean Squadron is likely to call here.

15. The work on all these ships is likely to be very seriously hampered for want of fresh water. We have had a very dry spell and the Smithy reservoir is now empty. I had made arrangements to have water carted but find that the Government people, having a few prisoners have supplied the reservoir with cleaning. Seeing that all these ships want water and people generally are getting short it is about the most idiotic thing they could have done.

16. Consul Rosen has brought me the enclosed extract from a letter from Milne which confirms the telegram. I hope this will complete the evidence.



17. November 18<sup>th</sup>. Disp. 897. Jan. 8. My subsequent despatches will have explained the "Jehoa" contract. No doubt Captain Ford has not full details of the very difficult position in which he was placed. The boat had made a failure, and not only was it unsafe for the ship to proceed to Monte Video with the enormous quantity of water washing about in the hold, but the carcasses were absolutely putrid, and it was difficult to say what would have been the effect of going into warmer water and weather without getting the hold cleared.

What I had in my mind was that if a really good job were made of the repairs here, there was a good chance of the steamer being able to get to England without docking or repairing at Monte Video at all. The voyage from here to the Run State would be an excellent test of the repairs, and if she made that voyage all right, there was every probability of going right on and avoiding the heavy expense at Monte Video, more especially as whatever work is done there will be done over again at home.

Captain Ford's view coincided with my own - in fact he did not hesitate to close the bargain considering the delay that would be caused by referring home, the daily expenses that were mounting up, and the awful state of the hold which could not be cleared. It must be recollected that the hold had, I think, from 14 to 17 feet water and that the carcasses would not float.

I tried to get Jones to guarantee that the work would

would be sufficiently good for the steamer to go to England - he said he would carry out the work in such a way that it would be quite possible, but he would not include it in the contract, as he did not intend to go further than Monte Video in her.

On reviewing the whole of the circumstances I do not see how we could have acted otherwise - the contract was reported by the Captain to the Agents at Monte Video, and in their reply they made no comment as to the amount, except that the price was noted, and informed the Captain that the necessary arrangements had been made for docking.

As I said at the time the price is extremely stiff, but the work was by no means child's play and occupied four and another day or two weeks.

I of course did not wish to include the amount in our account - I offered to advance anything up to £500 on account, but this was not required.

18. Jan. 12. I have only time to say that I much regret that you are under a misapprehension as to the price at which we have been selling house coal in Stanley which is 50/-, not 60/- per ton. The price was reduced some two or three years ago and I was under the impression that you were fully aware of it. I will look the matter up and revert to the subject in the next despatch.

I am, Sir

Your obedient servant,

W. M. Mardun  
Manager

Enclosures.Duplicates. (Originals per Herodot October 20th)

Stanley Journal for September

" Cash Book " "

S.S. "Iskoo" Accounts.

Specification of Shipments per "Iskoo"

" " Five Bales of Wool W.T.

Originals

Stanley Journal for October

" Cash Book " "

Cash Vouchers East & West Store.  
Store Indents No. 266

Remarks on Stores.

Replies to Remarks on Stores.

S.A. Missionary Society's Accounts.

Copy of Report of Survey on Barque "Premier."

" " " " " Ship "Wilhelmine?"

" " " " " Barque "Jennie Woodside"

Mr. Mathews Report. November 11th and Enclosure.

Copy of Manifests Barque "Samoa"

Shipping Report.

Statement upon Accounts.

Remarks upon Accounts.

Certified Extract from Richard T. Green, owner  
of the "Euola C" to the American Consul.

135

"Modestia"

December 6<sup>th</sup> 9.Left 12<sup>th</sup>

Sir,

My last despatch left for "Neko" on Nov<sup>r</sup> 19<sup>th</sup>.  
 Despatch 897. P.S. William Brand before leaving the Colony  
 sold the goodwill of the Ship Hotel to his son W.H.  
 Brand who has since died, bequeathing the goodwill  
 to his mother. Lars Skuttsen, who is brother-in-law  
 to Mrs Brand, is executor and as such has been  
 carrying on the business with Lee Whitman as  
 Manager. Mrs Brand does not wish to return to  
 the Colony if she can avoid it and is consequently  
 trying to sell the goodwill. Brand has not any  
 written agreement with us now, the old lease  
 drawn up by yourself having expired long ago,  
 but Mr Bailton had an understanding with  
 Skuttsen that as soon as anything was settled  
 as to the ownership of the goodwill, a lease would  
 be issued. Skuttsen quite understands that  
 we have the right of veto, and a few weeks back  
 asked if we would object to Mr Askill, our  
 present horse tamer. I fear however that they  
 value the goodwill too highly and that Brand  
 will be compelled to return here. Whitman  
 has done much more business there than Brand  
 ever did.

Yr. Obedt<sup>ly</sup>  
 Managing Director,  
 London.



2. Jan. 6. I have not heard anything further officially about the Export Tax. The farmer is certainly not spending much money locally - we are employing his carpenter on ship work and one of his 2 labourers at sailmaking, but I am afraid that large sums of money are being spent on stores from home. My last mail they imported 12 long steel girders, roofing iron and other building material. The Colonial Engineer has made some 4000 bricks and built a kiln in the dockyard for burning them.
3. Mr. Bailion made an arrangement with the Government to land their stores for 1 year at 4/- per ton and I have been asked to continue this. I enclose copy of correspondence with the Acting Colonial Secretary from which you will see that they seem anxious that we should go on with the arrangement, but I want to get out of it without giving offence if possible. Our Millinery goods by last steamer could not be landed until a week after the mail on account of the stores for the Government, and we lost trade in consequence. It is very disheartening to Mr. Turner to have to turn people away, knowing that all other stores have their goods opened and ready for sale. The old rate of 4/- per ton simply did not pay - I find during the year that amongst other stores landed for the Government, were 30 cases of Swiss Milk marked "Canton Island Islands", for which we received the
- Sum

sum of 3/6. No wonder the Governor thinks we make a large profit on this article if they can get it landed for a little over one penny per case.

The arrangement was made by Mr Bailton partly to prove that the proposed new jetty was unnecessary and partly to protect the Government against the rapacity (the Governor's expression) of Latchiff in charging 1/- per package. The shipping per case was not considered necessary until it came to deals, but if Mr Deal has too much for the Governor and we want to be rescued.

I am most anxious to be on good terms with them but it is apt to become expensive, as we have to purchase their goodwill, to use your own expression, almost every day in the year.

No. 12. I feared there would be a difficulty in chartering for a small quantity of coal, but considered it better to put down a small amount in the telegram. We can do with the smithy coal though not actually in need of it yet. As stated in the last paragraph of my despatch No. 134 I regret that you did not know that we had reduced the price of house coal. I thought there had been some correspondence about it with Mr Bailton but cannot trace any. The reduction must have been made when we reduced our prices all round some 5 years ago.

We are at present quite out of house coal and when the "Annie" arrives I shall put the price at 5/6 which should give a profit of 18/- per ton. If the Government agree to take 100 tons

I will endeavor to get the Captain to consign the Government jelly to deliver it.

5. I have purchased about 200 tons of the "Doris Andersen" coal which answers very well for house coal. The Captain had a private offer of 20s. per ton and I told him that I was prepared to give that myself and to remove it whenever he chose, and he accepted the offer. I thought it better not to bid at the auction for the first lot, but decided to get this as I fancy the Government people were after it. We can get rid of it easily at £2 per ton.

6. In 1874. Mr. Milton has promised to give the "Thetis" enough work to fill up after loading all the other, so we might be able to despatch her from Salvador.

7. Jan 15 The Captain of the "Salkamuk" assures me that Messrs. Black, Moore & Co. need not have hesitated to extend the credit, but I do not anticipate that the account will reach £1800. Just before leaving for Monte Video Captain Lorp asked me to give him some idea of the probable cost and I said £1800.

8. The Comptroller Carter John Williams has asked me to lay his case before the Board for their consideration as to the grant of a pension. I enclose particulars of his service which show that he has been in the employ continuously for nearly 26 years, namely from February 1848. His health has been failing somewhat for the last 2 years and he is not altogether fit for lifting the heavy



heavy weights such as our Carter is continually called upon to do. Added to this he had the misfortune to break his leg last year whilst carrying a bag of corn into a house. He is very anxious if the pension is granted to be allowed to rent the house in which he is now living. I do not see any objection to this as we have really more houses in Stanley than are required for our servants, and his house has been well taken care of.

Q. Dr. Frey has reported to me that Captain Willis' health is in a somewhat precarious condition. He writes, "he is suffering from diabetes and his urine is loaded with sugar. I should not go much on him unless he gets under a strict treatment as regards diet and medicine". Later, Dr. Frey reports, "I have examined Willis and I don't think he is beyond repairing. He has submitted quite willingly to strict treatment. I have told him to refer to you about getting him out some bran or gluten biscuit, about 1 lb; he dare not touch bread or the ordinary ship's hard biscuit."

I have therefore included this on the Store indents by this mail. This news is rather serious as it means now that 2 out of the 3 masters of schooners are uncertain, and I do not know of anyone here at present fit to take the place. We can only await events and I will keep you informed of how they are going on.

Willis, unfortunately, is not liked round the Islands, and if the Captain of the Schooner is disliked



limited at any port, the Schooner is apt to suffer as the Station under a manager does not give all the assistance in discharging and loading that he otherwise would.

10. It has been very evident for a long time that our Stores in Stanley are in urgent need of reform, a subject upon which I have unofficially put forward certain proposals before you and I now submit these for the consideration of the Directors.

Some 2 years ago you said that you considered that the present Storekeepers should be replaced by men of more energy and up to date methods, being pensioned. I thoroughly recognize that some new methods must be adopted, but I feel that it would be unduly hard upon the present men to turn them off without giving them a chance of working on different lines under stricter supervision. Up to now they have been allowed to carry out their work according to their own ideas without being told differently, and the blame for the existing state of affairs cannot justly be put entirely on their shoulders. I need not repeat the arguments put before you unofficially; my proposition is that Mr Gorton the present junior Clerk should be appointed Head Storekeeper at a salary of £200 per annum, rising £10 annually to £250, with a house when required, with the further understanding that the acceptance of this post should not bar him from being considered for the Chief Clerkship on the occurrence of a vacancy, and that

7

that he is exactly on the same terms as regards leave of absence as the Stanley office always has been.

I have communicated this to the Stockkeepers and offered them the option of retaining their positions under Mr. Gorton at £150 per annum with horses, which they have accepted. This arrangement will result in a saving as regards salaries as I do not at present propose to ask the Board to replace Mr. Gorton by another junior clerk.

Mr. Gilling and I have discussed the matter and come to the conclusion that we can carry on the work without further assistance, seeing that a good deal of the Store work, such as keeping and insuring the ledgers, at present done in the office will be carried out by Mr. Gorton. The general supervision of the stores will not of course be relaxed, in fact I am quite sure that with Mr. Gorton as Head Stockkeeper I shall learn more of the details of the Store work than I should with King and Turner.

As regards the office work, in the absence of the Manager or Clerk, we don't anticipate any difficulty as Mr. Gorton will be quite ready to afford the assistance that he is perfectly competent to give, and even in the case of the Manager or Clerk taking leave of absence in England, he could give a fair proportion of his time to the office, as this would be during winter when Store work is light and hours are short. I trust that the Board will approve these proposals which I think will result in our retaining what trade we have now, instead of  
losing

being it altogether as we certainly run the  
in danger of.

James McCarthy at the West Store has not  
been altogether a success and I had thought of  
dispensing with his services without replacing him.  
He has given notice to leave at the end of January  
but I find that I must have someone in his place,  
more especially if the Carter is pensioned, as in  
that case I should let Paulini who has been  
doing rough work in the Store, carry on with the  
carting for the present. A likely looking lad  
named Grace Mayse, a third class domestic on  
S.M.S. "People" asked me for employment, and as he  
has an excellent character from the officers for  
honesty and willingness, I am employing him in  
the Store at £5 per month. Turner told me that  
he does not expect to remain for more than about  
3 years longer and if this lad shapes well, it will  
be a good thing to have trained someone at that  
Store.

As soon as this shipwork is over I intend to  
go into the question of structural alterations  
of both Stores.

11. The Norwegian Bark "Prince Arthur"  
has completed the temporary repairs to  
enable him to proceed to Buenos Aires. The Captain  
has done all the work on board having purchased  
a little iron for us, and I enclose his draft  
upon Messrs Moran, Gallway & Co of Liverpool  
for 200. 17. 6. With reference to the Commission  
I explained to the Captain that I considered that  
you



9.

you had reduced the commission on the assumption that considerable repairs would be executed here by our ships, and as this had not been the case I should charge 5% commission. If however you had arranged with Messrs Moran to charge  $2\frac{1}{2}\%$  whether repairs were executed or not, you would of course make a refund.

12. I regret to learn that A. McLean of Hillside is intending to leave the Colony next May. He has given in his formal notice and I find that their passages (McLean, wife and 11 children) will run to  $9^3$  full fares. He tells me that when they came out they travelled second class - I said there could be no question of second class passages home but promised to get Mr Schlotfeldt to do all he could to make them comfortable. These passages are a big item but the Company is assured a prospective pension.

13. I have informed Johnson that Briggs will retire on March 31st and that he will be sole foreman carpenter. It looks for some increase of wages upon taking full charge and I have suggested to him that a fixed salary to cover shore or shipwork would be preferable to the present system of £130 per annum for shore and £1 per day for shipwork. It is quite agreeable to this, but I am not sure what amount you would sanction. Myth receives £160 per annum and nothing extra for shipwork, and I should think this would be a fair sum for Johnson. He will receive in addition the £24 per annum in lieu of a house. Now that Myth has had some



idea of the time occupied in doing the ironwork for ship repairs here, we must in future, if at all possible, endeavour to do the ship repairs by contract. With all these ships here contracting has been impossible as there is not one straight away job amongst them. Johnson will be quite willing to assist to make this change - for one thing it would stop the incessant grumbling of the captains.

14. The "Langstone" has not quite finished discharging the steam coal, and is loading a cargo of goods salvaged from the "John R. Kelley". Captain Mörck is charging Williams 23/6 per ton for a full cargo of 1100 tons to Buenos Aires, and all port expenses there have to be paid by the charterer. The deers draw 20% of the gross proceeds, and when this freight and charges which will amount to nearly £1500 have been deducted, Williams will not have much left for his labour expenses and profit.
15. The "Keebank", "Janie Woodside", and "Premier" will shortly be ready for sea, the "Barkamah" repairs should be concluded within a fortnight, and the "Blackraes" sails are almost finished. The "Wilhelmine" will be another fortnight a week. The repairs to the "Doris Andersen" are hardly likely to be finished before the end of the year.
16. I reported last mail that the "Samoa" had stranded at Spring Point, but the captain had not come to Stanley himself, but had sent his mate with a letter to me informing me of the stranding and

and requesting assistance. I could not get much 164  
information from the mate who was drunk for  
the greater part of his time, and decided to send Morton  
across to look at the wreck so as to get some notion  
of the prospects of salvage, and to explain to the Captain  
that he had better come in to Stanley himself.  
I told Mr Morton impossible to get Muenya who  
was at Still Cove to ride down to Spring Point to  
survey the vessel, but owing to the long passage made  
by the "Chance" to Fox Bay, he was too late, and  
he got Sallini to accompany him to Spring Point.  
On their return I got them to draw up a statement  
of the condition of the ship and to hold a consultation  
with Mr Schloepelt who had not been able to leave  
Stanley. I enclose a copy of the Report. The  
Captain of course came to Stanley, and has issued  
a notice calling for tenders for salvage, but  
without result.

Salvage must in any case be a very  
tedious and difficult job. The ship was drawing  
15 ft of water and is now in a sort of basin where  
there is never more than 13 ft at high tide, and  
is surrounded by reef and keep. The passage  
from the wreck to the North of Fox Island where  
a schooner could anchor is open for only 3 hours  
each tide, and the weather at Spring Point is so  
bristling, that work could not be carried on  
for more than one day in three in summer.  
Added to that, the Government will have a Customs  
Officer there the whole time at 10/- per day which  
will be a heavy expense. I fear therefore that  
the

The ship and cargo will have to be sold by auction and I suppose we shall have to buy. To wreck that vessel we must be prepared to risk <sup>£300</sup> £400. There are 2 ways of doing it - to have a Schooner anchored at Fox Island and work by boat each tide when practicable, or to get the cargo landed onto a tussac island in safety boat it to the mainland, and cart it about  $2\frac{1}{2}$  miles for shipment for schooner. The first method would take years almost, during which the pay for the Customs Officer would be going on, the second involves keeping a gang of men there at a heavy expense.

The Captain is bent upon getting rid of the crew at once to save himself expense, bring part over of the ship, and wanted to sell without any further delay, but from his own statements it is very unlikely that the ship will break up for a very long time, and I have told him that he ought not to release the crew for another week. This will give time for a telegram to be sent and a reply received from home and will also give people on the West an opportunity of tendering for salvage or bidding if it comes to a sale. I am telegraphing to Lloyd that a salvage contract cannot be made and that the property will be sold by auction unless otherwise ordered by the Underwriters.

The question of selling ship and cargo ~~is~~ is difficult as it may take 2 years to get the cargo out. Stickney would bid for the hull, but the

13.

the purchaser of the cargo must have the hull as he cannot tell how long it will take to get the cargo, and hence may be run up in price. In such a case as this could not a valuation of the hull be made by local Surveyors? I am telegraphing ~~that~~ that a Salvage Contract could not be made and that the ship and cargo will be sold unless otherwise ordered by underwriters. The Captain is telegraphing in a similar sense to the owners.

17. December 11<sup>th</sup>. The "Modestia" arrived on Saturday the 9<sup>th</sup> without any English mail at all, and unfortunately without any news as to when we may expect H.M.S. "Pegasus" which will relieve the "Hafle".

18. H.M.S. "Hafle" has taken 100 tons of steam coal, leaving our stock at 1250 tons. She will leave as soon as the "Pegasus" arrives. I enclose the Paymaster's draft upon the Accountant-General of the Navy for £250.

I am, Sir

Your Ardent Servant

W. M. Mardun  
Manager



Enclosures.

Duplicates. (Originals per "Neko" via Sandy Beach Nov. 19<sup>th</sup>)

Despatch No. 134

Stanley Cash Book. October.

Stanley Journal October.

Store Indent No. 255.

Remarks on Store

Replies to Remarks on Stores.

Mr. Mathews' Report November 11<sup>th</sup>.

Statement on Accounts.

Remarks on Accounts.

Duplicates (Originals per "Modestia" via Monte Video. Dec. 11<sup>th</sup>)

Despatch No. 135

Barque "Homunc" Accounts

Barque "Prince Arthur" Accounts.

Second of Exchange. £48. 16. 6

Mr. Mathews' Report December 5<sup>th</sup>

Record of Service - J. Williams.

Coasting Insurance, October

Statement on Accounts.

Copy of Correspondence with A. Colonial Secretary.

Remarks on Stores.

Replies to remarks on Stores.

Originals.

Specifications	Wool.	Skins.	Tallow.	Hides.
HB	1	26	47	
L		87	91	85
A.	39	1		
22		9	28	
X.	18	6	2	
W.		11		
Q.		25		
Q.		254		
Q.		21		
Q.		8		
Q.		28		

Enclosures.

Despatch No. 135

Barque "Korunoo's" Accounts & Letter of Advice to Owners.

" "Prince Arthur" " " " " " "

Mr. Mathews' Report December 5<sup>th</sup> & Enclosures.

Record of Service - J. Williams.

Copy of Correspondence with Acting Colonial Secretary.

First of Exchange £48. 10. 6

" " " £203. 17. 6

" " " £250. 0. 0

Three Sets of Falkland Island Stamps.

Coasting Insurances, October.

" " " November.

Copy of Report upon Wrecked Barque "Samoa".

Store Indent No. 256

Indent of Drant & Aveson.

Store Indent Monte Video.

Statement on Accounts.

Remarks on Stores.

Replies to remarks on Stores.

Replies to remarks on Accounts.

136

H.M.S. "Maize"

December 15<sup>th</sup> 99.

Sir,

My last despatch left per "Modestia" on the 12<sup>th</sup> instant

H.M.S. "Igeus" arrived here yesterday relieving H.M.S. "Maize" which leaves this afternoon.

2. The "Archbank" account will be settled tomorrow and the vessel will leave as soon afterwards as weather will permit.

3. The Captain of the "Janie Woodside" has received a cable instructing him to wait here for further orders - he is now ready for sea but of course under these circumstances must wait until December 29<sup>th</sup>. His disbursements will probably not exceed £400.

4. I regret to say that I received yesterday from Mr Mathews a very doleful report of the effects of bad weather last week. On the night of Friday the 8<sup>th</sup> we had a terrible gale from the East and South-East which killed 340 rams at Darwin Harbour chiefly selected yearlings, the most valuable part of the ram flock. At North Arm the dead had not been counted but Mr Mathews fears it will amount to 2000 (Findlay Harbour withers).

Yrs

F.E. Cobb Esq  
Managing Director  
London.





137  
 "Amman"  
 via Sandy Point

January 2<sup>nd</sup> 1900

Sir

My last despatch left for M.S. "Kapte" on the 5<sup>th</sup> instant and I have since received by the "Amman" which arrived on Dec 30<sup>th</sup> your despatches Nos: 899 and 900, and also the duplicates of N<sup>o</sup> 898 for "Antisana", the originals of which will remain at Sandy Point until our next mail.

2. The "Langstone's" cargo turned out as well as we can gauge about 5 tons short of the B/Lading weight which we had agreed to accept. McLauchlan has endeavored by weighing a few tubs here and there to get an idea of the total, and although according to his calculation we seem to be 5 tons short I say we have received the full quantity. M.S. "Tegano" will take 200 tons of coal some time this week.

3. Since writing my par. 13 of despatch 135 I have gone more fully into the question of Johnson's salary and have ascertained that during the last 10 years the 2 foremen carpenters have averaged 259½ days shipwork between them annually, or say 130 days each. Johnson's pay for

J.E. Cobb Esq  
 Managing Director  
 London.

for shore work is  $9\frac{1}{4}$  per day and for ship work  $1\frac{1}{4}$  per day, that is to say that his pay has averaged £130 per annum + 130 times  $11\frac{1}{8}$ , or about £205 inclusive of the allowance of £20 in lieu of a house. We cannot offer him less than this, and on taking over of sole charge he naturally expects a little more.

4. Canon Aspinall leaves for England by this mail in order to consult his friends at home before finally deciding to resign his appointment. He tells me that if he does not return he will refund to you any sums that may have been paid to Mr Aspinall since the end of last year.

Canon Aspinall mentioned that he considered that the subscription of £100 per annum was a personal allowance to himself but from the wording of your despatch in 1892 sanctioning this grant I cannot but think that it is a contribution towards the general fund raised by Dean Brandon. For convenience we have always credited the allowance to a ledger account opened for Canon Aspinall, but should any change take place in the holder of the appointment and the Board continue the subscription, I think it will be better to pay the allowance over to Dean Brandon.

5. In case any alarming rumours should reach you from any source as to accidents to Schooners I had better mention that the "Futura" went ashore inside the Darwin narrows and was got off after a couple of hours, the "Fornet" was on the spit getting out of the Arm one afternoon and got off in the morning, and the

the "Fair Lornard" in getting out of Stanley ran into the "Vicar of Bray". No damage has been done in either case, but I hope no more accidents will occur.

6. I have had to give the Treasurer a heavy draft upon you - £2000. Our disbursements have been unusually heavy during the last 2 months on account of ships.

7. I regret to report that John Burnett died on the 15<sup>th</sup> instant just after S.M.S. "Maple" had left. The expenses on account of board, attendance, medicine and funeral are very heavy, amounting to ~~about~~ £28. 9. 0. I have got all his things together and propose to send them home by the "Thetis". The sum of £13. 5. 1 was found amongst his effects and I have placed this in Deposit account. I imagine that this should go toward the expenses incurred on his behalf since his arrival here.

8. The "Drehtank" sailed on the 26<sup>th</sup> Dec. having been delayed some considerable time by contrary wind. The account is more than I expected as Captain Buchanan took more material and drew more cash to pay for stops for his men than we anticipated. I enclose his draft upon the Dunes for £955. 12. 5.

9. The Master of the "Fannie Woodside" has received orders to go to Buenos Aires and settled his accounts this morning. I enclose draft upon the Spencer Shipping Company for £310. 6. 4.

10. Capt Ommundsen of the Norwegian Sk "Semier" had closed and settled his accounts by a draft

on the Deutsche Bank of £536. 2. 6, and so forth but fortunately had not left. I have now obtained two drafts as directed by you and trust there will be no difficulty in securing the small amount in excess of the credit. I charged 2½ to commission. 11. I hope to get all the other vessels away before the middle of this month with the exception of the "Doris Andersen". With reference to the credit in this case I was astonished to find that the Hamburg people had sent down from Monte Video the sum of £1200 in gold by the "Ammon", thus solving the question as to Schlottfeldt paying cash. I don't see how we can charge any commission seeing that I have the cash locked up in my safe. 12. Captain Bruntzen of the Norwegian Frigate "Samoa" returned to Stanley in the "Chance" and reported that the vessel was still in about the same condition. On December 9<sup>th</sup> during a heavy blow she shifted her position and bumped heavily. Seeing that amongst the cargo were matches, oil and gun powder the mate threw the latter ashore fearing an explosion. It might easily have been stowed on deck in the event of an accident becoming imminent. There was about 18 cwt.

Mr Schlottfeldt received a telegram from the Hamburg Underwriters instructing him to act as he thought best, and as I did not hear anything from him, the ship and cargo were put up to auction yesterday evening. I had heard all sort of rumours as to probable purchasers, there were - David Smith who was willing to pay £500 and



and work the wreck with the "Perseverance" by  
Tallini, backed by some people on the West. Sabbath  
J.C. Robin, an Agent sent across last mail by  
Braun + Manchard with a commission to pick  
up a vessel suitable for a hull. (I think they  
had heard that 8 or 9 vessels were here in  
distress and thought they would get one cheap)  
and McIntyre who arrived in the "Ammon", who  
I suppose would act in conjunction with Williams.

The ship fetched £100 and the bidding for  
the cargo after £100 was reached went up £1 at  
a time up to £980 at which figure it was knocked  
down to us. Braun + Manchard's Agent stuck  
to us all the time. The price is very stiff; I  
knew that we should be run up to £600, but  
did not anticipate that we should have to go  
to £1080. I must admit that when £1050 was  
reached I began to hesitate somewhat, though  
your instructions as to taking risks are very  
explicit. I suppose we have had to pay to impress  
upon people here that the Company does not intend  
to remain in a back seat, and this sale will  
teach the Sandy Point people not to send Agents  
or come across here with the notion that they  
will pick up vessels for a mere song. We have  
to pay somewhat heavily for this, all the same.

I have learned since the sale that Williams  
had an idea of lightening the vessel, and getting  
her away from Spring Point and in to Stancey  
for a hull. This is the first intimation I have  
had that such a thing is possible, Williams

stated at the same time that he meant to have a hull here sooner or later.

We had not been able to save any sails a loose gear from the ship as I could not spare a schooner to go there and Sallini had not time. Our purchase therefore includes everything except stores, provisions, spare ropes and canvas.

I have not lost any time in getting to work. I secured Sedgwick to superintend the wrecking and he left in the "Chance" at 8 am this morning. I have given him authority to engage men from the crew if they are willing to remain and to take over from the Captain any stores that may be wanted. I have also secured a promise from M. W. Stickney that he will allow us the use of his scow, and when his boat has been removed, the use of his shed for storing cargo. He expects us to pay him for this, but that can be arranged later.

I am very disappointed at having to pay so much for this, but I have every confidence in Sedgwick and trust that the venture will not turn out badly.

13. Mr Schlottfeldt informs me that the steamer of January 19<sup>th</sup> will not be able to take any wool. Vourik wrote him that had there been 500 or 600 Bales only, they would have sent the "Neke", but have now decided to send the "Scrapis" which is full, for the 19<sup>th</sup>, and to send the "Lavinia" to take the 1200 Bales for which space was asked to arrive about the end of the month.

I have told Mr. Schellapert that I expect to have quite 1500 Bales by then and he will write to Vauxhall to secure that space.

I hope this delay will not cause us to lose a sale now that work is up.

Mr. The mail closes at 4pm today, though I fear the "Aurora" will not get away until midday tomorrow. She has an exceptionally heavy cargo; in addition to the usual amount for Stanley importers there is cargo for Greenhills, a year's supply of stores each for Cameron and J. W. Wilson, including 100 bags coal for the latter, and a large quantity of stores for the Government, including 200 Barrels Cement and 8000 bricks, which is all being put on board the "Great Britain". In spite of the long stay of the steamer I am not able to reply to your despatches, my time has been taken up attending to ship's captain's, the sale of the "Samoa" and the West Auckland mail. The "Kora" is expected here on the 10<sup>th</sup> and the "Seymour" will leave a day or two after, so that the delay in replying will not be much.

I am Sir,

Obedient Servant,

W. Maro  
Manapa

I have telegraphed "Premier Cocarde Maronita"

Enclosures.Duplicates. (Originals per H.M.S. "Beagle" December 18<sup>th</sup>.)

Despatch No. 136.

Statement on Accounts.

Originals.

Stanley Cash Book for November.

" Ledger

Cash Vouchers East &amp; West Store.

Store Indents No. 257

Remarks on Stores.

Mr. Mathews Report December 23<sup>rd</sup>

Insurance on Produce Return.

Coasting Insurance December.

Barque "Beechbank" accounts &amp; Letter of Advice to Owners.

" "Premier" " " " "

" "Ironie Woodside" " " " "

Irish Exchange £955.. 12.. 5

" " " £500.. 0.. 0

" " " 36.. 2.. 6

" " " 310.. 6.. 4

Statement on Accounts.

Shipping Reports.

Two sets of Falkland Islands Postage Stamps.

Stanley

January 2<sup>nd</sup> 1900



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H.M.S. "Porpoise"

January 11<sup>th</sup> 1870.

Sir,

My last despatch N<sup>o</sup>. 13<sup>th</sup> left per "Albatross" on January 11<sup>th</sup>.

Desp. 898 par. 2. I fear that by the time Williams has finished with the boiler and which they will not be of much value as they have already burst two of the boiler tubes. The machinery has been worked by novices, and they have been burning wood for fuel. If it is worth purchasing I will see what Williams asks for it.

2. Par. 3. - Mr. Curme asked if we wished to dispose of the "Glenowen" coal, and suggested that a quantity should be sent across to Sandy Point as an experiment to see if anything could be done with it. He thinks it would be saleable at the Gallegos and offered later on in the year to send his steamer over to take a cargo. He would give instructions to his Captain to pump the "Glenowen" out and if possible tow her to any part of the Harbour we wished. Provided the windlass can be fixed, holes plugged up, and an anchor laid out, this would be much to our advantage.

J. H. Cobb, Esq.  
Managing Director,  
London.

2.

3. Par. 5.- I must go into the question of hulks with Mr. Lauchlin. The cost of cutting down the "Sabine" and re-caulking will be very heavy indeed, but we must be prepared to spend some money on her if she is to be of any use. At present she is hardly fit to store even coals in. Unless the bulwarks are cut flush with the deck (except for a few stanchions), and the decks kept fairly clean, wet and dirt are bound to lodge and rot them. Johnson tells me that the decks were the worst part of the damage when she arrived 9 years ago, and have naturally deteriorated considerably since then. I believe that the Board had an idea of refitting her or selling her, and this is probably the reason that no expense has been incurred on her in the way of repairs. Before I do anything, however, I had better get some idea of the cost.

4. Par. 6.- I am very disappointed at the small share of the "Hornet's" repairs that will be paid by Underwriters, and I cannot help thinking that we were too conscientious over the accounts. I append a separate memo. giving explanations as to the time occupied, the charge for Blacksmiths' labour, and the circumstances of the slipping of cable and anchor. Seeing that only our bare out of pocket expenses have been charged, it looks as though the Underwriters complained simply on principle.

Yours

Some time ago I called the Magistrate's attention to the fact that the Court of Enquiry had not yet given its decision. Mr. Hill promised to attend to it but I have heard nothing so far. In view of this and of the remark in the Average Statement that under the Chilean Law we have no remedy, I did not discuss the question with Mr. Burge.

5. Par. 8.. When the "Annie" arrives I will try and get the Captain to go alongside the Government Jetty to discharge the 150 tons of coal to them. It would even pay us to pay the Captain something to move up there. I fear that the Government people do not share your views as to obliging them, and they are far from considering themselves under any obligation.

6. Par. 9.- Ogilvie's principal reason for sending his wife and two <sup>of the</sup> children home was the health of one child, which had been bad for 2 or 3 years and the Doctor told him that he did not think the child <sup>would</sup> ever improve in the Falklands. Ogilvie found that the expense of procuring the necessary food and luxuries for the child was very heavy and considered it would be no more expensive for them to go home.

The return passages can hardly be called a concession - his first 5 years term of service was the equivalent for the passages out, and the second term of 5 years which expired December 1898

earned

14.

earned the passage home, this being the condition on which the agreement was renewed in 1893.

Passages have been given in one instance to my knowledge while the man remained at work, -

M<sup>r</sup>. Patterson and daughter in 1896 I think.

Then W. Armstrong has had his own passage and the Company is still liable for those of his family.

The number of men entitled to passages is now small, and it seems to me that in this case something might have been done to assist Ogilvie.

7. Par. 17. - I sent a list of Dittloff's land in my despatch N<sup>o</sup>. 153 paragraph 4.

Personally I do not see of what use any of the blocks would be to us as we have more than enough land in Stanley. One piece adjoins the paddock at the back of the Office here, and Dittloff gave me to understand that you had once desired to purchase and had obtained from him a promise of the refusal of it. I think he intends to sell by Auction.

8. Par. 20. - There is, I fear, absolutely no chance of recovering Jones's debt which I propose to write off at once.

9. Par. 24. - I will do what I can towards getting M<sup>r</sup>. Dean's wool in earlier this year, but it is impossible to please everybody - someone must be late.

M<sup>r</sup>. Anson wanted a load fetched in from the Charles  
the



the first week in January, Mr. Bonner the same, and the West Valaland mail will no doubt bring in a further batch of requests for early shipments. Mr. Matthews asks why should they be waited upon when we want schooners ourselves, so that whatever happens somebody is sure to feel neglected.

10. Par. 27.- I see in the last Shipping Gazette that the "Orchid" is loading for Stanley, but Mr. Nelson some time ago told me that the "Phetis" after loading up others' wool, could fill up with his, so that I hope she will be able to sail from Salvador.

11. Par. 28.- Should you have occasion, in writing to the Colonial Office, to make any reference to the practice of exceeding the votes without a Supply Estimate being taken, it is quite safe to say that since Governor Kerr's time Mr. Melville was the only Governor who ever took a single Supply Vote before spending the money, although in every year during the administration of Governor Sir R. J. Goldsworthy or Mr. Grey-Wilson, votes have been largely exceeded.

12. Par. 2, Despatch 899.- I cannot understand how there can have been any error in the sheepskins per "Banda". The different Owners advised the number of bales shipped by the "Fortuna", Rowlands handed me in a list of the cargo he brought in, which I happen to have kept, Mr. Lauchlin discharged it into the hulk and again tallied it  
into

into the steamer, and in each case the numbers agreed and were so entered on the Bill of Lading. How the steamer can have delivered more is a mystery, and if there is any mistake it is still more a mystery how it crept in.

13. Par. 14. - Undoubtedly the insurance recovered on the "Haddasah" has been merged into General Revenue, and has gone the way of all other revenue. I believe that the Governor did make enquiries as to purchasing another boat, but found it could not be got here much under £700 to £1000, which is more than he would wish to spend on that service, being so keen on buildings. I am sure that you are right in saying that the reason for not reverting to the old system of licensed pilots is the desire on the part of the Government to run things themselves.

Another thing is the very strong support given to Welmer by D<sup>r</sup> Hamilton who would exercise all his influence to maintain Welmer as Pilot.

14. Par. 6. - A meeting of the Legislative Council was held on the 11<sup>th</sup> and the Export Tariff Ordinance finally passed, the Import Tariff being amalgamated with it. The Import duties have been very slightly altered - British Wines reduced from 4<sup>1</sup>/<sub>6</sub> to 3<sup>1</sup>/<sub>2</sub> per dozen, Beer in casks increased from 3 to 4 and bottled Beers increased from 6 to 4<sup>1</sup>/<sub>2</sub> per dozen quarts and from 3 to 6 per dozen for pints.

9.  
 As regards the Export Tariff the Governor stated that no reply had been received to the Memorial of the Unofficial Members, but the Secretary of State had had ample time to telegraph in case he wished the Governor to hold his hand. No such intimation had, however, been received, and he consequently considered it desirable to finally pass the Ordinance. Before commencing any work with very heavy expenditures the Governor has promised to call a Council, and I will take an opportunity then of explaining the position taken up by the Company as indicated by you.

As regards the mail service, we alluded in our memorial to the question of assistance from Imperial funds, and I think that the Governor may safely be trusted to secure this if possible. When discussing the Estimates, both Mr. Pelton and I strongly advocated a return to the old monthly service, as reported in the minutes of the Council.

15. Par. 8. - I find there is a small credit for the 'Onola' Co for ships biscuit not delivered. The Captain intended returning here and left behind a couple of barrels which were charged for. The credit is entered during 1899, so that the balance shown in the December Ledger Balances will be correct.

16. Par. 9. - I note the concession to Captain Willis and Mr. Moir in the matter of carrying their effects in the 'Phetis'.

17. Par. 10. - I hardly think that we are likely to have so many hides for shipment this year, but will bear your remarks in mind.

18. Par. 11. - You will have learned that the "Prince Arthur", after purchasing a small amount of material here, proceeded to Mouse Video for repairs. I had a sample of the coal, but it was not up to much, so I did not touch it. I afterwards found out that the Captain's idea was to sell only about enough to lighten the ship slightly and to obtain sufficient funds to pay for his disbursements here.

19. Par. 15. - I recognize the importance of the accounts always being sent in complete order, and by the first opportunity, and can assure you I used every effort to get Captain Ford to wait, but he insisted upon leaving that afternoon at any cost, and we did all that any 3 people could have done in the 2 hours towards getting one complete set of accounts away. The main thing was to get out the total and obtain the Captain's signature to the general accounts and the draft. We hear so much about the delay to ships in this port that we do everything to prevent the ship being kept even a day waiting for accounts. Such a case is hardly likely to occur again here, I fear.

20. Par. 16. - The "Hornet's" crew practically were labourers during the repairs, and in any future case they will be recognized and paid as such.



67.

I have carried out your instructions as to writing up her value.

21. Par. 17. - This influx of ships certainly has been a record, and I most sincerely trust that in future instead of dropping in on us all at once, they may be spread over 12 months, as we cannot possibly do justice to such a number. We had to raise up every carpenter, or so called carpenter, in the place, and the gang of sailmakers were as Mr. Nelson described all shapes, sizes, and colors, in fact I had to put on any man that could hold a needle.

The Blacksmiths have done work faster I believe than any jobs have been done before, although this is not saying a great deal.

In spite of all that we could do, the shipmasters are one and all very dissatisfied, and for the last month and a half I have had dinned into me the usual "I don't know what the Owners and Underwriters will say", and, "after this you will never get another ship in the place". As I have heard these remarks for the last six years, they have somewhat lost their force, and I have come to the conclusion that ships do not come here if they can possibly get elsewhere. I do not mean to say that the ships are so badly damaged that they could not get to Monte Video, but when a ship carrying just sufficient hands to do the work in moderate weather has been knocking about round Cape Horn for 2 or 3 weeks, the men are so exhausted that the Captain is compelled

to run to the nearest port. Then after a fortnight, when all hands have recovered and are fit again, the Captain begins to abuse the place and say he would never have put in here if he had known what it was like. The only remedy is to get the work done by contract. With eight ships here at once, this could not be arranged, but in any future case I shall do my utmost towards getting the work done in that way.

I did not intend touching the "Roris Brodersen" coal at all, and under ordinary circumstances would have resisted the sale of the extra 200 tons as I was aware of the case you allude to, viz. the "Eugenie" of Hamburg, which was fully described in par. 5 of your despatch N<sup>o</sup> 8142.

We had to consider that 30 tons of Gunpowder had to be stored on the top of this coal and that the ship has still a long voyage before reaching her destination. The chance of further heating may be very small, but there is a chance and I think that in this case it was right not to run any risk. Added to that, the coal had not had a chance to dry, and the dampness would have affected the powder and general cargo.

I explained that I thought the Government were after the coal, and I therefore decided to take it over so as not to spoil the sale of part of the "Arenia's" cargo. I have sold some to them at 36s per ton. As I feared, the Captains cut down their orders for sale to the lowest possible limit with the result that

K. J. J. 189

there. I mean of course the Civil Court.

23. Par. 20.- Although we all like Captain Rees here personally, I do not think he is the man to take Mr. Lauchlen's place. We want a younger and more active man, and one whose health is more likely to withstand the exposure in all weathers to which our Overseer is subjected.

I have seen sufficient of Captain Rees to know that if his health were at all indifferent he would not face bad weather, and I do not think he would come out here on the salary that Mr. Lauchlen is paid, viz. £132 per annum.

It certainly would be an advantage at times to have a man well acquainted with the ways of shipmasters, and the appointment of Lloyd's Surveyor would keep the shipmasters away from Schlottfeldt, but the Overseer's principal work is jetty work and bulk work, for which we require push and general activity.

I am sure that Sedgwick would be a more fitting successor to Mr. Lauchlen, in fact some time ago I told Sedgwick that if he would not engage himself permanently elsewhere he would most likely receive the offer. Acting on that he has worked only on daily pay, and when I asked him one evening at 6 p.m. to go out and take charge of the "Damon", he at once agreed and sailed for the West at 8 a.m. next day. I have therefore not telegraphed to you.

Would there be any chance of Biggs being appointed Lloyd's Surveyor?

24. Par. 22.- Spearwing & Waldron have shipped

10 Tons of Coal by the *Ammon* for Port Howard. I fear the price will be stiff by the time it reaches its destination, as in addition to freight by steam, and bags, they will have to pay us 20/- per ton for storing and local freight.

25. Par. 23. - Practically all material for ships except the *Doris Brodersen* was sold in 1899, although the *Balmannah*, *Wilhelmine*, and *Blackbraes* had not finished work until the 10<sup>th</sup>. I propose to treat the material as sold last year and to journalize the accounts in December, retaining a proportion of the credit for Store, Co's Shipping and Rent etc. for 1900. The provision accounts of the *Wilhelmine* and *Blackbraes* will come into 1900.

26. Para 3 & 4 Despatch 900. - The news about Wool is very cheering, more especially as Mr. Matthews reports that our total weight is likely to be 40 tons less than last year. The schooners had been doing very well in the collection of our Wool up to this week, but have been greatly hindered by the storage of the *Ammon*'s cargo on the *Great Britain*.

The *Ammon* brought out a very heavy cargo indeed. Our own was unusually heavy on account of the shipment of 140 Hhds. Beer, which, however, escaped the extra duty of 1<sup>d</sup> per gallon, the Government cargo included 8000 Bricks and 200 barrels Cement, and the steamer brought out a year's stores for Mr. Cameron and J. L. Waldron, the latter being quite 100 tons. We had only one lighter available, viz. the *Nimrod*.



"Nimrod", the "Dairy" being full of Gunpowder, and the "Dillon" disabled -

The "Proecis", "Vicar of Bray" and "J. P. Smith" are full of Steam Coal. There was therefore nothing for it but to store all the cargo on the "Great Britain", which already had 450 Bales of Wool on board, and the next question was to get rid of the stores. The "Fortuna" and "Fair Rosamond" came in on the 6<sup>th</sup> with a load each and could not be discharged for a week as I had to dispose of the Government stores, load the "Hornet" with Cameron's, and after discharging the "Fortuna", load her with Waldron's stores in order to get them out of the way and leave the "Great Britain" free to accommodate Wool.

It means a loss of about two weeks for the "Fortuna" and a week for the "Fair Rosamond" which at this time of the year is really serious.

I have gone into detail in this matter to show that with our present storage we are hardly equal to an emergency, and that if we guarantee to land and store all cargo we should be undertaking more than we might be equal to, or at any rate we should run a risk of throwing out of gear all our arrangements for shipping produce.

I admit that we are hardly likely again to find ourselves with only 1 lighter. The repairs to the "Dillon" had been postponed during the shipwork and will now be taken in hand, but we ought to have some further standby before committing ourselves to any definite arrangement. This standby would be

be provided if the "Sabino's" decks are made water-tight, a couple of ports cut in the side, and the between decks repaired so as to be fit for storing cargo. We should have to lay out a lot of money to make the "Sabino" fit for perishable goods, and we should probably be debarred from storing coals in her in case a vessel with heated coals came in.

We certainly ought to be paid quite  $3\frac{1}{2}\%$  a ton for storing, to be guaranteed by the Kosmos Co., and another  $2\frac{1}{2}\%$  or  $3\%$  for delivering.

I will have a talk with Mr. Schlottfeldt about the matter later, when the pressure of ships and accounts for 1899 is over.

27.- The changes in the office here and the pressure of work has thrown much extra labour upon Mr. Gorton, and I feel sure that the Board will approve of my having given him an additional  $\$15$  at the end of the year in consideration of the cheerful way in which he has given up all his spare time to the office.

28.- The "Balkamah" repairs were finished on the 10<sup>th</sup>, and the vessel sailed on the 11<sup>th</sup> inst. In spite of the large amount of cash drawn by the Captain, I did not think we should have gone over the  $\$1800$ . Captain Roop was a very difficult man to deal with and seemed to prefer drawing money for settling private accounts, of which he seems to have had a great many, to allowing us to pay for them. He purchased a good few things from Williams, I believe.

I do not anticipate that you will experience any difficulty in collecting the draft for £54.7.2 in excess of the £1800, as Captain Roop showed me a letter which he had written to his wife, instructing her to send a cheque to Messrs Black, Moore & Co. for the amount.

I enclose the letter to Messrs Black, Moore & Co. together with the formal letter of advice. It has been an unpleasant case and I was very relieved to see the vessel sail.

29.-- I regret to report that some short while back one of the carpenters apprentices, L. Fleuret, met with a bad accident whilst working on the British Barque "Jeanie Woodside", a steel splinter flying into his eye, cutting it so severely that Dr. Hamer fears that he has entirely lost the sight of that eye and is in grave danger of losing the sight of the other as well.

Under the old Employers Liability Act I understand that contributory negligence or otherwise decided any question of compensation, but under the new Act, which is applied to the Colony under Sec. 31 of Ordinance N° 1 of 1898, I believe that the Employer is liable even supposing the injury to be purely accidental as it was in this case. Fleuret came to see me about his case some days back, but I happened to be at the Government Office, and he has not been here since.

I see that cases have arisen before and are dealt with in your despatches N° 774 par. 10, and 781 par. 6.

It would be as well to know how we stand under the

the new Law, and I might refer you to a friend of mine, Mr. Frank E. Andrews, the head of Messrs. John A. & Co's Accidental department, 37 Great George Street, who would I am sure afford you any information as to cases under the English Law. January 15<sup>th</sup>. H. M. S. "Hera" arrived on Saturday afternoon bringing our regular mail which was trans-shipped from the Pacific boat at Monte Video.

Despatch 901, par. 2. - I am glad to receive formal permission to charge 5% commission as 2½% does seem in some cases unnecessarily low. I charged 5% to the "Beechbauer" and "Prince Arthur" but in all other cases have charged 2½% as credits have been opened, and I fear I am pledged to 2½% to the "Blackbraes". On the "Doris Brodersen" I cannot charge any.

Par. 5. - I am extremely obliged for calling my attention to the Merchants Surveys, which are evidently very remunerative if I am right in interpreting the fees as being three guineas for each surveyor. I must say that Mr. Schlottfeldt's attitude has been most friendly towards myself and we get on without any friction at all. Although as you once pointed out to me Mr. Schlottfeldt has not a vested interest in all surveys, provided he continues to display a certain amount of good feeling towards the Company I would not deprive him of the fees. I imagine that I could hold the survey myself in conjunction with him.

Par. 6. - I have already used Mr. Brown  
in



in time for the mail of the 10<sup>th</sup>, certified copies of all papers relating to his appointment as R. I. Green's Agent. I fear that he will not be able to do anything officially, as his consular instructions expressly forbid a Consul to act as a private Agent for anybody. If therefore he did anything officially he would probably put his foot in it.

Par. 8. I return the Fidelity Bond duly signed by Mr. Nelson and myself.

Par. 9. The delay in sending the 5 Bales Wool is much to be regretted if it has thrown out your calculations. The 5 Bales were per Modestia on Dec<sup>r</sup> 11<sup>th</sup>; they were brought to Stanley on November 11<sup>th</sup>.

H. M. S. "Pegasus" took 281 Tons of Steam Coal on the 11<sup>th</sup> inst., leaving some 930 tons on hand, viz: 500 in the "Vicar of Bray" and 430 in the "P. R. Smith".

I enclose drafts on the Admiralty for £702.10.0 for the Coal, and £225.7.11 for provisions supplied to the "Beagle" and "Pegasus" to Dec<sup>r</sup> 31<sup>st</sup>.

The repairs to the German ship "Wilhelmine" were finished on Saturday 12<sup>th</sup> inst. and in the afternoon we settled the accounts and obtained the Captain's draft upon the International Bank of London, Limited, for £1916.7.3 which I enclose. The rate of commission was 2½%. She will sail as soon as the wind is favourable for her to get out.

The Governor has again asked whether we cannot increase the amount of the drafts on the Treasurer, as he has received a wigging from the Colonial Office for having overdrawn the Crown Agents account so considerably.

considerably. I took occasion to tell him that the Company was anxious to oblige the Government in every possible way, and after discussion with the Treasurer I undertook to ask you to purchase drafts from the Crown Agents for £400 for each mail between March 1<sup>st</sup> and August 31<sup>st</sup> and for £600 for each mail between September 1<sup>st</sup> and February 28<sup>th</sup>, during which period rents are heavy.

This gives an increase of over £800 in the year, but they would like in addition to have a payment to the Crown Agents at the end of the year so as to keep up their balance. The only way to do this would be by paying the Seal Tax in London on or before December 31<sup>st</sup>. If the Board agree to this I would advise the amount from here in good time.

When it comes to doing anything for the Government I almost always find that Mr. Hill tries to pull a little too hard. His idea is that you might increase the purchase of drafts by about £2000 a year. I explained that the Government are not the only people who have to pay interest on overdrafts and that seeing that we make no charge for Bills on London, the loss of interest ought at any rate to be equally divided.

Under the present arrangement the Company loses every year about 5 weeks interest on £7650 deposited with the Crown Agents for drafts on the Treasurer, and the Government loses about 6 weeks interest on some £5000 to £6000 deposited by the

I have a lot of the River Plate Canvas left on hand. However, that is, I think, preferable to being short and allowing ships to go away without getting all that they want. This canvas can be utilized for lining cloths and reef bands. I don't think we are justified in reducing the price any further. Until these ships arrived we had not sold any canvas for 3 years, so that when we do sell any we ought to get a good profit on it. I think our prices will not compare unfavourably with those at the River Plate.

The "Samoa's" boats will help to renew our stock, but we could do with a couple of second hand boats if you could pick them up cheap.

22. Par. 18. - I have not yet had a reply from the Chilean Government as to the Shipping Law.

The Enquiry was acted for at our sole request and we have had to pay the whole cost.

I will try and find out quietly something about the Courts at Punta Arenas, but I do not anticipate learning anything favourable. Judging from the little knowledge we have of justice there, our prospects of obtaining any reparation are very doubtful.

You may know that we have several petty debtors there, such as Turner, Dugellie, Klein, Bragg, and Daverio (Arthur Co's debt). In 1898 all these cases were put into the hands of a professional debt collector in Punta Arenas named Jones, but not a copyer has been recovered although the commission 10% is sufficiently large to induce him to do his best. I will ask Mr. Blake if he knows anything of the Court there!

20.

the Treasurer here for drafts upon the Directors.

39. I have received a report from Sedgwick on the "Samoa", which I cannot do better than send you in original and avoid a long description. The gist of it is that the vessel is now in a comparatively safe condition, the cargo has sustained but very little damage, and that it means laying out a fairly large sum of money in wages, and the cost of building a shed to house a part of the cargo. I have not yet settled with Captain Bernutzen as the mail per "Pegasus" closes this afternoon.

I am, Sir

Your obedient servant,

W. M. Harding  
Manager.



## Enclosures.

Duplicates. (Originals per "Armon" January 3<sup>rd</sup> 1900.)

Despatch No. 137.

Stanley Cash Book for November.

Journal " "  
 Second of Exchange No. 2041 for £988. 12. 8  
 " " " " 2042 " 500. 0. 0  
 " " " " 2044 " 36. 2. 6  
 " " " " 2046 " 310. 6. 4

Barque "Beetbank" accounts.

" "Premier" "

" "Javier Woodside" "

Store Indents No 257

Remittances in stores.

Insurance on Produce Returns.

Coasting Insurances for December.

Mr. Matthews' Report December 23<sup>rd</sup>

Statement on accounts.

## Originals

Store Indents No 258

Barque "Bulhamah" accounts & A.

Ship "Wilhelmine" accounts & L/A.

First of Exchange No 2047 for £100. on Mrs. Blackmore & Co

" " " " 2048 - £54. 7. 2 " do

" " " " 2049 - £225. 7. 4

" " " " 2052 - £702. 10. 0 } Accl. Genl. H. M. Navy

" " " " 2051 - £1916. 7. 3 " International Bank of London & Co

M<sup>rs</sup> Mauns Cheque - £138. 10. 10 - London Joint Stock Bank & Co

Stanley Wages Return December 30<sup>th</sup>

Memo, re work on Schooner "Hornet".

Statement by master of "Hornet"; re shipping anchor.

Particulars of Draft No 2049 value £225. 7. 4

Captain Cook's letter to Blackmore for cash for mail & A.

Fidelity Bond. L. A. Harding.

Report by H. H. Sedgwick re Barque "Samoa".

Shipping Report.

Statement on accounts.

139  
"Serapis"

January 18<sup>th</sup> 1900

Sir,

My last despatch left for HMS "Pegasus" on the morning of the 12<sup>th</sup> instant and I received yesterday the original of your despatch N<sup>o</sup> 898 for "Antisana".

2. I am glad to be able to report that the "Thetis" anchored in Port William this morning after a somewhat long passage. I have not yet seen Captain Thomas.

3. Yesterday I interviewed Commodore Groome as to the coal requirements of N.M. Ships and was informed that the 900 tons we now have will be sufficient. The "Hera" has 1000 tons on board now, and even allowing for a couple of trips round the Island during her Tuxedo stay here, she could not require more than 200. The "Swallow" will coal twice, taking about 100 each time, and the "Pegasus" might want from 200 to 300 tons more.

4. I have now settled up the "Samoa" accounts and have drawn upon you for £845.6.10 and £1145.19.10. The first draft being in favour of Messrs

J. L. Cobb & Co.  
Managing Director  
London.

Memo A. J. Smith, for the purchase of the wreck  
less disbursements, and the record in favour  
Captain A. Bruntzen for purchase of ships stores  
and spare gear, such as rope, canvas, and paint.

5. The "Scrapie" cannot take any cargo at  
all - the "Lavinia" may be here a day or two  
before the end of this month. I sincerely trust  
that she will catch the March sales.

6. The American brigantine "Losa Baker",  
Captain Brudington, arrived yesterday requiring a small amount  
of material to effect some repairs. I have not yet  
seen Brudington. In Lloyd's Register the owner  
is given as R. T. Green, but Consul Owen informs  
me that Brudington and others have purchased  
her from Green, his papers showing this. In  
any case I fear that under the American law  
we should not have been able to seize her as  
security for the "Enda C" account.

7. The German ship "Wilhelmine" got out  
to Port William this afternoon. In attempting  
to get out of Stanley Harbour this morning she  
took the ground on the South side of the harbour  
and remained fast for about 3 hours. She has  
not sustained any damage.

Jan 19. 8. Up to the moment of the closing of the mail  
I have not been able to get any further documents  
from Consul Owen relating to the "Enda C", but  
I hope to receive them in time to despatch by this  
steamer.

I am, Sir

Your obedient servant

W. M. Macdonald

Enclosures, direct.Duplicates (Originals per H.M.S. "Agassiz" via Montevideo Jan 4 1891)

Despatch No. 138

Store Indents No. 258

Barque "Balkannah" Accounts.

Ship "Wilhelmine" Accounts.

Sums of Exchange. £1800. 0. 0 No. 2047

" " " 54. 7. 2 " 2048

" " " 1916. 7. 3 " 2051

" " " 228. 7. 4 " 2049

" " " 702. 10. 0 " 2052

Stanley Wages Return December 31<sup>st</sup>

Memo. re work on schooner "Hornet"

Statement by Master of "Hornet" re Shipping Anchor.Particulars of Draft No. 2049.

Captain Roope's Letter to Messrs Black Moore &amp; Co

Statement on Accounts.

Originals.

Remarks &amp; replies to remarks on Stores.

Camp Wages Return December 31<sup>st</sup>Duplicates. (Originals per "Scrapis" via Montevideo January 19<sup>th</sup>.)

Despatch No. 139

Store Indents No. 259

Insurance on Produce Return.

Barque "Samoa" Accounts

Mr. Mathews Report January 15<sup>th</sup>

Remarks, &amp; replies to remarks on Stores.

Statement on Accounts.



## Enclosures.

Store Indent No. 259

. . . Monte Video.

. . . Ore Packs.

Barque "Samoa" Accounts.

Insurance on Rodue return.

Mr Mathews Report Jan<sup>y</sup> 15 and enclosures.

Statement on Accounts.

Press copy of Enclosures sent direct.

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140  
"Cristoforo Colombo"

January 26 00

Sir,

My last despatch left per "Scrapis" on the 19<sup>th</sup> instant

The "Annie" arrived on the 24<sup>th</sup> and came up the Harbour the same evening. She draws too much water to come alongside at once, and I have arranged to discharge the 150 tons of coal for the Government into the "Tracer" which is fortunately empty, after which she will discharge at the West Jetty. In the meantime we are able to go on discharging the "Thetis".

2. Richard Aldridge's house was put up to auction yesterday at a reserve price of £500, but there was no bidder. I understand that a private offer for that amount had previously been made and the probability is that it will fetch that figure. We should then receive something like 13% in the £ for our debt.

3. Some time back I received a notice from the Commodore that a new Regulation had been promulgated by the Admiralty requiring fresh tenders for the supply of provisions to be called for every year. Notices have consequently been issued

P.E. Collyer  
Managing Director  
London.

issued and I understand that a strong effort is being made to wrest the contract from us. I have sent in a tender with a reduction for freight from  $2\frac{1}{2}\%$  to  $2\frac{1}{4}\%$ .

4. I hope to ship about 1400 <sup>lbs</sup> of the Company's wool by the "Lavinia". I fear that I shall receive complaints from our clients for not having sent for their wool before, but seeing that there is a good prospect of securing a good price I considered that we ought to ship as much of our own as possible in the hope of catching the March sale.

5. The Italian screw corvette "Cristoforo Colombo", Admiral Di Stochetti, called here on the 25<sup>th</sup> on her way to Porto Viro and will leave early tomorrow morning. She wanted 80 tons coal, which I had to decline to furnish without permission from the Commodore. I received a note from the Commodore's Secretary stating that 75 tons might be delivered, and she has to-day coaled 74 tons for which I charged £3 per ton. The Admiral considered the price high, and I explained that this was unavoidable seeing that chance customers for coal were very few, and that the cost of laying down and keeping a stock was very high.

I am, Sir

Your devoted servant

Enclosures

James Statement "Orchid"  
for Bore Port

Reply to Memorial re Export Tax

*M. Harding*  
Manager

141

"Lairnia"

February 6<sup>th</sup> 00

Sir,

My last despatch left on the 29<sup>th</sup> instant by the Italian corvette "Cristoforo Colombo". The Commodore has accepted our tender for fresh provisions at the same prices as before for beef, mutton, and bread, mixed vegetables reduced from  $2\frac{1}{2}^d$  to  $2\frac{1}{4}^d$ .

2. Mr Greenshields called and informed me that he certainly shipped 307 Bales of Wool of the J.G. mark by the "Thetis" after Capt Thomas's receipt, the original of which I enclose. Mr Greenshields' Woolbook shows bales up to and including No. 307 and it is very strange that this last bale should be missing. Being one of the Horseshoe Bay bales the exact weight is not known, but it may be taken at the average of all others from there. I have asked Mr Greenshields to let us have a specification this year.

3. I omitted to inform you in my last despatch that Mr Bowen could not find Green's original telegram appointing him Agent, but he has written

J.E. Cobb Esq  
Managing Director  
London.



written to Tel Suva, the U.S. Consul at Monte Video to obtain from the telegraph Company copies of all telegrams to M'Larn which will be duly certified to. M'Larn's office is in a perfectly chaotic state and I fully believe that the original telegram has been inadvertently destroyed.

14. By the last West Auckland mail I received a letter from Mr John Waldron, who has resumed the management of Port Howard, asking whether his stores for "Annie" had been shipped at a through rate, as the "Annie" would take the Port Howard produce home. In advising me of the shipment of the stores Messrs Spraring & Waldron said nothing about the "Annie" taking home the Port Howard wool & I might have saved the "Fortuna" trip there. I should have been compelled to store the goods in the lower hold of the "Great Britain" in order to make room for wool and made a charge for storing, but the "Annie" would no doubt have been glad to take them at less than 15/- per ton and save the expense of ballast. The fact is I suppose that Messrs Spraring & Waldron waited until the outward charter was fixed at a fairly high rate, and then secured her homeward without letting you know, or you might have got a lower rate outward.

The scarcity of small vessels is getting very awkward for us for shipments of house coal, as the expense of discharging is largely increased if the vessel cannot coal alongside at once. I had to give the

3.

the "Annie" the "Travis" to discharge 150 tons, after which she went alongside the West Jetty, but touched the ground at low water. The Captain argued that after having once taken up his berth for discharging the Consignee could not under the Charter-party order him to shift at all, and certainly not to alongside a Jetty where there was not enough water for him to lie afloat at all states of the tide.

5. The "Lavinia" although expected before the end of January did not arrive until Feb 3<sup>rd</sup> and will probably get away tomorrow, taking all the Wool which includes 1783 of the Company. I do not know what prospects there are of her catching the March sales, but in case our wool might be squeezed in I thought it as well to call particulars of the marks, so that it could be catalogued.

I regret that we have not been able to get the Buenos Aires shearers away in her. Mr Schlatter thought that she would not call at the River Plate, but I had suggested to Mr Mathews that they might be got into Stanley beforehand in case she did. Mr Mathews however could not part with them at the time as he wanted more shearing done. We then thought that the cheapest plan would be to keep them until March 2nd paying them wages and all except 3 agreed. On Sunday evening <sup>next</sup> however I received a letter from Mr Mathews saying that they all demanded to be sent away not later than the 26<sup>th</sup> mail. I despatched the "Saturna" next morning for N. Arm but

but Howard encountered a heavy S.W. gale which carried away his <sup>new</sup> <sup>stave</sup> ~~stave~~ and he had to run back here.

During the "Lavinia" arriving so late the Great Britain's tween decks were full of wood and I kept the schooners to discharge direct into her. For the last 3 days we have had a gale of wind blowing and I fear there is not much prospect of getting the sheaves in by the 9<sup>th</sup>. The "Hornet" will start tomorrow to make the attempt.

6. We have at last managed to settle up the "Blackraes" accounts and I enclose the Master's draft upon the Owners for £1302. 11. 2. The final survey was held on January 12<sup>th</sup> but the ship did not get out to Lough William until the 30<sup>th</sup> when she was practically torid out by the "Sissie" as the wind fell to a dead calm when she was near the narrows. I could not get the Captain to settle the accounts until Feb 2nd. as he has been at loggerheads with Mr. Horne, the passenger who was signed on the articles as purser. Mr. Horne did not wish to go on in the ship but on an information laid by the Captain was put aboard by the police. Eventually he agreed to sign him off the articles and this has been done today. I trust the ship will sail in the morning.

I am Sir

Your ardent servant

W. M. Mardun  
Manager

## Enclosures.

Duplicates. (Originals per "Christoforo Colombo" January 27<sup>th</sup>).  
Despatch No. 140.

Duplicates. (Originals per "Lavinia" via Montevideo Feb. 7<sup>th</sup>)  
Despatch No. 141  
Store Indent No. 260  
Ship Blackhairs' Accounts.  
Second of Exchange No 2057 Value £ 1302. 11. 2  
Second of Exchange No 2056 Value £ 30. 0. 0  
Coasting Insurance Return, January.  
Statement on Accounts.

## Originals.

Specifications.	Wool.	D.H.	232	Bales.
"	"	D.H.	238	"
"	"	N.A.	701	"
"	"	W.C.	253	"
"	"	W.C.	185	"
"	"	J.B.	100	"
Skuis.	W.C.	8		"



Enclosures.

Store Indent No 260

Mr. Packe's Store Indent.

Ship "Blackbas" accounts.

First exchange No 2057 on Potter Brothers £1302. 11. 2

" " " 2056 " Acct. Genl. H. M. Naughton 30. 0. 0

J. P. Willis's cheque on Nat. Ex. Bank of N.Y. & C. £200. 0. 0

Boasting Insurance Return, January.

Statement on Accounts.

Receipt from Captain of "Thetis" for wool shipped from  
Mr. Greenhields of Salvador.

True copy of list of enclosures direct

142

HMS "Swallow"

February 10<sup>th</sup> 00

Sir,

I wrote last per "Lavinia" which left on the 7<sup>th</sup> instant and have since received on the 9<sup>th</sup> instant your despatch No. 902.

2. Par 2. I am glad to learn that the Board sanctions a gratuity of £50 to Machauchon on retirement and am sure that this will be much appreciated.
3. Par 3. Briggs is still working on the "Doris Broderson". If there is any opportunity of putting any work in his way I will certainly do it.
4. Par 5. The Naval Works Store account has now been transferred to the Ledger and stands at £233.4.7. I am told that M Skaypo has gone to Malta, but a letter sent in care of the Admiralty would find him.
5. Par 6. The letter from McKerr alluded to by me was dated January 7<sup>th</sup> 1893, and was sent to the C.O. on January 11<sup>th</sup>.
6. Par 8. My subsequent reports will have given you full information as to the "Samoa". I enclose copy of a correspondence I had with

J. Lobb Esq.  
Managing Director,  
London.

Captain

2  
 Bruntzen at the time, from which you will see that he wished the sale to take place at once. I insisted upon his delaying until telegrams could be sent home - he telegraphed to his Owners, telegraphed to the Agents, and to the Hamburg Underwriters, who replied that they would agree to any action taken by Schlittfeld. As they were principally - in fact almost solely interested, the matter was practically in his hands. He told me at one time that he had a tentative offer for salvage at 75%, but eventually decided that the property should be sold. I have received a further letter from Sedgwick stating that he has found a good anchorage to the South of the Island and Smeega confirms this. I think that with a good crew we could bring in a good deal of the cargo in Schomer and then see if the vessel can be floated out.

7. Par 9. In despatch No. 892 par. 9 you gave 1600 as the number of tons of steam coal the Admiralty would require. The "Swallow" has taken 70 tons and I enclose the paymaster's draft upon the Admiralty for £175.

8. Par 10. I will take an opportunity of communicating to Johnson and some of the older carpenters your remarks as to ship repairing. We must try contracting but even then, as you say, the carpenters must not expect to make double wages.

I charged the "Blackthorn" the full 5% Commission.

9. Par 11. The "Lars Andersen" is now practically finished.

practically finished. She will go out to Port William as soon as the wind is favorable to re-load the gun powder. She ought to get away within a week.

10. Jan 12. I am now able to enclose certified copies of Richard J. Green's telegrams to Mr. Shorn. The originals are I understand filed at Monte Video which explains Mr. Shorn's inability to find them. I have not heard anything further as to the disposal of the proceeds of the sale of the wreck at Sandy Point, but have asked Messrs. Braun & Marchand to let me know if there is any balance after satisfying claims there.

11. Jan 13. It was a great satisfaction to know that the "Iskora" went to London without repairing at Monte Video. I don't see what the N.Z.S.Co. had to complain of in our charges.

12. Captain Willis has asked me to draw your attention to the loss he has sustained in the damage to his furniture for "Iskora" from potatoes shipped by us, which I reported at the time had all gone bad. Fortunately the piano being in a tin lined case escaped damage. He would like to know if anything can be recovered and from whom - the loss is estimated at £250 as per enclosed list, the prices entered being cost price in London.

13. I regret that the "Hornet" has not succeeded in getting in the shears in time for the mail.

I am, Sir,  
Your obedient servant,  
W. Harcourt  
Manager



Enclosures.Duplicates. (Originals per Lavinia February 7<sup>th</sup> 1900)

Specification of Shipment per Lavinia.

" " Company's Goods &amp; Skins do.

Mr Mathews Report February 3<sup>rd</sup>

Statement on Accounts.

Originals.

Store Indents No 261

First of exchange No 2053 value £749.6.10

" " " " 2060 " £175.0.0

Certified Copy of Telegrams re "Enola C."

Receipt for \$10. (£2.2.6) for do.

Captain Willis's Claim for damage.

Correspondence between W. H. Harding &amp; Capt Brunt on

Replies to remarks on Accounts. 2: "Samoa"

Statement on Accounts.

Shipping Report.

143

"Amman"

March 1<sup>st</sup>

oo.

Sir,

I enclose herewith the Profit and Loss statement, Balance Sheet, and the usual Returns for 1899 showing that the Company's operations in the Colony have resulted in a net profit of £28964.. 18.. 0, as compared with £24856.. 4.. 3 for 1898, an increase of £4107.. 13.. 9. Of this sum Farm account is responsible for £1353 and Store account, £1618.

Farm. Looking to the fact that our produce in 1899 realized over £4000 more than in 1898 the Board will no doubt expect some explanation as to why the net profit is only £1350 more. Without a careful analysis of the whole account it is difficult to trace the discrepancy and we have therefore prepared abstracts of the Farm accounts for the years 1898 and 1899, copies of which are enclosed.

From these it will be seen that the chief increases in expenses are:-

Salaries	£200
Travelling expenses and board	365
Consumption stores	1000
Purchase of live stock	675

J.E. Cobb Esq  
Managing Director  
London.

Salaries £200. Increase due to Mr Mathews' extra commission.

Travelling Expenses. Include the cost of Mr Mathews' mission to Buenos Aires and the expense of getting the men here.

Consumption Stores £1000. This heavy increase is due to the fact that during 1899, two separate consignments of <sup>value £1000</sup> gear for the North Arm shearing machinery were charged out to the Farm as against nothing in 1898. This expense has never been charged to Plant and Utensils which would seem to be a more equitable way of dealing with it.

Then again the boiling down in 1899 used up a large number of casks as against only a few in 1898.

I believe too that in 1899 there was a good deal of improvement to the pens and fencing round the sheds which would take a fair quantity of material.

Live Stock £675. When closing the books I did not think it worth while to carry forward to 1900 any proportion of the cost of live stock imported, so that 1899 has borne half the cost of the rams per "Tania" in 1898, the whole of the cost of the rams per "Tania" and the purchases from Messrs. Shewell & Co.

Store. The profit for 1899 - £847 1/4, shows a substantial increase of £1618 as compared with 1898, due mainly to the large influx of sheep for

for repairs at the end of the year, which kept the Blacks with the shop in constant remuneration work.

This however does not seem sufficient to account for so large an increase, and looking to the large increase of consumption stores issued to the farm in 1899 as compared with 1898 I think it is not at all improbable that during the latter year there may have been a consignment of stores to the farm which was not charged. If this is so, the disparity between the store profits for the 2 years and the farm expenses for the 2 years would be lessened. I have no proof that this has happened but it is possible.

The profit for last year is at all events distinctly good and we shall all do our best to maintain the improvement.

### Company's Shipping

The total profit actually shown for the year is £1005 as against a loss in 1898. You will remember that I have carried forward £200 of this to 1900. During 1899 we received a credit of £130 for the "Sisier's" misfit engine, and owing to carpenters all being at work on ships we were not able to carry out some very necessary repairs to the "Sisier" and lighters. A proportion of the profit earned by these should have been expended on repairs which will have to be done this year, and the £200 carried forward will help towards the cost.

without



Without ships this account can scarcely be expected to show a profit. For instance the following credits

Tekoa £500

Sakamah £200

Dans Anderson £100

which practically account for the total profit for the year.

Schooners. Have earned between them £400, and without the large credits from the Farm would have been run at a loss.

As Mr. Bailton explained last year we derive a great advantage in being able to collect our own wool rapidly at the beginning of the year, an advantage not shown on paper. The amount paid by the Farm for schooners was somewhat higher than usual as they were employed for longer on Farm work.

Interest and Commission. Shows an increase of £266. The contributions from clients have somewhat decreased and the increase of profit is again due to ships accounts.

As regards the debit side of the Profit and Loss Statement, General Charges is slightly higher on account of telegrams, Stanley Office is higher on account of travelling expenses, whilst repairs to buildings are somewhat below the average of the last few years.

Consumption account shows a small increase, and but for the larger consumption of

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of coal in the Smithy during shipwork would have shown a reduction. I propose to run a separate Smithy account from March 31<sup>st</sup> transferring the balance at the end of the year to the account. I would have commenced it from January 1<sup>st</sup> if we had been able to take stock properly, but at that time it was not possible as the Smiths were working up to 9 pm and later every night.

I should like in conclusion to draw your attention to the Stanley Wages account which shows the substantial reduction of £520 as compared with 1898, the lowest figure in fact since the amalgamation with Messrs Dean.

We cannot however expect to keep down our expenses under this head to such an extent as I explained previously, our lighters and hulks had to be refitted last year owing to shipwork and our buildings will also require attention.

The wages on these will all pass through the account which may be expected to be higher in consequence.

I trust that on the whole the Directors will consider the result for the year 1899 to be satisfactory.

I am, Sir

Your obedient servant,

W. Harding  
Manager.

## Enclosures.

Balance Sheet

Draft and loss Statement

London Office cash account balance

Statement of items in Deposit account.

Inventory of stores at Darwin Harbour

Inventory of stores at Bathurst

Summary of stock, East Store

Summary of stock, West Store

General summary of stock of stores

Balances due to and from camp men

Consumption stores on hand in camp

Building materials on hand in camp.

Fencing materials on hand in camp.

Statement of seamen's earnings not credited.

Copy of Stanley Cash Book for December

Cash Vouchers East and West stores

Copy of Stanley Journal for December.

List of Store Debtors

List of Butchery Debtors

Remarks on Store Debtors

Remarks on Sundry Debtors

Abstracts of Term accounts 1898 and 1899.

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1444  
"Ammon"

March 3<sup>rd</sup> 00

Sir,

My despatch No: 142 left per H.M.S. "Swallow" on February 10<sup>th</sup> and I have since received per H.M.S. "Squid" which arrived on February 23<sup>rd</sup>. your despatch No: 903 of January 27<sup>th</sup>, and your telegrams of February 5<sup>th</sup> and 15<sup>th</sup> re the "Samoa".

2. Dep: No: 902 par & . I have been down to the "Glenquhan" with Johnson to see what work is necessary previous to attempting to refloat the vessel and find that it will mean an outlay of about £1000 in labour and material before the anchor can be raised and laid out. The windlass is worked by a capstan on an upper fore-castle deck which is completely burnt away, the iron beams are twisted all out of shape, and we shall have to construct a rough deck quite independent of these. The capstan will have to be properly secured on to a hard wood platform - the windlass itself is fairly secure, but has been damaged by heat and rust, and we shall have a lot of trouble to get it to work. Johnson thinks that provided a suitable upper deck is constructed to enable the capstan to be worked, it will not be necessary to do more than lay a temporary platform

F. C. G. G. G.  
Managing Director.  
London.



Platform on the main deck round the windlass, which platform, could be afterwards removed if necessary. I have just received a letter from McLurtz reiterating his intention of sending his steamer across for a load of coal if we get the windlass ready.

3. 903 par. 2. On re-reading my paragraph about the Ship Hotel I fear that I have somewhat misled you by the frequent use of the word 'goodwill' which was intended as I now understand the matter to include furniture, stock-in-trade, and appliances.

I have talked over the position to Johnson and Knutson. Johnson tells me that when he took over the Stanley Arms he had a discussion with you, during which you asked what he had paid - his reply was £800 for the goodwill, whereupon you remarked that there was no goodwill. He then said that he understood that, and that the £800 was to take over the place, purchasing furniture and all stock-in-trade.

Before Mr. Maillon left Johnson asked more than once for a lease, but this has not been given though I should think that a tenant ought to have one. He wishes to have a 10 years lease but I have told him that I doubt if the Board would give so long a lease as that - 5 years is hardly long enough and I should think that a lease for 7 years should suffice.

I enclose a copy of the old lease of the Ship Hotel. Knutson will write to Board telling him

him that the matter cannot be left in anyone's hands and that he must either come out himself to manage the place without delay, otherwise a lease will be given to another tenant. Board may possibly see you himself about it. Pitahaya has guaranteed his passages.

4. Par. 3. As to landing charges I pointed out in a letter to the Government the delay in landing our goods. Our own cargo has generally been landed first but the delay arises in this way. The goods come out of the steamer just anyhow and are perhaps put in the bottom of the lighter and the Government on top. Then we must either take their stores straight up to the Government jetty and land them, or put them out on our own jetty, get our goods out and then put theirs back into the lighter to be taken up afterwards. In either case it may cause delay. I am continuing to land goods for them as they cannot at present get anyone else to do it.

5. Par. 6. I note that the Board is willing to grant a small pension to Williams, but for the present I have not gone into the question with him. During this summer his health has been better and he has worked well. He tells me that working in the coal shed in winter he gets hot and going out into wind and rain gives him cold and rheumatism.

6. Par. 7. Captain Thomas's present mate seems to be a fairly smart man, and when the "Katie" returns from the coasting trip, I will ask Thomas how he shapes. If we could get a man in

in that way it would be much preferable to getting out one from home totally unacquainted with the coast here. There is of course no urgency at present. The schooners seem to be having fairly good luck just now - they have all three had some good trips.

7. Jan. 12. I note your remarks as to telegram re the "Premier"

8. Jan. 13. I have not heard anything further from Sedgwick about the "Samoa", the West Island mail not having arrived. I will endeavor to get the charge for the Customs Officer reduced though the Government will take all they can out of us. You will see that the ship and cargo were sold separately so there should be no difficulty about adjusting the account.

Up to the present I have not been able to send a schooner out with anchors and to lighten the vessel as the work had to be the first consideration and I must keep them doing this work for some time yet. I understand that the "Levant" will be across here in April and Curtze will also send a steamer about that time. If we have been able to get the "Samoa" out by then I could no doubt come to terms with one of these steamers. I hope to be able to advise you further by the mail for HMS "Pegasus" leaving here about the 14<sup>th</sup> inst.

9. The "Hectis" left for the coasting trip on the 20<sup>th</sup> Feb, the long delay being due to our having <sup>an</sup> outward steamer to discharge, a homeward steamer

steamer to load and the arrival of the "Annie" with house coal. After a time I managed to get a second gang of natives composed mainly of sailors from the American whaling brig "Losa Baker". The "Hector" took a lot of stuff from Stanley for Salvador where she now is. I am glad to say that after a lot of discussion I managed to get the Collector of Customs to have her rummaged and we thus save the expense of a Customs Officer on the coasting trip.

I will do what I possibly can towards getting work in by her but I fear I shall have to collect a lot by the schooner as everybody is most anxious to get some home as soon as possible. The "Hector" was late arriving and I fear will make a long coasting trip.

McKinnah has sent in St. Pauls for this mail by the "Estrella", a new schooner of 70 tons which Tallini brought across from Sandy Point and writes that he has engaged him to bring in a second load.

10. I have to ask you to send out a new suit of sails for the "Hornet" - I think her last new suit was sent out some 8 years ago which is good wear. I enclose a sail plan drawn up by Johnson which will enable you to get them made anywhere. They are planned to give a little more hoist in the main + fore sail. I have a copy of the plan here so that the one sent might be filed in London for reference.

11. I enclose copy of a correspondence with the U.S. Consul with reference to the charge for towing



my reply to Mr. Brown the question is one entirely between the Kormos Company and their Agent who was paid the full £150 as per his receipt which I think it better to send to you. Fortunately I have indisputable proof that Mr. Schlottfeldt received the full amount as I made a practice of jotting down in a memo book all money settlements with the Treasurer, Mr. Schlottfeldt and others.

12. Silver is again very scarce in the Colony and I have to ask you to send out £1600 in large silver coins and £400 in small silver and copper as per enclosed indent.

13. The "Doris Brodersen" sailed on the 17<sup>th</sup> inst for Mayaguez. You will see from the enclosed accounts that the total disbursements exceeded the cash paid in and the proceeds of the sale of coal by £300..2..11, for which sum I enclose Mr. Schlottfeldt's draft upon Messrs. Knorr, Burchard & Co. Hamburg. Mr. Schlottfeldt & Capt. Hansen both declined to pass the account if commission were charged upon more than the nett balance, and I eventually gave way on this point. In the case of a ship which has repaired here and has given us a good profit, it certainly does seem to me that to charge commission on the gross is pulling a little too hard.

The Government authorities considered it advisable that the powder should be re-loaded in Port William and the lighter was towed out to her

7. her. The gunpowder tumbled out from the lighter to small keps and 1 Barrel short, as you will see from the enclosed correspondence with the Captain. I think myself that it will turn out all right at the port of destination.

Mr Schlittke and I were on board while the powder was being reloaded. The weather was stormy and the men had to work off several times. This I think must have thrown out the tally, but should there still be a shortage I suppose we shall be held liable. I had quite intended reducing the lighter hire to \$50 a day, but seeing that there might be some claim upon us I kept the price at \$72. It was impossible to pass the cargo a second time. I fear that a few keps got damaged by water in the lighter through a leak round the mast, but no liability can attach to us for that.

14. Mr Wingfield, the Acting Treasurer etc leaves by this mail for England, and for the present Mr Oregan the Surgeon will perform his duties. The Governor told Mr Blake that Mr Oregan would have left in April had Mr Wingfield remained. We are very sorry to lose him.

15. In paragraph No. 18 of your despatch Nov 20 you remarked that we should possibly be better off in the office here with a typewriter.

If the Directors will sanction the expense of adding one to our office furniture we shall certainly be more up to date. Mr Roun and Williams always type their letters

16. I enclose Mr. J. Bonner's account current<sup>229</sup> for 1899 for transmission to her. I sent it out to Mr. J. Bonner for his certificate and received it back this morning with a letter saying that it was all right. Although he has omitted to sign it I presume that Mr. Bonner will have heard from him and will accept the account as correct.

17. The Shearers leave for Buenos Aires by this mail, and I do not think there will be any trouble with them for having been kept here beyond the contract time. Sam agreed to work after shearing was finished and has been paid at the rate of £5 per month.

Mr. Schlottfeldt has not received any instructions from Hamburg as to the reduction of the passage so I am paying him the ordinary fare, - the difference can be adjusted later by the Kosmos Company.

18. I regret to say that Henri's eyes are not improving and on the advice of Dr. Hamilton who has been in consultation with Dr. Trigg, Keet Turgon of HMS "Hera", the boy's brother is taking him to England by this mail. Dr. Trigg seemed to favour an operation in Buenos Aires so as to avoid delay, but seeing that the boy's brother is willing to go with him to England and place him under the care of his father, this course has been decided upon.

The brothers appealed to me for some assistance towards getting him home, and

I agreed to advance £12.10.0, the cost of a 3rd class ticket, on the understanding that this does not admit any liability on the part of the Company as the matter had been referred to you.

If we are liable it is better not to have any litigation here. They are taking him to court and paying the difference themselves. I will get a report from S. Hamilton on the case and send it to you by next mail.

19. The "Ammon" is taking 720 Bales of Wool and Skins - Specification and 4 Bales of Lading herewith. I have telegraphed to you "Scrameta Paraffin Ammon Sparseder".  
I am, Sir

Your obedient servant.

W. Harding

Manager

It has been reported to me that a vessel has anchored in Port William believed to be the "Doris Brodersen" back again.



# Enclosures. via Monte Video.

Store Indents No 262

Indent for Silver and Bronze Coins.

Deau and Ansons' Indent

Remarks on Store.

Barque "Doris Brodersen" Accounts & A. to owners.

First of Exchange No 2061 Value £ 300. 2. 11

" " " 2066 " £ 30. 0. 0

Press Copy of Barque "Lampstone" Accounts.

Insurance of Produce Return.

Coasting Insurance Return. February.

Copy of Agreement between Falkland Is. Co. and W. Bond.

Copy of Correspondence between Mr. Harding & Mr. J. H. Kavan. <sup>and enclosure</sup>

Copy of Correspondence between Mr. Harding & Capt. Hancock re Gun powder.

Mr. J. Bonner's Account Current.

Plan of New Sails for Schooner "Hornet."

Falkland Island Stamps for Chairman and previously asked for.

Receipts re Advertisements in Gazette and Magazine.

Copy of Accounts re Buenos Aires Shearers.

E. Matthews Report February 24<sup>th</sup> & Enclosures.

" " March 3<sup>rd</sup> .

Remarks on Accounts.

Shipping Report.

Statement on Accounts.

Specification and B/L per "Amunition."

Press Copy of Enclosures direct to Pilbury.

Letter to Mr. H. H. Cobb.

Enclosures.Duplicates. (Originals per H. S. Lowell Feb. 18<sup>th</sup>)

Despatch No 142

Store Indent No 261

Second of Exchange No 2053. Value £749. 6. 10

" " " " 2060 " £175. 0. 0

Replies to Remarks on Accounts.

Statement on accounts.

Duplicates. Originals per "Annals" March 3<sup>rd</sup>

Despatch No 144.

Store Indents No 262

Indent for Silver and Bronze Coin.

Remarks on stores.

Barque Joris Brodersen's Accounts.

Second of Exchange No 2061 Value £300. 2. 11

" " " " 2066 " £30. 0. 0

Barque "Langstone" accounts.

Copy of Correspondence between J. H. Harding &amp; Mr. Rawson.

Mr. Matthews Report Feb. 24<sup>th</sup>

Remarks on Accounts.

Statement on Accounts.

Insurance on Produce Return.

Coasting Insurance February.

Originals.Specifications. D.H. 20. 3<sup>rd</sup> level.H.G.C. 50. 3<sup>rd</sup> level.

N.B. 186 " "

D.S. 84 " "

W.C. 31 " "

D.S. 8 " " Deepoknis

B 229 " "

S 7 " "

H.B. 85 " "

H.B. 9 " "

Z 107 " "

S 46 " "

145

St. M. S. "Iregasus"

March 10<sup>th</sup> 00.

Sir,

My last despatch left for "Amman" on the 3<sup>rd</sup> inst. On March 7<sup>th</sup> judgment was given in the case of the *Stonet* v. *Albatros*, the evidence of the Master and crew of the *Albatros* having been taken before the Vice Consul at Santa Arenas. I enclose a copy of the judgment from which you will see that the *Albatros* is held to be entirely to blame. I fear that it is a barren victory as apparently we have no remedy against the Owner, and that the *Albatros* has been wrecked. I have not received any reply from Santiago as to the Chilean laws.

2. The Barque "Garland" came into the inner harbour this morning. I went on board with Mr. Schlottfeldt 3 days ago, and we were shown a can of the mixture of sulphuric acid and cement that had been pumped up from the bottom of the ship. It is evident that there has been a considerable amount of leakage, and that the acid has disintegrated the cement at the bottom of the ship. The acid is stowed in the centre under the main hatch on a bed of sand and chalk, with dry coal at both ends of the ship separated from the acid by a rough bulkhead, and the coke on the top of all. We have recommended

J. E. Lobb Esq.  
Managing Director,  
London.

recommended the Captain to discharge sufficient coke to smelt the acid to be got at. In this purpose I propose to use the "Traavis" which will be ready in 2 or 3 days, the Government coal steamer "Annie" having been stored in her.

3. I enclose Dr Hamilton's report on the case of L. Kurek. The first intimation I had of ~~the~~ <sup>an</sup> accident was about a week after it happened, when I noticed him walking about with a bandage and ascertained from Shipps what was the matter.

I have not before alluded to his not having taken care of himself as I had no proof of this; Dr Jameson tells me that drinking would not actually cause sympathetic ophthalmitis in the uninjured eye, but would aggravate any inflammation if set up. As soon as the uninjured eye became affected the boy took every care of himself. Dr Trigg told me that the injured eye was quite hopeless from the beginning, but he thought that if removed, the sight of the second eye may be preserved if operated upon before any further inflammation sets in. As the brother was willing to go to England with him and place him under the care of his father, I considered that you would approve of my advancing the cost of a third class passage.

4. H.M.S. "Porpoise" leaves early tomorrow morning, having coaled 51 Tons of coal on the 8th inst. We have now about 725 Tons on hand, and the Commodore has informed me that the "Swallow" will coal twice more, the "Porpoise".



"Pegasus" are now, and the "Flora" just before  
leaving - about April 8<sup>th</sup>. Altogether I think  
this will mean about 500 Tons at least  
The "Pegasus" coal will be paid for by  
Sms "Flora"

I am Sir

Your obedient servant

W. M. Mardun  
Manager

Enclosures

Duplicate. Letter to J. E. Cobb March 3<sup>d</sup>  
Specification of shipment for "Annon"  
Specification 180 Bales Wool N.A.  
26 " " D.H.  
31 " " W.C.  
20 " " D.H.

Copy of S. Hamilton's report on L. Kerret  
" " judgment in case of Kerret v. Albatis

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146  
HMS "Swallow"

March 20<sup>th</sup> 00.

Sir

My last despatch left per HMS "Pegasus" on the 11<sup>th</sup> instant

Desp 903. par 6. I have now settled that Williams retires upon a pension of £25 per annum as from April 30<sup>th</sup> next, for which he asks me to convey his thanks to the Directors. He is now in his 54<sup>th</sup> year - I have no doubt that he is still able to do light work, but being ruptured on both sides, he is not fit for heavy carting, and as I explained in my last despatch, the winter work which is heavy on account of coal carting knocks him up. As regard pensioners working I may mention that John Biggs has done a season's work on both Little Island and Spadwell Island, was employed as navvy on the Naval works and is now similarly employed on the Government brick works. John Smith too has done a season's camp work and is now at Great Island.

Williams appealed to me very strongly to be allowed to rent the house - seeing that it has always been kept in excellent order and

J.E. Cobb Esq.  
Managing Director  
London.

and that we have more than enough houses in Stanley for our servants. I have rented it to him so that the bulk of the pension comes back to us in rent.

I do not propose to appoint a regular Carter on monthly pay, as the work can be carried on for the present at any rate by Paulini who you may recollect lost the sight of one eye about 8 years ago by an accident in the Smithy. He has been employed at the West Store since then and will continue to do rough work there in addition to carting.

2. We now rent out 7 houses in Stanley namely, 3 Marmon row cottages, the house lately occupied by Mrs McCarthy next to the Millinery Store, the foreman carpenter's house, the house to the Eastward of this, and the cottage purchased from Cressard adjoining the garden attached to the Manager's house.

3. I omitted to mention that W. Pigg's retired as from February 28<sup>th</sup> last.

4. I enclose copy of the report of the survey on the cargo of the "Garland". The acid has eaten right through most of the drums and I cannot understand how it was allowed to be shipped in such a way. Owing to the bad weather for a week past the "Travis" is not yet empty.

I think that as soon as hecke is discharged the "Garland" will have to go outside and throw the acid drums aboard whether empty or not.

It will be interesting to see what the lottery

of the ship is like

5. I enclose copy of a Report of Survey upon the American Brigantine "Rosa Baker", on the strength of which the vessel was put up to auction on the 14<sup>th</sup> and knocked down to us for £330. This as you will see from the auction notice enclosed includes a quantity of large casks which are in good condition. I fear that they may be too large for tallow, but if so they can be deduced by the cooper.

I will put a value upon these and the other gear purchased so that the hull can be capitalized. She will make an excellent lighter holding quite 120 tons dead weight and I am glad to have had the chance of getting something to replace the "Tilton". About last July during a gale from the N.E. the "Tilton's" anchor broke at the crown and she dragged to the seawall at the West Jetty damaging herself considerably. At that time most of the carpenters were busy at Work Sheds and wood boxes, after that period shipwork and it was not until last month that she could be seen to. Johnson repaired her and mail cargo was put in but she leaked so badly that she had to be pumped twice during one night. Since then she has been further overhauled and caulked to take in the smithy coal from the "Annie".

Johnson tells me that the hull is not strong enough as the beams were so badly burnt when



when she was a schooner, and in addition to this defect she is not coppered. I propose to use her for as long as she holds out now, but she is not worth spending another copper on for repair.

I had various reasons for making the purchase. to prevent Williams getting a hull that would store an appreciable amount - the necessity for replacing the "Tilton" - the possibility that a change in the mail service will entail our landing more cargo, and the advantage of having at hand a lighter in which we can put steam coal instead of storing so much in the "J.S. Smith".

6. HMS. "Swallow" has taken 66 tons of coal. I had to place this alongside in the "Vicar of Bray", as when the "Swallow" last coaled it took her a day and a half to get it out of the "J.S. Smith". The Commodore instructed her to go alongside to get the first lot, but was, I understand, somewhat dissatisfied at the time taken and the coal expended getting up stream to go there. We shall have to trans-ship about 200 tons from the "J.S. Smith" to the "Vicar of Bray" for the Hera and "Igeus" which will coal about the beginning of April.

7. I have asked for space for 1400 Bales for the next homeaid mail, but I may be 100 Bales short owing to the bad weather for a week past.

I am Sir,  
Your obedient servant,  
W. W. Warding  
Master



1447  
s.s. "Modestia"

March 26<sup>th</sup> 00.

Sir,

My last despatch left per H.M.S. "Swallow" on the 22<sup>nd</sup> inst., and I have since received per "Modestia", which arrived yesterday, your despatch N<sup>o</sup> 9014 of February 20<sup>th</sup>, and your telegram of the 16<sup>th</sup> March with reference to the "Garland".

1. In loading Mr. Bonner's wool at San Carlos, the "Hornet" had an accident and damaged 5 bales. I enclose an extract from the Log Book and Mr. G. Bonner's original specification of these bales. I took occasion to discuss with Mr. Bonner the necessity for some better accommodation for discharging and loading — his difficulty is of course to obtain permission to spend money on the work.

2. H.M.S. "Mora" is at present coaling about 300 tons which will empty the "Vicar of Bray". We shall then have about 350 tons left in the "J.P. Smith" and I shall have to get a good 200 to 250 of this put into the "Vicar of Bray" for the "Pegasus" and "Swallow".

3. I enclose a copy of the Buenos Aires Shearers account as finally settled by Messrs. Tomlinson and

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

2.

and Hayward. Messrs. Humphreys' account shows cash to them \$2002.66 Argentine Gold. \$1868.13 Uruguay Gold which at 52½ plus 5% commission stands us in as \$1427.0.10.

Before the vessel <sup>is</sup> quitted leaves for Monte Video (probably April 6<sup>th</sup> or 7<sup>th</sup>) I will ascertain the total expenses under this head. I do not know, however, whether there is any further payment to be made to Messrs. Tomlinson and Hayward.

14. The Captain of the "Garland" has just reported to me that he expects to have all the Coke discharged by tomorrow. One of the acid drums burst when they were attempting to move it, and he intends to go outside and throw them all overboard. I have not yet discussed with him the question of finance but will do so as soon as the mail has gone.

5. As there will be an opportunity of sending a mail per "Pegasus", which will reach you within 9 days of this, I will not attempt to answer your despatch except to refer to the "Samoa".

It is extremely gratifying to receive the approval of the Directors which has been conveyed to me in such flattering terms.

My great regret is that up to the present I have not been in a position to do anything towards getting any of the cargo into Stanley. I feel sure that you will realize my difficulty - the wreck was purchased at the very commencement of the Wool season with wool fetching extraordinarily good prices.

H



It was therefore imperative that I should get on with the collection of Wool as quickly as possible and so far we have I think been fairly successful. I felt justified in leaving the 'Sancia' as she was in a very safe position and not in the least likely to take any harm. Of course wages are running on all the time, but I considered it cheaper in the long run to get the wool work done so as to be able to devote say two of the schooners to the wreck. Moreover I was most anxious, before actually working the cargo, to hear from home that the purchase was alright, as I saw from the paragraph marked by you in Carver's 'Carriage by Sea' that sales of this nature have been upset by the Underwriters before now.

On the receipt of your telegrams, which arrived together, I understood that I had a free hand in the matter of expense, though I feared that the Board were somewhat optimistic as to the work of salvaging.

I have now purchased for £650 W. Williams's scow which we have used for watering ships for the last 5 years. It was too large to send out in either of the smaller schooners and I did not like to hamper the 'Thetis' with it, seeing that she had so many ports to call at before arriving at Spring Point. I have now sent it out with 2 anchors, 16 cwt. and 9 cwt., in the 'Porpoise' on her way to Roy Cove for wool, and whilst there Rowlands will ascertain the feasibility of schooners lying to the south of the Island for loading, instead of boating up the Creek.

H.

I have arranged to pay Mr. W. McInney £8. per month for the use of his shed for storing if necessary, and 5/- per day for the use of the scow, which is I think very reasonable.

I am sending in original & further reports from Hodgkin, and am glad to find that my selection of him is approved. These reports will show that the time has not been wasted and that he is doing what he can towards patching up torn bags etc. I have told him to send in a few samples by Ronlands, as without these I cannot obtain quotations that would be of any use.

A few days ago I sent for Herrichsen and offered to put him into the "Rosa Baker" for a trip or so to Spring Point to work the "Samoa" and he agreed to go, but two days afterwards started drinking heavily and I have not seen him since. I have since offered the job to a man named Nilesen, who holds a Norwegian certificate and who has done a good deal of coasting round the West Greenland in Sandy Point schooners, but have not been able to get him to take it.

There is no one else here except Campbell who is barred, and I fear we can only wait until our own schooners are available. I am very sorry about this as the "Rosa Baker" has every facility for lifting heavy weights and I hoped to find heavy anchors to send out in her.

There is every prospect of securing the services of one of the small Sandy Point steamers when we have got her lightened as the "Koonoo" have just sent one out,  
the

the *Levart* will be across for sheep, and Mr. Bortge has expressed his intention of sending his across for a trial cargo of "Mungewar" coal.

There are times when we certainly are handicapped in not having some steam vessel available here - if we had had one now the *Belinda* difficulty would be easily solved. We could have taken out anchors and scow, loaded sufficient cargo to lighten her, and towed her with the remainder bodily into Stanley - that is provided she is not much damaged at the bottom.

6. I am at present somewhat alarmed for the safety of the *Vai Reramond* which a week ago was loaded with Wool at North Arm and only waiting to take on board its cargo was sold to Mr. A. Morrison for shipment in this steamer to Sandy Point. The weather for the last three days has been most favourable and I cannot understand what Willie is doing.

I hope the *Yakio* will bring in Wool from Weddell, Spring Point, and Red Bay. Mr. Hannan has engaged the *Koshella* to fetch most of the Port Stephens Wool. For May 25<sup>th</sup> I have to send a schooner to Key Cove for Wool and passengers, to Darwin for Mr. and Mrs. Mathews, and to Fitzroy for the Mr. Lean family.

I am,

Sir,

Yours obedient servant,

W. Harding  
Manager

Enclosures.

Duplicates. (Originals per H. S. "Loallos" March 20<sup>th</sup>.)

Despatch N<sup>o</sup> 146  
 Copy of Haulby Cash Book. January.  
                   do Journal do.  
 Store Indents N<sup>o</sup> 263.  
 Barque "Annie" Accounts.  
 Mr. Mathews' Report March 9<sup>th</sup>  
 Statement on Accounts.  
 Supplementary Statement on Accounts.

Originals. Store Indents N<sup>o</sup> 264  
 Messrs Baillon & Co's Indent.  
 Two Copies of S. A. M. S. Accounts to Dec. 31<sup>st</sup>  
 Insurance on Produce Return.  
 Extract from Horner's Log & specification re damaged goods.  
 H. H. Sprick's Rep't. Jan. 30 & Feb. 21<sup>st</sup>  
 Shipping Report.  
 Statement on Accounts.  
 Buenos Aires & Pinaros Accounts.



1148.

A.M.S. 'Gloria'.

April 9<sup>th</sup> 1888.

Sir,

My last despatch left per 'Modestia' on March 11. 1888. par. 1. My reason for telegraphing details of shipment per 'Lavinia' was as follows: I thought that as the March sales began on the 6<sup>th</sup> the 'Lavinia's' consignment would possibly arrive about the middle of the sales, and if you had particulars you might have been able to get our Wool catalogued and therefore included in the sale. The extra cost of telegraphing seemed to me to be very little if it enabled us to get our Wool sold before prices dropped again.

2. par. 2. Johnson is perfectly agreeable for his pay to remain on the old terms, seeing that now he will have all the ships. Judging from the tone of your paragraph I think you are under an impression that it is he who is agitating for an alteration, whereas it was my idea that it would be better to have our foreman paid an all-round salary for ship and shore work — for one thing he at any rate would have no inducement to spin a job out. The average number  
of

J. H. Cobb, Esq.,

Managing Director,  
London.

of days spent on shipwreck shows a higher average for the last 3 years than for the last 10, the number being 8.5 as against 130, so that for the last 3 years Johnson's pay has averaged £232 exclusive of the £24 in lieu of a house. As you think that it will be better to keep him on on the old terms I have settled this with him. We undoubtedly shall employ fewer hands, and the experience of the last five weeks demonstrates that the work is being done far more expeditiously than under Biggs. It would be a great mistake to reinstate Biggs, whatever happens.

3. par. 5. I have transferred to Farm account the sum of £13.5.1 which was found on Burnett. As regards lodging him and looking after him generally, I do not see how we could have helped ourselves. The Government will not do it, as the Secretary of State has struck out the vote for charitable expenses, and if we bring a man out to the Colony we could hardly leave him to die on the roads.

11. par. 6. I have not yet received any instructions as to charging half commission in cases where cash is paid. The Captain of the *Doris Broderick* argued that he could have sold the gold for 5%, which may or may not have been true. It has been most useful to us in the way of obliging clients, such as Mr. Blake and Mr. Anson, who were proceeding to the River Plate. I made enquiries as to selling some of it to the gunboats, but the Fleet paymaster told me they come down here provided with as much as they wanted. I understood from him that they get it for about 2% at Monte Video. I am glad that the Board have decided not to charge

charge full commission where cash is paid in. You will see that in the case of the "Samoa", where we had the trouble of keeping the account, I charged the 5%, although we owed the ship six times the amount of the account, and had the "Prince Arthur" sold enough coal to pay his account I should have insisted upon the full commission, but when it comes to a case like the Doris Brodersen where we make a high profit out of the repairs and the Captain pays in £1200 in gold it did seem to me that he and Mr. Schlottfeldt were justified in declining to pay 5% on the whole account.

5. par. 9. During a very heavy gale from the N.E. the "John R. Kelley" got pretty severely shaken up and she seems to have settled down more. Williams' divers have all gone back to Monte Video, and I doubt if he will get much more out of her. If the boiler and winch are worth having I will make Williams an offer.

6. par. 10. Johnson will start work on the "Glengowan" very shortly, but it will mean a pretty heavy outlay. Some time ago I suggested to him the "Sabino's" windmill pump for her, but he thinks we are to leave it in the "Sabino", and I think he is right.

7. par. 11. The "Sabino" will be attended to when possible. Just now we have a lot of work on hand - the "Glengowan", "Tizzie", and the two Stores, in addition to a lot of minor jobs that have had to wait until completion of ship work.

8. par. 15. Schlottfeldt's land was sold by auction on March 17<sup>th</sup> before I received your despatch.

The

The piece adjoining the paddock, just over a quarter of an acre, was sold to C. Williams for £205, about seven or eight times the upset price of Town land.

9. par. 16. A glance at the specifications will I think show that we have had the full benefit of the schooners. Mr. Buckworth has enlarged his shed in order to be able to store all his produce at Dunroese Head, and Mr. Cluson has ordered material for the enlargement of his. Mr. Bonner explained to me when in Stanley the other day that he could not get his enlarged, and that unless he had a loan shipped in January, either his wool would have to be stored outside or his shearing must come to a standstill.

10. par. 19. The principal work that our foreman has to carry out is jetty work and I cannot really see that a knowledge of shipmasters and shipping matters is so indispensable to him, though I admit that it would be very useful. He has to discharge only about three cargoes in the year from sailing vessels, and Sedgewick, having served in the jetty gang for some four or five years, has picked up a good deal.

11. par. 20. The storing and disposal of the cargo per "Almoner" was the culmination of the difficulties which had been mounting up for a long time, and I doubt if I can thoroughly explain the position in which I was placed. To begin with, I found that we ourselves were the consignees, the letters advising me of the shipments having been posted by the mail of November



5.

November 2<sup>nd</sup> from Liverpool which you will recollect did not leave until the sailing of the "Clontarf". These advices therefore reached me from Sandy Bins three weeks after the goods had arrived.

The P. A. Co. being the consignees the Captain of the steamer naturally looked to us to take the goods, and as it had we had a heavy shipment ourselves and the Government had also a heavy cargo by the same steamer, which we, ever anxious to retain their goodwill, were under a promise to land. Altogether there was six times as much cargo as the "Nimrod" could hold and the only thing to be done was to let the "Clontarf" go alongside the "Great Britain", put our store cases into the "Nimrod" and the balance, with beer and all outsiders cargo into the hold.

The "Nelson" was full of water owing to the accident explained in my despatch No 10th, par. 5, and the "Fairy" was full of Gunpowder in Boris Broderseer. Mr Cobb asks why she was allowed to be loaded with powder instead of the Magazine, and I have here to refer you to what I wrote at the time all the ships came in, namely, that there were some eight ships here and not one would come forward to get any work done. When the Captain of the "Boris Broderseer" expressed his intention of starting work I jumped at it and said we would get the powder out at once. You know that seven hours after the powder was out the ship was found to be on fire, and the Captain went to Monte Video to decide what was to be done. Seeing that the  
"Fairy"

6.  
 "Vain" was earning £2. a day. I naturally did not suggest the Magazine.

I thought that the "Peregrine" with steam coal would shortly be emptied by the "Pegasus" and calculated on being able to remove all goods from the "Great Britain" into her. However the "Pegasus" did not coal as soon as I thought, and I learned that the January 1895 steamers would not take any wool at all. This meant that either stores or wool would have to be put in the lower hold of the "Great Britain" - a long job in any case, especially as the ~~hull~~<sup>hull</sup> requires mending and as both the "Hector" and the "Annie" were likely to turn up before long I decided that the shortest way out of the difficulty was to get rid of the stores by sending them right away in the Sclerons. It was not a question of obliging anybody - it was a question of getting rid of the stuff, and I still think it was the right and only thing to be done. Cameron and Waldron will have to pay for the convenience.

I do not think that it is fully realized at home that our appliances for landing etc. are scarcely adequate now that we are called upon to supply so much coal to the Admiralty, and more especially so a large quantity has to be shipped at one time owing to the impossibility of chartering small vessels.

As far back as July 1899, Mr. Baillon in his despatch 17<sup>th</sup> etc. towards the end of the 12<sup>th</sup> paragraph, pointed out the insufficiency of our lighter accommodation and asked whether it would be possible to send out in parts a large iron flatbottomed lighter to be put together here before Chaplin left, but the suggestion was passed over in absolute silence. However I have

now

9.

new, all three lighters in good order, and with the addition of the "Alta Baker" we shall be in a better position to cope with the next heavy shipment.

I visited the Governor and was told it was a huge mistake on the part of the Crown Agents to send bricks etc. by steam. So far as I can make out they sent an indent for a sailing vessel asking for coal, cement, bricks, and other general goods. The Crown Agents could not get the coal sent out for the price, and then, after arranging that with you, felt compelled to complete the rest of the indent and send the things by steam.

I am now charging 6/- per ton for landing their goods at the Government jetty.

12. par. 25. I have seen Mr. Hill again about the drafts, and he has asked me not to make any alteration until the Government has heard further from him.

I do not quite follow your remark about a payment of £2,000 in December, the sheep tax being only £810.

I quite understand that not having much produce going home in the latter half of the year, and having to pay for the stores per "Oreio", you are short of cash until our produce is realized in the early part of the year, and I would not commit myself to asking you to pay more than something under £1,000 in December.

13. par. 29. I find that Lloyd's instructions do not specially direct their Agent to cable departures of ships, but it has been customary to do so and no objection has ever been raised on the score of expense. I find I have  
cabled

called all departures except in the case of the "River Arthur", "Jeanie Woodside", and "Langstone", all of which were bound for the River Plate and likely to have reached there before my cable.

14. I regret to report that on March 20<sup>th</sup> the "Fair Rosamond" dragged her anchors at North Arm and went ashore, but did not do much damage. The serious part of it is that in addition to the balance of the wool she was to have brought in 40 cast runs purchased @ 30% each by A. Morrison for shipment to Sandy Point by the steamer of March 23<sup>rd</sup>. I fear we have now lost the sale of them.

15. The total expense of the Buenos Aires Shearers comes to £835. Mr. Mathews will write to you direct about it as I am not in possession of Tomlinson and Haywards' accounts showing details of their disbursements.

16. Since last writing to you we have delivered the following steam coal:

H.M.S. "Flora" 296 tons

H.M.S. "Pegasus" 239 "

H.M.S. "Swallow" 85 "

leaving us with <sup>about</sup> 55 tons on hand.

During this season we have delivered coal as follows:-

H.M.S. "Flora" 296 tons in one lot

H.M.S. "Pegasus" 518 " " three lots

H.M.S. "Beagle" 100 " " one lot

H.M.S. "Swallow" 119 " " three lots

"Cristoforo Colombo" 74 " " one lot

making



Q.

making the respectable total of 1187 tons.

I am happy to say that there has not been a single hitch, and considering the fact that our appliances, namely, the hulks and the "Dixie" are, to say the least of it, defective, we look upon this somewhat as an achievement. Naturally there have been a good few remarks about our appliances, the reverse of flattering, and I pointed out to the Commodore that we could hardly be expected to improve them in the face of a probable establishment of a coaling station here by the Admiralty. I had thought that the scheme was again to be left in abeyance, but I see that a vote of £35,000 is to be taken in the House for this year.

I enclose an exhaustive report on the hulks made out from information I have received from Mr. Lanchlen and Johnson. In view of the very shabby condition of the "Vicar of Bray", it is questionable whether we are justified in running for much longer the risk of losing some hundreds of tons of coal, and I had intended suggesting whether we ought not to replace her by an iron vessel. My idea was that you might be able to pick up cheap an old iron barge of about 300 tons and send her out loaded with steam coal, after which she could be dismantled and used as a hulk for storing some 600 tons. Wooden hulks are a constant source of expense in the way of pumping and caulking whereas an iron hulk would merely require an occasional scraping and painting.

Now that the coaling station scheme is again on the tapis, however, I will not commit myself to acting  
you

you to make an outlay that may be thrown away, but it appears to me that in making arrangements with the Admiralty for the supply of coal next year, you might be able to elicit some information as to their plans for the future supply of coal.

17. The Laland has now discharged most of the acid drums in Port William and I shall send Johnson out to survey the bottom of the ship on Monday (Mr. Schlotfeldt being at Sandy Point). I was out myself watching the discharge one day and brought on shore as a curiosity one empty drum which came up while I was there. If I can get it photographed in time I will enclose a copy which I am sure will amply prove the necessity for throwing them all overboard. One burst while being hauled up out of the hold and another burst just as it was landed on the stage to be rolled over the side.

It is a mystery to me how the stuff was ever sent in iron drums without being packed in some glass or earthenware carboys.

I have received a telegram from the Salvage Association, urging that the cargo should be sent to its destination without being discharged, but this is utterly out of the question.

18. I enclose a Draft on the Accountant General of H. M. Navy for £1123.18.9 for provisions supplied to H. M. Ships from Janry. 1<sup>st</sup> to March 31<sup>st</sup>; and another for £1655. for 66<sup>rs</sup> tons of coal as per details enclosed.

19. I have not yet heard from Captain Thomas  
how

H.

how he is getting on, but Captain Rowlands tells me that he was ready to leave Spring Point on Dec. 22. Mr. McInerney declined to give him his word as there was still on board a large quantity of patent fuel which is said to cause more dust and dirt than coal itself, and I do not suppose that he will get any from Weddeell either. He will be able to bring in wool from both sides of Fox Bay.

20. Rowlands returned from the West, having called at Spring Point en route to look at the 'Hemora' and land anchors and scow. He has now selected an anchor in Stanley which he considers suitable for holding the vessel in case she should be got off, and I am having a stock made for it ready to go out in the 'Herbert' immediately after the mail.

Rowlands brought in some samples of the cargo as per enclosed list, on which I have made remarks as to the quality of the goods. He tells me that in his opinion there is no reason why a schooner drawing 10 or 12 feet should not go inside and load cargo from the wharf, and that it would be perfectly safe for the 'Thetis' to anchor just south of Fox Island. Captain Thomas was at Spring Point at the time and looked round with Rowlands. I propose to go to Spring Point myself after the mail and shall probably go via Fox Bay where I ought to meet the 'Thetis' and can discuss matters with Captain Thomas. I cannot make any final plans until I receive the next Galathea mail. I send herewith six code words with

with translations in case I am able to telegraph any information about the wreck.

21. H. M. S. "Swallow" returned from Montevideo on the 5<sup>th</sup> with news that the Pacific steamer would be a week late, and it is therefore probable that the "Hornet" steamer may be delayed a couple of days at Sandy Point. I shall only be able to just acknowledge your despatch by the "Swallow" which will leave on the 10<sup>th</sup> inst.

I am,

Sir,

Your obedient servant,

W. M. Harding  
— Manager



Enclosures.Duplicates. (Originals per S.S. "Modestia" March 26<sup>th</sup>)

Despatch No 147

Store Indents No 264

Extract from Schooner "Hornet's" Log.

Insurance on Produce Return.

Statement on Accounts.

Originals.

Copy of Stanley Cash Book for February.

" " " Journal " "

Cash Vouchers, East &amp; West Store.

Store Indent No 265

First of Exchange No 2072 £1123. 18. 9

" " " " 2074 £1655. 0. 0

Particulars of Drafts Nos 2072 &amp; 2074

Report upon the Company's Hulls.

Coasting Insurance Report for March.

List of Code Words re "Samoa".

Report on Sample Cases of Cargo re "Samoa"

Statement upon Accounts.

1119

A.M.S. "Pegasus".

April 17<sup>th</sup> 00.

Sir,

My last despatch left per A.M.S. "Flora" on the 9<sup>th</sup> inst. A.M.S. "Swallow" left yesterday and A.M.S. "Pegasus" leaves early tomorrow. We were prepared for a couple of days delay in the arrival of the homeward bound Rosmos steamer, but the long delay amounting now to five days is really annoying.

1. Mr. Matthews sent me in further details of payments made in Buenos Aires on account of the shearers, and I now enclose a statement of the total expenses under this head. I have had some difficulty in getting at the details owing to the accounts being worked out in so many different currencies.

2. Mr. Bertrand writes me as follows: "The Rosmos freight for produce from Stanley is high. I would prefer sending Roy Cove Wool per "Thetis" if it can be arranged, failing that, it might necessitate my making some other arrangement to freight Roy Cove Wool home." This contemplated secession on Mr. Bertrand's part strikes me as somewhat ungracious in view of the recent reduction of freight and also of the fact that of late

H. Co. Cobb, Esq.,  
Managing Director,  
London.

late years Roy Cove has been somewhat specially favoured in the way of schooner calls.

I suppose, however, that if M. Bertrand desires to send his wool home in the 'Thetis' he is entitled to be considered before Cameron and Greenshields who do not consign their Wool to us, but make a convenience of our sailing vessel for a cheap freight out and home.

I hope to be able to discuss the question personally with M. Bertrand, and will endeavour to get him to look at it in a broader aspect than the question of saving a few shillings freight; for the withdrawal of Wool freight from the steamers would lead to a deterioration of the mail service and a lessening of schooner calls at his port. This latter would affect him seriously as he has a bad habit of always being short of something - such as hoop iron, bagging, flour or other stores.

M. Bertrand also writes: "I wish you would arrange an open policy for our Wool against all risks or losses during shearing and until its arrival in London, also against fire until sold in London". I have always been under the impression that your policy covers these risks, but I should be glad to know for certain before replying.

I am,

Sir,

Your obedient servant,

W. Harding  
Manager

Enclosures.Duplicates. (Originals per H.M.S. "Horn" April 9<sup>th</sup>.)Despatch N<sup>o</sup> 148.

Copy of Stanley Cash Book.

Copy of Stanley Journal.

Store Indents N<sup>o</sup> 265Second of Exchange N<sup>o</sup> 2072 £ 1123. 18. 9

" " " 2074 £ 1155. 3. 0

Particulars of Drafts N<sup>o</sup> 2072 and 2074

Report upon Company's Hauls.

Coasting Insurance Report for March.

List of Code words re "Samoa".

Statement upon Accounts.

Originals.Store Indents N<sup>o</sup> 266First of Exchange N<sup>o</sup> 2075 \$ 201. 49

" " " 2076 \$ 117. 53

" " " 2079 \$ 64. 49

" " " 2080 £ 273. 5. 5

Particulars of Expenses in consequence with B.A. Shearers.

Mr. Mathews' Report April 11<sup>th</sup> and enclosure.

Statement upon Accounts.



150.

s.s. "Herodotus".

April 20<sup>th</sup> 00.

Sir,

My last despatch left for H.M.S. "Pegasus" on the 18<sup>th</sup> inst. and I have since received on the 19<sup>th</sup> your despatch N<sup>o</sup> 905.

2. 905. par. 2. The Government paid all labour and expenses of discharging the coal. I put the hulk alongside the "Annie" and the discharge of 150 tons lightened her sufficiently to come alongside our Jetty. The Colonial Secretary asked me to let our men put the coal into the Government Shed, they paying the cost some £25.

3. par. 5. H.M. Ships took more coal than anticipated and we are now left with about 55 tons only. There was a question of sending one of the gunboats here during the winter for a trip to escape quarantine; possibly the "Pegasus" which has to go to Buenos Aires to dock. Instead of doing 10 days quarantine at Monte Video she would have run down here, but the impossibility of getting coal has I think quashed the idea. I think it would be well to renew the stock as soon as the price drops in London.

4. par. 7. I will discuss the matter with Captain Thomas when he returns. Mr. Goodhart tells me that the bale F.B. was theirs and that there was no mistake there.

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

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5. par. 8. I am glad to learn that I was mistaken about Shearing and Waldron and the "Annie", but it did appear at first as if they were taking advantage of our vessel, the first intimation I had that she would take Port Howard wool being a letter from Mr. John Waldron asking if a through freight had been arranged.

6. par. 9. There was no difficulty <sup>eventually</sup> about the "Annie" going alongside. I hired a small lighter for 30% and ~~lost~~ the Captain our floating stage to get his ballast, and this satisfied him.

7. par. 16. Mr. Schlottfeldt of course saw Capt. Willis' furniture, and I fear that I was at fault in not having it put on paper at once; but my difficulty was that Capt. Willis did not want the cases opened until his wife arrived and he had a house, moreover I could not say whether they were insured against all risks or not. I will go into this matter with Schlottfeldt and Willis.

8. par. 18. I will communicate this to Bull, but I fear that he will not be able to get proper appliances for steaming the oil properly. Do you know if the penguin skin is of any value?

9. par. 21. Laidlaw, Macmill & Co. might advertise in the Magazine. I do not suppose anyone would take it up merely on the strength of a note from us, and we have no interest in recommending it. I will send the correspondence to Mr. Matthews, and show it to Mr. Packer and Mr. Pelton. Mr. Blake of Launce is here and is somewhat concerned at the falling off in the use of their dip.

10. par. 22. I have to thank you for the explanation  
about

3.

about the gunpowders. The thirty tons could not, however, have been stowed in the Magazine which is nearly full of stuff.

11.405 p.m. The question of recovering our disbursements on account of the "Garland" is difficult. On the receipt of your telegram I consulted the Captain who told me that he quite expected to receive by this mail a letter from his owners, which would no doubt have given him instructions, but unfortunately he has not heard from them. He has general authority to draw upon them, and judging from the information you have received as to their stability, his draft would no doubt be honoured. I have however explained that if the draft is domiciled in Antofagasta, our commission will be  $7\frac{1}{2}\%$  instead of  $5\%$ , and have recommended him to telegraph to them asking them to open a credit with a London bank in your favour for £600, which sum should cover everything. There is just time to receive a reply on May 14<sup>th</sup> via Monte Video. I assume from your telegram that you do not consider it necessary to demand a bottomry bond.

The whole of the Acid has been discharged in Port William and the hold cleaned out, and the ship is back in the harbour again. I advised the Captain to postpone the Survey until M<sup>r</sup>. Schlottfeldt's return from Sandy Point, and this morning he and Johnson surveyed her. It is a great relief to find that the bottom of the ship has not been affected by the acid, the repairs necessary being re-cementing and repairing the ceiling.

Johnson

Johnson estimates the cost of this at £300 to £350, the hull's hire will be about £150 and I think therefore that the total expenses should not exceed £600.

In case Mess<sup>rs</sup> Walder & Co. are not able to arrange a credit in London in time, I have written to Mess<sup>rs</sup> Brown & Co. asking whether they will undertake to collect the Captain's draft upon the owners in Antofagasta and, if so, upon what terms. They could then hold the amount against the shipments of flour to us instead of drawing upon you.

I am,

Sir,

Your obedient servant,

W. M. Mardie

W. M. Mardie



*Press Copies of Clients Accounts Current:-*

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<i>Messrs Holmsted &amp; Blake.</i>	<i>A. Piteluga.</i>
<i>Messrs Bertrand &amp; Felton.</i>	<i>Mr J. Bonner.</i>
<i>J. H. Waldron.</i>	<i>Late W. D. Brumey's Estate.</i>
<i>Port Stephens Account.</i>	<i>Messrs Sharp &amp; Smith.</i>
<i>Pebb's Island Account.</i>	<i>David Smith.</i>
<i>Messrs Packe Bros. &amp; Co.</i>	<i>William Fell.</i>
<i>Messrs Bailton &amp; Stickney.</i>	<i>Mr C. Harrison.</i>
<i>Messrs Dean &amp; Cusson.</i>	<i>R. B. Cull.</i>
<i>Messrs Stickney Brothers.</i>	<i>C. C. Wesell.</i>
<i>Mr C. H. Williams.</i>	<i>Joseph Robson.</i>
<i>Henry Waldron.</i>	<i>John McKay.</i>
<i>West Point Island Account.</i>	<i>Charles Bruden.</i>
<i>Messrs H. &amp; G. Cobb.</i>	<i>Peter Noble.</i>
<i>Spredwell Island Account.</i>	<i>Gastano Pallini.</i>
<i>Messrs Packe.</i>	<i>Messrs Braun &amp; Blanchard.</i>
<i>Mr T. Robson.</i>	<i>Charles Williams.</i>
<i>J. J. Felton.</i>	<i>Marion House Account.</i>

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## Enclosures via Monte Video.

Store Incident No 267

Remarks on Stores.

Insurance on Produce Return No 18

Op of do. do No 15

Copy of Report of Survey, "Garland".

List of Clients Accounts Current. (Peru Copies.)

Auditors Certificate 1899.

Remarks on Accounts.

Shipping Report.

Statement on Accounts.

Peru Copy of list of enclosures to Ribey, which

Specification & Bills of Lading per "Herodotus".



# Enclosures to Tilbury.

Duplicates. (Original per H.M.S. "Pegasus" April 17<sup>th</sup>.)






Despatch N<sup>o</sup> 149  
 Store Indent N<sup>o</sup> 266  
 Second of Exchange N<sup>o</sup> 2080 £ 273. 0. 5  
 Mr. Mathews' Report April 11<sup>th</sup> and enclosure  
 Statement upon Accounts.

Duplicates (Originals per "Hercules" via Santa Lucia)

Despatch N<sup>o</sup> 150. Store Indent N<sup>o</sup> 267.  
 Remarks on Stores. Insurance on Produce Return N<sup>o</sup> 18.  
 List of Press Copies of Church Accounts Current.  
 Remarks on Accounts. Statement on Accounts.

## Originals

### Specifications:-

	Wool.	Skins.	Hair.	Hides.
	134			
	88			
	24	13		
	177			
Hammock Island	7			
T. Daniels.	2			
D. S.	64			
Dr S	65			
Z	107			
J. B.	100			
H. G. C	43			
S. I.	44			
S. I.	42			
W. P.	41	1		
D. S.	66	1		
	48	4		
W. Fell.	48	4		
S. & S.	104	6	1.	29

1941-1942

200

He has delivered up so. credit on April 11.  
He called Mr. Schofield, a carrier  
a Miller's case when landed and asked him to ex-  
amine them as soon as he was able to inspect  
them. He was present at the same Miller's house  
when the case were opened and had a copy of the  
list and values of the damaged articles. He has now  
given me the enclosed report which I have certified to.  
He has also been extremely in retaining the damaged  
articles, retaining the cost of packing and freight, the  
value against the original value less service price in  
London.

1. I want to report that a serious error has been discovered in the Store account of last year, W. Williams account for goods supplied to us from June to December having been omitted. The amount is \$318.00 and represents mainly paraffin at 'John R. Kirby'. Our profit should therefore be reduced by that amount. I want you to be accurate in future and give it to the Store for or against - but not no return is to me

*P. R. Scott, Esq.,*

Managing Director,  
London.



and I entirely missed my attention. It is very unfortunate that it happened to include such a large iron pipe.

3. My last report on the *Barland* seems on the whole very optimistic. After the mail had gone *Barland* came to me and reported that since the *Surveys* had been on board he had taken an inventory of the ceiling on the starboard side and found that the frames of the ship on that side were very seriously damaged by the action of the acid. He said that he had been in the S. C. trades for a very long time and that the ship had heeled over considerably. Naturally therefore the bottom of the ship received injury and the starboard side suffered. I am afraid that it was a mistake to tell the *Surveys* what the mail was here. We could not have it before us. Mr. *Colby* was away, and the *Barland* being so anxious to see a report before the mail left.

I got the *Surveys* to go off as soon after the steamer arrived as possible. When they got on board they found that the ceiling had not been removed and it was quite as hard there they could see anything at all, the *Barland* excuse being that he wished the *Surveys* to see the ship just as it was. The ceiling was removed from the bottom and the bilge on the port side only.

I have told *Barland* that I consider he is very much to blame in not having had the ship in perfect readiness for the *Surveys* to see the whole of the damage; he knew that the ship had heeled over in that way and should have taken every care that the *Surveys* were made acquainted with the possibility

possibility of damage on that side. He is now clearing away more cargo to enable the Surveyors to see everything as there must be no more misuses.

I am leaving for the West Palatana this afternoon and as I shall not be back in time to mail after the next mail has left I must ask you to forward Mr. Gilling's signature on any cheques or drafts that may be required.

I am,

Sir,

Your obedient servant,

W. Harding  
Manager

May 3<sup>rd</sup> 1900.

Sir,

The "Neke" arrived yesterday bringing your despatch No 906.

With reference to Mr. Harding's paragraph No 1 I am glad to inform you that Mr. Schlotfeldt has told me he is instructed by the Kosmas Company to pay Captain Willis £24. which was the amount of his original claim. I have, however, enclosed the certified report referred to, in case anything further is done in the matter.

In continuation of paragraph 3 I have to say that the Surveyors have now seen the Grubland twice since the serious damage was discovered and I

4.

and I enclose a copy of their report, also of  
correspondence which passed between them and  
Mr. Harding as Consul for Chili. Captain Meyer  
has shown me part of a letter stating that it is  
"our intention that <sup>you</sup> should have entire management,"  
and he told me that if he had no orders by this  
mail (and he has not, I believe) he should act  
on the Surozys report and sell the vessel. I  
said, however, that as there were other interests  
involved he would be well advised to await  
instructions from his owners, to whom I have  
written fully with the idea of gaining time  
for further developments.

I am Sir

Your obedient servant  
W. L. Gilling.

Enclosures.Duplicates. Originals per "Herodot" April 21<sup>st</sup>Specification 136 Bales wool DH" 88 " " WC

" of Shipment per "Herodot".

Particulars of Draft No 2080 not yet paid H. M. S. S.

" " Stores &c supplied to H. M. S. S. Oct - April  
Letter to H. E. Cobb.Originals.

Copy of Stanley Cash Book for March.

" " Journal " "

Cash Vouchers East &amp; West Store.

Store Indents No 268

Remarks on Stores. &amp; Replies to Remarks on Stores

First of Exchange \$16.12 No 2083

Copy of Report of Survey on "Gauland".

Copy of Correspondence between Surveyors &amp; Consul for Chili.

Report of Survey on Capt. Willis' damaged goods.

Coasting Insurance Return for April.

Insurance on Produce Return No 19.

Mr. Matthews' Report May 1<sup>st</sup>

Specification of 79 Bales wool &amp; shipped per "Herodot".

Shipping Report.

Statement on Account.



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s.o. "Modestia"

May 31<sup>st</sup> 00.

Sir,

My last despatch left per "Haro" on May 11<sup>th</sup>, your despatch N<sup>o</sup> 906, and telegram of April 27<sup>th</sup>, having arrived on the 2<sup>nd</sup> inst. The "Modestia" arrived on the 28<sup>th</sup> inst. without any mail, after waiting at Sandy Point until the 26<sup>th</sup>. I was hoping to receive your further criticisms upon the accounts for last year in order to answer them fully at once.

2. Despatch 906, par. 2. I have discussed with Mr. Matthews the increase of Farm consumption stores and so far as we can judge this increase is not likely to be maintained. It is difficult to say what were our actual out-of-pocket expenses in sending Trayer across to the coast, the trip being made to fit in with other work as you will see from the enclosed extract from the Fair Rosamond's log. We had to fetch in carpenters who were at work on the Walter Green Shed and Trayer came in with them.

I had to have the Schooner's chain plates patched up before leaving, and during the time the work was being done in Stanley Trayer purchased and put on board a lot of stores. The Schooner had bad luck in weather and made a long trip, but earned £20 by bringing Mr. M. Miller and horses from San Julian to Fox Bay.

In the meantime Mr. Packe had purchased cattle on the

J. C. Lamb, Esq.,  
Managing Director,  
London.

West

West Falkland and seeing that the Schooner's hold was in a mess through carrying horses I sent a letter to Fox Bay ordering her to sell coals to bring a load of cattle for Mr. Packer, earning nearly another £30.

By this time the Wool season was on us and if she had not done the San Julian trip I should have hardly laid her up for so short a time.

I quite follow your remarks as to charging the renewals for shearing machinery to Plant and Utensils, and will see that this is done in future.

I same par. In considering the question of the Store profit we must not forget that the charge for the Smithy is as a rule the principal item of profit credited to the Store from Ships accounts. Now although we had eight ships here, the charge for hire of machinery could only be £4 per day, and the amount earned in this way is just the same whether we have eight ships requiring a few repairs or only one ship for heavy repairs as for instance the Old Kensington which earned close on £600. The rush of work in the Smithy did not really start until November and continued until the middle of February, so that almost two-thirds of the work was done in 1899. During 1899 the Smithy was occupied for 64 days and 91 hours overtime for shipwork and up to the present for 34 days in 1900.

We have I think generally indicated from this end that as regards the Store the tendency is very decidedly towards a diminution of profit on account of competition and the smaller orders we receive from clients who are  
all

all cutting down expenses as far as possible. The scarcity of labour compels them to do with fewer hands and consequently less stores are consumed. Under ordinary circumstances therefore the store profit would I think have been below the average, and the increase owing to ships is greater than appears at first sight. Certainly, as you say, the accounts should be taken as a whole, as all the profit from Company's Shipping is from the ships.

With reference to the opinion I expressed that there might have been a failure to give the Store credit for goods delivered, I may mention, just to show that the suggestion was not impossible, that Mr. Gordon discovered a week or two ago that 5 barrels of Oil had gone out without being charged. I think this proves the necessity of having a thoroughly good man to be head Storekeeper and I feel much more comfortable since the change has been made. I will endeavour to work out an average percentage of profit derived from stores supplied to ships.

11. same par. As regards the Stanley Wages I have great hopes of showing a permanent reduction in spite of the considerable amount of work that we have before us, though, as I explained before, we cannot expect the figure to be so low as it was last year.

5. 900 par. 3. Johnson had commenced the work of constructing platforms round the windlass and capstan of the "Glengowan", but this is unfortunately interrupted by  
his

his being laid up. The material will I think be the heaviest portion of the cost, and so far as possible the work will be of a temporary nature in order that the material may be used for other work later. I fear that £1100 is not an excessive estimate as we shall have a lot of difficulty with the windlass. It has been exposed to a severe fire at first and for five years to the weather, and we shall certainly have to light a big fire under it and remove the rust before it can be got to move. She is leaking slightly at the butts just under the main deck, but that is of no consequence. She would never be loaded down so deep for one thing, and if it were necessary to repair we could do this with very little difficulty. There cannot have been any straining, and my firm belief is that the hull has sustained no injury beyond that caused by the fire.

C. par. 14. I note your remarks about leases to the publicans, but I must say at the outset that I do not think that the houses will bear any increase of rent. The Stanley Arms rental is £85, and the Ship Hotel £65, and I do not think we can expect more. Quite recently the duty on beer has been increased and the publicans will have to bear their share of this. I find that during the last twenty years the sums expended on repairs are :- Ship Hotel in 1896, £201. Stanley Arms in 1891, £130 and in 1896, £116; these amounts are I think small. I know that only very few minor repairs have been effected, and as regards papering inside and painting the general rule has been that the



the Company has provided the material, the tenant doing the work.

Some time back it was explained to me that our public-house tenants are compelled to run a good deal of risk to do very much trade. Under the licensing law a publican cannot sue for liquor supplied on credit and they risk something like £100 a year which results in profit to us. In the case of tied houses our money is practically safe. I should like to say that Johnson's provision account is by far the largest of any in Hanley.

9. par. 9. We must not blame the U. S. Consul for his letter about the outrage of the "Cyrus Wakefield". Mr. Rowen called on me before writing and apologized very profusely for having to send me the letter, saying that he had no option as he had instructions to do so. I had to ask him to insert the words: "on behalf of the owners of the Cyrus Wakefield", otherwise I should have had to ask him who had instructed him to make the demand. We are charged with having the £400, but Mr. Schlottfeldt's receipt is sufficient evidence that he was paid in full and my note-book is a further proof.

Mr. Rowen is very well disposed towards the Company and has placed all orders for clothing for distressed seamen with us. I am glad to be able to report that on his representation the U. S. Government have awarded a gold watch and chain to Helway, and gold medals and money to the crew for making an attempt

attempt to reach the "John R. Kelley" on the night she was wrecked.

8. par. 10. I regret that I did not mention specifically that I had arranged for the Government to send the usual request to the Crown Agents for the supply of Silver; before asking you to send we invariably consult the Treasurer.

The Colonial Government would not issue the instructions unless the coin were required, as they know that if there is a large balance of silver in the Colony we demand giving them drafts on London. I have asked the Treasurer whether they cannot give me a direct order on the Mint in future so as to avoid the Crown Agents altogether. We have had a most distressing time hunting for money this mail which is rather *infra dig*, we owe the Treasurer £1000 and tomorrow being pay day he has asked for £500 of it in cash. Owing to the non-arrival of the mail I have no draft upon him at all. Hence I trust that the supply of coin will not be longer delayed.

9. par. 14. I am glad to have the treatise as to the Employers Liability, which may at any time be a serious matter for us. To what account ought I to charge the cost of Fleuret's passage?

10. par. 16. I made an estimate of the value of the "Bertha's" cargo from prices quoted in the *Grades Journal*, and will endeavour to have a look at the wreck some time this winter. Even supposing that we recovered only enough to pay  
expenses

expenses, it would help towards making schoolers pay, and would circulate a little money in the place.

11. par 19. It is very disheartening that we seem fated to catch a bad market for our wool, which apparently will realize about the same total as last year. I shall get the balance away by the next homeward mail together with our own and Mr. Bonner's tallow, some 600 casks in all which will be brought to Stanley by the "Thetis".

12. Messrs. Packer Bros & Co. have shipped their Port Howard wool home by the "Annie". I asked them to consign it to the Company, but I have heard since from them that it has been consigned direct to Messrs. Du Croz, Dooat & Co. Direct.

13. Mr. Bernard Mackay is rather hurt at his wool being shut out of the "Thetis". I explained that Messrs. Cameron, Greenshields, and Pidaluga were the first to come forward when we wanted wool to fill her and it would hardly be fair to give them the go-by in his favour.

14. It may interest the Board to learn that £550 has been forwarded from the Colony towards the Transvaal War Funds.

15. McIntayson goes to England by this mail to take his son who met with a very serious accident in Patagonia. He is also taking a daughter whose passage he considered the Company would pay under his agreement. In view of the terms of

par.

par. 1<sup>st</sup> of your despatch N<sup>o</sup> 853 I considered it safer to leave the Board to decide the question, which has not been thoroughly <sup>weighed</sup> ~~weighed~~ out. Girdlayson's daughter is 23 years of age, but even so she would hardly be considered self-supporting and the case is not on all fours with that of C. Phillips who was an able-bodied man earning full wages. For the present Girdlayson has paid the passage, and if the Board are of opinion that we should pay it the cost might be refunded to him in London.

I have paid all the passages of A. W. Lean as he is leaving the islands with the whole family.

16. I have made somewhat extensive structural alterations at the West Store. For my part I consider the improvement to be immense, but I should much have liked you to hear some independent judgment. I got Mr. Mathews to inspect the Store, but unfortunately he does not recollect the place as it was originally. I enclose a ground plan showing the alterations. The cost will be heavy, but you are aware that when one commences work on an old building you never know what the extent of it will be. For instance we had to renew half the flooring and put in new rafters. Whilst the work was on I had the old part weather boarded (shingles originally) and the roof over-hauled and I find we have had to use up quite two hundredweight of paint on the building. I have made a separate department for clothing and have given Mr. Gorton a portion of the office as an office for himself.



desired to pay for such a service as that it would have been done three months ago. I tried to get him to say what he considered a fair figure for towing to Stanley in the event of our floating her out into deep water, but he would not commit himself without consulting his owners.

Now that you have purchased the "Danson" I shall of course await her arrival before attempting to get the "Danco" out. I propose to get two more schooner loads into Stanley, but I do not think it wise to lighten her too much until the tug is here. When she arrives I shall send out two schooners together, lighten her up and the tug will then be ready for emergencies.

We shall have to watch very carefully what happens when the "Danco" is afloat in deep water which is a different matter to being always aground on soft sand.

If she leaked badly then we might have to beach her again, though from what I can see I do not consider this probable.

It is really little short of marvellous that the ship should have got where she is without breaking herself to pieces and even more so, the fact that she has moved so many times and eventually settled only a few yards from a very nasty reef without injury. I am also convinced in my own mind that we have to thank the "J.R. Kelly" wreck for having secured this. What I mean is this. - Kurtze and Braun & Blanchard's Agent Robins were both here and had frequent consultations with Captain Berntzen and Pallini who had been out to the wreck. They must have known that

The 100 tons of Salt will be a difficulty: it will hardly bear reshipping as the bags are so bad and I suppose would only just cover the cost of freight. I am endeavouring to dispose of the pianos here at £30 each, which would pay as well as paying freight to send them away.

Altogether the cargo appears to be in excellent condition, but very badly stowed, salt for instance being stowed round the pianos and on top of barbed wire. There has been a little broaching and rats have done a very fair amount of damage.

Sedgwick has secured the ship with two anchors at the bow and one on the port quarter, all three being secured by cutting a hole in the rope round the ship and securing the fluke of the anchors.

He intends laying out another on the starboard quarter so as to hold her against any wind. So far as I could see there is scarcely any damage to the ship, the forefoot is damaged but apparently not seriously, the copper on the port side seemed to be slightly wrinkled.

Whilst at Spring Point the Captain of Messrs Brown and Blanchard's steamer 'Loval' which is taking live sheep across, came to see me to discuss the question of getting the ship out, but being in possession of private information from you of the possibility of your purchasing a tug, I did not intend to come to any definite arrangement. He would have liked a contract to lighten the ship and tow her out and into Stanley, but I explained that if we had desired.

18. I had a very successful trip to the "Samoa" at Spring Point, being away from Stanley only 12 days, the "Hornet" having anchored just two hours before I arrived. We succeeded in loading the "Hornet" in 3 days with the assistance of the scow purchased from C. Williams, but it will probably save longer another time as it was an absolutely flat calm all the time I was there. We took out a large anchor which we hove up to the bow of the "Samoa", and should we succeed in getting her out she will be able to ride to this with a short scope of chain.

The "Hornet" anchored to the south of Fox Island which appears to be well sheltered, but owing to the weather being so fine we had no opportunity of judging what it would be like in a heavy blow.

Mr. Hurst went with me and was very obliging - in return for his attention I have undertaken to collect his salary in future.

We brought in a miscellaneous cargo, getting, as far as we could, samples of everything. I omitted to make any provision before leaving for the insurance of the cargo to Stanley; however I made a rough shot of the value and signed the enclosed declaration of insurance before Hurst which I presume would have been valid in case of any accident.

The furniture we brought in is selling well, the prices being fixed as nearly as possible at home values and I hope to dispose of all this in Stanley.

The

that with their small steamers a 50% Salvage would have paid them handsomely, but they never thought that the Company would have purchased. I firmly believe that Schlottfeldt must have told them that seeing that we would not bid more than £200 for the "J. R. Kelley", if she were put up to auction they would certainly get her. On the morning of the sale Schlottfeldt told me that he had received an offer of 75% Salvage and asked what I thought. I replied that if the owners and Underwriters were to get only 25% after deducting expenses in about 12 months time, it would possibly be better for them to get ready money down for what she would fetch. The "Hornet" is leaving again for the wreck and will bring in a couple of pianos, furniture, and whatever else is handiest.

It would really be worth £10 to get copies of the original invoices, if such a thing is possible.

19. I have nothing further to report with reference to the "Garland". The Captain did not receive any news from his owners and we await the arrival of the next mail before taking any action.

20. I am glad to report that the "Modestia" is taking all the cargo we have. I had asked for space for 2200 Bales, relying upon the "Thetis" being able to bring in the Spring Point and Weddell Island wool, but although about 200 Bales short, we have enough to fill the steamer.



I have telegraphed to you "Impatience Nail  
Modestia Stahlherten"

I am, Sir

Your obedient servant,

W. Maxing  
Manager

## Enclosures.

Store Indents No 269

Mr. Mathews' Indent, Burgon & Ball.

Mr. Verelstake's Indent.

Mr. B. Stickney's Indent.

Remarks on Stores.

Extract from "Fair Rosamonds" Log.

Insurance on Produce Return No 20.

Coasting Insurance, May.

Coasting Insurance declaration.

Plan of West Store.

Stanley Ledger Balances, March 31<sup>st</sup>

Mr. Dean's cheque £50.

Mr. Mathews' Report May 9<sup>th</sup> and enclosures.

Shipping Report.

Statement on Accounts.

Press Copy of List of Enclosures to Tilbury.

Specification & Bills of Lading per "No destia".

## Enclosures to Tilbury.

Duplicates. (Original per "Heko" via Sandy Point May 4<sup>th</sup>)

Despatch No 151  
 Copy of Stanley Cash Book. March.  
 Copy of Stanley Journal. March.  
 Store Indents No 268  
 Remarks on Stores.  
 Coasting Insurances, April.  
 Insurance on Produce Return No 19.  
 Mr. Mathews' Report May 1<sup>st</sup>  
Statement on Accounts.

Duplicates. (Originals per "Modestia" via Monk Idles May 2<sup>nd</sup>)

Despatch No 152  
 Store Indents No 269  
 Mr. Bernard Stickney's Indent.  
 Remarks on Stores.  
 Coasting Insurances, May.  
 Insurance on Produce Return No 20  
 Stanley Ledger Balances, March 31<sup>st</sup>  
 Mr. Mathews' Report May 4<sup>th</sup> and Enclosures  
Statement on Accounts.

Originals. Stanley Journal & Cash Book. April.

Camp Wage Return March 31<sup>st</sup>

Stanley do. do.

Specifications: Wool. Skins.

I.	249	1
Hummel Island.	7	
J. Danilorn.	2	
D+S.	64	
F.	140	
J.H.D.	227	
W.E.D.	110	
Z.	111	6
A.	116	
D.H.	8	7
H.O.C.		6
H.W.	58	6
R.B.C.	29	2
<span style="border: 1px solid black;">B</span>	102	
S.	103	7

153

"Ammon."

June 14<sup>th</sup> 00.

Sir,

My last despatch left per "Modestia" on 1<sup>st</sup> inst

1. I have not hitherto alluded to the question of Charles Bender's liability to the Company which is now over £560, as I wished to see Mr Deau and also to look up Mr. Baillon's despatches. I cannot find that he reported the arrangement about erecting a fence, which was as follows:-  
 About September 1898 Bender told Mr. Baillon that he had appealed to the Governor for a reduction of his rent and for a longer lease, but they would not entertain the idea unless he fenced off his land from Packer's, about 3½ miles. Bender then asked if the Company would advance the necessary funds for this and have the fence put up, saying that Mr. Deau was willing to assist him.  
 Mr. Baillon thereupon saw Mr. Deau who guaranteed one half of the cost provided that she was given an interest to the extent of this half in the mortgage on Bender's property held

F. E. Cott Esq.  
 Managing Director.  
 London.



held by the Company. A copy of Mr. Drans' guarantee is enclosed. A contract was made with Sarvey in October 1898 to erect this fence at £16 per mile, we supplying the material and placing it on the ground. Before the fence was completed Mr. Mathews engaged Sarvey to go to Walker Creek for the season's work, saying that he could not possibly do without him; consequently Sarvey left Stanley. The work was then taken up by Sornson, with another butcher, and on their reporting it complete the Stock Inspector was asked to inspect and pass the fence. He at once stated that the work had been very badly done and that the fence was not sheep-proof. It was left over until Sarvey had finished at Walker Creek and Goose Green, but shortly after he came to Stanley Mr. Mathews asked for him to be sent to Goose Green as permanent overseer under Noble. The matter was again left until I was able to get a really trustworthy man to see it through. In November last I got Halliday to undertake the work, but having great cutting contracts he had to leave it until well on in January. It has now been completed, and the fence reported by the Stock Inspector to be strong and sheep-proof. The fence is 3 miles 990 yards in length, and works out at £72 per mile

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per mile, that cost £206.10.0. I have seen Mr. Dean and explained that the Mortgage for £300 that we hold was given in 1892 when we advanced Bender that amount to buy Coulson out, and that this Mortgage covers that advance. Mr. Dean does not want at present to pay down the half cost of the fence unless the Company insist upon it, and if she does pay, wishes this amount to be included in our mortgage. I shall get from Bender therefore a mortgage for £550.

2. I enclose an account shewing the cost of the U.S. Brigantine "Rosa Baker". The cost at auction, together with the labour of dismantling her comes to £350.7.8, against which we have sold and taken over into Store material to the value of £214.8.0 leaving the sum of £135.19.8 transferred to Head Office as the nett cost of the hull. I have allowed all our own departments to take over the gear and stores at a very low value, and the Store will make a profit on goods not yet sold. The bulwarks have not been touched, and the mainmast is left standing, as it will preserve much better so than lying on the ground or in a shed. In the event of our losing one of our Schooners the "Rosa Baker" could be transformed into a sea-going craft again at much less expense than the cost of purchasing

purchasing another Vessel.

3. We have gone very carefully into the question of the profit derived from the sale of stores to ships, as I found it impossible to gauge this without taking the actual figures. I now enclose a table shewing the total stores supplied to all ships since last September, the cost of the articles in London, and the percentage of profit, not deducting the freight and expenses of landing. You will see that this profit ranges from 36% in the case of the "Milverton" which put in for provisions only, to 225% in the case of the "Prince Arthur" where the bulk of the store account was plate iron, on which we make the very large profit of 317%. This no doubt is enormous and might bear reducing, but it must not be forgotten that this is an article which hangs on hand for years, and represents the locking up of a certain amount of capital. The gross profit on these 12 ships, although averaging 87% all round shows a very wide range, and as a general rule it may be taken that when a ship puts in for provisions only the profit is small; when for sails, the profit is good; but when for general repairs, requiring iron, timber and other materials the profit is large.

I had thought that we cut down prices for the "Milverton" too low - we had however to purchase salt beef and pork through Williams,

receiving



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receiving only about 5% on them, and were compelled to quote low prices to keep the order out of Williams' hands. As regards the freight and other expenses, provisions may be put down as costing 20% above the invoice prices, but material such as iron and timber cost considerably more, and I should say that an all-round figure of 35% is certainly not above the mark. Deducting this from the gross average profit of 87% the net profit comes out at about 50%. The gratuity to the Captain, 5% on his store accounts, previously charged to Interest & Commission Account is now debited to Store.

4. I assume that you will be chartering a vessel for steam coal. In case this reaches you before she loads, we could do with common bricks and fire bricks, which I imagine can be purchased reasonably at Cardiff. We have just ascertained that another blunder in the stock was made by the storekeepers. Instead of having 17,000 common and 2,800 fire bricks at the end of last year, we had something under 8,000 common bricks. Mr. Dean was compelled to get fire bricks from the Government, for which they charged £14 per 1000. Government officials are fond of declaiming our high prices, but our selling price for these has been £8.10.0 per 1000.

5. A Legislative Council has been held  
and



and the Estimate for 1901 passed. A surplus of £500 is anticipated after providing the sum of £1200 for the additions to Government House. The Export Tax is estimated to bring in a revenue of £500. The idea of an Inspector of Police has been abandoned, and Mr Felton & I objected to a vote of £60 for a third travelling Schoolmaster in the Camp (north) on the ground that the appointment was unnecessary. I also objected to a vote for £120 for an additional Clerk in the Colonial Secretary's Office on the ground that this extra assistance appeared to be unnecessary, adding that if such an appointment were approved, the cost would not be £120 but probably £220, as it would be impossible to get a Clerk from home for less, but the vote was passed. The Governor admitted that he proposed to build the additions to Government House with the bricks manufactured locally, and it appears that I gave some offence by questioning the quality of these. He, however, promised to send home a sample for an expert report. The latest idea propounded is a stone-breaker worked by wind-power!

6. You will find in this month's Gazette a Bill nominally relating to Aliens, but containing clauses really dealing with pauper immigration. Clause 5 seems to be extremely

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be extremely objectionable - the effect being that should any private individual or Company import men, and such men before the expiration of six months become destitute, the individual or Company is liable for all expenses the Government may choose to incur and for the cost of sending them home. In that case a man may leave the employ after 2 months, in another 2 become destitute, and the importer has to pay all expenses & passage home. Clauses 6, 7, 8 seem to be quite impossible.

7. Mr. Schottfeldt informs me that he has a commission to purchase cotton for a soap boiler in Sandy Point @ 23/ per cwt delivered in Stanley alongside the mail steamers. In case the cash were paid down on shipment would the Directors entertain the idea of any west season in this way, in preference to sending it home?

June 17<sup>th</sup>

8. The 'Ammooni' arrived late on the evening of the 15<sup>th</sup>, the mails being delivered yesterday. I have received your despatches Nos 907, 908, & 909 & your telegram of May 14<sup>th</sup>.

9. 907. par 2. On October 7<sup>th</sup> I wrote to Santiago asking for information as to the Chilean law of shipping; on December 7<sup>th</sup> they acknowledged my letter and said it would have the attention of the Minister of Marine

8

Marine but up to the present I have heard nothing further. I should think it could be better to endeavour to get, through Urquiza, a legal opinion from some lawyer in Santiago.

10. 907 par. 4. The full circumstances of the accident to Fleuret are as follows. The accident occurred on November 17<sup>th</sup> on board the ship, which was anchored, as far we can judge, about 900 yards from the Carpenters Shop. Biggs pointed out the Chart of the Harbour the spot where the ship was anchored and the distance is measured in a straight line from there to the shop. Fleuret did not go to the Doctor until December 14<sup>th</sup> thinking that the injury was not serious, and in fact up to December 27<sup>th</sup> was in the shop daily doing what he could. It must be remembered that we were very short-handed, and he was useful to Biggs who assures me he certainly was not drinking during the daytime. He may have done so in the evenings, but it was impossible to get direct evidence of this as nobody would come forward to say so, and practically the only evidence of any weight would have been a conviction in the Police Court. On December 27<sup>th</sup> Fleuret went to St. Hamilton again, not having done so for 10 days, and after this did not work in the shop.

Apparently



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Apparently Dr. Hamilton at first (Dec. 14<sup>th</sup>) did not regard the injury as sufficiently serious to stop the boy working.

I enclose a copy of Ordinance 1 of 1898; section 31 applied English laws generally to the Colony. This Ordinance repeals Ordinance 5 of 1882 specially applying the Employers Liability Act 1880 to the Colony, but this Act is again brought into operation by Section 31.

It is practically certain from what several doctors here told me that had the injured eye been excised at once the other would have been saved, but Dr. Hamilton called on me specially to tell me he did not feel justified in adopting what he called so drastic a measure.

Dr. Jamieson told me at the end of December that the boy called on him on December 27<sup>th</sup> but being Dr. Hamilton's patient he could not attend him, and sent him to Dr. Hamilton at once. At the same time, and as a matter of interest he looked at the eye and his verdict was that it was too late then to save the second by removing the injured eye.

11. I have received the Silver Coin per "Amunon".

12. 907. par. 6. In alluding to the Foreman Carpenter's house I meant the one formerly occupied by W. Biggs, which for some years has been rented to Sedgwick. I enclose a list of houses, with their occupants, and the rents



rents paid, which are on about the same scale as those charged for other houses in the Town.

I have given notice to the tenant of the house between Myph and Edgwick, which will be put in order as soon as possible for the Engineer of the "Samson". This will be the most suitable house as we shall then have the following in the 14 houses at the back of the Carpenters shop and Foundry:— Foreman Blacksmith, Engineer, Overseer or Sub-Overseer, and Blacksmith.

13. Jan 7. My remarks on the condition of the "Tilton" were not intended to be construed as a discovery, but were put forward by way of a report. In stating that she had been overhauled I ought to have added that the leak had been stopped.

The U.S. Consul acted entirely on his own judgment as to the Board of Survey on the "Rosa Baker". He informed me that he wished Briggs and Johnson to survey her and asked if I had any objection to their both being on the same survey as he knew that our practice was to appoint them alternately. I said that we had no objection and did not think it worth while to enquire whether he intended having a third man or not. The history of the whole thing was that not only was the Captain without the means of having the necessary repairs done to the vessel but

he was unable to purchase stores and clothing for men (about 25), who were halfstarved and pretty well in rags. If the vessel were condemned the U.S. Government would have to provide them with necessities and send them home.

14. Par. 8. I have to thank you for sending out the typewriter and trust that we shall soon be able to make the fullest use of the machine.

15. Par. 9. The purchase of the "Samson" is without doubt, most opportune, both in reference to the "Samoa" and to the inauguration of a new system of dealing with mail carriers. Seeing that we shall most likely be compelled to work these in Port William, the addition of a tug was indispensable. I hope that I shall have a little time to get the Engineer's house in order before his arrival.

16. Par. 10. The Governor sent the Acting Colonial Secretary to see me about the remittances as he was anxious to telegraph home about it, and after a little discussion it has been decided to accept your proposal to pay £1000 to the Crown Agents at the end of each month, we receiving the same here. Mr. Appleby pointed out that during the lean months of the year, say May, June, July and August they might find some difficulty in paying £1000, though in the other 8 they could pay more, and asked whether in such a case, we would

would meet them. I have therefore undertaken in the event of their not being able to pay the full amount to deposit say £1000 in the Savings Bank for a month or two, perhaps until September when we invariably have a large amount to deposit in the Bank for our camp hands. The alternative to this would have been for you to pay in £1200 from <sup>Sept<sup>r</sup></sup> April to, and £600 from May to August, but it seems to me that it is better to have the round sum of £1000 per month and avoid any confusion. I do not think that any idea of the risk of our defaulting has occurred to the Governor, but I will sound him and ascertain whether anybody else has suggested it to him.

17. Part II and 90 pp. 13 & 16. The new mail arrangements and the consequent alteration of all our methods of working is, I must say, a staggerer. I have not time to go thoroughly into the question this mail, but will mention one or two points that occur to me. Our charge for landing should certainly be not less than 5/- per ton, seeing that we shall have to drag the cargo in from Fort William, and in order that we can compel any small importers to pay this charge before the goods are delivered, we ought to know the measurement of the cases by the same mail they are shipped, that is to say it should be entered on the bill of lading without fail, or better still, add <sup>an</sup> ~~the~~ <sub>ratio</sub>

extra 5% on the freight at home.

I trust that you have corrected the impression in the first paragraph of the I.S.N. Company's letter as to Stanley being a free port, and the absence of any trouble from Customs authorities. The Government put at least 2 Customs Officers on every Kormor steamer and charge 10/- a day for each man. The I.S.N. Co ought to know this as I think they had to pay for one on the "Sorata" when here.

I cannot see the necessity for handing over to the purser of every steamer all moneys received by the Agency, vide page 3 of their letter. If the steamers are here for only 6 hours and in Port William, we shall have but little time for anything.

Importations of live stock are likely to be troublesome and expensive.

If the Governor has any objection to our holding the Agency stake it that he ought to say so at once and give his reasons. It is not a question that I can broach and if he does consider the arrangement objectionable, but not sufficiently so to make an open protest, it would no doubt come to my knowledge in the course of time, and I should not fail to report it.

Shall we continue to obtain our supplies of Flour and Kpalpa through Vancouver, or will you make arrangements for supplies to come through the Agent



Agent of the S.S.N. Co at Valparaiso?

Ought the S.S.N. Co to be informed of the provisions of the Draft Ordinance alluded to in my paragraph b?

Looking to the increase of work that will devolve upon Mr. Girling and myself from this increased number of mails and the duties in connection with the Agency, which so far as I can see at present, will be by no means light and will mean a lot of clerical work, I fear that I may have to ask the Board to give me a junior clerk. Now that affairs have taken this turn I much regret having parted with Mr. Gorton's services in the office, though I am more than ever convinced that his presence in the Stores is very beneficial to the Company. When I recommended the change I informed you that Mr. Girling and I thought we could carry on the work without further assistance, and this we would have done, but these changes which could not be foreseen at the time, will I think involve more work than we can get through efficiently. I shall however be able to judge this better when I know exactly what the S.S.N. Co require

I am, Sir

Your obedient servant

W. Harding  
Manager

Enclosures.Duplicates. (Originals per "Modestia" June 18.)

Stanley Cash Book for April

Stanley Journal " "

Return of Stanley Wages to March 31st

Specification 8 B DK Wool" 7 B DK Sheepskins.

" of shipment per "Modestia".

Originals.

Stanley Cash Book for May.

Stanley Journal " "

Cash Vouchers, East &amp; West Store for April.

" " " " May.

Store Indents No 270.

Indent. Messrs Packe Bros. &amp; Co.

" W. A. Harding.

" Mr. C. Hansen.

Remarks on Stores.

Copy of Brig "Rosa Baker" accounts.

Copy of Mr. Dean's Guarantee re C. Brander.

List of Company's Houses in Stanley.

Table showing Store profits on Ships.

Ordinance No 1 of 1898.

Letter from J. C. T. Willis.

Shipping Report.

Statement of Accounts.